

Combined
Blue Items/Handouts/
Presentations
for
May 1, 2025
NVTC Meeting

Metro Update for NVTC

Valerie Santos
WMATA Board Chair

Randy Clarke
WMATA General Manager & CEO



WMATA Board Chair Valerie Santos

- **Ms. Valerie Santos** was appointed by the DC Council as a Principal Director in December 2023 and elected Chair of the Board in June 2024
- Ms. Santos most recently served as a Senior Urban development specialist with the World Bank
- Prior to the World Bank, Ms. Santos served as Deputy Mayor for Planning and Economic Development in Washington, DC
- Prior to government service, Ms. Santos served as Vice President at Jones Lang LaSalle (JLL), a global real estate firm, where she specialized in public sector real estate
- Ms. Santos holds a Master in Business Administration (MBA) and a Master in Public Policy (MPP) from Harvard University and a Bachelor of Arts (BA) from Santa Clara University
- Priorities as Board Chair: safety, efficiency, customer experience, quality of service, economic development, vision for world class transit



Transit is essential to our region

\$9.4b

Additional business output from transit.



\$330b

Property value in Metro station areas.



\$2,800



Annual household savings from riding transit.

250k



Jobs accessible within an hour on transit.

8



Metric tons of fine particulate matter avoided.

30mins



Additional daily exercise from riding transit.

1.2m



Auto trips avoided each day by 2025.

20x safer



Nearly 30 deaths and over 2,500 injuries avoided annually.



Metro's Impact by the Numbers

Metro Update

9

years of consecutive clean audits

2

consecutive years leading country in ridership growth

92%

record rail-customer satisfaction

83%

record bus-customer satisfaction

98.7%

uptime for escalators

40%

reduction in crime — lowest level in seven years

14

certified energy-efficient buildings

82%

reduction in fare evasion at stations with modified fare gates

4

long-term board-approved collective bargaining agreements

\$100M

invested in partnership for affordable housing

12,000

customers enrolled in Metro Lift

\$500M

two-year reduction in operational and capital budgets

250M

trips in 2024

24/7

fourteen DC bus routes operating overnight

54%

decrease in rail-safety incidents over past two years

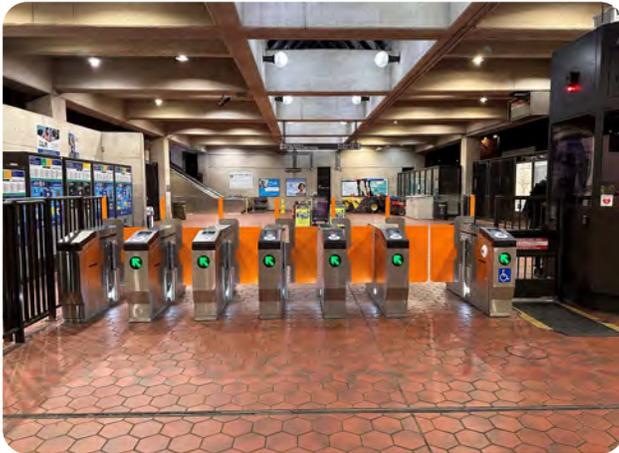
13,000 employees. Countless achievements. **One Metro.**



*Rail and bus satisfaction numbers from 2024

Focus on Public Safety

Reduced Fare Evasion



Installation of new fare gates to reduce fare evasion

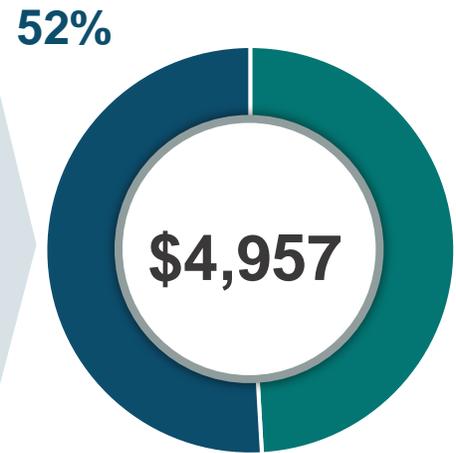
- 40% decrease in crime within the system
- Q1 crime rate is the lowest since 2018, with 2.99 crimes per 1M trips
- Thanks to taller fare gates and increased enforcement, fare evasion is down 82% on Metrorail
- Bus fare enforcement campaign targets routes and buses with the highest rates of fare evasion
 - December 2024 bus fare enforcement resulted in 758 citations, 36 fare evasion arrests, and 14 arrests for outstanding warrants
- Public Safety personnel stationed in Metro Integrated Command and Control Center monitor a system of more than 30,000 cameras
- MTPD academy doubles police training capacity and saves \$1M in annual operating costs
- Newly adopted banning policy allows Metro to ban offenders from the entire system for up to a year

FY2026 Budget Summary

OPERATING SOURCES	\$2,584
PASSENGER REVENUE	\$463 (18%)
NON-PASSENGER REVENUE	\$101 (4%)
SUBSIDY	\$1,906 (74%)
PRIOR YEAR SAVINGS	\$28 (1%)
CONTRIBUTIONS FOR DEBT SERVICE & REIMBURSABLES	\$86 (3%)
<hr/>	
OPERATING USES	\$2,584
OPERATING EXPENSE	\$2,498 (97%)
DEBT SERVICE	\$72 (3%)
REIMBURSIBLE	\$13 (<1%)

FY2026 BUDGET

\$ in Millions



CAPITAL SOURCES	\$2,373
FEDERAL	\$614 (26%)
STATE	\$959 (40%)
DEBT	\$653 (28%)
OTHER AND PRIOR YEAR FUNDS	\$146 (6%)
<hr/>	
CAPITAL USES	\$2,373
CIP INVESTMENT	\$2,118 (89%)
DEBT SERVICE	\$245 (10%)
REVENUE LOSS	\$10 (<1%)

*For Gross Revenue Bonds

**Includes Joint Development projects

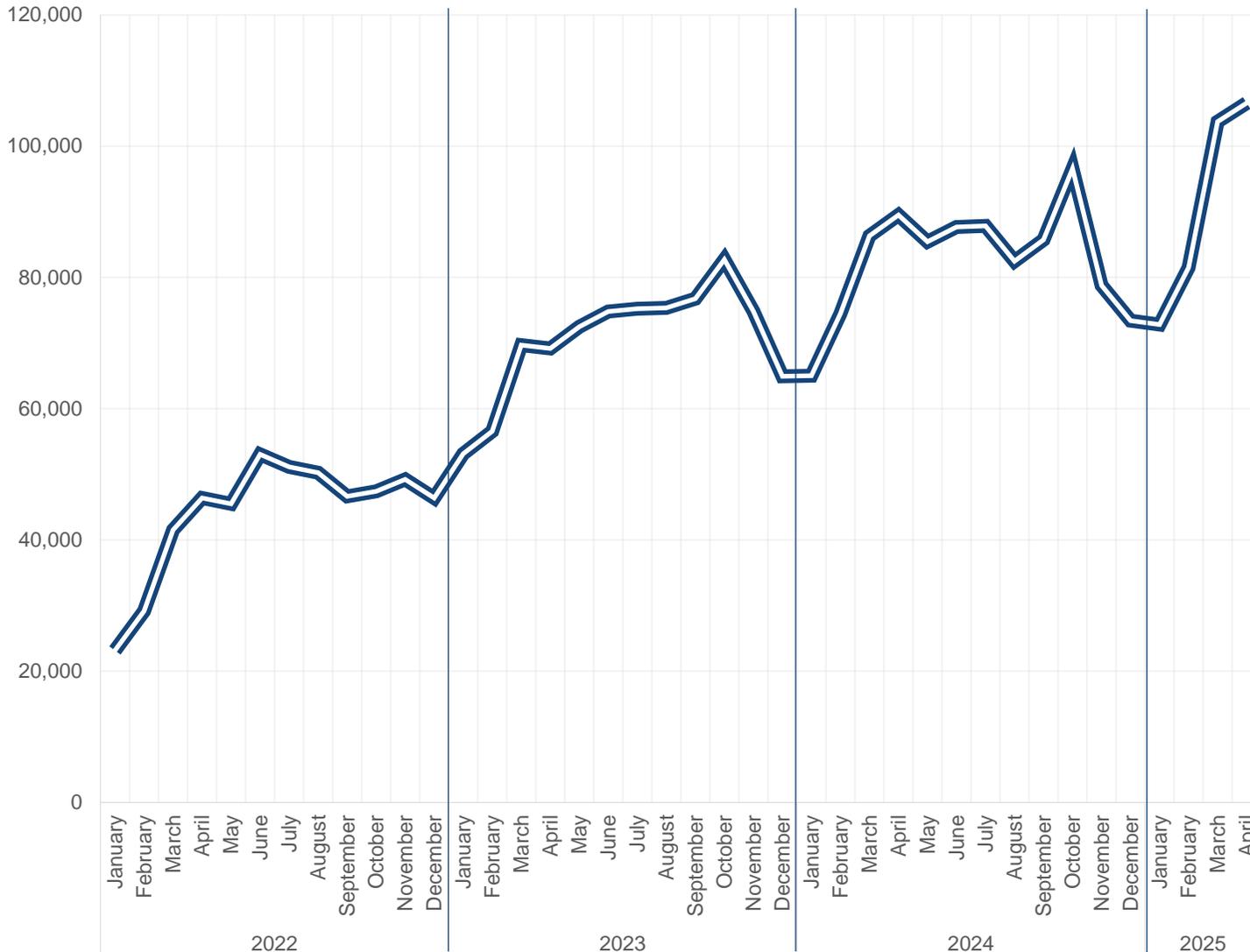
***Charts and table totals may not sum due to independent rounding

49 Consecutive Months of Ridership Growth

- **950K trips per day the week of April 21 – 3rd-highest since 2020**
- *Six 1-million-trip days in March and April, and counting as of April 28*
- *Two consecutive weeks with over 6 million trips during Cherry Blossoms*
- *710K Metrorail trips on March 29, second busiest Saturday since 2011 and the busiest day since 2019*
- *Metrobus exceeding 2020 ridership levels*
- *On April 9, there were 118,470 trips by federal employees, the highest since 2020*
- **Cherry Blossom Festivities**
 - *Parade*
 - *10-Miler*
 - *Tidal Basin Viewing*
- **Nationals, Spirit and United Back in Action**
- **Upcoming:**
 - *World Pride May 17- June 8*
 - *Capitals playoffs ongoing*
 - *FIFA Club World Cup June 18-26*

Virginians Are Returning to Metrorail

AVERAGE DAILY ENTRIES: JAN 2022 - APR 2025



The number of trips originating at Virginia Metrorail stations **continues to grow month-over-month.**

April 2025 saw the **highest ridership at Virginia Metrorail stations since the pandemic**, with over 106,000 average daily rail entries.

In 2024, average weekend entries at Virginia Metrorail stations **surpassed pre-pandemic levels**, with an average of 64,000 entries on Saturdays and 51,000 entries on Sundays.

Coming to Metro in 2025 & Beyond

Rail Service Improvements in FY26

RD Additional Red Line "Super Peak" capacity

YL Extend half of Yellow Line trains to Greenbelt (Beginning in Dec 2025)

SV Additional Silver Line "Super Peak" capacity

M metro 2 am close on Fri & Sat nights
6 am open on Sat & Sun mornings

Hours of Operation

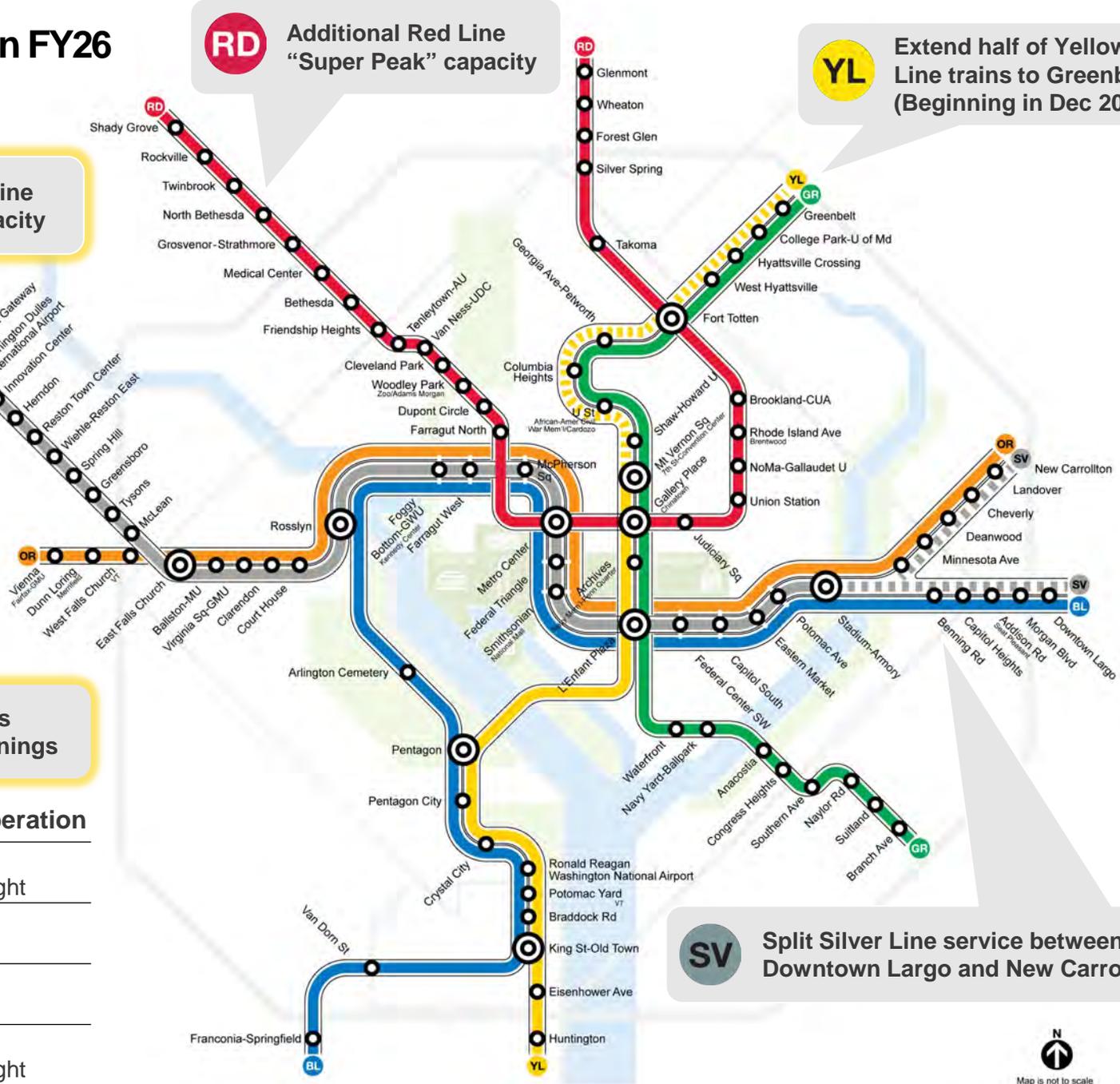
Mon-Thu:
5 am to Midnight

Fri:
5 am to 2 am

Sat:
6 am to 2 am

Sun:
6 am to Midnight

SV Split Silver Line service between Downtown Largo and New Carrollton



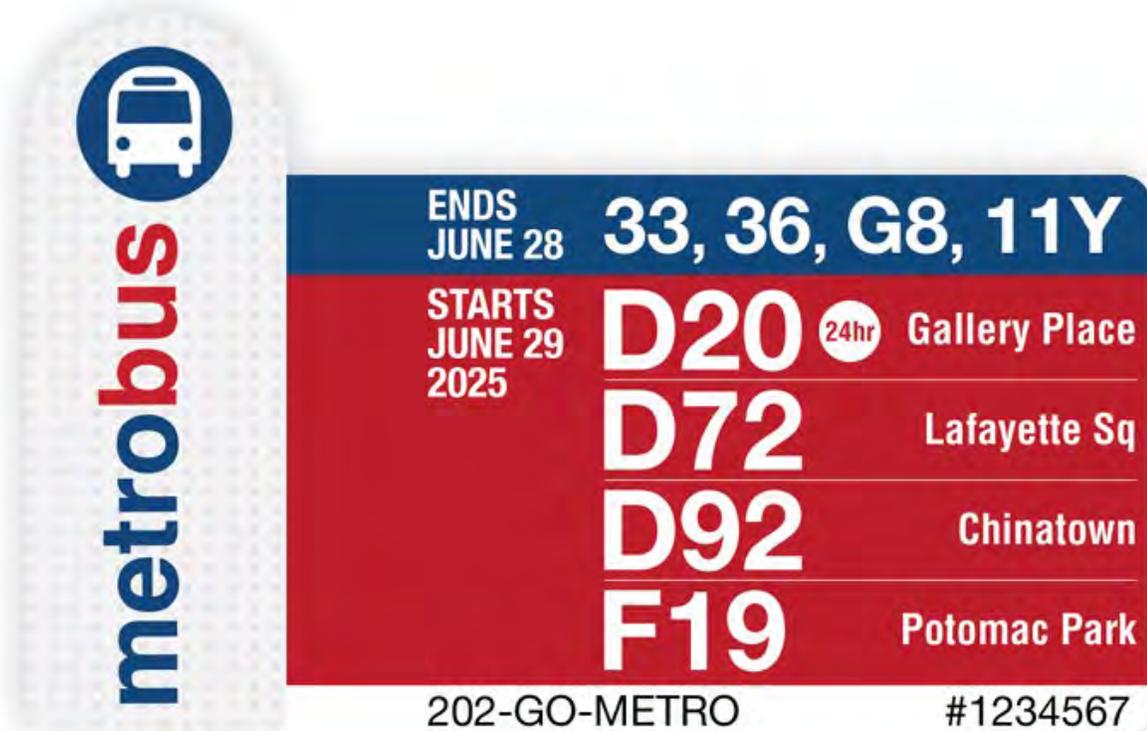
A New Bus Network

Metro Update

The 2025 Better Bus Network Redesign represents Metro's commitment to improving service and connections **using the resources we have today**. By changing bus routes and service times, this network better connects the region, increases access to better bus service, and makes the bus more convenient.

The network redesign **will go into effect on June 29th**.

- + First Network Redesign in 50 Years
- + Revenue Neutral
- + Better Connects the Region
- + Makes the Bus More Convenient to Use
- + Improves Service on Evenings & Weekends
- || Fills Service Gaps
- Better Service for Our Customers Today



Communicating the New Network

Metro Update

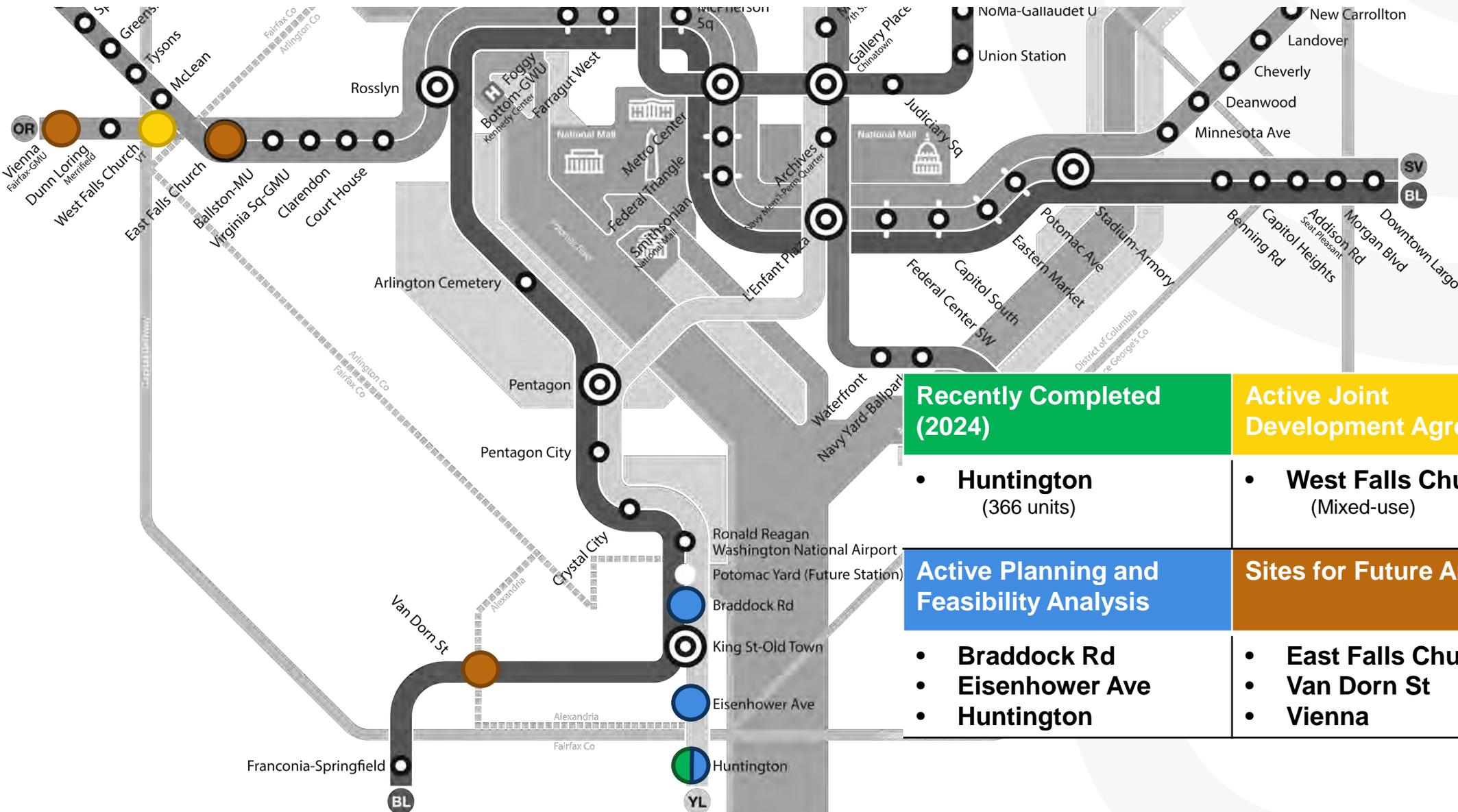
Informational Materials Rollout

- Bus Network Maps by Jurisdiction (April)
- Trip Planner (April)
- Route Profiles (April)
- Updated Fact Sheet (April)
- Multi-Language Take One (April)
- Comms Toolkit (April)
- Partner E-Blasts (April)
- Social Media Campaign (April)
- Neighborhood Profiles (Mid-May)
- Bus Stop Area Maps (Mid-May)
- Crosswalk (Former/New Routes) Webpage (Mid-May)
- Promo Videos (Mid-May)
- Metro Message (Mid-May)

Government & Community Outreach

- Board Memo (April)
- Board Presentation (May)
- Elected Officials and Jurisdictional Partners Communications meetings (April-July)
 - VA meetings April 29 and May 2
- Community Outreach (April-July+)
- Better Bus Partner Training and Activations (May-June)
- School Outreach (July-September)

Virginia Development Overview



Recently Completed (2024)

- **Huntington**
(366 units)

Active Planning and Feasibility Analysis

- **Braddock Rd**
- **Eisenhower Ave**
- **Huntington**

Active Joint Development Agreement

- **West Falls Church**
(Mixed-use)

Sites for Future Analysis

- **East Falls Church**
- **Van Dorn St**
- **Vienna**



Metro's vision for world-class transit

Deliver best-in-class service that maximizes transit ridership and supports a thriving economy

Investments



Fast, frequent service all day/ all week



Modern vehicles, infrastructure, and technology



Integrated customer-focused system

Benefits to Customers, Metro, and the Region



Safer and cleaner system, fewer incidents



Consistent and **reliable** service



Maximize system **capacity**



Deliver **more service with same resources**



Thriving economy



More access to jobs and activities



Enhance quality of life



Higher ridership



Cleaner air

Revising strategy to meet BOS corridor needs with a faster and more cost-effective approach

Blue/Orange/
Silver Corridor

1

Rail Automation

- Improves corridor's capacity, reliability and safety needs
 - *Significantly increases the number of trains per hour Metro could operate*
- Reduces customer travel time
- Makes rail service more cost-effective
- All of which could increase economic activity and growth

2

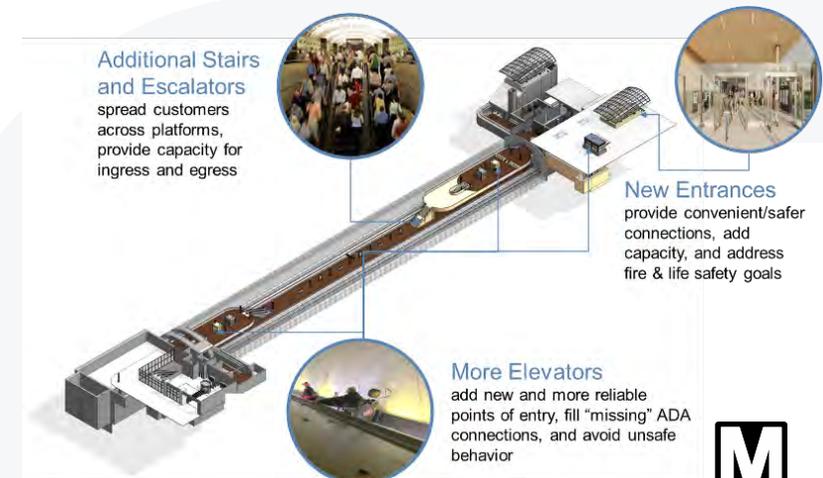
Cross-Region Bus Priority

- Provides connectivity from Rosslyn to Stadium Armory via Union Station
- Addresses corridor capacity needs and provides more travel options
- Leverages and supports redevelopment plans and priorities
- Multiplies transit connections and transfer opportunities

3

Station Access and Capacity

- Adds entrances, escalators, stairs, and elevators at undersized stations
 - A. *Farragut North & West connection*
 - B. *Foggy Bottom second entrance*
 - C. *Metro Center/Gallery Place connection*
- Ensures customers can move safely in, out, and through stations



Regional Coordination Through DMV*Moves*

Metro Update

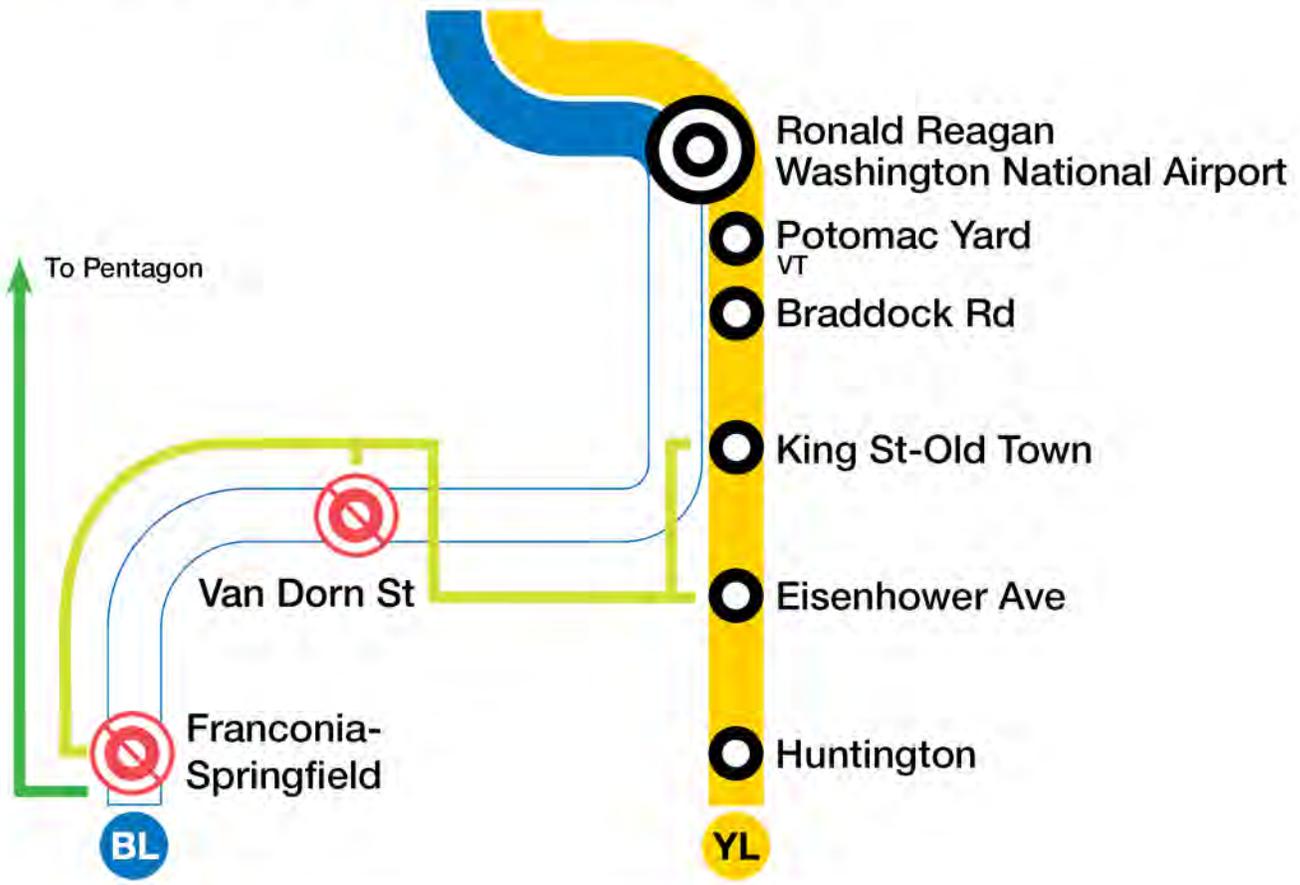
DMV*Moves* is a joint initiative of the Metropolitan Washington Council of Governments (COG) and WMATA to create a **unified vision and sustainable funding model** for the region's transit network

- Throughout 2025, a task force of officials appointed by COG and WMATA from the District of Columbia, Maryland, Virginia, and the federal government will be guiding this initiative alongside two workgroups representing area jurisdictions, transit service providers and agencies, and business, labor, and community organizations
- Goals include: Identifying a sustainable funding source for Metro, aligning regional mobility goals and strategies, and realizing cost efficiencies among regional partners
- Virginia DMV*Moves* Task Force Members:
WMATA Board Vice Chair Paul Smedberg, Arlington County Board Member Matt de Ferranti, Fairfax County Supervisor Rodney Lusk, Fairfax County Board of Supervisors Chair Jeffrey McKay, Loudoun County Board of Supervisors Chair Phyllis Randall, Delegate Mark Sickles, Senator Scott Surovell



BL Service Advisory

Saturday, July 5 - Saturday, July 26



Affected line

No BL between Franconia-Springfield and Ronald Reagan Washington National Airport



Free shuttle bus service provided

Local

Between Franconia-Springfield, Van Dorn St Eisenhower Ave and King St-Old Town

Express

Between Franconia-Springfield and Pentagon

- Station closed
- Station open
- Transfer station



Thank You

Government Relations Team Contact

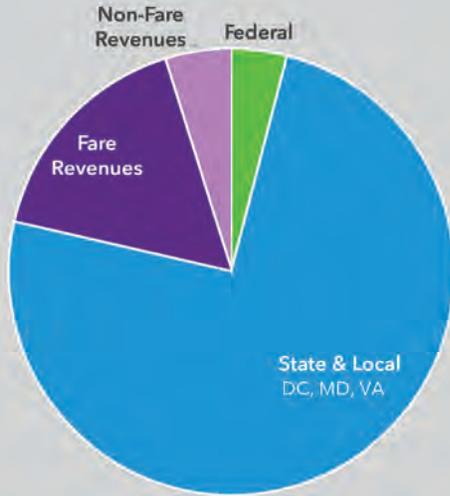
- **Greg Potts**, VA Government Relations Officer
gpotts@wmata.com | 202-580-9453



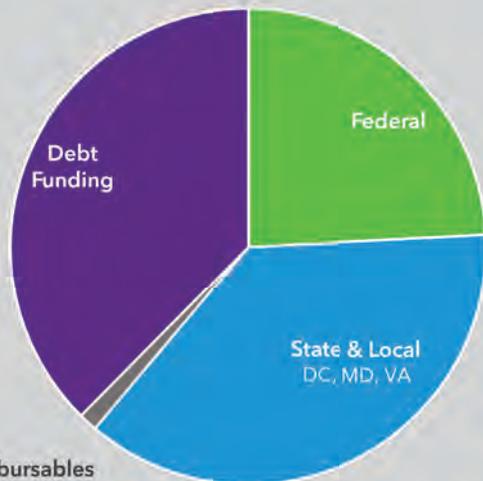
The Metro Budget

Metro collects revenues from fares and other sources, but a transit agency cannot rely on fares to fully fund the system. To fund the remainder of the budget, Metro receives funds for capital and operating expenses from the Metro Transit Compact jurisdictions.

Approved FY 2025 Budget Funding Sources



Operating Budget



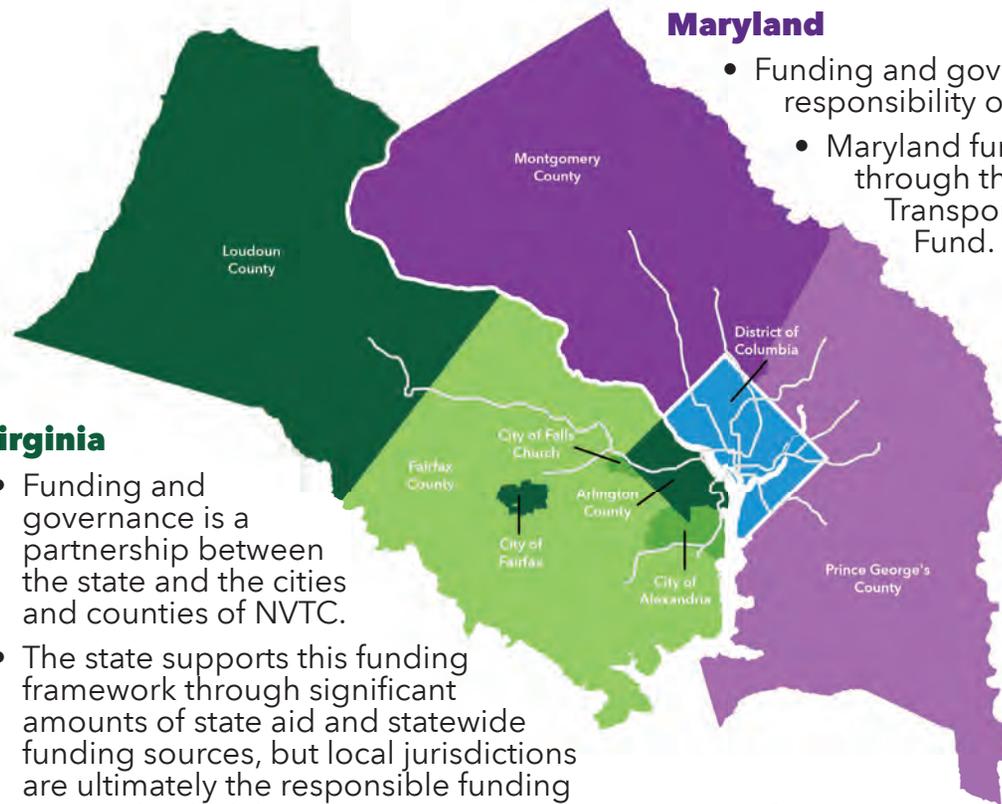
Capital Budget

How Metro is Funded



The Metro Compact

The District of Columbia, Maryland and Virginia are members of the Metro Compact. They all have differing governance and funding approaches.



Maryland

- Funding and governance is the responsibility of the state.
- Maryland funds Metro through the statewide Transportation Trust Fund.

Virginia

- Funding and governance is a partnership between the state and the cities and counties of NVTC.
- The state supports this funding framework through significant amounts of state aid and statewide funding sources, but local jurisdictions are ultimately the responsible funding partner in Virginia.
- Local jurisdictions fund Metro through general fund revenues, NVTA 30% funds, regional gas tax, state aid and other transportation funds.

District of Columbia

- Funding and governance is the responsibility of the District.
- The District primarily funds Metro with their general fund. They also use parking meter revenues and taxes on revenues from private parking lots, garages and rideshare.
- The District's share of dedicated capital funding is paid through its sales tax.

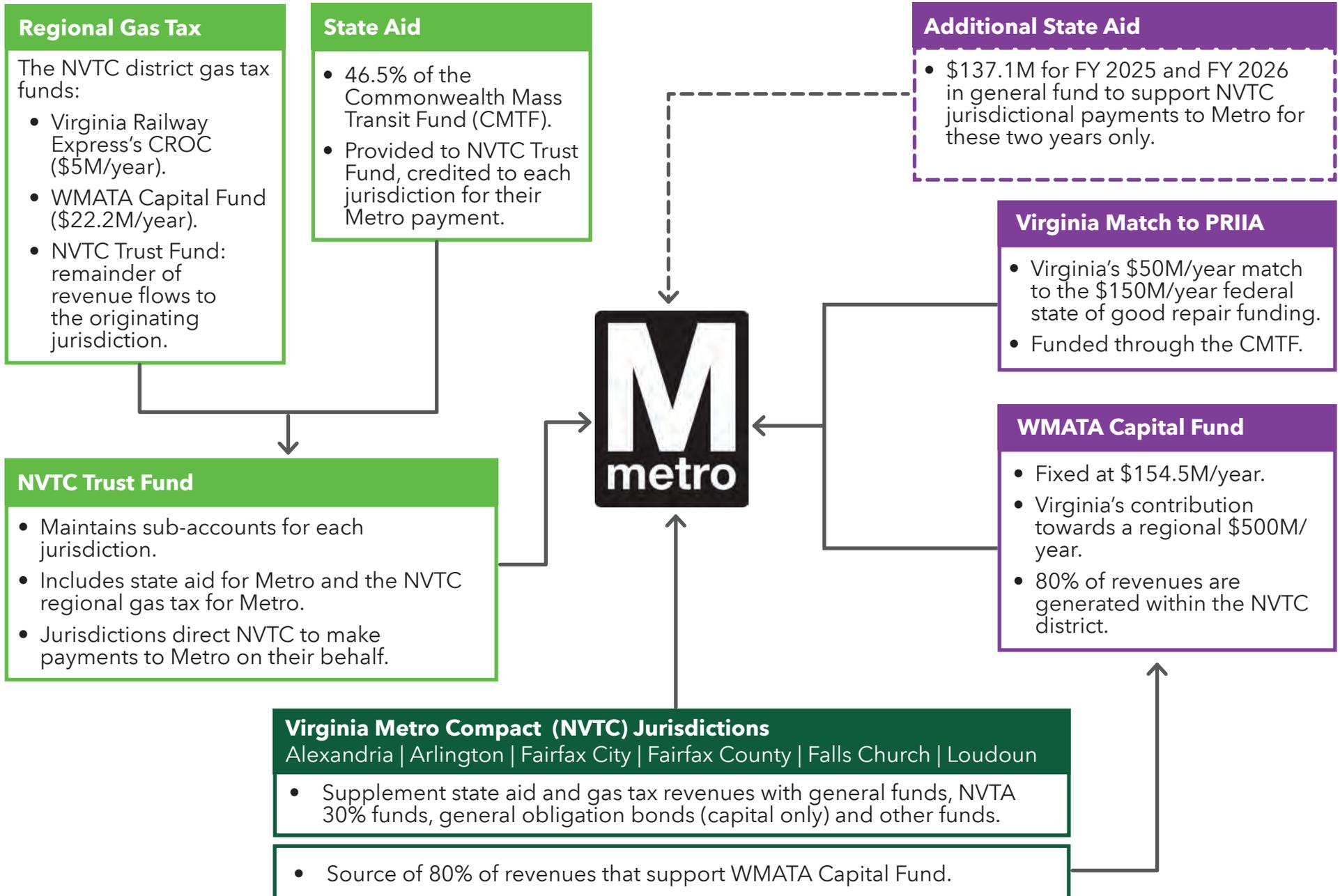


Explore the **full guide** for details, definitions and more.

How Virginia Funds Metro



Revenues to fund Metro in Virginia come from **statewide**, **regional** and **local** sources.



Learn more about transit funding in Northern Virginia at novatransit.org/funding

Northern Virginia Transit Funding Guide

As Northern Virginia leaders look at long-term, sustainable solutions to meet transit needs, it's helpful to understand the existing funding sources and structures that support transit in the region.

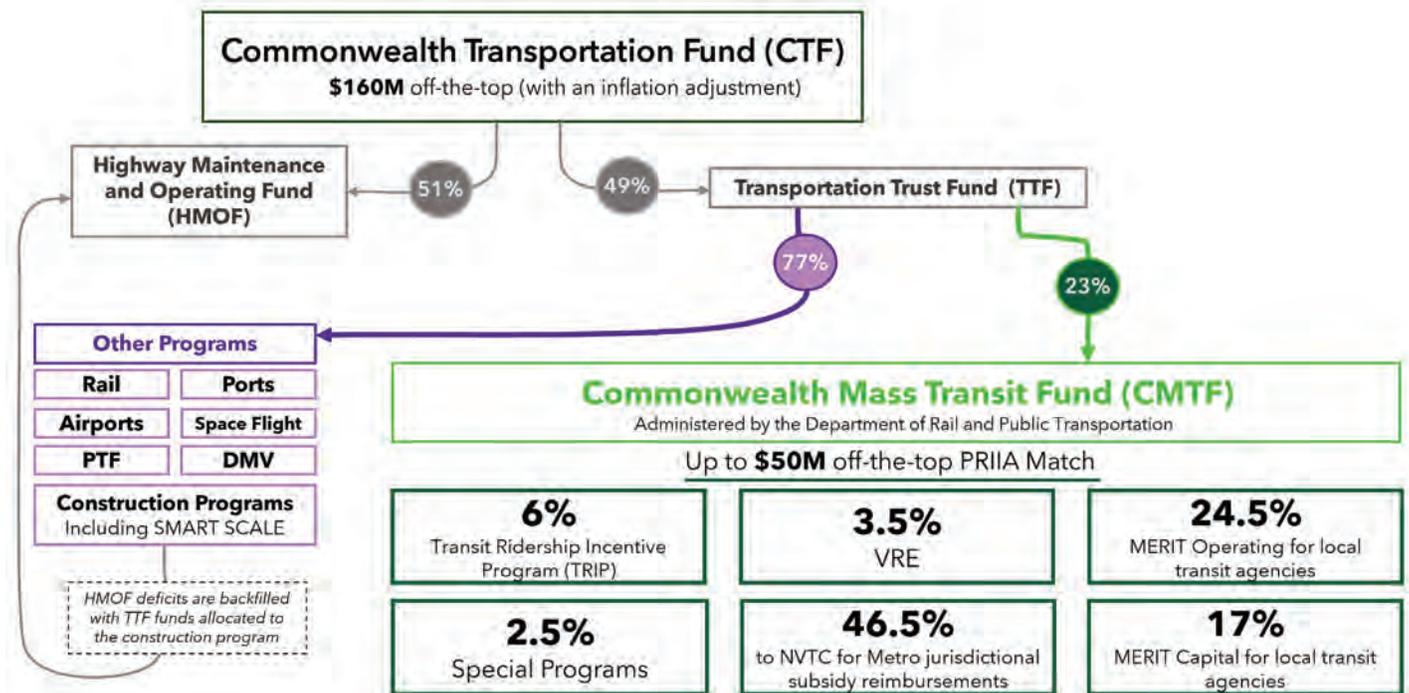
Many sources of transit funding are reserved for capital expansion projects. There are limited funding sources available for operating and state of good repair projects. This makes the funding of day-to-day transit operations a challenge.



Explore the **full guide** for details, definitions and more.

State Funding Sources

The Commonwealth is an important funding partner for Northern Virginia. All state transportation revenues are deposited in the Commonwealth Transportation Fund (CTF). The majority of state revenues come from a share of the **state retail sales and use tax**, the **state tax on motor vehicle fuel** and the **motor vehicle sales tax**. The Commonwealth Mass Transit Fund (CMTF) provides funding from statewide sources to transit agencies across the state. The CMTF makes up 11% of the CTF and is a key source of Northern Virginia's operating and capital funds for transit.



Federal Funding Sources

Formula Funds



- Federal formula funds must be spent on capital expenses, including state of good repair projects; only Metro, Maryland Transit Administration, the Virginia Railway Express (VRE) and PRTC are recipients of these funds.
- Federal formula funds cannot be used on operating expenses by transit agencies in the Greater Washington region, with the exception of limited preventive maintenance transfers.

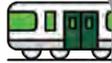
Discretionary Funds

Federal discretionary grants are awarded for capital projects through a competitive application process.



Regional Funding Sources

WMATA Capital Fund



- Metro receives \$500M/year of regional dedicated capital funding, used to bring the system towards a state of good repair.
- Virginia's share is \$154.5M/year, which is provided by the "WMATA Capital Fund."
- Approximately 80% of these funds are generated in the NVTC district through the region's gas tax, grantor's tax, transient occupancy tax and local payments.

 **NOT INDEXED TO INFLATION**

Toll Revenue Programs



- NVTC and the Department of Rail and Public Transportation each administer transit funding programs using toll revenues from I-66 and I-395/95.
- The funds may be used for capital expansion or operating projects, but there are legal and constitutional limitations that prevent toll funds from being a general purpose transit funding source.

 **GROWS 2.5% ANNUALLY**

CROC

Commuter Rail Operating and Capital Fund

- Virginia code dedicates \$15M/year from the regional motor vehicle fuels tax revenues collected in NVTC and PRTC jurisdictions to the CROC fund.
- The fund is then disbursed to VRE for use on operating and capital projects.
- This fund is bondable.

 **NOT INDEXED TO INFLATION**

NVTA Fund

Northern Virginia Transportation Authority



- The NVTA Fund comprises a 0.7% regional sales tax and other, smaller regional and statewide sources.
- NVTA 70%: Seventy percent of the revenue is used by NVTA to fund competitive grants for capital expansion projects supporting congestion relief.
- NVTA 30%: The remaining 30% of the revenue is distributed to member jurisdictions where the tax was generated and can be used for any transportation purpose.

 **RATES DEPENDENT ON TAX RECEIPTS**

Local Funding Sources



- To supplement federal, state and regional assistance, local jurisdictions use their general funds or general obligation bonds to fund transit.
- These sources compete with funding schools, police and other critical needs.
- Local jurisdictions rely heavily on local property taxes to provide revenues to their general funds.
- Virginia law allows several cities and counties to have a commercial and industrial surcharge, which is almost exclusively used for transportation capital expansion projects.



Learn more about transit funding in Northern Virginia at novatransit.org/funding

Agenda Item 7A: Draft I-395/95 Commuter Choice Staff Recommended Endorsed Program of Projects (FY 2026-FY 2027)

May 1, 2025





About the I-395/95 Commuter Choice Program

Partnership between NVTC, the Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth of Virginia, administered by NVTC.

Uses a portion of the toll revenues collected in the I-395/95 corridor to competitively fund public transit and other transportation improvements along the corridor.



Maximize person throughput



Support new, diverse travel options



Improve mobility



Enhance safety and reliability

Program Development Process



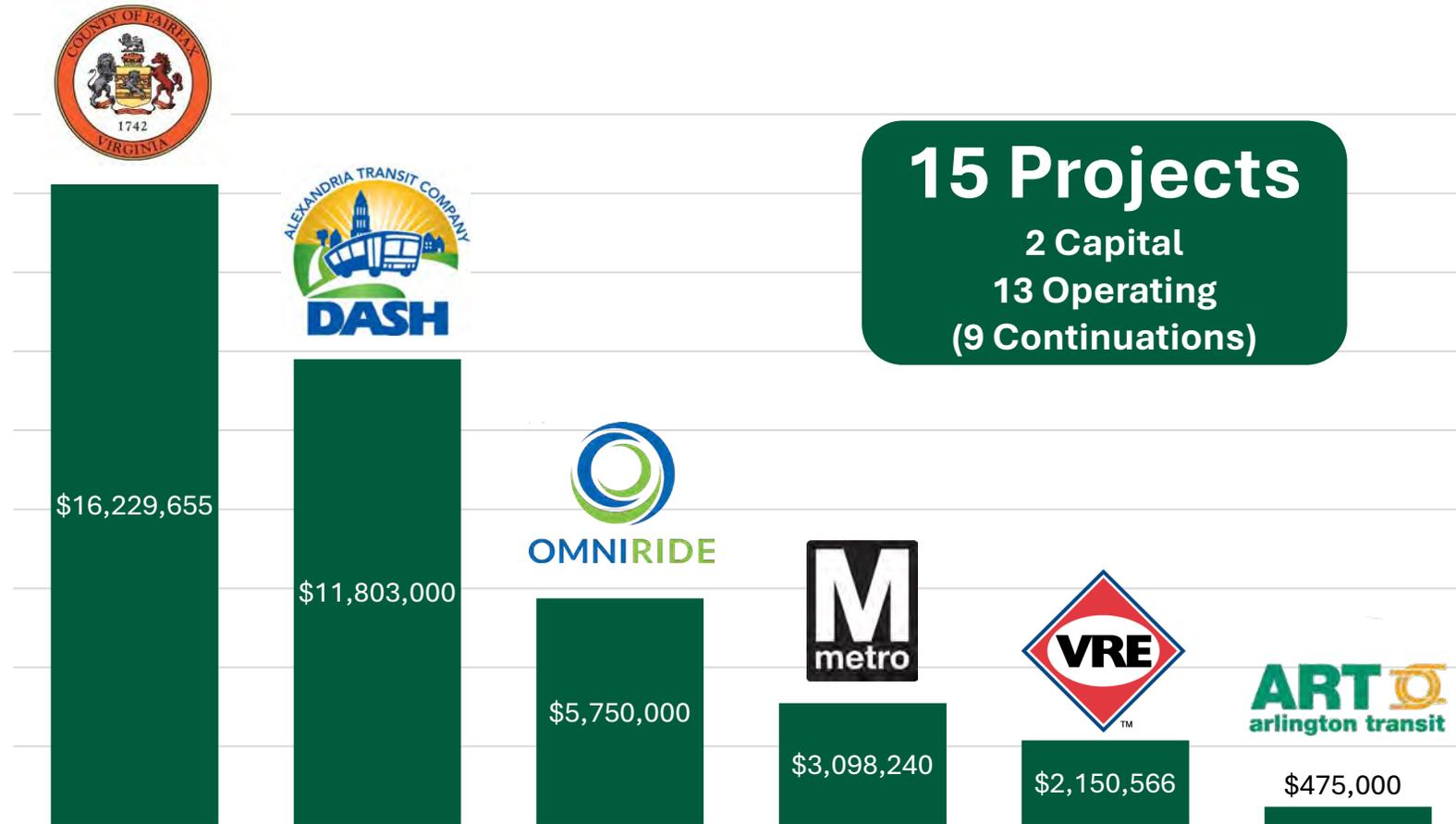
- Call for Projects closes
- NVRC/DRPT perform eligibility review

- Application scores finalized and sent to applicants
- Public comment period opens

- Public comment period closes
- Public hearing (held April 24)
- JCWG endorses Program of Projects at its April 24 meeting

- Commissions briefed on JCWG-endorsed Program of Projects (today)
- Commissions approve transmitting Program of Projects to CTB for inclusion in SYIP (June 5)

Joint Commission Working Group-Endorsed Program of Projects: By the Numbers



3,800
weekday project trips

22 million
fewer annual vehicle miles traveled

\$2.4 million
annual reduced fuel costs

6,200
metric tons of GHG reduced annually

53,000
hours of travel time savings annually

JCWG-Endorsed FY 2026-2027 Program of Projects *(Slide 1 of 2)*

Applicant	Title	Proposed Award	Score (100 Points)
Fairfax County	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station <i>Second funding installment supporting construction of a seven-mile, nine-station BRT line along U.S. 1.</i>	\$10,000,000*	N/A
OmniRide	Dale City to Rosslyn-Ballston Enhanced Bus Service (Continuation) <i>Continues two additional morning and evening trips from Dale City to the Rosslyn-Ballston corridor.</i>	\$555,400	78
WMATA	New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29) <i>Adds a new peak-period service (Route A29) running between Van Dorn Street, Mark Center, Southern Towers, and Shirlington to Metro Center in Downtown Washington.</i>	\$2,357,200	78
OmniRide	Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (Continuation) <i>Continues enhanced commuter express service between Stafford County and the Pentagon.</i>	\$1,972,700	77
DASH	Line 35 (Van Dorn Metro to the Pentagon) Enhanced Bus Service (Continuation) <i>Continues 10-minute all-day weekday service and 15-minute all day weekend service between Alexandria's West End and the Pentagon via the I-395 Express Lanes.</i>	\$7,414,500	76
DASH	Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (Continuation) <i>Continues 15-minute all-day service between the Mark Center, Shirlington and the Potomac Yard area.</i>	\$4,388,500	71
OmniRide	Route 1 Local Enhanced Bus Service (Continuation) <i>Continues enhanced peak-period local bus service along U.S. 1 in Prince William County.</i>	\$677,700	69
OmniRide	Prince William Metro Express Enhanced Bus Service (Continuation) <i>Continues enhanced peak-period service between Woodbridge and the Franconia-Springfield Station.</i>	\$607,000	69

*This is the second \$10,000,000 award for the Richmond Highway BRT project that was originally awarded a \$20,000,000 in the prior I-395/95 funding round to be split across two funding cycles

Capital projects are indicated in BLUE



JCWG-Endorsed FY 2026-2027 Program of Projects *(Slide 2 of 2)*

Applicant	Title	Proposed Award	Score (100 Points)
OmniRide	Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (Continuation) <i>Continues enhanced commuter express service between Stafford County and Downtown Washington.</i>	\$1,937,200	66
Arlington County	Route 87 (Shirlington to the Pentagon) Enhanced Bus Service <i>Provides enhanced service on ART Route 87, operating between Shirlington and the Pentagon Metro Station on weekdays.</i>	\$475,000	63
WMATA	Enhanced Bus Service from Landmark and Seminary Valley to the Pentagon (Route A25) <i>Provides enhanced service on WMATA Route A25, running from Landmark Transit Center in Alexandria to the Pentagon.</i>	\$741,040	62
Fairfax County	Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service (Continuation) <i>Continues peak-period express bus service between Springfield and the Pentagon.</i>	\$1,958,651	59
Virginia Railway Express (VRE)	Leeland Road Station Improvement Project <i>Supports engineering/design activities to lengthen the existing Leeland Road VRE station platform by approximately 300 feet to provide simultaneous boarding at all doors of an eight-car train.</i>	\$2,150,566	53
Fairfax County	Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service <i>Provides enhanced service on Fairfax Connector Route 321/322, which operates in a loop and provides connections to the Franconia Springfield VRE and WMATA Stations and Van Dorn Street.</i>	\$2,128,807	45
Fairfax County	Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation) <i>Continues enhanced service between the Lorton Park & Ride Lot, the Lorton VRE Station, and the Franconia-Springfield Metro Station.</i>	\$2,142,197	45
Proposed Total Funding		\$39,506,461	

Capital projects are indicated in BLUE

PUBLIC COMMENT

- Online public comment period ran from March 12 – April 11
- Video greetings from PAC Chair Dalia Palchik
- Paid ads on Facebook and Instagram
- 458 submissions received via an online survey (English and Spanish) and email
- Public hearing held immediately prior to JCWG meeting on 4/24



NVTC's Commuter Choice program would add service to three **Fairfax Connector** routes near Franconia-Springfield.

Tell us what you think at novatransit.org/commuterchoice

NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

FAIRFAX CONNECTOR



NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Commuter Choice

Did you miss the Commuter Choice public comment opportunity?

There's one more chance to share your thoughts.

Join the Public Hearing!

What: I-395/95 Commuter Choice Public Hearing

When: 4 p.m., Thursday, April 24

Where: Online



NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Commuter Choice

Dalia Palchik
NVTC Program Advisory Committee

Key Upcoming Dates

- Today Staff brief NVTC and PRTC on Draft Program of Projects
- May 20 Staff brief Commonwealth Transportation Board (CTB) on Draft Program of Projects
- June 5 NVTC and PRTC action to transmit Program of Projects to CTB for inclusion in DRPT Six Year Improvement Program (SYIP)
- June 25 CTB action on DRPT SYIP
- July 1 Commuter Choice funding available to projects



Questions?





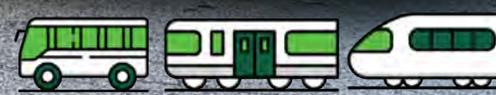
Advancing transit in Northern Virginia since 1964



May 2025

Executive Director Newsletter

Twitter, Facebook, Instagram, YouTube, LinkedIn icons @NoVaTransit NoVaTransit.org | NoVaRides.org





A Message From Kate Mattice

Later this month, we will honor "Celebrate Transportation Day," [created](#) by the Virginia General Assembly in 2018 to recognize all forms of transportation across the Commonwealth. We take it as an opportunity to highlight the amazing public transit and passenger rail agencies serving more than two million people in Northern Virginia each week.

Why limit us to one day? In fact, the month of May is full of opportunities to celebrate. I'm delighted to share that NVTC will have a strong presence at this year's Virginia Transit Association [Conference](#) in Richmond. Deputy Director of Programs and Policy Ann McGrane and Data Visualization Program Manager Sophie Spiliotopoulos will lead a session on Transit Funding Challenges in which they will present NVTC's "[Transit Funding Guide](#)." I will have the honor of joining a panel of transit agency leaders to discuss "Funding Transit: Impacts and Opportunities."

I'll also be in attendance for the American Public Transit Association's [Legislative Conference](#), which brings together transit agencies and lawmakers in Washington. I sit on key APTA committees, including the Legislative Steering Committee and Planning and Program Development Committee. Both will meet during the conference.

Other happenings this month include the Conference of Minority Transportation Officials ([COMTO](#)) Celebrating Women Who Move the Nation Awards Breakfast, honoring, among others, Metro's Chief Financial Officer, Yetunde Olumide, and [Bike to Work Day](#) on May 15th. Don't forget to check out [our report](#) on how bikes and scooters improve access to transit.

There are many ways to applaud transportation this month. We hope you'll join us in celebrating.


Executive Director



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- 8 Metro adopts Fiscal Year 2026 budget, discusses Automated Train Operations
- 9 Metro pitches world class transit initiatives
- 10 APTA Mobility conference brings buses into focus
- 11 Welcome Meg Johnston



May 16

VRE Operations Board

May 20-21

Commonwealth
Transportation Board

May 22

Virginia Passenger
Rail Authority

May 28-29

Virginia Transit Association
Conference

May 29

Joint WMATA & Legislative
and Policy Committees

June 5

Commission Meeting

NoVaTransit.org

NoVaRides.org

@NoVaTransit





Commuter Choice public hearing highlights proposed I-395/95 projects

NVTC held a virtual [public hearing](#) on the draft I-395/95 Commuter Choice FY 2026-2027 [Program of Projects](#) April 24. The hearing included a presentation from Commuter Choice Program Manager Daniel Knickelbein on the 12 potential bus service enhancements for ART, DASH, Fairfax Connector, Metrobus and OmniRide; one new Metrobus route; and the improvement of VRE's Leeland Road Station. NVTC staff, along with jurisdictional and transit agency staff, heard feedback from members of the public.

Following the hearing, staff briefed the Joint Commission Working Group, which is comprised of Commissioners from NVTC and the Potomac and Rappahannock Transportation Commission, on the draft Program of Projects. Both Commissions will be briefed at their May meetings and they will be asked to take action approving the final Program of Projects for transmittal to the Commonwealth Transportation Board at their June meetings.

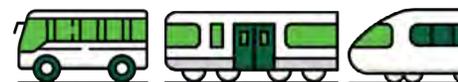




I-66 needs assessment to collect updated travel data

Members of NVTC's Program Advisory Committee (PAC) heard an [update](#) on the I-66 Needs Assessment when they met April 24. The joint study between NVTC and the Department of Rail and Public Transportation (DRPT) will examine changing travel patterns along the I-66 corridor and identify both short- and long-term projects that could be funded by NVTC's I-66 Commuter Choice or DRPT's I-66 Outside the Beltway programs.

In March and April, NVTC and DRPT staff met with 12 local jurisdictions and transit agencies to review initial findings and receive agency feedback on those findings and existing and future conditions data. The project team is working to update vehicle and transit travel data to reflect the most up to date trends, which have seen dramatic changes since February of this year. After collecting updated data and identifying additional travel demand needs, staff plan another round of stakeholder outreach for this summer.





SJ 28 subcommittee hears funding challenges facing transit agencies

Executive Director Kate Mattice participated in the SJ 28 Northern Virginia Growing Needs of Public Transit Joint Subcommittee [meeting](#) on April 22 at the Northern Virginia Transportation Authority. Director of Programs and Policy Andrew D'huyvetter, who serves as the chair of the SJ 28 Technical Working Group, provided the Joint Subcommittee with a review of how transit funding works now and items to consider for any new, future transit funding.

We were also lucky to have a number of our agency colleagues, including Josh Baker of DASH, Bob Schneider of OmniRide and Mark Schofield of Virginia Railway Express, speak to current challenges faced by their agencies. Thank you to Sen. Adam Ebbin for chairing the Joint Subcommittee and leading us through this important effort to identify sustainable transit funding for Northern Virginia.



DRPT proposes reexamination of MERIT program

The Department of Rail and Public Transportation (DRPT) released its draft Fiscal Year 2026 [Six-Year Improvement Program](#) in April, outlining investment plans for rail and public transit over the next six fiscal years. Highlights include \$332 million in funding for local transit agencies across the state, \$442 million in assistance to Metro and \$17 million for Virginia Railway Express' (VRE) capital and operating budgets.

This draft SYIP anticipates growth in both year-over-year revenue and growth in allocations compared to previous years. DRPT and the Virginia Department of Transportation (VDOT) will host public meetings regarding the draft SYIP. In Northern Virginia, there will be a meeting on Thursday, May 8 at 5 p.m. at VDOT's Northern Virginia District offices, located at 4975 Alliance Drive, Fairfax, VA 22030.

You can submit comments and learn more about this meeting and other public meetings being held across Virginia [online](#).

About the FY2026 Six-Year Improvement Program (SYIP)

The Six-Year Improvement Program (SYIP) is the Commonwealth's joint annual funding allocation program for the programs and initiatives that DRPT and VDOT administer. The SYIP acts as DRPT's annual budget for funding and supporting rail and public transit programs across the Commonwealth. Funding for the SYIP is driven by formulas established in the Code of Virginia, while individual projects funded in the SYIP are scored by DRPT's grant applications, and then approved by the Commonwealth Transportation Board.

DRPT's SYIP provides a variety of support across the Commonwealth for transit providers, freight railroads, regional planning commissions, and commuter services. By providing a centralized SYIP dashboard, DRPT helps inform the public of the Commonwealth's efforts to support, sustain, and expand access to reliable transportation, to increase the movement of people and goods, and be transparent in its funding programs to be a good steward of public resources.

Funding Provided by the FY2026 SYIP:

PUBLIC TRANSPORTATION	\$332m
WMATA WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	\$442m
VRE VIRGINIA RAILWAY EXPRESS	\$17m
RAIL (DRPT)	\$20m
TRANSFORMING RAIL IN VIRGINIA (VPRA)	\$232m

FY2026 Six-Year Improvement Program (SYIP) Development Schedule





Metro adopts Fiscal Year 2026 budget, discusses Automated Train Operations

The Metro Board of Directors [adopted](#) the FY 2026 [budget](#) and FY 2026-2031 Capital Improvement Program (CIP) on April 10. Totalling just under \$5 billion, the FY 2026 budget and CIP feature several optimization and efficiency concepts that drive ridership and revenue growth. Metro will provide more rail service in the peak periods, open the rail system earlier on weekends and close later on weekend nights, introduce Tap-Ride-Go contactless payment and

implement the 2025 [Better Bus Network](#), which includes 11 more routes in the Frequent Service Network and increases midday, evening and weekend service.

In the capital budget, Metro continues its focus on investments to maintain the system for safe, reliable service. The final budget proposal adopted by the Board includes approximately \$200 million in delayed or deferred expenses - from customer information displays to fare

collection modernization - that were originally planned for FY 2026-2027. Fiscal Year 2026 begins on July 1, 2025.

The Board also received an update on Automated Train Operations, or ATO. Metro began ATO on the Red Line in December and has seen decreasing numbers of station overruns in the four months since. Subject to concurrence with the Washington Metrorail Safety Commission, Metro will begin rolling out ATO on other lines between April and June.

FY2026 Operating Budget Drives Ridership, Modernization and Efficiencies

FY2026 Budget Summary and Six-Year Capital Improvement Program

 Rail Optimization	 Better Bus Network	 Fares and Fees	 Modernization Investments
<ul style="list-style-type: none"> • Add peak capacity to address ridership growth • Extend half of Yellow Line trains to Greenbelt (Begins December 2025) • Open earlier on weekend mornings and close late on weekend late nights 	<ul style="list-style-type: none"> • Implement the Year One Better Bus Network <ul style="list-style-type: none"> • 11 more routes in the Frequent Service Network • Increased midday, evening, and weekend service 	<ul style="list-style-type: none"> • No fare changes • Introduce open payment (Tap, Ride, Go.) <ul style="list-style-type: none"> • Tap to ride with contactless credit/debit mobile devices and cards with no fee 	<ul style="list-style-type: none"> • Targeted cost reductions and efficiencies from <ul style="list-style-type: none"> • Technology Modernization • Cash Collection Modernization • Inventory and Supply Chain Modernization
<p>Savings from automatic train operations help fund service; ~\$2.5 million in savings from deferring YL extension and reducing staffing at 5 stations with multiple entrances during low ridership times</p>	<p>Total of \$6 million of savings from new scheduling software as well as reduction of peak bus and deadhead time</p>	<p>Savings included under modernization investments</p>	<p>\$10 million of savings from modernization</p>

The Federal Transit Administration's required Title VI analysis of the proposed rail service and fee changes is attached to the resolution. The analysis describes one disparate impact finding and Metro's substantial legitimate justification for moving forward.

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Metro pitches world class transit initiatives



A rendering from Metro showing platform screen doors

Metro's Finance and Capital Committee [met April 24](#) and received a briefing on Metro's vision to create a [world class transit](#) system. The presentation focused on providing frequent, reliable and safe service with enough capacity to support core ridership and growing communities in the region. Metro identified three primary initiatives as part of the world class transit investments: rail automation, bus priority and Blue/Orange/Silver corridor improvements.

Metro continues to set benchmarks for Automated Train Operations (ATO) across the Metrorail network, as ATO becomes the global standard for its reliability and cost savings. Additionally, bus priority treatments, such as dedicated bus lanes and bus signal priority, are a key aspect of Metro's goals to provide frequent and fast Metrobus service throughout the region.

Metro continues to investigate strategies to address capacity constraints on the Blue, Orange and Silver (B/O/S) Metrorail lines between Rosslyn in Virginia and Stadium-Armory in the District of Columbia, where all three lines share one track set. Metro is developing a new proposal that relies on automation, cross-region bus priority and enhanced station access at critical locations to improve service.

Metro intends to develop a Rail Automation Program and Business Plan by December 2025, continuing to engage with peer systems and identify best practices for automation, advance a regional bus priority network through DMV Moves and deliver an updated proposal for the B/O/S corridor by December 2025.



APTA Mobility conference brings buses into focus

Vikram Sinha and Daniel Knickelbein joined Executive Director Kate Mattice at the 2025 [APTA Mobility](#) Conference in Austin, Texas in April. We connected with professionals from across the industry, attended sessions on a variety of topics including funding, safety and AI, and toured some of the recent transit

investments Austin has made. One of the highlights was a half-day focused on bus rapid transit (BRT), featuring professionals from seven agencies discussing their lessons learned from operating BRT. Kate also participated in APTA committee meetings with other industry leaders from across the country.



Kate Mattice and Dottie Watkins, CapMetro CEO

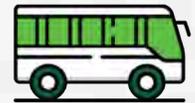
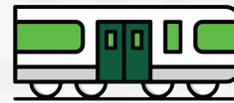
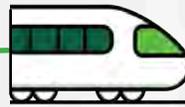


Welcome Meg Johnston!

We welcomed a new grants and procurement manager in April. Born and raised in Northern Virginia, Margaret "Meg" Johnston brings her knowledge of the public sector grants procurement process to NVTC, reporting to Director of Finance and Administration Scott Kalkwarf. Meg graduated from George Mason University with a degree in Business and Tourism and joins NVTC from the National Institute of Food and Agriculture at the United States Department of Agriculture.



Welcome aboard!



Learn More About Grants Management...

At NVTC, grants and procurement ensure that every dollar invested moves Northern Virginia's transportation network forward. By securing critical funding and managing resources responsibly, NVTC helps deliver safer, greener and more connected travel options across the region.



2300 Wilson Blvd., Ste. 230
Arlington, VA 22201

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