

Combined
Blue Items/Handouts/
Presentations
for
June 5, 2025
NVTC Meeting

SYSTEM PLAN 2050 PRE-ADOPTION NTVC/PRTC SUMMARY

June 5, 2025

Nick Ruiz, AICP

Planning Program Manager



What we are Asking the Commissions to Adopt?

2050 System Plan

2030 Service Plan

2050 Service Vision

Financial Forecasts
(Aggregate and in FY)

Identification of Capital Needs
(including rolling stock)

2050 Service Plan

Financial Forecasts
(Aggregate and in FY)

Identification of Capital Needs
(including rolling stock)

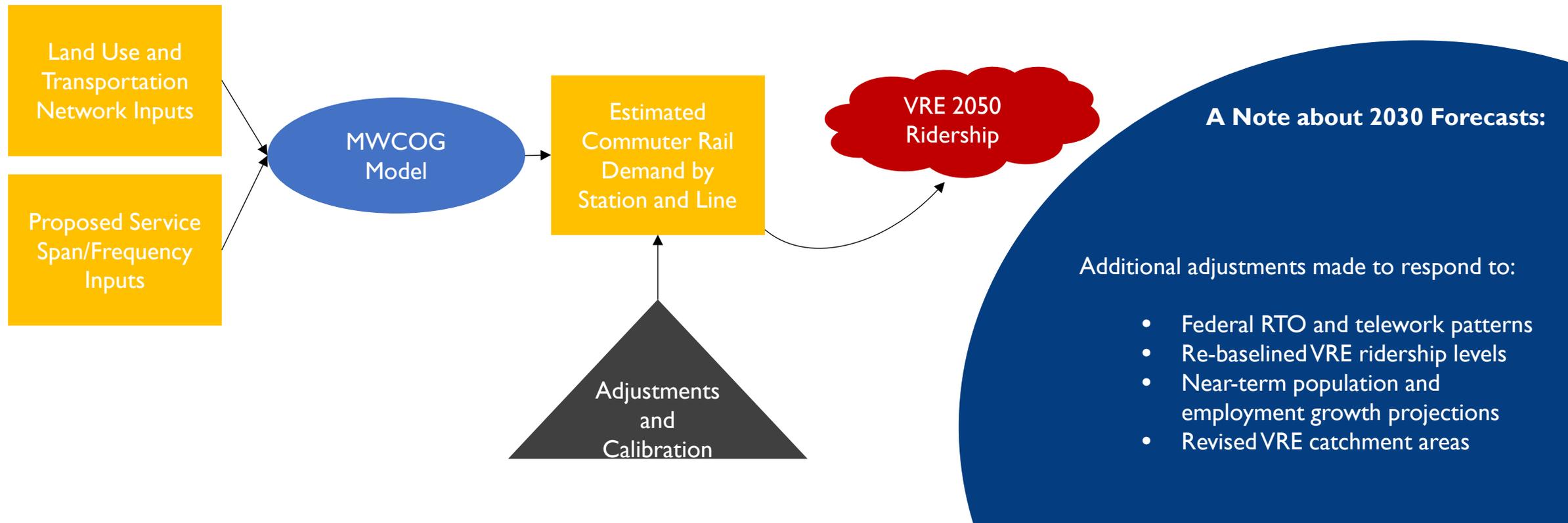
Moves VRE closer to the Plan's Vision Statement

- **This Plan is not a budget** or commitment to provide specific funding for this desired service plan
- Commission approval for specific service implementation and capital improvements will be sought separately



Developing Ridership Forecasts

- Used MWCOCG/TPB travel demand forecasting model (v 2.4) which includes existing and planned land use assumptions provided from each locality
- MWCOCG Round 9.2 Cooperative Land Use Forecasts were used for this analysis



2030 Weekday Service Plan and Ridership

Manassas Line

Fredericksburg Line

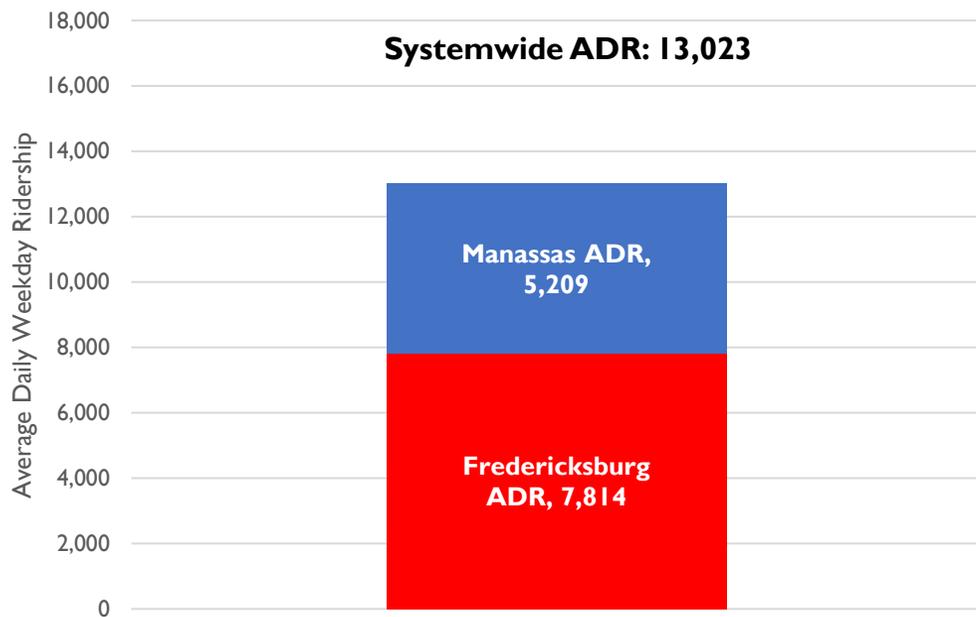
Weekday Express

Weekday Express

Daily Trains 16 3

16 1

Revised 2030 No-Build Service Plan Ridership



Manassas Line

Fredericksburg Line

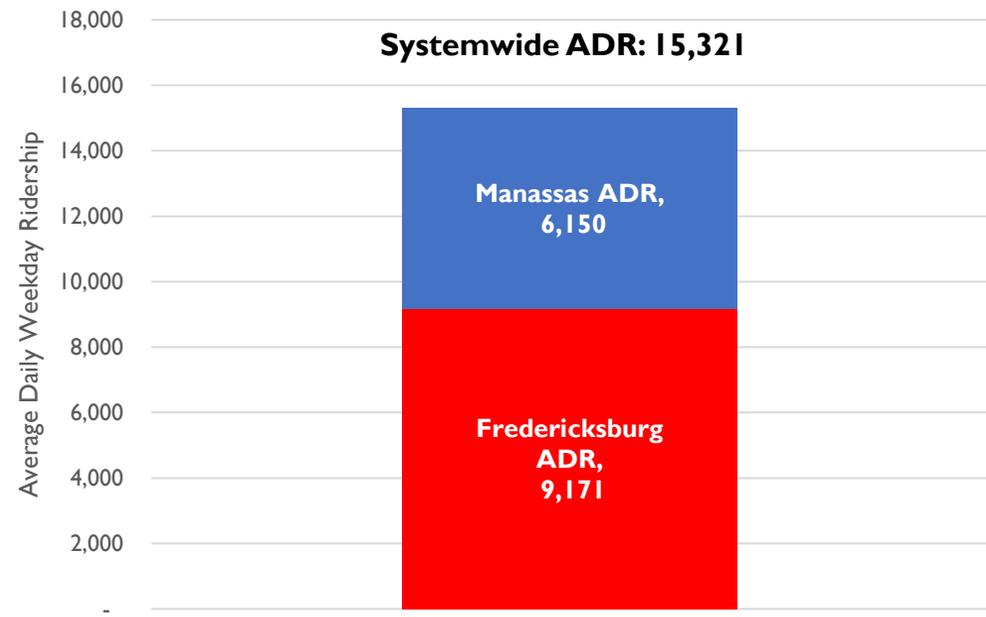
Weekday Express

Weekday Express

24 6

28 3

Revised 2030 Build Service Plan Ridership



2030 Weekend Service Plan and Ridership

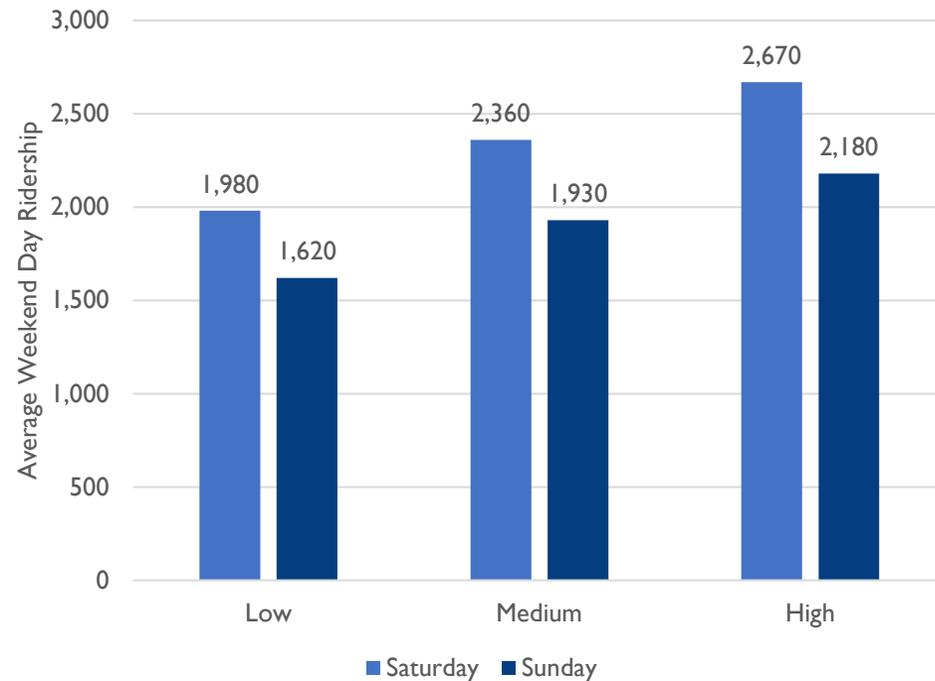
Manassas Line

Weekend
6

Fredericksburg Line

Weekend
6

2030 Baseline Weekend Ridership Estimate Range



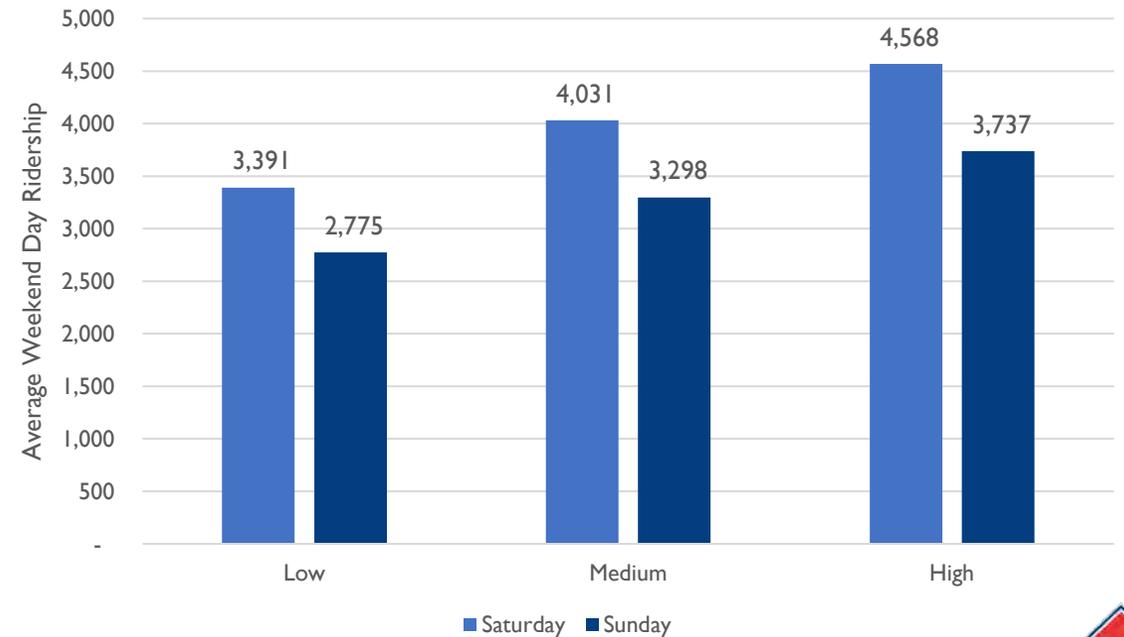
Manassas Line

Weekend
12

Fredericksburg Line

Weekend
14

2030 Weekend Ridership Estimate Range



2050 Weekday Service Plan and Ridership

Daily Trains

Fredericksburg Line

Weekday Express

16 1

Manassas Line

Weekday Express

16 3

Fredericksburg Line

Weekday Express

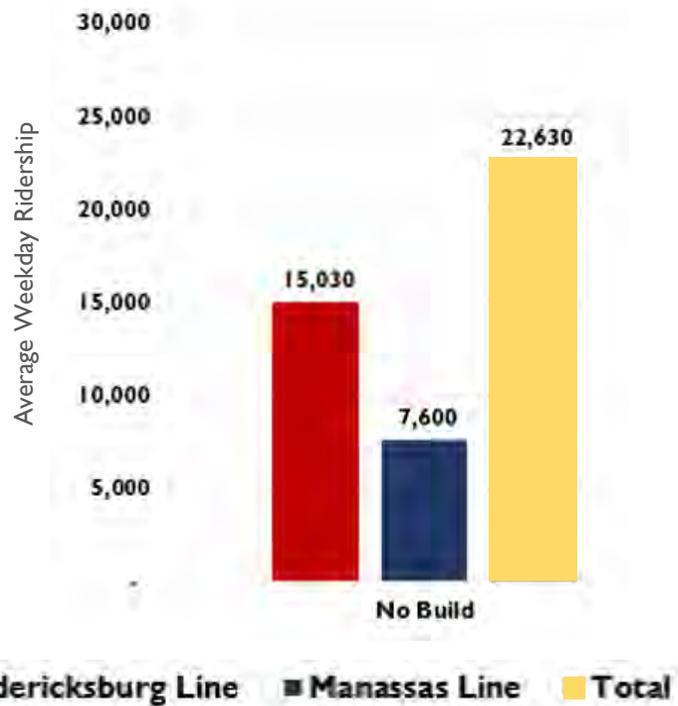
58 12

Manassas Line

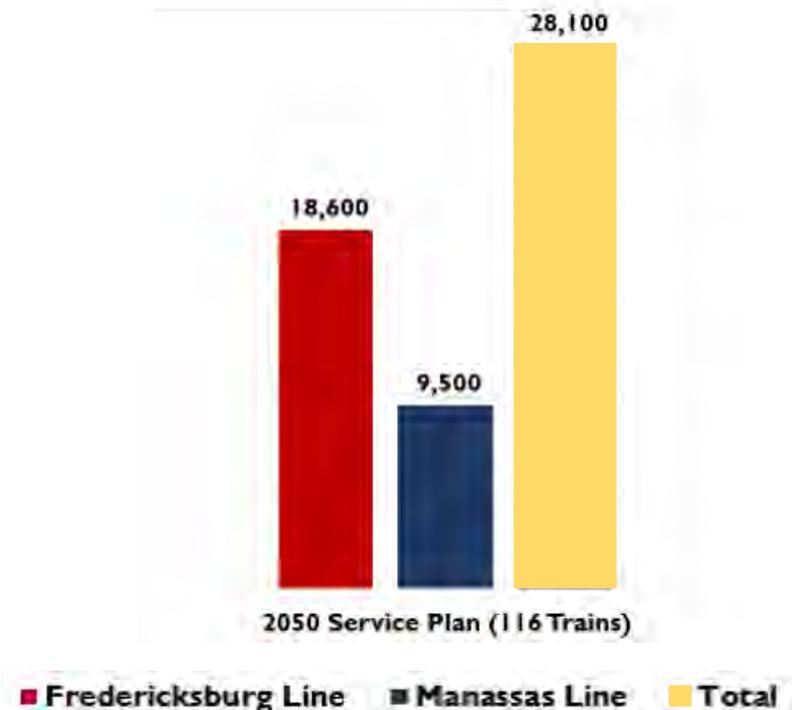
Weekday Express

58 12

2050 Weekday No-Build Ridership



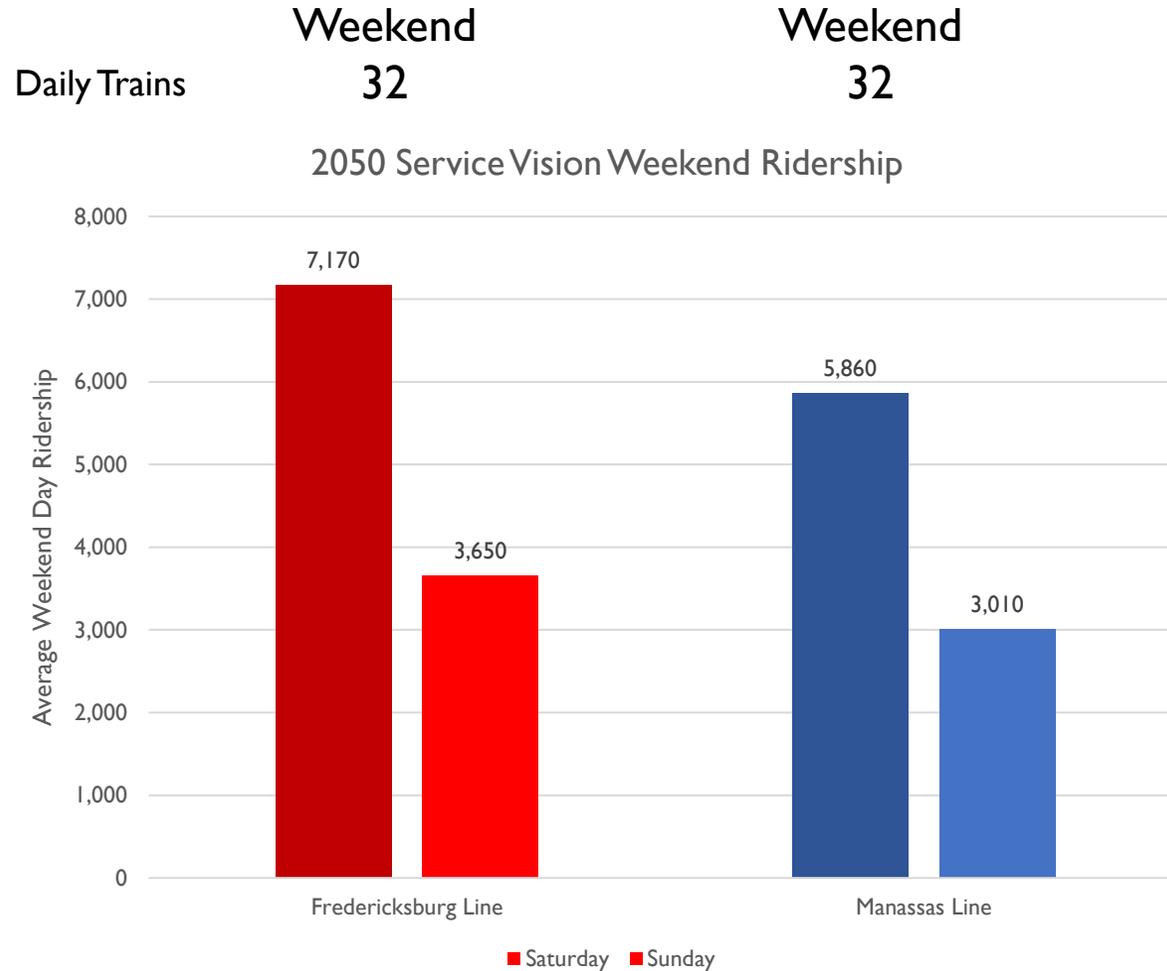
2050 Service Vision Weekday Ridership



2050 Weekend Service Plan and Ridership

Fredericksburg Line

Manassas Line



Comparison of Service Frequencies

	System Plan 2040* (revised plan)		System Plan 2050 Update
Peak Period/Direction	20 Minutes	➤	20 Minutes
Peak Period/Reverse Direction**	60 Minutes	➤	30 Minutes
Off Peak	120 Minutes	➤	60 Minutes
Number of Daily Trains	66	➤	116
Number of Trainsets (Consists)	19	➤	19
Mid-Day Storage Requirements	14	➤	14
Express Trains	Contemplated outer-zone limited stop service but not quantified in Plan.	➤	One (1) train per hour in weekday peak period/direction only
Weekend Service	None		Hourly, ~64 Daily Trains

* A revised service plan was developed in April 2017 reflecting updated service vision

** Reverse direction defined as North in PM and South in AM

Note: Frequencies are given by line



The System Plan is not a budget!



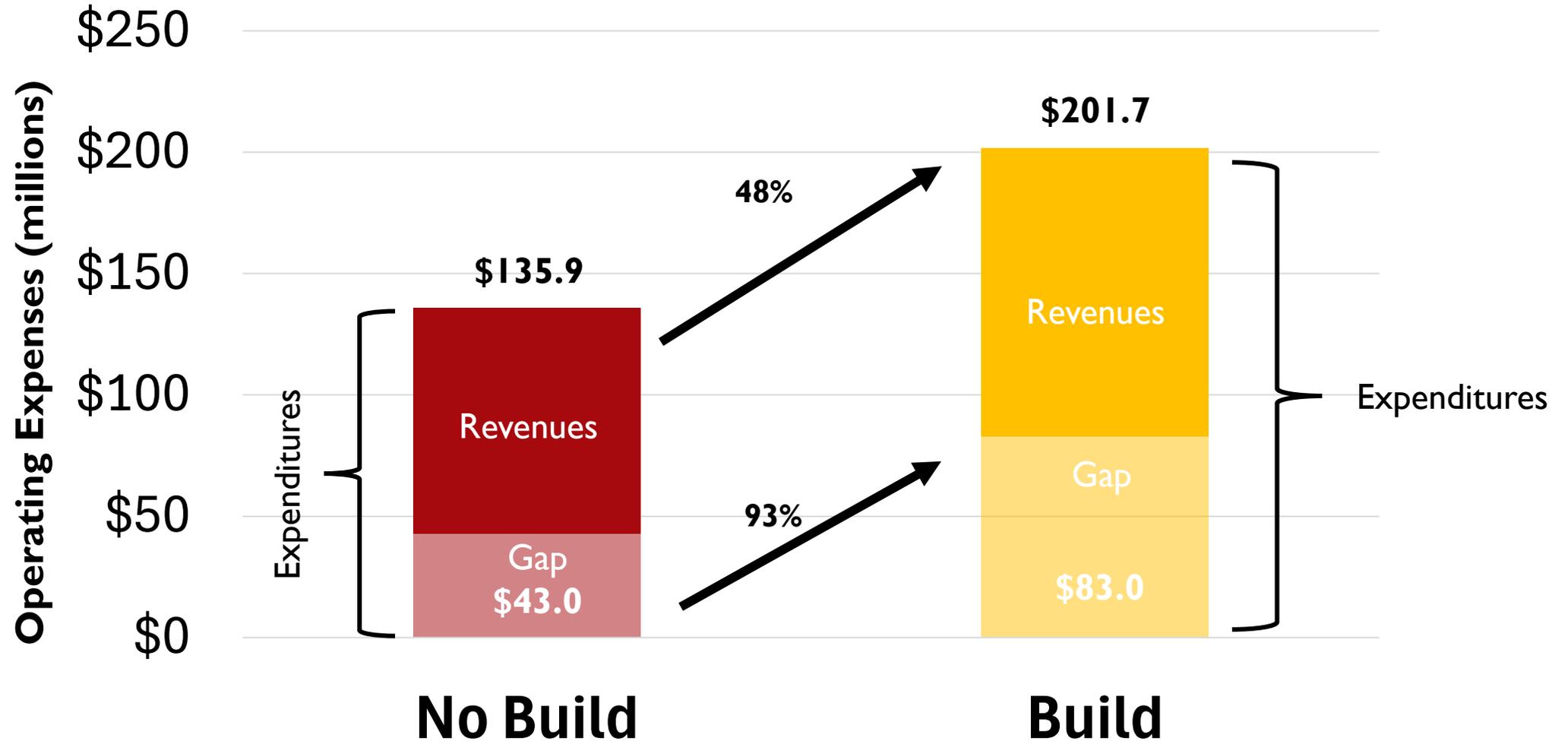
- Annual budget must be balanced, with expenses covered by expected revenues
- Adoption of System Plan does not commit VRE financially – if funds are not available, plans will not be implemented
- System Plan can serve as guidepost for seeking additional funding support, whether through SJ 28 or other channels (federal, local, etc.)

2030 Service Plan Follows Directly From Current Capital Program

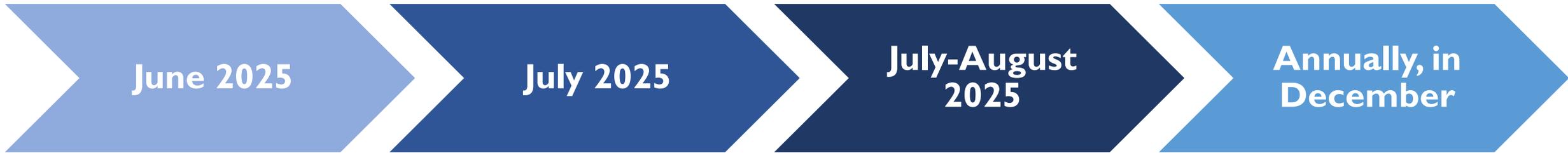


- Joint investments by VRE and VPROA will significantly increase capacity, flexibility, fluidity, and reliability
- Once Long Bridge opens, VRE will be able to add significant weekday and weekend service without new railcars
 - ✓ Use existing assets more efficiently
 - ✓ Need a few additional locomotives
- Focus in mid-2030s and into 2040 will shift to replacement of existing railcars

2030 Operations: Build vs. No-Build



After this Meeting...



- VRE Operations Board Recommends Adoption of System Plan 2050 to Commissions

- **Commissions Adopt System Plan 2050**

- VRE Staff update related planning documents, public-facing materials

- Beginning in 2026
- Maintenance updates/adjustments
- Aligned with VRE annual budget/CIP cycle

THANK YOU





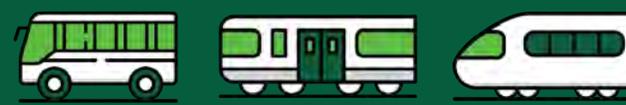
Advancing transit in
Northern Virginia
since 1964



June
2025

Executive Director
Newsletter

 @NoVaTransit
NoVaTransit.org | NoVaRides.org





A Message From Kate Mattice

Northern Virginia lost two longtime champions of public transit in May with the deaths of Rep. Gerry Connolly and former Fairfax County Supervisor Cathy Hudgins.

Many of us worked closely with Rep. Connolly and his staff during his time on the Fairfax County Board of Supervisors, his nine years as a member of the Northern Virginia Transportation Commission and during his 16-year career in Congress. A tireless advocate for public transit, he championed Metro's Silver Line, calling out the importance of connecting Dulles International Airport by rail, while also supporting Virginia Railway Express and our local bus systems.

In an interview for NVTC's 60th anniversary [documentary](#), Rep. Connolly reflected on NVTC's importance to Northern Virginia: "I think NVTC quietly served as both a sounding board for new ideas, but also as a strong resource for developing alternative modes of transportation."

Cathy Hudgins came to the Commission in 2004, serving 16 years and leading NVTC as chair in 2010. Ms. Hudgins played a critical role as a longtime appointee and chair of the Metro Board of Directors. She was also committed to building the Silver Line, ensuring the completion of its first phase to Reston.

A resolution marking her departure from the Commission stated, "Ms. Hudgins is appreciated by her colleagues for being a thoughtful, steady and insightful leader who is a voice of reason and an agent for change."

Both leaders worked to make Northern Virginia a better place to live and work. I extend my condolences to their family and friends as we remember their legacies.


Executive Director



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June 18

Program Advisory
Committee

June 20

VRE Operations Board

June 23

Northern Virginia Growing
Needs of Public Transit
Joint Subcommittee (SJ 28)

June 24-25

Commonwealth
Transportation Board

July 17 (Special Date)

Commission Meeting -
All Virtual

NoVaTransit.org

NoVaRides.org

@NoVaTransit





DASH unveils Commuter Choice funded electric buses

Executive Director Kate Mattice and NVTC staff joined DASH and the City of Alexandria to celebrate the arrival of two new 60-foot articulated electric buses, purchased with \$3.45 million from NVTC's Commuter Choice program. These American-made zero-emission buses will be used exclusively on DASH Line 35 and will help alleviate crowding on the popular route, while supporting DASH's transition to an electric fleet.

Since 2019, Commuter Choice has provided over \$25 million to DASH to enhance service on Lines 35 and 36, providing important connections for West End residents to the Pentagon and Potomac Yard. Thanks to Commuter Choice, [Line 35](#) runs every 10 minutes on weekdays and every 15 minutes on weekends. [Line 36](#) runs every 15 minutes, seven days a week.





Envision Route 7 study for Seven Corners to Mark Center/Southern Towers begins

NVTC staff and our contract partners from Kimley-Horn held a kickoff meeting April 13 for the next study phase for the proposed [Envision Route 7](#) bus rapid transit (BRT) corridor. The high-quality bus service would connect Tysons to Alexandria, by way of Falls Church and Seven Corners.

Led by Senior Program Manager Vikram Sinha, we discussed the project schedule, administrative items and outreach with the community, jurisdictional partners and elected officials. NVTC staff will engage jurisdictional partners in the coming weeks and months and will

provide a briefing on Envision Route 7 at the June 18 Program Advisory Committee Meeting.



NVTC staff share insights at VTA conference

NVTC staff had a very visible presence at the Virginia Transit Association [conference](#) in Richmond. In addition to meeting with the VTA Board, of which Executive Director Kate Mattice is a member, she served on a panel during one of the general sessions focused on "Funding Our Future," where she discussed our work with the SJ 28 joint subcommittee and DMV Moves.



Caneq Aguirre, Kate Mattice, David Snyder

Funding was the theme of NVTC's contributions to the conference as Deputy Director of Programs and Policy Ann McGrane and Data Visualization Program Manager Sophie Spiliotopoulos lead the first half of a panel on "Creative Solutions to Transit Funding Challenges." Ann and Sophie shared details of the interactive [Transit Funding Guide](#), which describes the funding mechanisms for public transit in Virginia.



Dr. Amelia Ross-Hammond, Adam Hager, Danny Plaughter

We also celebrated WMATA Program Manager Adam Hager's graduation from VTA's [Virginia Transit Leadership Institute](#), a program designed to foster the next generation of public transit leadership in the Commonwealth.



NVTC Staff boarding the GRTC BRT Pulse

Finally, the conference provided an opportunity to connect with our regional transit agencies and jurisdictions, as well as our state partners at the Department of Rail and Public Transportation.



NVTC and Fairfax County staff discuss Route 7 bus improvements

Staff from NVTC and Fairfax County Department of Transportation toured Route 7 from East Falls Church Metro Station to Bailey's Crossroads April 30. The tour, which was on foot and on bus, allowed staff to get a closeup look at the current study phase of the bus rapid transit (BRT) system planned to operate from Tysons to Alexandria, by way of Falls Church and Seven Corners. Envision Route 7 Senior Program Manager Vikram Sinha organized



the tour as the upcoming planning phase for the project begins this month. Staff discussed upcoming capital projects, bus shelters, high ridership locations and opportunities for collaboration.

Staff have also identified targeted improvements for Metrobus Route 28A (soon to be the F20) that can be implemented in the near term while planning for BRT continues to deliver a better experience for bus riders. Route 7 is one of the busiest transit corridors in Northern Virginia, with the 28A seeing a 60% rise in ridership over pre-pandemic levels, making it a top 10 route by ridership in the greater Washington region.





Commission welcomes Metro GM/CEO and Board Chair

Commissioners heard from Metro Board Chair Valerie Santos and Metro GM/CEO Randy Clarke when they met May 1. While Mr. Clark has made several visits to the Commission, it was the first for Ms. Santos, giving her an opportunity to introduce herself to Commissioners. "Metro is fundamental to the region. We deserve a world class system because we are a world class capital," said Ms. Santos.

Mr. Clarke updated Commissioners on recent successes at Metro, including significant drops in crime on the system, a string of recent record ridership numbers and efforts to advance joint development on Metro-owned property. He also addressed concerns about increasing crowdedness on lines serving Northern Virginia, efforts to combat fare evasion and work to establish long-term, sustainable funding for Metro and the other transit agencies serving the region.



NVTC Chair David Snyder, Metro Board Chair Valerie Santos and GM/CEO Randy Clarke



Metro releases Better Bus Network tools

The launch of Metro's new bus network is fast approaching and the agency released new tools to give customers a sneak peek at what their future rides will look like.

They include a portal where you can input the bus route you currently use and find the new route that matches it. Metro's Trip Planner has also been updated so that you can enter a date starting with the new network's launch on June 29 to see which new routes will take you where you want to go.

The bus network redesign includes a brand new route connecting Shirlington to Metro Center. Route A29 is under consideration for funding through our I-395/95 Commuter Choice program.



Example Bus Stop

The Metro Board received [a briefing](#) on the plans during its May 14 meeting. With the launch less than a month away, Metro is focused on outreach to customers, elected officials and jurisdictional partners.

Route names have been changed to better identify the communities they serve:

"A" for Arlington/Alexandria

"C" (crosstown) or "D" (downtown) for DC

"F" for Fairfax City, Fairfax County, and Falls Church

Express Routes are indicated by an "X" at the end of their names



NVTC committees review DMVMoves initiatives, discuss draft Commission resolution

NVTC's WMATA Committee and Legislative and Policy Committee held a joint, [virtual meeting](#) May 29 and received updates on DMVMoves; SJ 28, the General Assembly's Northern Virginia Growing Needs of Public Transit [Joint Subcommittee](#); NVTC's 2025 "Report on the Performance and Condition of WMATA;" the Virginia Department of Rail and Public Transportation's Transit Service Delivery Advisory Committee; and a draft resolution establishing NVTC's response to DMVMoves funding concepts.

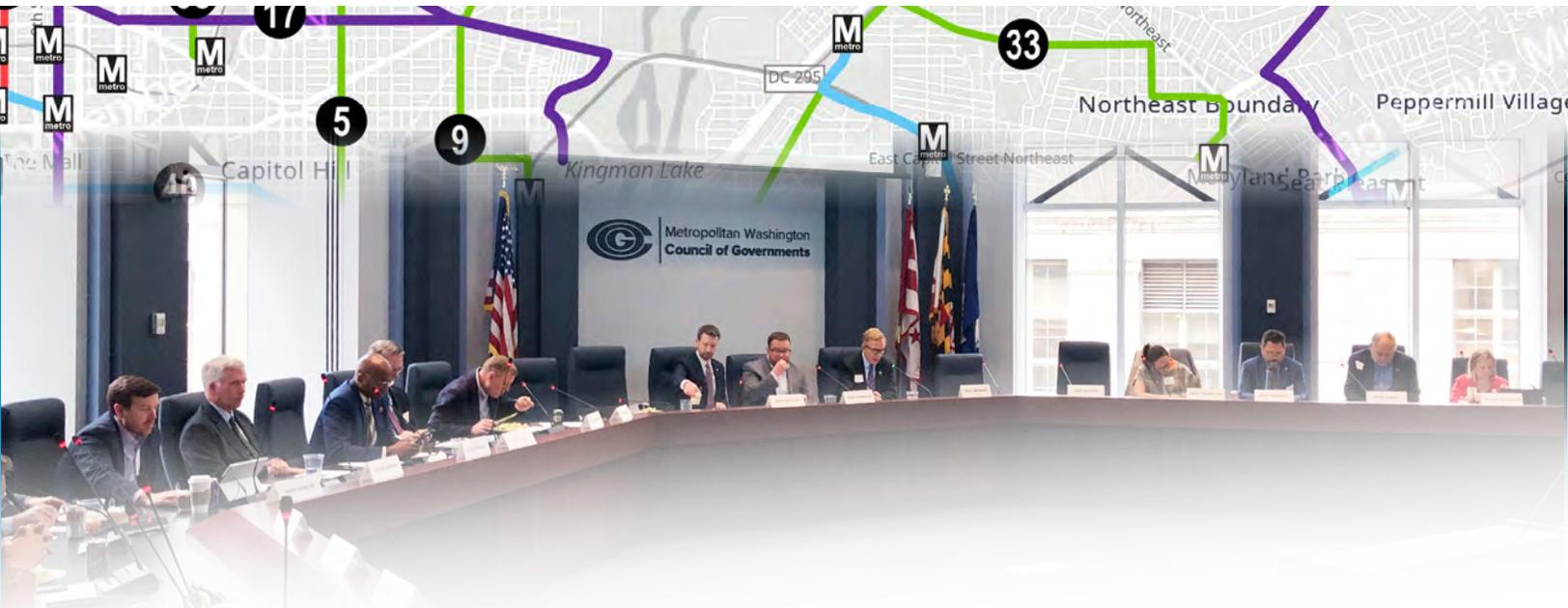
Set to be discussed at the June 5 Commission meeting, the draft resolution documents the Commission's priorities related to transit funding concepts being developed at DMVMoves. Specifically, the draft resolution calls for managing Metro's state of good repair backlog, advancing rail automation in order to drive cost efficiencies, ensuring Metro's structural funding issues are resolved, and allowing Virginia, Maryland and the District of Columbia to identify the appropriate sources to generate sufficient revenue to cover their proportional shares of the Metro funding solution.

DRAFT

Draft Commission Resolution: NVTC Principles in Response to DMVMoves Funding Concepts

- Support the principles and direction of DMVMoves **WMATA funding concepts** that will:
 1. Ensure the existing WMATA system is safe, reliable, efficient and effective;
 2. Reduce and manage the backlog of improvements that ensure Metrorail, Metrobus and MetroAccess assets are in a state of good repair;
 3. Drive significant operating cost savings through capital investments in the Metrorail system, including automation and advanced signaling, providing long-term structural efficiencies to WMATA's operating cost profile while maximizing system safety;
 4. Provide the necessary capital and operational improvements to the Metrorail system to enable future discussions of Metrorail expansion;
 5. Ensure that WMATA's structural funding issues are resolved; and
 6. Allow Virginia, Maryland and the District of Columbia to identify the appropriate sources to generate sufficient revenue to cover its proportional share of the WMATA funding solution.





DMVMoves members prefer separate funding solutions for D.C., Md., Va.

The DMVMoves Task Force met [May 16](#) at Metro headquarters and reviewed Metro funding concepts, a regional bus priority approach and potential funding strategies. DMVMoves facilitator Nick Donohue [presented](#) several priorities that together comprise the core DMVMoves Metro investment concept: maintaining the existing Metrorail system, managing the state of good repair (SGR) backlog at reasonable levels through a sustainable, revolving debt program, rail automation and advanced signaling, and additional frequent bus and bus priority throughout the region. To support these investments, Metro would require \$500-600 million per year from the region, indexed at 3% per year and beginning in FY 2028.

The task force was largely supportive of the Metro investment concept that included rail automation and advanced

signaling. For bus priority, members agreed that the region should coordinate on its planning for bus priority, but they disagreed whether a regional fund was necessary to achieve that goal. The final topic of conversation was a discussion about the funding approach for Metro: should jurisdictions individually commit to generating sufficient revenue to cover their proportional share (Option A) or enact a sales tax that generates sufficient revenue to cover their proportional share (Option B)? The majority of the task force preferred Option A in which each jurisdiction determines how to fund their proportional share, which is consistent with NVTC's [Resolution #2552: NVTC's Guiding Principles for Future Transit Funding](#). The next DMVMoves Task Force meeting is planned for October.

DMVMOVES

Moving our region forward, together.

CTB briefed on proposed I-395/95 Commuter Choice projects

NVTC Director of Programs and Policy Andrew D’huyvetter [briefed](#) the Commonwealth Transportation Board (CTB) in Danville on May 20 on the draft I-395/95 FY 2026-2027 Commuter Choice Program of Projects. The draft program includes nearly \$40 million dollars in funding for 15 projects that will provide enhanced transportation options for commuters up and down the I-395/95 corridor. On June 5, NVTC and the Potomac and Rappahannock

Transportation Commission will be asked to approve transmitting the Program of Projects to the CTB for final approval through inclusion in the FY 2026-2031 Six-Year Improvement Program.

NVTC appreciates the opportunity to brief the CTB on the Program and the continued partnership on the Commuter Choice program.



Kate Mattice testifies on CTB funding proposal, long-term transit funding

Executive Director Kate Mattice had the opportunity to speak before Virginia Secretary of Transportation Shep Miller and members of the Commonwealth Transportation Board (CTB) May 8 as part of the public meeting process for the FY 2026-2031 Six-Year Improvement Program.

Kate thanked the Commonwealth for its commitment to public transit and NVTC's Commuter Choice program, while endorsing the proposed \$573 million in state funding for public transit in Northern Virginia in FY 2026. She also used the opportunity to share with Secretary Miller and CTB members that Northern Virginia's transit network moves more than two million people each week.

Kate reminded those in attendance about the two major efforts, DMVMoves and the General Assembly's SJ 28 Joint Subcommittee, to establish long-term, sustainable funding for Metro, Virginia Railway Express and our local bus systems, while noting that current funding mechanisms aren't adjusted for inflation, limiting the transit agencies' ability to grow and keep up with rapidly rising ridership.

We look forward to continuing to work with our state and regional partners to secure the future of our important transit network.





TSDAC warns about transit operating funding gap

Virginia's Transit Service Delivery Advisory Committee (TSDAC), of which Executive Director Kate Mattice is a member, met [May 13](#) and called attention to a key issue that NVTC has been alerting folks about the fact that projected new operating revenues for transit agencies statewide will not keep pace with projected operating costs. The projections include Northern Virginia's bus systems, but not Metro or Virginia Railway Express.

The Department of Rail and Public Transportation expects that most agencies will receive [less funding](#) in FY 2026,

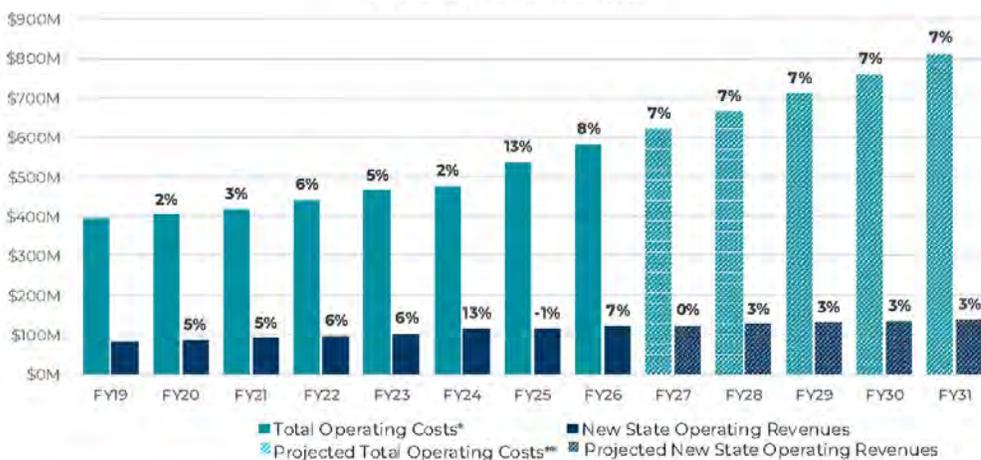
compared to the previous fiscal year. At the same time, operational costs are rising for all agencies.

This is the same issue that Kate spoke about when she testified before the Commonwealth Transportation Board last month and one that we continue to work through with the DMVMoves Task Force and General Assembly's SJ 28 Northern Virginia Growing Needs of Public Transit Joint Subcommittee.

We remain hopeful that we can work with our Commonwealth, regional and local partners to identify long-term, sustainable funding for all of our transit agencies.

Growth in Operating Costs vs. New Revenues

Statewide Transit Operating Costs vs. New CMTF Revenues
FY19-FY26 Actual | FY27-FY31 Projected
Excludes: WMATA, VRE



- **Projected new operating revenues will not keep pace with projected operating costs**
- FY19-FY23: New revenues increased slightly more than costs
- In FY24: New revenues increased significantly more than costs
- In FY25: Cost increases significantly more than new revenues
- In FY26: New revenues and costs increased as almost the same rate
- FY27-31 Projection: Growth in costs is projected to outpace growth in operating revenues

* Total Operating Costs are based on the previously audited expenses used for the operating assistance formula. For example, FY26 costs were based on FY24 financials.
** Projected Total Operating Costs are estimated using the average cost growth rate over the past 5 fiscal years

General Assembly honors longtime NVTC general counsel

Members of the General Assembly honored Steve Maclsaac, longtime general counsel for NVTC during the [May Commission meeting](#). Del. Paul Krizek presented a copy of [House Resolution 908](#) commending Steve "for his 40 years of dedicated service to the people of Virginia," including drafting the master agreement that created Virginia Railway Express (VRE).

Steve has served as NVTC's legal counsel since 2014 and had active roles with local jurisdictions, as well as VRE and the Potomac and Rappahannock Transportation Commission. He also helped in the creation of the agreements to create I-66 and I-395/95 Commuter Choice.

As he prepares to retire later this year, we wish him the best.



Remembering Gerry Connolly and Cathy Hudgins

NVTC lost two longtime Commissioners in May with the deaths of Gerry Connolly and Cathy Hudgins. Both served on the Fairfax County Board of Supervisors and had long tenures on NVTC. Rep. Connolly served from 1999-2008 and Ms. Hudgins served from 2004-2019. She also chaired the Commission in 2010. Ms. Hudgins also represented NVTC on the Metro Board of Directors, from 2008-2019, serving as Chair from 2011-2012.

Both leaders were instrumental in the completion of Metro's Silver Line, ensuring economic growth and connectivity for Fairfax County and the larger Northern Virginia region.



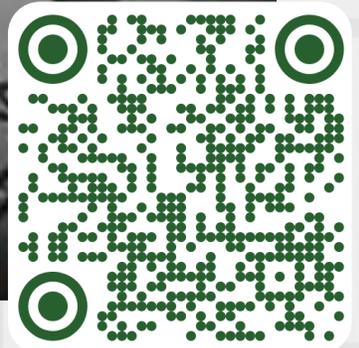
NVTC 60th anniversary documentary receives excellence award



NVTC's 60th Anniversary Documentary has been honored by The Communicator Awards in the category of General-Documentary, Excellence 2025 from the Academy of Interactive & Visual Arts. Kudos to the many folks who contributed to this project. If you haven't seen it, click the YouTube video below to watch!



Click below or scan to watch the NVTC 60th Anniversary Documentary!



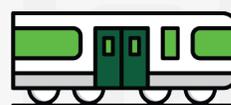
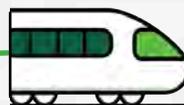


Welcome Sarah Godfrey!

We welcomed Sarah Godfrey, our new Deputy Director of Strategic Communications, in May. An Alexandria, native and former reporter, Sarah brings nearly 20 years of communications experience, as well as knowledge of Northern Virginia transportation and transit systems, to the NVTC communications team. She previously served as a public information officer with the City of Alexandria where she focused on communications, outreach and media relations related to transportation, environment and public works programs. She comes to NVTC from The Pew Charitable Trusts, where she worked as a senior officer, specializing in content creation and communications in the organization's government performance section.



Welcome aboard!





NVTC hosts regional federal grants training sessions

In the spirit of leveraging resources and regional collaboration, NVTC hosted a two-day training session on the Federal Transit Administration's web-based TrAMS grant management system in May. Collectively sharing the cost of this intensive training, staff from five of our local jurisdictions and transit agencies participated in this important training that will ensure they can effectively manage and report on federal transit grants.



Calif. officials learn about tolling and transit in NoVa

Andrew D'huyvetter, Director of Programs and Policy, met with elected officials from the Sacramento area May 2 to discuss highway tolling and how revenues can be used to benefit public transit, as we do through NVTC's Commuter Choice program. The gathering was organized by the Coalition for Smarter Growth.





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Arlington, VA 22201

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