NORTHERN VIRGINIA REGIONAL TRANSIT SERVICE AND NEEDS

VITAL TRANSIT SERVICES

Fairfax Connector and Washington Metropolitan Area Transit Authority (WMATA), which includes Metrorail, Metrobus, and MetroAccess, are vital services to the mobility and economic growth of Northen Virginia and the Commonwealth. According to a 2023 Northern Virginia Transportation Commission (NVTC) report, Northern Virginia's transit network generates $1.5 billion in annual personal income and sales tax revenue for Virginia.

Our region's transit systems are integral to the functioning of the federal government, carrying thousands of federal workers to their posts every day. Additionally, transit in Northern Virginia supports over 311,000 jobs, including nearly 41,000 outside of Northern Virginia.

Forty years ago, the Fairfax Connector began with 10 routes serving one Metrorail station and now transports approximately 33,000 people on 88 routes daily. Today, the Fairfax Connector connects to 19 Metrorail stations and operates 5 express routes serving the Pentagon Metrorail station, providing approximately 10 million trips annually.

Without the region's transit network, more people would have to drive to reach their destination – adding 278,000 vehicle trips per day – which could lead to a 64% increase in delays due to congestion.

IN VIRGINIA, LOCAL JURISDICTIONS HAVE HISTORICALLY PROVIDED SUBSTANTIAL FUNDING FOR WMATA AND THEIR LOCAL TRANSIT SERVICE.

- ✓ The County currently provides *over $180 million* in local and regional revenues annually to fund vital transit service to our region – for the Fairfax Connector, Virginia Railway Express, and WMATA.
- ✓ Every dollar Virginia invests in transit in Northern Virginia generates an additional $1.60 in statewide revenue, a 160% return on investment.
- ✓ The revenue makes up nearly 5% of the entire Virginia General Fund, supporting programs and services statewide.

- Approximately 50% of the County's $200 million commitment to WMATA is provided by the County's General Fund (primarily through local property tax revenues), County-authorized bond proceeds, and a regional gas tax.

- Fairfax County also utilizes state assistance (which is also provided to other public transit systems in the Commonwealth) to support WMATA and Fairfax Connector operating and capital expenses. This state assistance is held in accounts at NVTC to help address the needs and funding obligations for both systems.

- Separately, the County sends the Commonwealth approximately $13 million annually to address Virginia's commitment to WMATA's state of good repair needs, in accordance with the 2018 WMATA funding bill.

WMATA REQUIRES SUSTAINABLE, LONG-TERM, ANNUAL FUNDING WITHOUT DIVERTING RESOURCES FROM OTHER TRANSPORTATION NEEDS.

FOR ADDITIONAL INFORMATION CONTACT LEGISLATIVETEAM@FAIRFAXCOUNTY.GOV

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NORTHERN VIRGINIA REGIONAL TRANSIT SERVICE AND NEEDS

ADDITIONAL SUBSIDIES NEEDED

*Beginning in FY 2027, WMATA will require around **$153 million** in additional annual operating subsidies from the Commonwealth to match commitments already made by the compact partners.*

- The Washington Metropolitan Council of Governments and the WMATA Board of Directors have adopted the DMVMoves agenda which has identified the need for approximately $460 million plus 3% per year in new capital investment funding for WMATA through FY 2029.
- For the past two budget cycles, WMATA has identified $500 million in operational efficiencies and is committed to finding more. Additionally, WMATA is also making efforts to address fare evasion and proposing fare increases.

FAIRFAX COUNTY'S LEGISLATIVE POSITION

Investments in transportation are necessary to ensure a modern, efficient, multimodal transportation system. This is essential to the Commonwealth and is intrinsically tied to the region's continued economic success and ability to compete in a global economy. Fairfax County, along with localities throughout the state, continues to provide hundreds of millions in local funds for transportation each year.

Fairfax County supports dedicated, sustainable funding for critical transit systems, including WMATA and the Fairfax Connector, which connect our residents to jobs, schools, and essential services. This should include both state revenues and optional local authority to establish additional funding streams, such as a local sales tax, that diversify the County's revenues.