

RESOLUTION ENDORSING THE DMV MOVES FUNDING PROPOSAL

- WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials in the District of Columbia, Maryland, and Virginia, plus area members of the Maryland and Virginia state legislatures, and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and
- WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) is an interstate compact agency and instrumentality of the District of Columbia, the State of Maryland, and the Commonwealth of Virginia, established by an Interstate Compact, approved by Congress, to plan, develop, finance, and operate improved transit facilities as part of a balanced regional transportation system, and to coordinate the operation of publicly and privately owned or controlled transit facilities into a unified regional transit system without unnecessary duplication of service; and
- WHEREAS, transit is vital to the success and economic vitality of the National Capital Region, and the region's jurisdictions came together in 2018 to guarantee funding for WMATA's capital program after more than a decade of deferred maintenance that resulted in major service disruptions, and the region again built on its long record of support for the Metro system by increasing contributions to WMATA's operating budget when temporary federal operating assistance expired; and
- WHEREAS, WMATA's major capital funding sources, including 2018 dedicated funding and federal and matching Passenger Rail Investment and Improvement Act (PRIIA) funding, were not indexed to grow and lost considerable purchasing power over the past five years of historic inflation, rising construction and labor costs, and accelerated capital program needs; and
- WHEREAS, without additional, dedicated capital funding WMATA will reach its debt capacity limit in about FY2029 which will cause its approved FY2026-FY2031 Capital Improvement Program to fall from an average annual amount of \$2.2 billion to \$1.4 billion, severely impacting safety and reliability of the system; and
- WHEREAS, without additional, dedicated capital funding that addresses WMATA's debt capacity limit, it will carry a capital backlog averaging \$10 billion over the next 25 years, totaling \$22 billion by FY2050, but that with additional funding WMATA could responsibly manage a backlog averaging \$3 to \$4 billion per year; and
- WHEREAS, regional rail and local bus providers face deferred maintenance risks, and state and local transit agencies face unsustainable operating gaps, raising the potential

for disruptive service reductions that would undercut regional progress on economic growth, environmental goals, and mobility goals; and

WHEREAS, the region has demonstrated unified leadership through the 2024 launch of the DMV Moves initiative, when the COG and WMATA Boards of Directors adopted a joint resolution formally establishing DMV Moves as a shared commitment to strengthen long-term coordination and planning for regional transit; and

WHEREAS, the culmination of this collaboration is the DMV Moves Plan, which outlines both a funding recommendation to address WMATA's long-term capital needs and a Regional Transit Integration Action Plan that calls for coordinated investments and actions to make travel across the region faster, safer, more integrated, and more reliable; and

WHEREAS, the investments proposed in the DMV Moves Plan are critical for delivering the Vision, ensuring economic prosperity, meeting the region's goals, and addressing WMATA's capacity, reliability, and safety needs in a more cost-effective manner, including growing ridership and increasing capacity and connectivity for east-west travel across the region's core while being more cost efficient in providing that service; and

WHEREAS, that this funding and action plan is designed to reinforce service reliability and efficiency, unlock underutilized assets, and position the National Capital Region as a leader in mobility and transit innovation; and


WHEREAS, endorsement of the DMV Moves and 2026 General Assembly transit funding legislation is consistent with City Council's adopted Res. 2025-37 2026 Legislative Program;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Falls Church that it endorses the vision, goals and conceptual funding component of the DMV Moves Plan and the 2026 General Assembly transit funding proposed legislation.

Reading: 02-09-26  
Adoption: 02-09-26  
(TR26-06)

IN WITNESS WHEREOF, the foregoing was adopted by the City Council of the City of Falls Church, Virginia on February 9, 2026, as Resolution 2026-05.



  
Celeste Heath, City Clerk