

Combined
Blue Items/Handouts/
Presentations
for
April 3, 2025
NVTC Meeting



Northern Virginia Transportation Commission

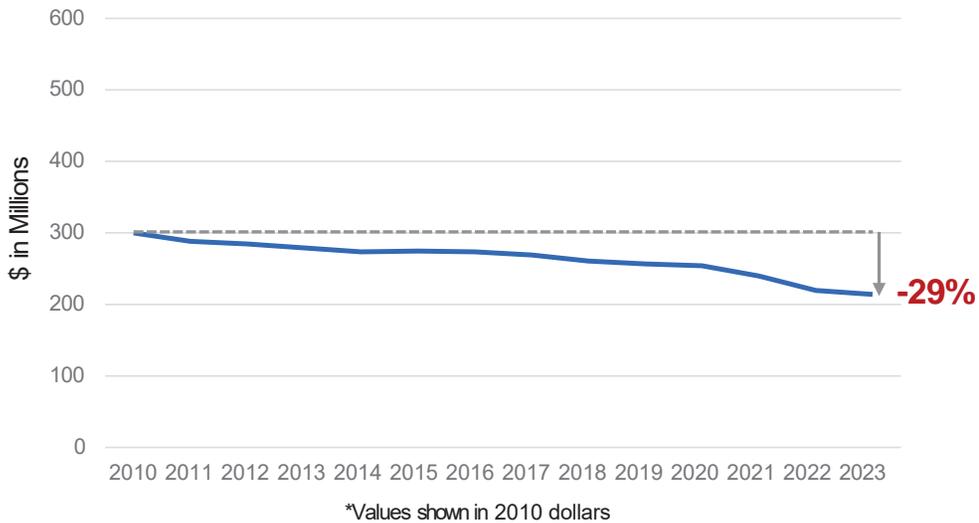
April 3, 2025



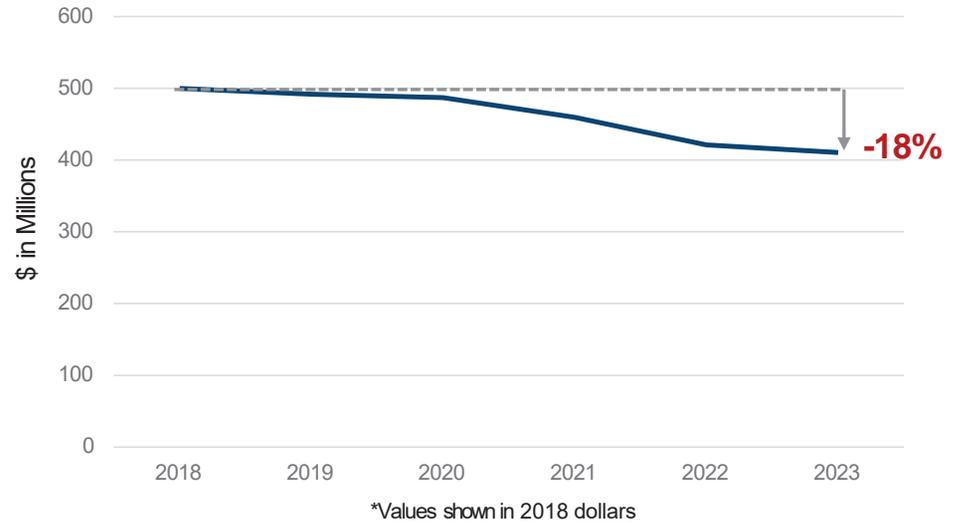
Buying Power of Metro's Funding Has Eroded Over Time

- Historically high inflation hit all markets + industries during the pandemic, still cooling off
- Many of Metro's funding sources are not indexed to inflation; their buying power has fallen dramatically

\$300 million of original PRIA worth \$214 million today

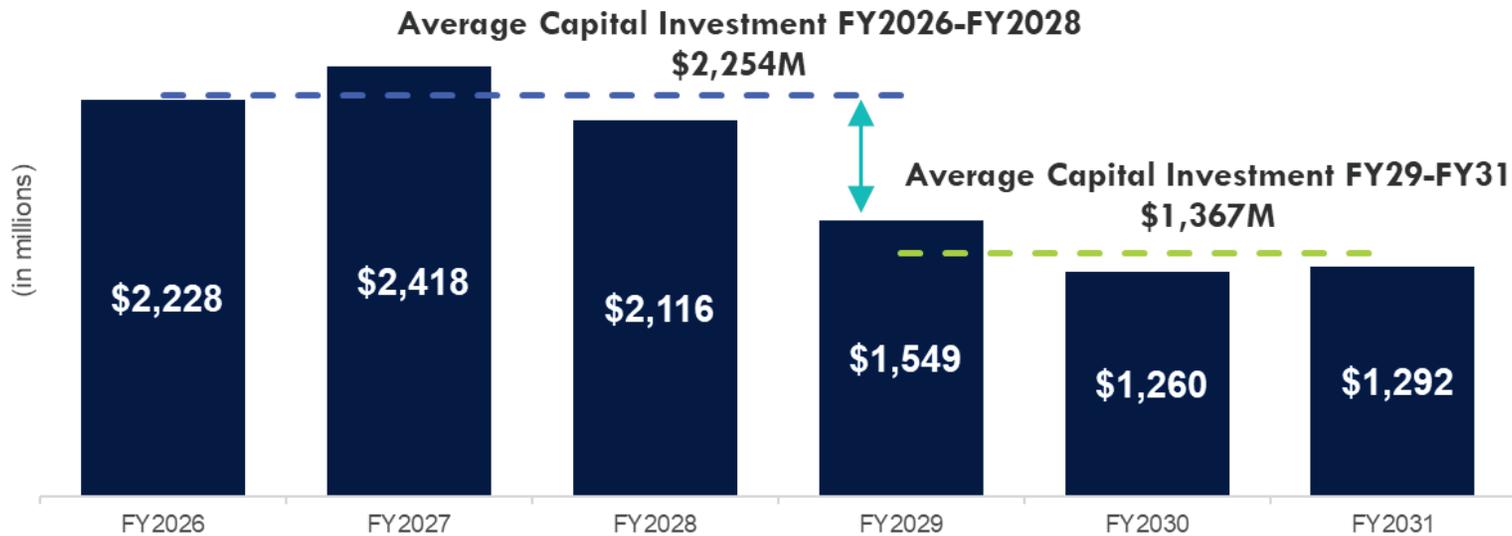


\$500 million of original Dedicated Funding worth \$410 million today



WMATA and Region Face a Capital Challenge

- Inflation continues to erode the value of Dedicated Funding and PRIIA
- Will soon reach debt capacity, significantly decreasing capital funding after FY28
- Will force WMATA to addresses infrastructure issues only as they arise, rather than proactively

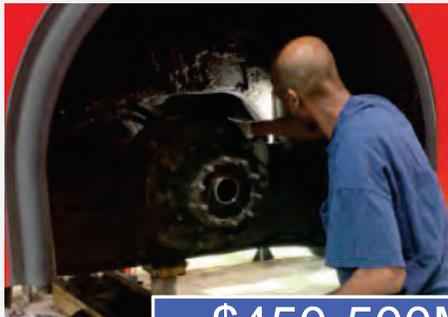


Excludes debt service and revenue loss from capital projects

DMVMoves: Alternate WMATA Funding Concept

Reinvesting in & Modernizing the Existing System

- Ensure existing system is safe, reliable, efficient, and effective
- Continue reinvestment to sustain and improve the performance and state of good repair of the system
- Reduce and manage state of good repair backlog
- Continue to optimize service, making it more efficient and cost-effective
- Rail automation and advanced signaling



\$450-500M starting FY28
+ 3% per year



Additional Frequent Bus & Bus Priority

- Deliver fast, frequent, reliable, safe service
- Invest in infrastructure to make service more cost-effective; operate same frequency with fewer buses and/or reinvest in increasing service
- More connections to economic opportunity
- Grow



\$50-100M (scalable)
starting FY28 + 3% per

Continued Approach to Manage Operating Budget

As of March 2025, revenue growth and modernization efforts that produce cost efficiencies are significantly improving WMATA’s budget outlook. **Continued regional economic uncertainty and other external factors will impact that outlook.**

WMATA FY28 Operating Budget Forecasts

(\$M)	As of June 2024	As of February 2025
Expenses	~\$2,685	~\$2,681
Revenue	~(\$528)	~(\$639)
Subsidy	~\$2,016	~\$2,041
Reimbursables*	~\$24	~\$0
Estimated Deficit	~\$140	~\$0

Operating Budget Strategies

- ✓ Recurring budget management savings
- ✓ Service and asset modernizations to drive efficiencies and reduce costs
- ✓ Ridership & revenue growth

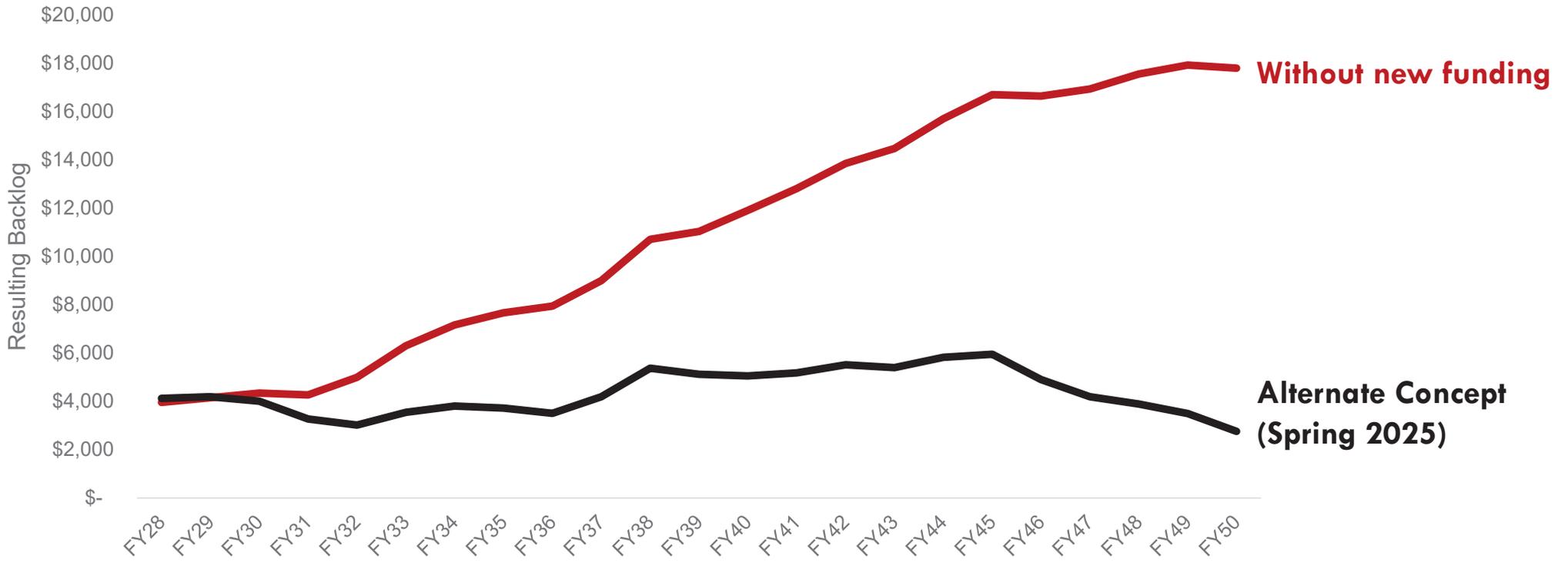
Assumes FY26 planned service levels continue

*Reimbursables (e.g. DC 24-hour bus) not previously included in projections 7

Reinvestment to Sustain System Performance

If WMATA has predictability about funding levels and timing, it can develop reliable long-term investment plans. However, this becomes difficult when funding is highly restricted, subject to appropriations, or otherwise uncertain.

SGR Backlog Scenario Comparison



Leverage the Existing System

Metrorail Concepts

- More 8-car trains for capacity
- More frequent train      
- Extend Yellow Line to Greenbelt
- Weekends open until 2am

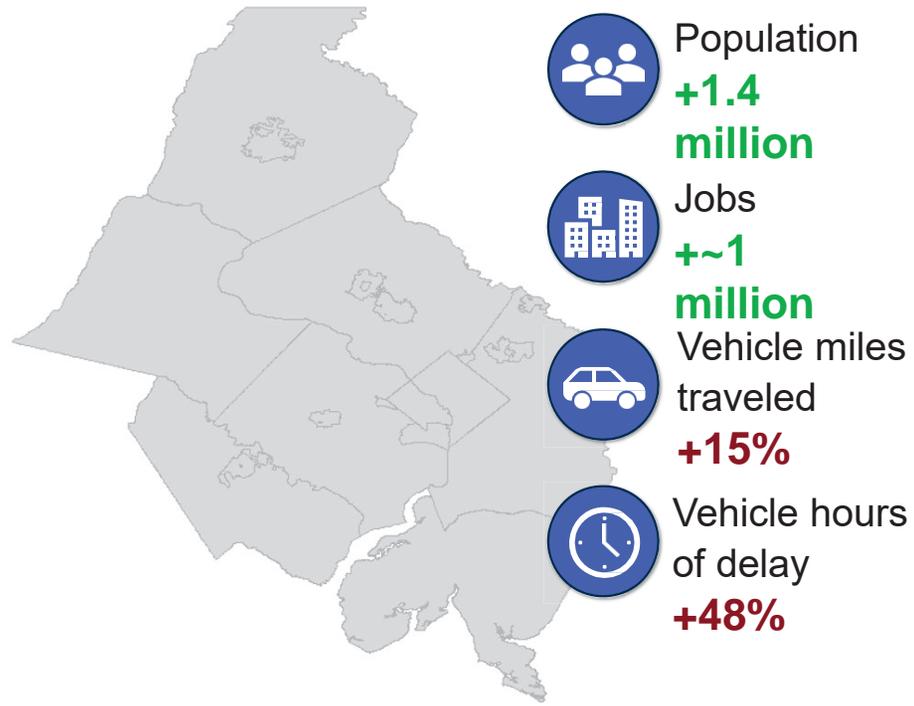
Metrobus Concepts

- 15% increase to 2025 Better Bus Network
- 15+ more Frequent Service routes
 - 5+ more routes to the 24-hour network

Local Bus

- 10-15% more service
- Routes at least every 30 minutes, except special purpose
- Expanded service hours / days of operation

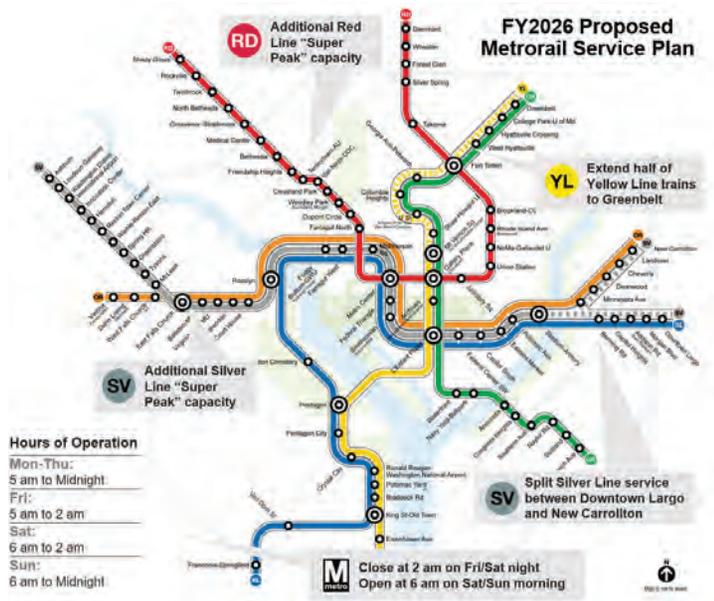
The Region in 2045*



*MWCOC Cooperative Forecast

While Making Service More Cost-Effective

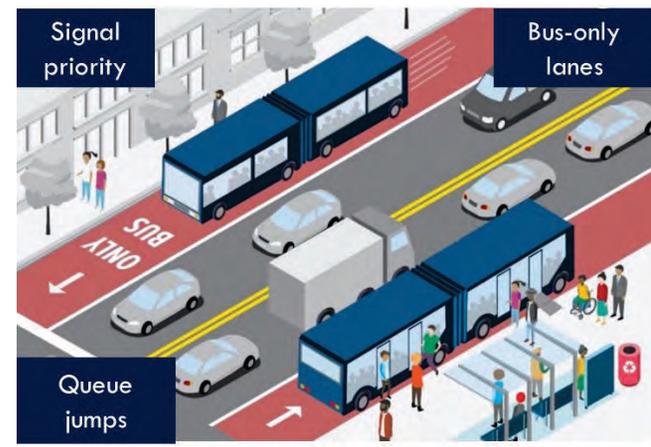
Rail optimization improves efficiency



Example: Continuing ATO, more 8-car trains, and optimizing service to better match demand will:

- Increase access to jobs, key destinations
- Delivers more service with the same resources

Bus priority improves efficiency



Example: Bus priority on the W4 Metrobus route would support same level of service with fewer buses per hour.

PM peak-hour service:

Prioritized peak service:



X 20

X 17

Working Groups are advancing Advisory Groups' Recommendations

Since December, working groups have met monthly to develop action plans that will advance key recommendations, while weighing costs and benefits. These action plans, set for completion by June, aim to enhance customer experience region-wide and deliver cost efficiencies for transit agencies.



Integrate and align fare policies to provide consistent customer experience



Adopt shared service guidelines for when and how often transit operates and measure performance



Improve wayfinding, customer information, and amenities at transit stops



Implement bus priority strategies to get best value from high-frequency routes



Explore shared use of resources and assets and grouped procurements



Make training, certification, and inspection programs more consistent across the region

Transparency and Accountability

- Documenting assumptions related to outcomes
 - SGR backlog
 - Ridership growth and fare policies
 - Funding – existing and new
- Review the 3% cap to determine whether any modifications are necessary

Updated Local Transit Needs

BUS

Draft Estimates for FY2028

\$114M

Baseline Operations Gap: Continue FY25 service, increase 10% by FY28

\$32M

Baseline Capital Gap: Maintain State of Good Repair (SGR)

\$146

Estimated FY28 Gap

- As submitted by local operators to COG
- Includes DC Streetcar and MTA Commuter Bus

Planned Approach: Use regional service guidelines to identify funding needed for local service to meet guidelines

COMMUTER RAIL

Draft Estimates for FY2028

\$16M

Baseline Operations Gap: Continue FY25 rail service levels

\$110M

Baseline Capital Gap: Maintain State of Good Repair (SGR)

\$126

Estimated FY28 Gap

- Does not include MTA Purple Line
- Does not include VRE/MARC plans post Long Bridge

Planned Approach: States pursue long-term plan and financial agreements

Microtransit 101

Xavier Harmony, PhD, *Senior Program Manager*

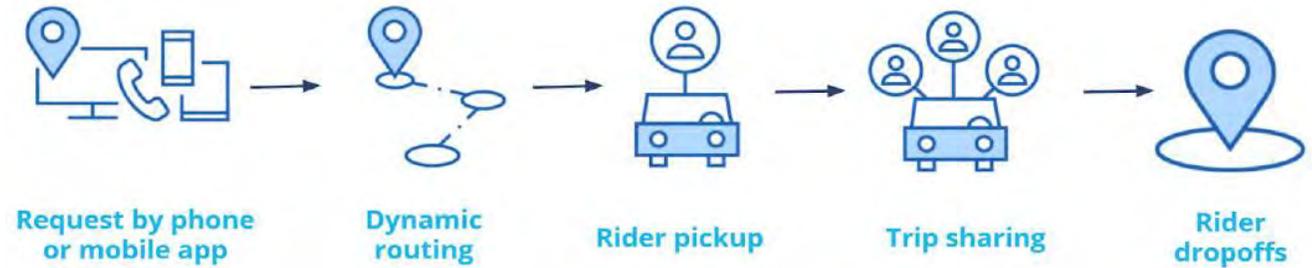


What is Microtransit? It depends on who you ask.

- **Microtransit characteristics:**

- On-demand
- Typically reserved with an app
- Typically smaller vehicles
- Flexible route structures and schedules
- Often serve a zone
- Riders are grouped with other riders traveling in the zone
- Typically public-private partnerships (e.g., Via, RideCo) but can vary

Microtransit Process Flow (DRPT 2023)



Microtransit Vehicle Examples

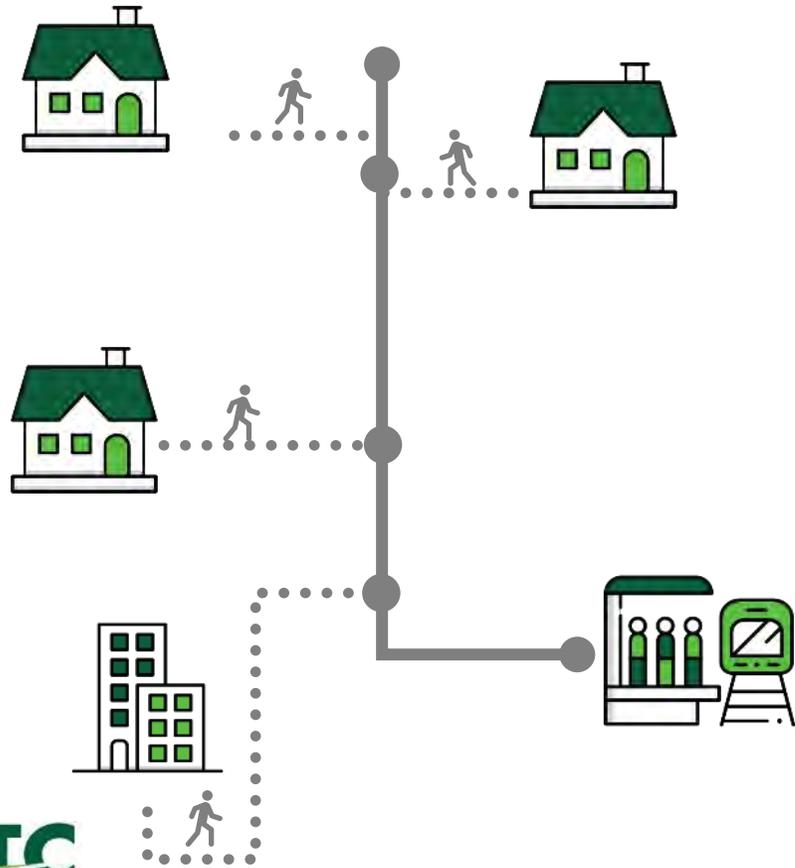


<https://nap.nationalacademies.org/read/25414/chapter/3>

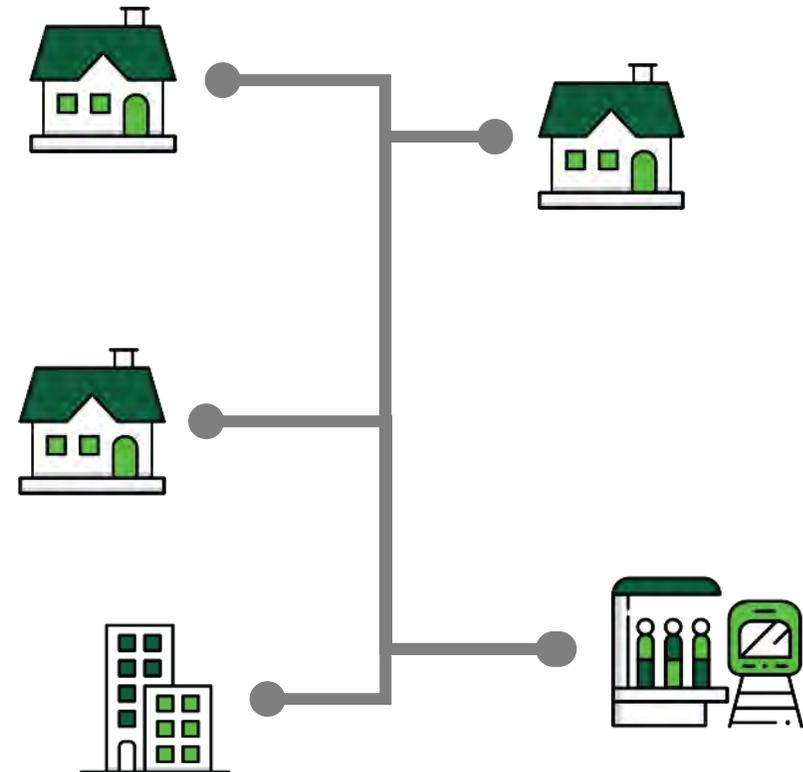
What is Microtransit? It depends on who you ask.

Many operation types ranging between...

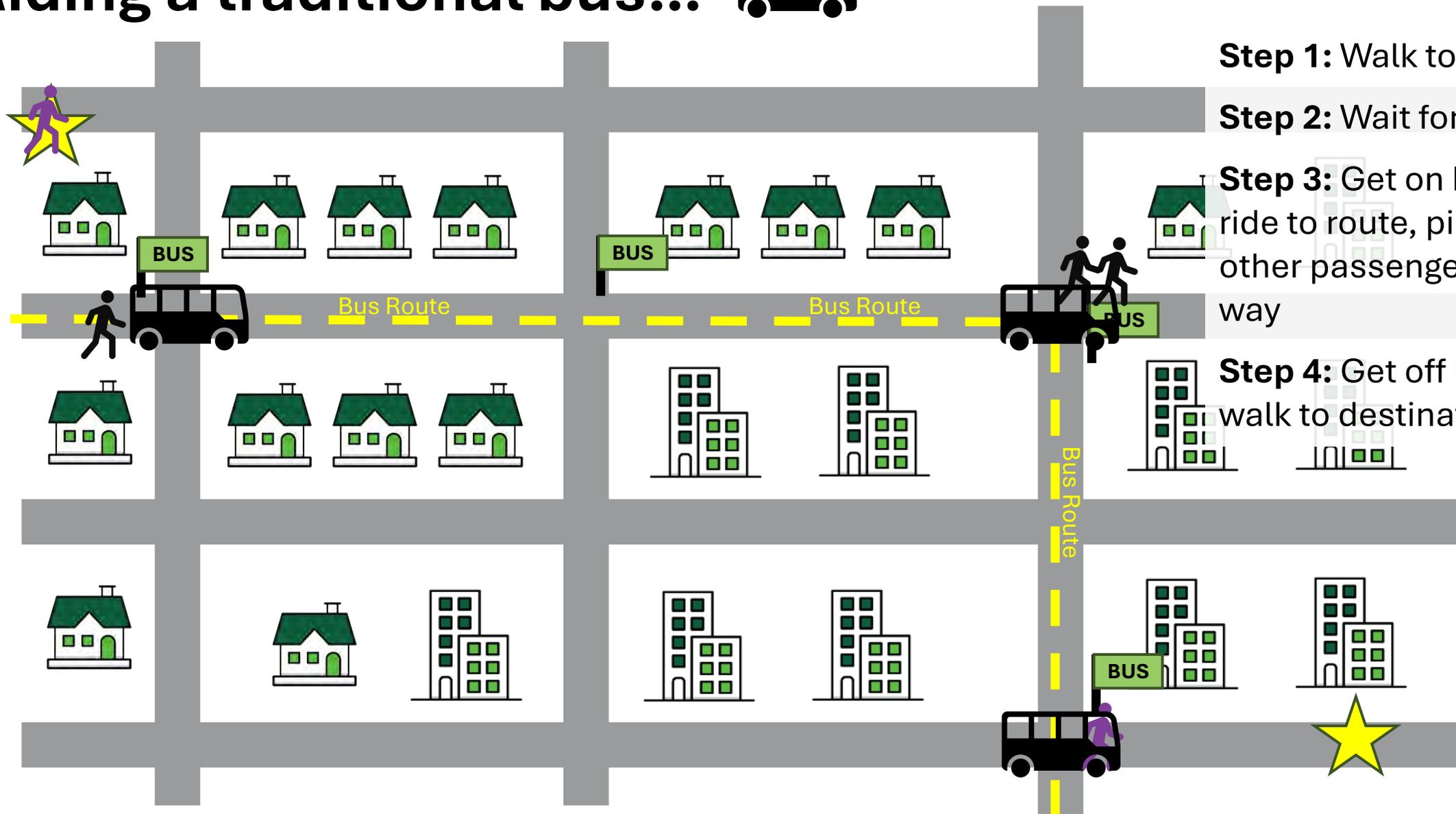
Microtransit operations concentrate ridership to reduce complexity (e.g., virtual bus stops)



Microtransit serves all trip origins and destinations with a direct service (e.g., like a shared taxi)



Riding a traditional bus...



Step 1: Walk to a stop

Step 2: Wait for the bus

Step 3: Get on bus and ride to route, picking up other passengers on the way

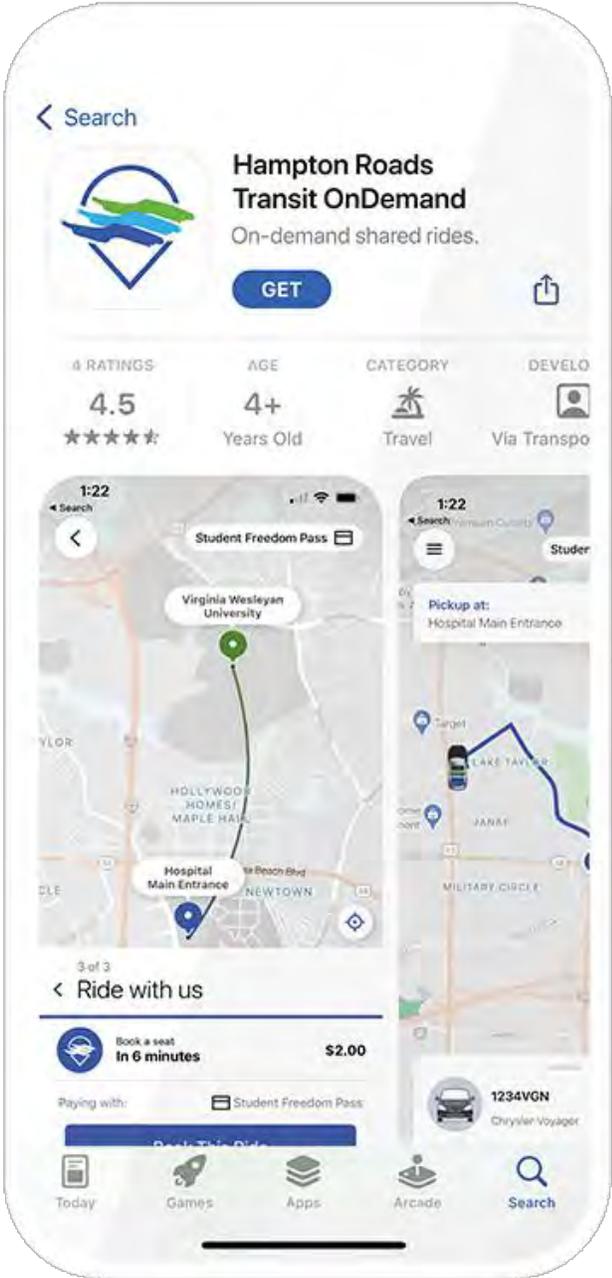
Step 4: Get off bus and walk to destination

Brief History/Context for Microtransit

- Microtransit isn't new; it's a modern form of "demand response" transit
- Paratransit is another form of demand response required by federal law to serve people with disabilities

History of Demand Response

Period	Classification	Summary
1970-1984	Early Dial-a-Bus services	<ul style="list-style-type: none"> • First attempts at demand-response
1985-2009	Paratransit/Community Transport	<ul style="list-style-type: none"> • Influenced by ADA • Heavy subsidization because of target groups
2010-current	ICT Microtransit	<ul style="list-style-type: none"> • Influenced by new technology • "Microtransit" term first used in 2014



Example Microtransit App from Hampton Roads Transit

Virginia Microtransit Pilots

- Funding came from DRPT, local and federal sources
 - DRPT completed a rural microtransit study in 2023 that included Bay Transit and MOEC
- Use cases
 - Replace services
 - Lower ridership routes
 - Deviated fixed route service
 - Routes with very big headways
 - Complement fixed-route service
 - First/last mile
 - Connect to higher-frequency routes or other specialized services (e.g., commuter bus, rail)
 - Provide more service coverage

Timeline of Virginia Microtransit Pilots

2021

- Bay Transit, Gloucester
- Mountain Empire Older Citizens, Inc. (MEOC), Big Stone Gap

2022

- Hampton Roads Transit
- OmniRide, Prince William County

2023

- Greater Richmond Transit Company

2024

- Winchester
- Hampton Roads Transit (second pilot)

Microtransit Funding in Virginia

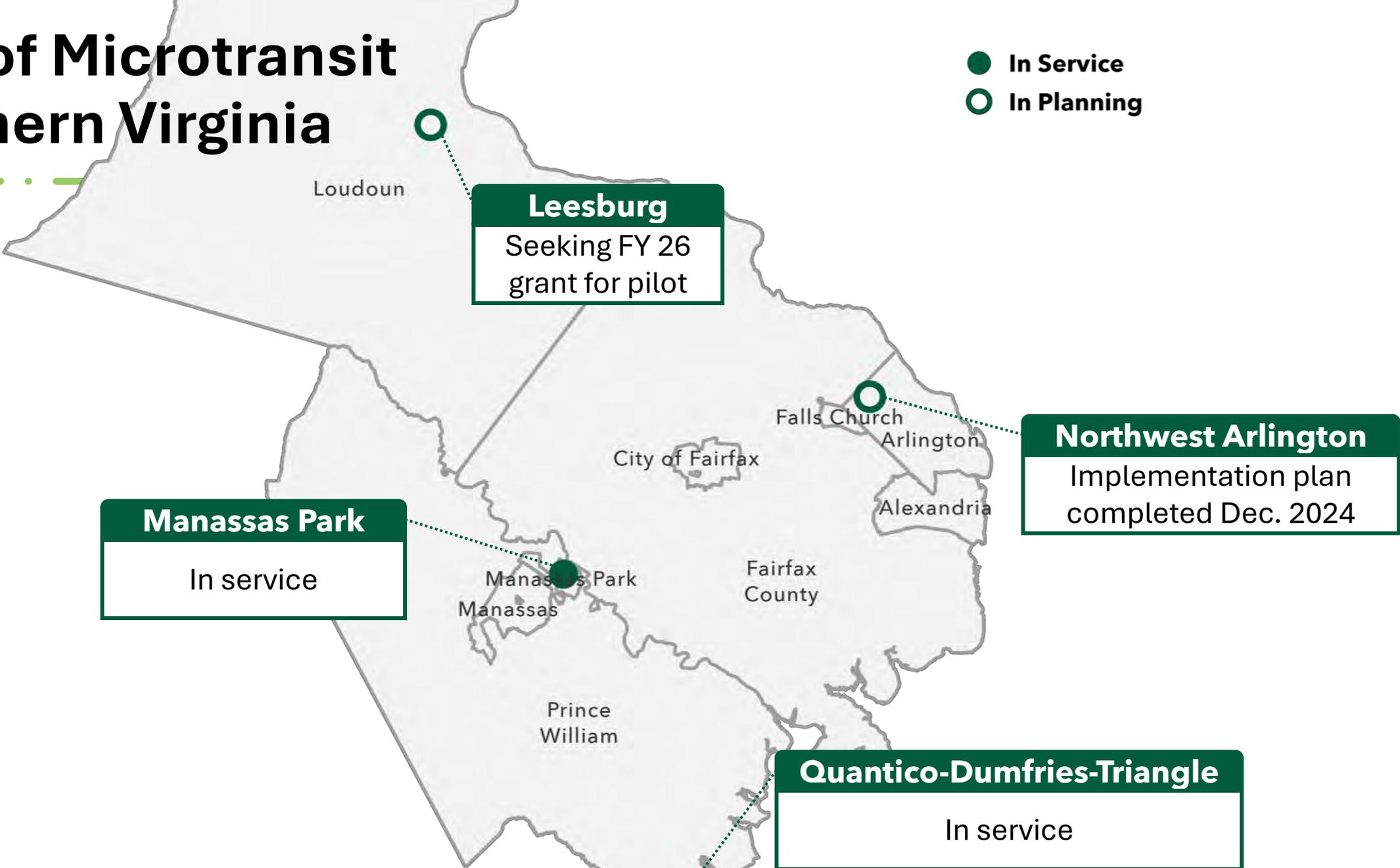
- Virginia funding for microtransit comes primarily from DRPT grant programs
- Other funding sources used in Virginia include local sources, FTA Integrated Mobility Innovation Grant, and the federal American Rescue Plan Act

DRPT grant programs that can be used for microtransit

Grant	Summary	State Match
Technical Assistance	<ul style="list-style-type: none">• Can be used to study potential microtransit implementation	<ul style="list-style-type: none">• Up to 50% of costs
Demonstration Project Assistance	<ul style="list-style-type: none">• Can be used to pilot microtransit services for up to 18 months	<ul style="list-style-type: none">• Up to 80% of costs
Transit Ridership Incentive Program (TRIP)	<ul style="list-style-type: none">• Can be used to fund microtransit that expands regionally significant transit service	<ul style="list-style-type: none">• Varies from up to 80% of costs in first year to 10% of costs in fifth year

Status of Microtransit in Northern Virginia

- In Service
- In Planning



Cost Considerations

Numbers are demonstrative only

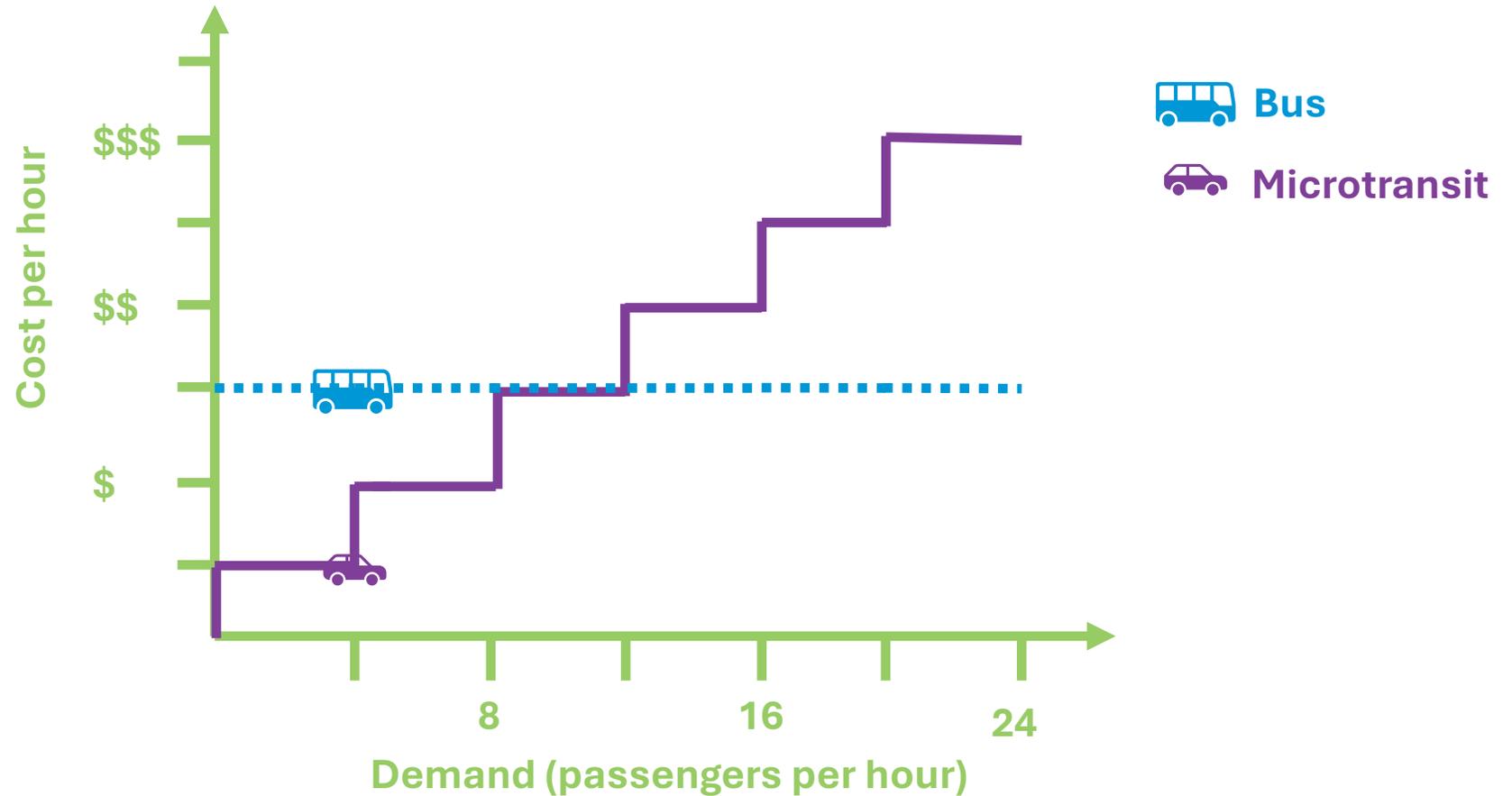
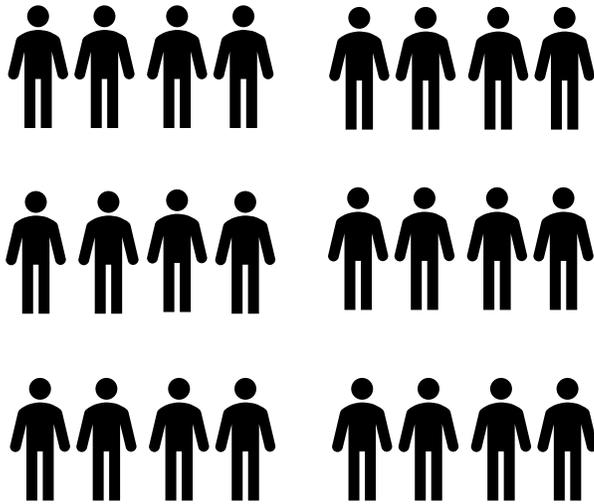
Cost Assumptions

- Microtransit \$/hour
- Bus is \$\$/hour

Capacity Assumptions

- Microtransit 4 passengers/vehicle
- Bus 40 passengers/vehicle

Demand



Advantages and Disadvantages

Advantages

- Can replace underperforming transit routes
- Can better serve low density areas than traditional transit
- Can be more convenient for the public
- Can increase access and mobility for vulnerable populations
- Is typically cheaper than ride-hailing (e.g., Uber, Lyft) but faster than transit and walking
- Is typically easier to launch than fixed-route transit

Disadvantages

- Has a high failure rate
- Often has higher costs
- Has a lack of sustained funding sources
- Sometimes has issues with ADA compliance
- Can have safety risks for riders due to algorithm-driven virtual pick-up and drop-off locations
- Providers can sometimes be unwilling to enforce inclusive practices (e.g., ability to use service without smartphones)
- Can be challenges with balancing supply and demand
- Can be difficult to allow for both on-demand and pre-scheduled trip requests (e.g., medical appts.)

Policy Considerations

- 1. Identify bigger picture mobility program goals to understand why microtransit may be more suitable than other transportation alternatives**
- 2. Evaluate how microtransit fares integrate into larger fare systems**
- 3. Consider how to manage microtransit costs**
- 4. Explore options to balance supply and demand**
 - Possible tools include pricing strategies and trip capping
 - ADA/paratransit requirements can add complexity.
- 5. Consider how to mitigate potential equity concerns**
 - Technology gaps
 - Smartphones are often required for scheduling
 - Some people have more difficulty understanding and using new technology
 - ADA accessible vehicles need to be enforced

Thank you!

Xavier Harmony, PhD
Senior Program Manager



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novatransit.org | @novatransit





VRE ORIENTATION

April 3, 2025

Northern Virginia Transportation Commission
2300 Wilson Boulevard
Arlington, Virginia

VRE MISSION STATEMENT

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.





GOVERNANCE

- **Parent Commissions**
- **Governing Documents**
- **Plan of Delegation**
 - ✓ **Commissions**
- **VRE Operations Board**
- **Operations Board Representation**
- **Plan of Delegation**
 - ✓ **Operations Board**
 - ✓ **Chief Executive Officer**
- **Rolling Stock**
- **Connecting/Complementary Transit Services - 2050**



VRE PARENT COMMISSIONS

- VRE is a joint project of NVTC (established 1964) and PRTC (established 1986)
- Commissions own VRE but delegate many actions to the Operations Board through the Plan of Delegation



GOVERNING DOCUMENTS

Master Agreement

- Details the roles and responsibilities of VRE's two parent commissions and the Operations Board
- Signed by six jurisdictions – four contributing and two participating – in 1987
- Amended in 1992, when the cities of Fredericksburg and Manassas Park joined PRTC, and in 2010, when Spotsylvania County followed suit
- Last amended in 2014

Bylaws

Stipulates Operations Board's:

- Powers and duties
- Membership
- Officers and duties
- Meetings
- Administration
- Finances
- Last amended in 2022 to reflect changes to Virginia law regarding electronic meetings



PLAN OF DELEGATION

Commissions Delegated to the Operations Board:

- Full authority on spending, provided the amount is included in the annual budget and six-year Capital Improvement Program
- Approval of fare changes (tariffs)
- Contractual agreements, provided funding is included in the approved budget, except operating (CSX, NS, VPRA and Amtrak) and insurance agreements
- Issuance of IFBs, RFPs, and other competitive procurement solicitations for items for which funds have been budgeted and appropriated
- Annual review of VRE CEO and General Counsel



PLAN OF DELEGATION

Operations Board Delegated to the CEO:

- Procurement authorization and contract award authority up to \$200,000
- Procurement solicitation authority under \$1 million

PLAN OF DELEGATION

Commissions Retained Authority Over:

- annual VRE budget, six-year financial plan, and CIP
- amendments to VRE Master Agreement
- amendments to insurance plans and agreements
- operating access agreements with freight railroads, Amtrak, and VPRA
- hiring and termination of VRE CEO and General Counsel, and employment agreement amendments
- state, regional, and federal grant applications
- state and federal legislative agendas
- VRE strategic plan
- VRE-related debt
- alternate construction methods and P3 projects



PLAN OF DELEGATION

Commissions Retained Authority Over:

- sale, purchase or lease of real and personal property in the commissions' names
- personnel plan and policies
- service expansion and reduction
- new VRE commuter rail stations
- all actions reserved to the commissions by the VRE Master Agreement and those not expressly delegated to the operations board



OPERATIONS BOARD REPRESENTATION

NVTC Jurisdictions



ARLINGTON
VIRGINIA

PRTC Jurisdictions



**Commonwealth
Transportation Board
Chair or Designee**



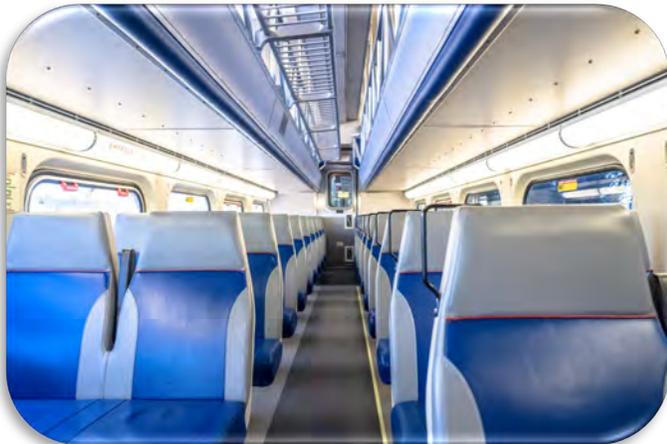
ROLLING STOCK



20 MP36 diesel-electric locomotives



21 Gallery IV cab cars (123 seats)



49 Gallery IV trailers with restrooms (132 seats)

30 Gallery IV trailers without restrooms (144 seats)

21 new railcars with restrooms and enhanced passenger amenities on order from Alstom Transportation Inc. (140 seats)



STAFF AND CONTRACT PROVIDERS



- ❖ Operations
- ❖ Budgeting
- ❖ Procurement
- ❖ Mechanical Operations Oversight
- ❖ Warehouse and Inventory Control
- ❖ Facility Maintenance Oversight
- ❖ Safety and Security
- ❖ Project Planning and Engineering



- ❖ Dedicated Personnel for VRE Operations



- ❖ Preventative Maintenance
- ❖ Unscheduled Repairs
- ❖ Lifecycle Maintenance
- ❖ Passenger Car Cleaning

- ❖ Train Crews
 - Locomotive Engineers
 - Railcar Conductors



- ❖ Facility Maintenance
 - Stations (18)
 - MSFs (2)
 - HQ
 - Satellite Office



- ❖ On-Call Services
 - Repair
 - Installation
 - Inspection
- ❖ Snow Removal





TRANSFORMING RAIL IN VIRGINIA

WHAT IT MEANS AND HOW IT BENEFITS VRE

April 3, 2025

Dallas Richards, PE, Chief Engineer

Nick Ruiz, Planning Program Manager

DISCUSSION & QUESTIONS



**WHAT IS
TRANSFORMING RAIL
IN VIRGINIA (TRV)?**



TRV Overview

- \$4+ Billion Statewide Rail Initiative
- Created VPRA in 2020
- Purchase of Railroad Right-of-Way
- Multiple Stakeholders
- Numerous Capital Projects
- New Long Bridge over the Potomac



Benefits to Virginia's Rail Network



Capacity: Infrastructure and Right-of-Way create additional capacity and improve fluidity between modes (freight and passenger)

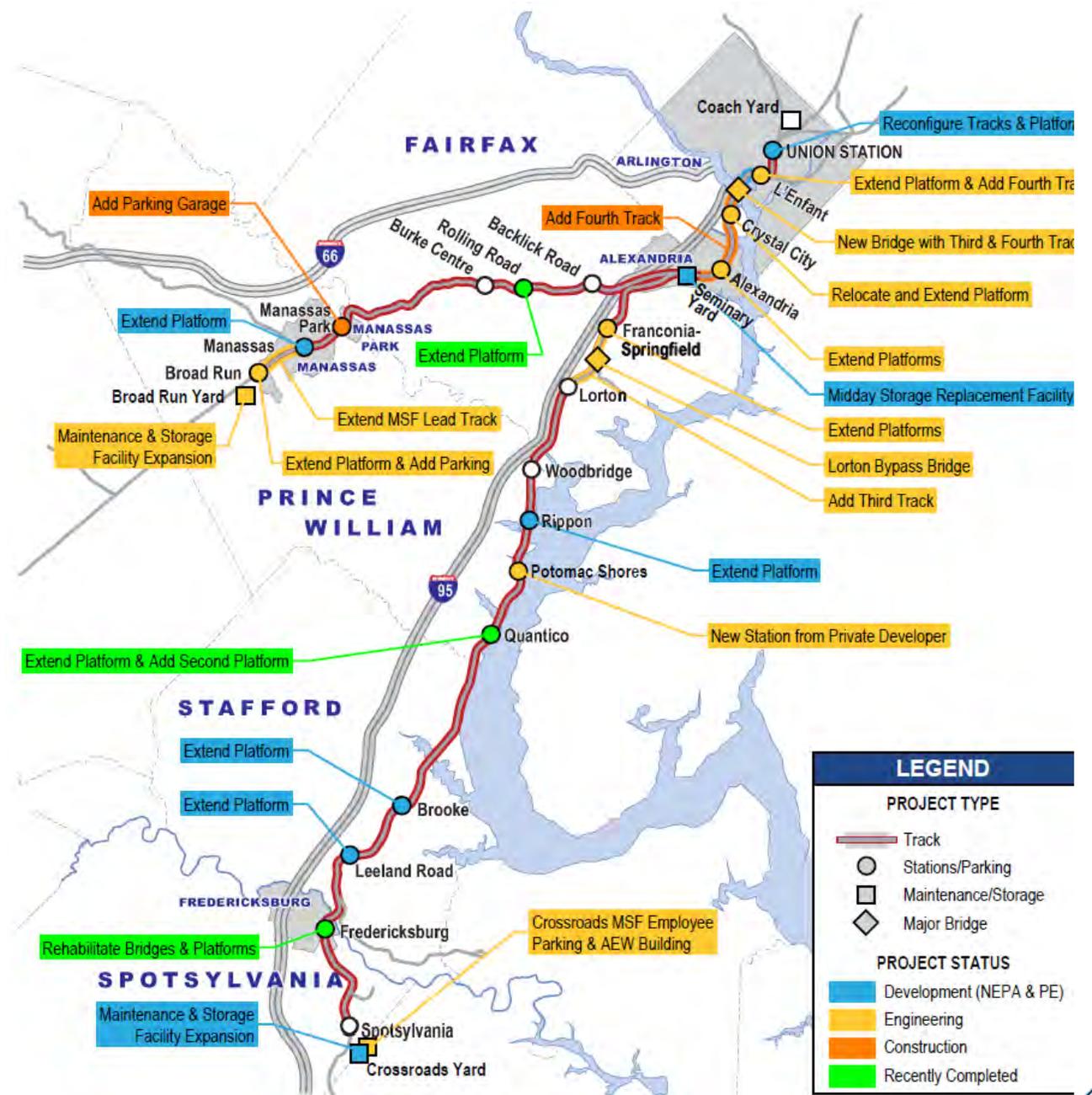
Quality: Expands high-quality, modern service with more frequent, more reliable and more convenient service.

Choice: More choice in moving people and goods efficiently while accommodating growing demands.

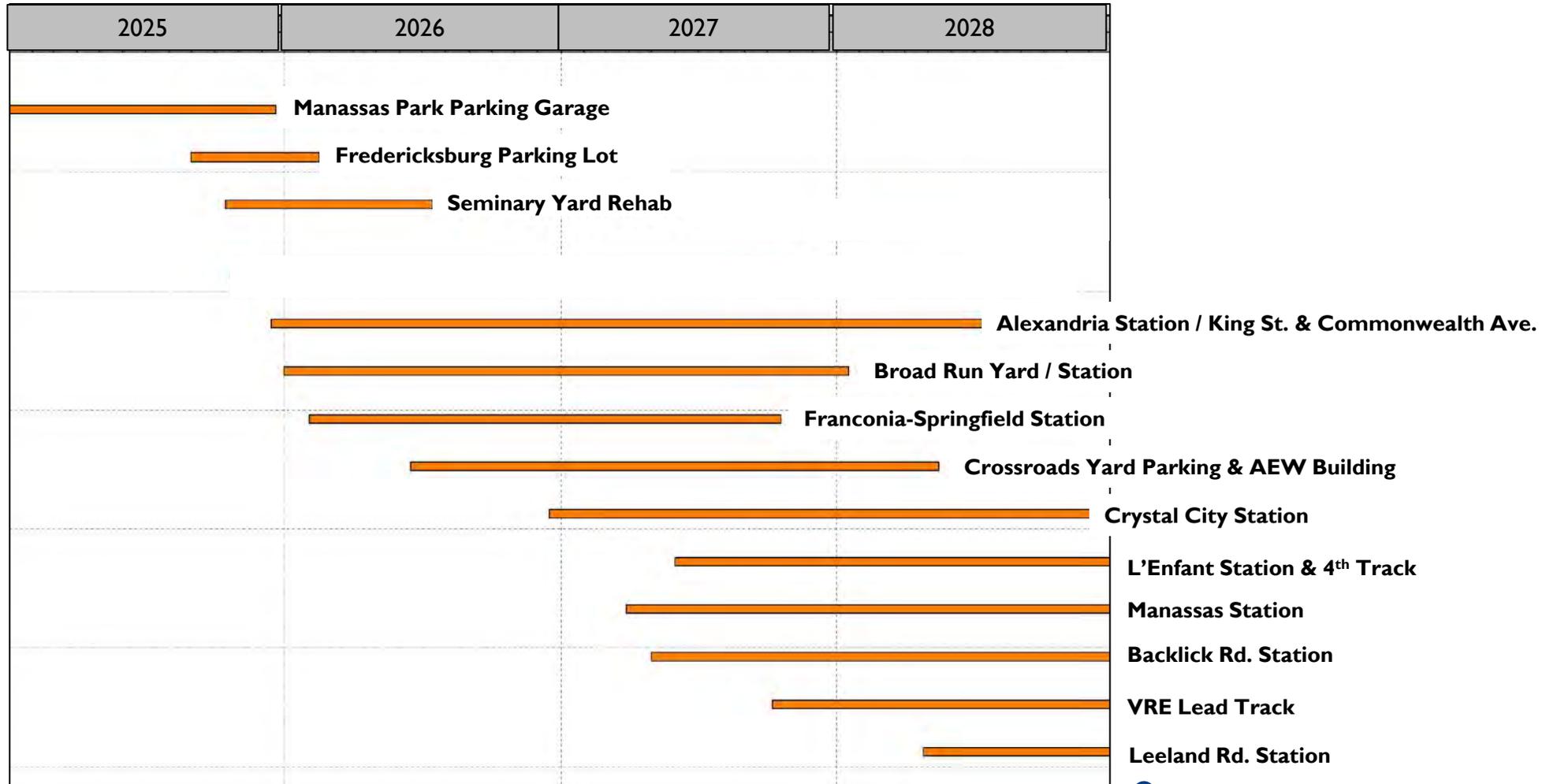


VRE's CIP and TRV Complement

- TRV Corridors, Manassas Line and Fredericksburg Line
- Key Projects
 - L'Enfant Station & 4th Track
 - Crystal City Station
 - Alexandria Station / King St. & Commonwealth Ave.
 - Seminary Yard
 - Franconia-Springfield Station



VRE Anticipated Construction Schedules

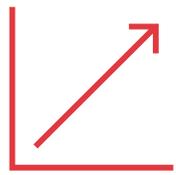


TRV'S BENEFITS TO VRE

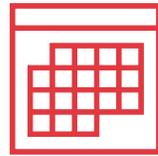


In the Short Term: Today to 2030

VRE will move forward to expand service through the end of this decade, consistent with Transforming Rail in Virginia (TRV), with a service and investment plan that includes:



Running up to **63% more daily round trips** on weekdays



Running **full weekend service**



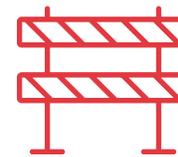
Running **trains in both directions** in the AM and PM



Changing stopping patterns to **allow express service**



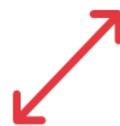
Adding a **new infill station** at Potomac Shores



Adding **platform edges** at select stations



Lengthening **platform edges** at select stations



Expand **yards** at Broad Run and Crossroads



New **midday storage** at Seminary Yard in Alexandria



Personal and Societal Benefits of VRE in 2050

All values are in 2050 (unless otherwise noted)	Induced trips (new to VRE)		All Trips	
	2030 Level of Service	2050 Level of Service	2030 Level of Service	2050 Level of Service
Annual VMT Reduction 	5,446,000	19,469,000	18,283,000	51,188,000
Annual Vehicle Operating Cost Savings 	\$891,000	\$3,184,000	\$5,981,000	\$16,744,000
Increase in Passengers from No Build (2050) 	178,900	634,800	2,431,800	5,391,100
Annual CO2 Avoided (metric tons) 	440	1,560	1,460	4,100
Annual Travel Delay Avoided (Hours) 	N/A		47,000	64,000
Annual Freight Benefit of the RF&P Rail Corridor in 2030 (Spotsylvania to Alexandria) ¹			\$157,160,000 (in 2020 \$)	
I-95 Truck Trips Avoided in 2030 ² 	4,180 daily truck trips on I-95 (End-to-end, this equals a lane of trucks from the Pentagon to past Exit 126 in Spotsylvania—57 miles)			

1: Source: DRPT 2022 Statewide Rail Plan

2: Average payload of a semi truck: 20.6 tons, typical length of a semi truck in VA: 72 ft

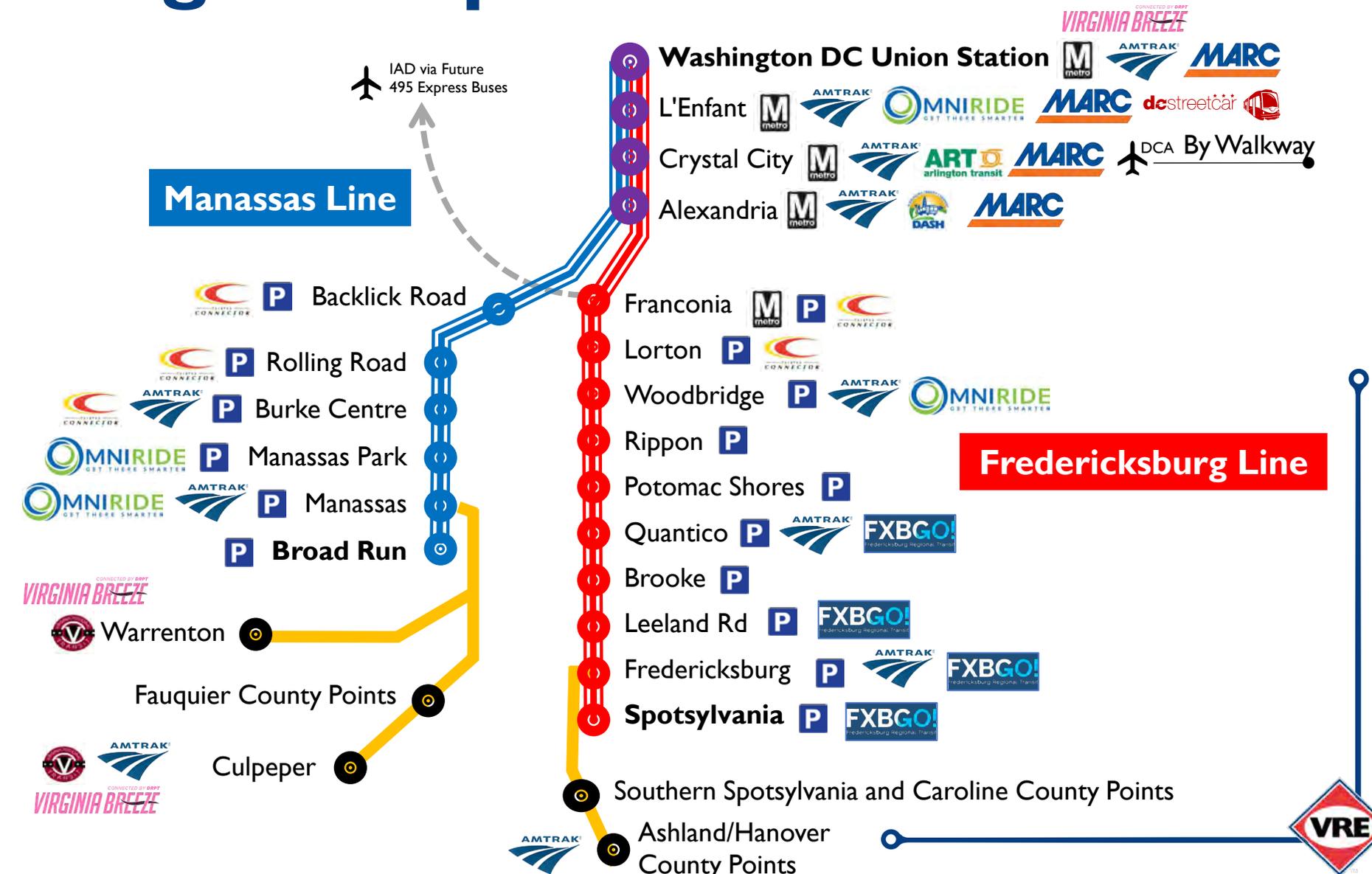


System Plan 2050 Recommended Service Scenario

Name	Description	"Public Facing" Name	Weekday Trains Per Day	Weekday Express Trains	Saturday Trains Per Day	Sunday Trains Per Day
Current Service	VRE's Current Service Plan	Current VRE Service	32	1	0	0
Scenario A (by 2030)	TRV v6.1 Service Plan with Enhancements	Transforming Rail in Virginia (TRV) Enhanced	52	12	26	26
Scenario A1 (by 2050)	20 Minute Peak + 30 Minute Reverse Peak + Uniform (not less than hourly) Off-Peak on each line	Enhanced Market Scenario	116	24	68	60

VRE as the Region's Spine in 2050

-  Amtrak
-  Metrobus and Metrorail
-  MARC
-  Arlington ART Bus
-  Fairfax Connector
-  DASH/Alexandria Transit
-  OmniRide
-  Fredericksburg Regional Transit
-  Virginia Regional Transit
-  Park & Ride
-  Reagan National Airport (DCA)
-  Virginia Breeze IC Bus
-  New Feeder Bus



DISCUSSION & QUESTIONS



[VRE.ORG](https://vre.org)



Advancing transit in
Northern Virginia
since 1964



April
2025

Executive Director
Newsletter

 @NoVaTransit
NoVaTransit.org | NoVaRides.org





A Message From Kate Mattice

It's the most wonderful time of the year for the Washington region. No, not Christmas, but cherry blossom season. As the flowering trees bloom along the Tidal Basin, so do the crowds of people wanting to catch a glimpse of the magical buds. As anyone who's ever visited the National Mall during this season knows, those crowds lead to massive traffic backups.

However, we also know there's a better way to get around—take transit! In fact, just like the classic trees, we also see ridership on our region's transit systems bloom with the season. Metro GM/CEO Randy Clarke recently predicted that cherry blossom visitors will push the system to over one million riders a day, only to have it [come true](#) days later.

Federal return-to-office mandates have also led to a surge in Metro and Virginia Railway Express (VRE) riders. In March, average daily ridership on VRE nearly doubled from a year ago. NVTC has long called for federal workers to return to working in person because we knew that would be vital to the financial stability of Metro and VRE and we are delighted to see the results.

Looking at [statewide numbers](#), the Department of Rail and Public Transportation reported significant gains in transit ridership in 2024, even before the new administration took office. We expect to see even stronger results by the end of 2025.

Just as spring and flowers bring us new hope for the season, we're also optimistic about the continued strength and importance of our vital transit network.


Executive Director



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- 14,15 NVTC adds Bluesky social media platform



April 15
Commonwealth
Transportation Board

April 24
Commuter Choice
Public Hearing

April 24
Joint Program Advisory
Committee/Joint
Commission Working
Group

April 25
VRE Operations Board

May 1
Commission Meeting

May 16
VRE Operations Board

NoVaTransit.org
NoVaRides.org
@NoVaTransit





Public comment open for proposed I-395/95 Commuter Choice projects

The I-395/95 Commuter Choice FY 2026-2027 public comment period remains open through April 11 as NVTC seeks feedback on 14 applications. The 14 funding requests from Arlington County, DASH, Fairfax County, OmniRide, Virginia Railway Express and Metro collectively seek approximately \$29.5 million. Proposed projects are located up and down the I-395/95 corridor and include bus service enhancements, a new bus route and rail station improvements.

To promote the public comment period, staff produced videos in English and Spanish with Program Advisory Committee Chair Dalia Palchik, as well as static and animated graphics which are being featured on our social media channels.



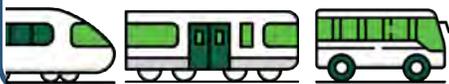
ENGLISH



SPANISH



Scan the code or click above to watch the Commuter Choice public comment promotional videos in both English and Spanish!





Join the Commuter Choice Public Hearing!

What: Virtual Public Hearing for Commuter Choice
When: Thursday, April 24 at 4 p.m.
Where: Online



NVTC's Commuter Choice program would boost service on **OmniRide's Route 1 and Prince William Metro Express** routes.

Tell us what you think at novatransit.org/commuterchoice




NVTC's Commuter Choice program would boost **DASH and Metrobus** service on routes in **Alexandria**.

Tell us what you think at novatransit.org/commuterchoice




NVTC's Commuter Choice program would support improvements to **VRE's Leeland Road Station**.

Tell us what you think at novatransit.org/commuterchoice




NVTC's Commuter Choice program would boost **ART Route 87** service in **Shirlington and Pentagon City**.

Tell us what you think at novatransit.org/commuterchoice



Share your thoughts today!

1

Complete a brief [online survey](#).

2

Send an email to commuterchoice@novatransit.org

You may also contact this address with any questions about the projects under consideration for funding.

3

Leave a voicemail message (up to **3 minutes**) at **(571) 234-1355**.



MAC previews 'Microtransit 101'

Members of the Management Advisory Committee (MAC) got a preview of a key presentation that will be given to the Commission in April. "Microtransit 101" seeks to define what microtransit is and isn't and examines how the umbrella term can mean different things to different agencies.

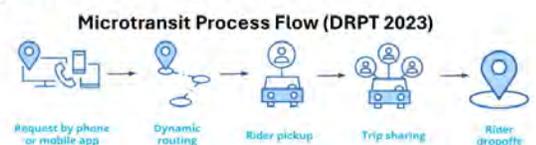
The MAC is made up of NVTC and jurisdictional and transit agency staff and is designed to foster

regional collaboration as well as to provide information for those who brief elected officials. Members heard from NVTC's Xavier Harmony, as well as representatives from Arlington and Loudoun Counties and OmniRide. Topics included the history of microtransit in Virginia, OmniRide's experience running microtransit service and plans for Arlington and Loudoun to run pilot programs.

What is Microtransit? It depends on who you ask.

- **Microtransit characteristics:**

- On-demand
- Typically reserved with an app
- Typically smaller vehicles
- Flexible route structures and schedules
- Often serve a zone
- Riders are grouped with other riders traveling in the zone
- Typically public-private partnerships (e.g., Via, RideCo) but can vary



Microtransit Vehicle Examples



<https://nap.nationalacademies.org/read/25414/chapter/3>



NVTC report looks at transit connections with bicycles and scooters

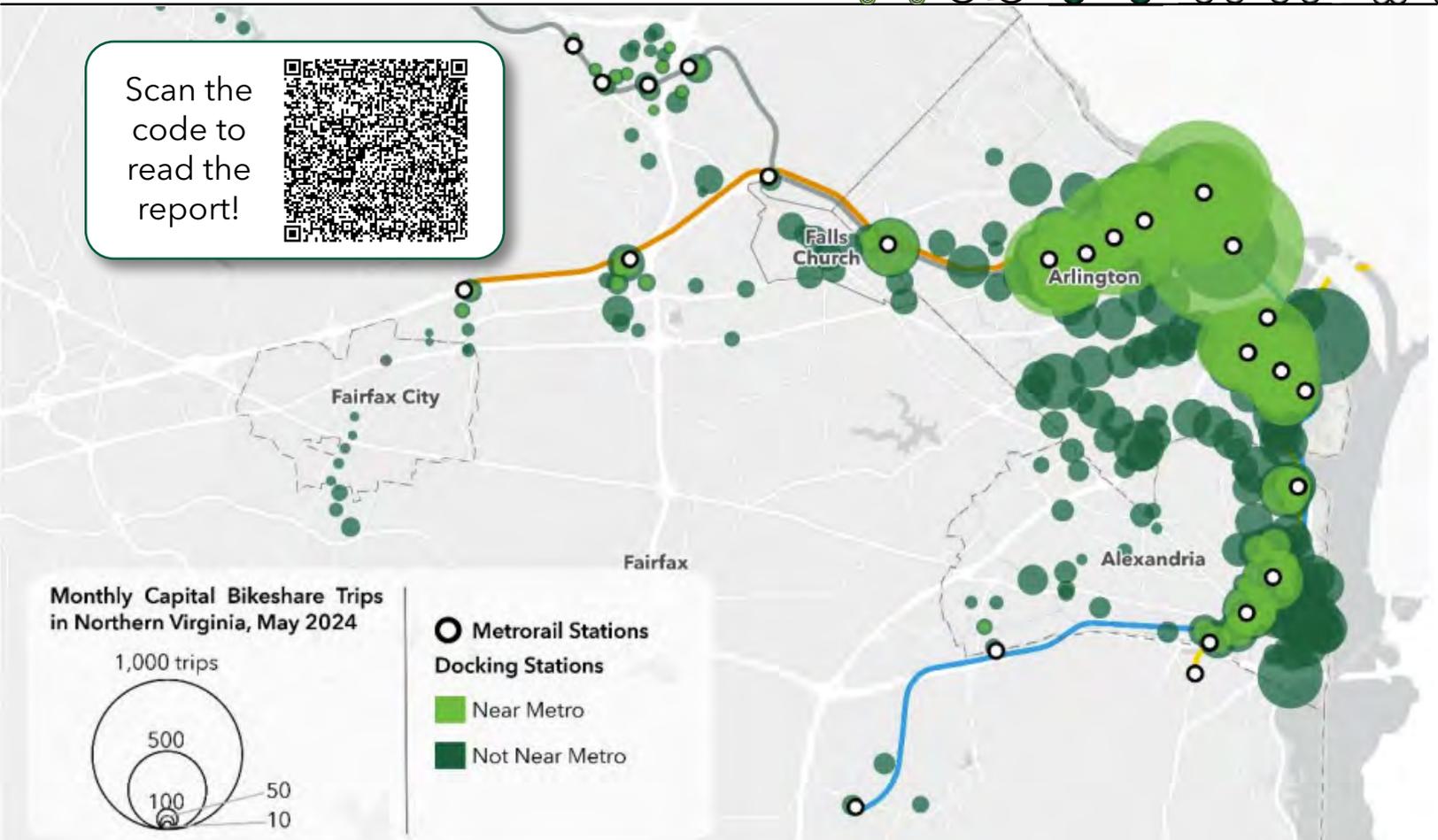
The Commission accepted the findings of a new report at the March meeting that explores the question, what do bikes and scooters have to do with public transit?

The study by Xavier Harmony and Sophie Spiliotopoulos finds that integrating bike parking and bike and scooter rentals at public transit stations benefits all modes of transportation.

It expands the reach of transit access and increases the use of bikeshare and “dockless” options. [Integrating Transit, Bicycling and Micromobility in Northern Virginia](#) outlines key strategies to improve transit and “micromobility” connections and evaluates current infrastructure to identify opportunities for growth.



Scan the code to read the report!



The map above shows Capital Bikeshare trips near Metro stations in Northern Virginia during the month of May 2024.



DMVMoves reviews updated Metro funding needs approach

The DMVMoves Task Force met March 24 as members discussed the [updated approach](#) to Metro's funding needs. Due to revenue growth and modernization efforts, Metro no longer has an anticipated operating budget gap in FY 2028, although regional economic uncertainty could impact this outlook.

It is important to remember that through the Commonwealth's biennium budget, Virginia provided additional state aid to help temporarily close Metro's operating budget gaps in FY 2025 and FY 2026. However, beginning in FY 2027, no funding has been identified that would continue Virginia's share, split between the Commonwealth and NVTC jurisdictions, of the additional regional investments necessary to keep Metro's operating budget fully funded.

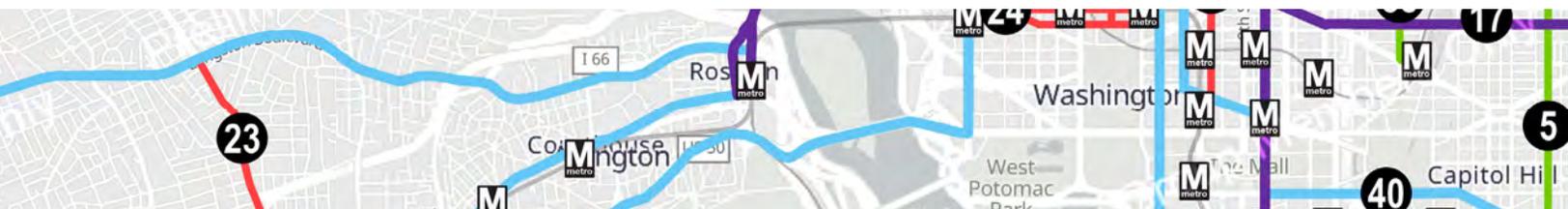
On the capital side, Metro has developed an updated, refined set of needs that focuses on maintaining the existing system and implementing advanced signaling over time.

These estimates assume that the 2018 dedicated funding and Passenger Rail Investment and Improvement Act (PRIIA) amounts do not change or grow. The cost to maintain a state of good repair and implement advanced signaling is estimated at approximately \$450-500 million in additional funding per year from the region, starting in FY 2028 and then growing at 3% per year. This amount will allow Metro to maintain a sustainable, revolving debt program and adequately manage its state of good repair backlog at reasonable levels. Advancements in rail automation and advanced signaling help move the needle in capturing operating budget efficiencies and improving safety through capital investments.

Commissioner Paul Smedberg co-chairs DMVMoves, with additional representation by Commissioners Matt de Ferranti and Mark Sickles.



Moving our region forward, together.





Metro Board reviews recommended FY 2026 budget

The Metro Board of Directors [met March 27](#) and reviewed a staff-recommended FY 2026 [budget](#) that features \$19 million in cost savings relative to the prior budget proposal. These savings are generated by scheduling and fleet efficiencies, lower levels of station entrance staffing during late nights and weekends, deferring service changes on the Yellow Line to Greenbelt until December and technology and modernization investments. The Board is anticipated to approve the FY

2026 Operating Budget and FY 2026-2031 Capital Improvement Program on April 10.

To keep the system safe and combat crime, the Board approved a [banning policy](#) as a tool to prevent repeat and egregious offenders from causing harm on the system. The banning policy will prevent those who commit sex crimes, assaults on Metro employees or contractors and assaults on any kind of customers from using the Metro system.

Recommended FY2026 Budget

FY2026 Budget Update

(\$ in millions)	FY2026 Revised (February)	FY2026 Recommended (March)	FY2027 Forecast
Total Revenue	\$565	\$564	\$583
Gross Expenses	\$2,567	\$2,547	\$2,618
PM above \$60M	-\$49	-\$49	-\$73
Net Expenses	\$2,518	\$2,498	\$2,545
Gross Subsidy	\$1,953	\$1,934	\$1,963
Prior Year Savings	-\$28	-\$28	\$0
Net Subsidy	\$1,924	\$1,906	\$1,963

Notes:
* Amounts may not sum due to independent rounding
* Total preventive maintenance transfer in FY26 and FY27 is \$109M and \$133M, respectively

DRPT proposes reexamination of MERIT program

The Department of Rail and Public Transportation (DRPT) proposed a reexamination of its Making Efficient and Responsible Investments in Transit (MERIT) transit capital and operating formula program during a meeting of the Commonwealth Transportation Board's (CTB) [Rail and Transit Subcommittee](#) on March 18. DRPT will work through the Transit Service Delivery Advisory Committee (TSDAC), of which Executive Director Kate Mattice is a member, to provide policy recommendations to the CTB by the end of this calendar year.

MERIT is a statewide grants program that provides financial assistance to support public transportation throughout Virginia.

That includes operating and capital money for all of Virginia's public transit agencies, excluding Metro and Virginia Railway Express.

The program includes a project prioritization method that was adopted in 2018 and modified in 2022, emphasizing state of good repair and funding awards that have the greatest impact on the delivery of public transit services.

The Youngkin Administration proposes, "stronger, more meaningful emphasis on performance-based metrics," along with other modifications. DRPT presented a timeline that shows final adoption of new scoring methods in October or December.

Potential MERIT Improvement Areas for Consideration

- Stronger, more meaningful emphasis on performance-based metrics
- Standardized verification of effective agency asset utilization and need
- Increased focus on the right-sizing of agency requests
- Additional incentives to promote operational efficiency, route optimization/innovation, and good grants management practices
- Develop metrics to evaluate the return on investment

Goals:

1. Strive to remain best in class in our review/scoring/award of grant funds.
2. Deliver the most value and the best outcomes for our customers as efficiently as possible.



Metro, VPRA represented at Spanish Embassy event

Executive Director Kate Mattice attended a transportation-focused panel at the Spanish Embassy in Washington March 10. The panel featured several speakers who may be familiar to our audience, including Metro Chief Operating Officer Andy Off and Virginia Passenger Rail Authority (VPRA) Chief Operating Officer Michael McLaughlin. Also on the panel were Morteza Farijian, Executive Director of USDOT's Build America Bureau and Martha Gross from the Maryland Transit Administration. Part of an all-day event, the panel explored the transportation environment in the U.S., public-private partnerships and projects being undertaken by state agencies.



Two new program analysts join NVTC

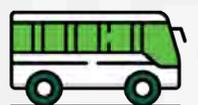
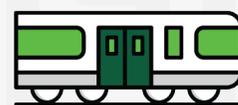
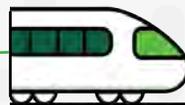


Jason Adle is a native of the Washington metro area and is excited to bring his local knowledge and professional expertise in transit to NVTC. His transportation career includes positions as a Transit Analyst at Jarrett Walker & Associates, where he supported transit service planning and analysis for various agencies across the U.S. and around the world, and as a Student Planner with TransLink in Vancouver, British Columbia, contributing to the development of its most recent long-term regional transportation strategy.



After receiving her bachelor's degree from Western Washington University, Shannon Bacon moved to the District to pursue public transportation research and planning. She most recently worked as a Policy Analyst for the Senate Banking, Housing and Urban Affairs Committee under Chair Sen. Sherrod Brown (D-OH). Shannon is excited to join NVTC to engage more closely with localities working to support and strengthen public transit in Northern Virginia.

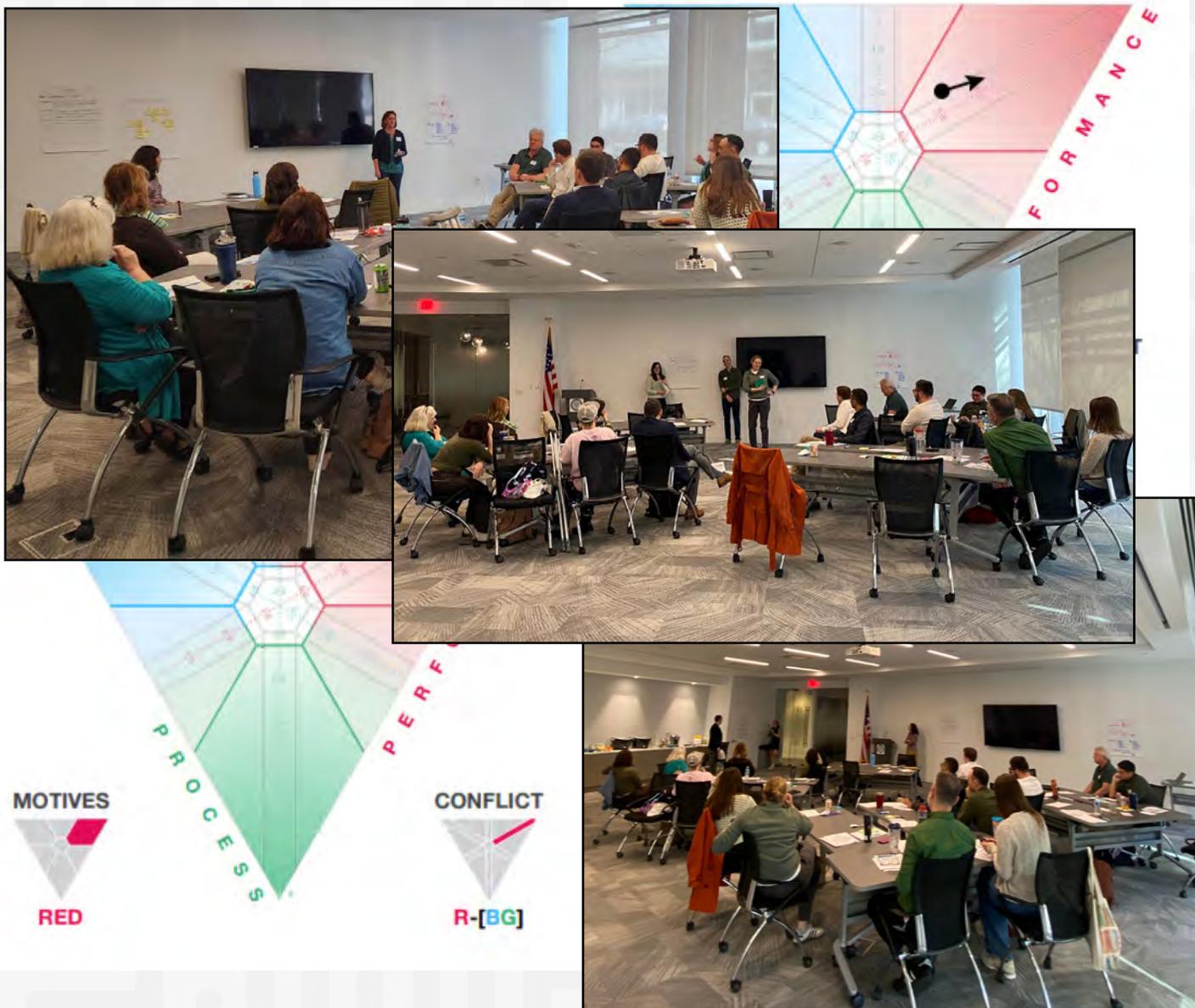
WELCOME ABOARD!



Staff training offers clues to workplace relationships

NVTC's staff gathered for an all-day training March 17, focused on our individual Motivational Value Systems (MVS) and how they impact relationships in our work environment. Each staff member has taken the [Strength Deployment Inventory](#) (SDI), which is designed to "know yourself more fully, understand others more accurately, manage yourself more effectively

and achieve better results by building healthier relationships." By bringing everyone together to better understand ourselves and each other, NVTC hopes to foster a congenial and effective workplace. The training day also offered fun activities designed to break down barriers and was well-timed, as two program analysts joined our staff the prior week.





NVTC adds Bluesky social media platform

NVTC recently joined [Bluesky](#), the social media platform reminiscent of the earlier days of Twitter. The addition of Bluesky adds to our already extensive social presence. If you aren't following us, be sure to check out NVTC on [Facebook](#), [Instagram](#), [X](#) and [LinkedIn](#), where we highlight the work of NVTC and our regional transit agencies. Don't forget [YouTube](#), where we broadcast Commission and committee meetings and provide additional video content.



NVTC's Starter Pa

Starter pack by you

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