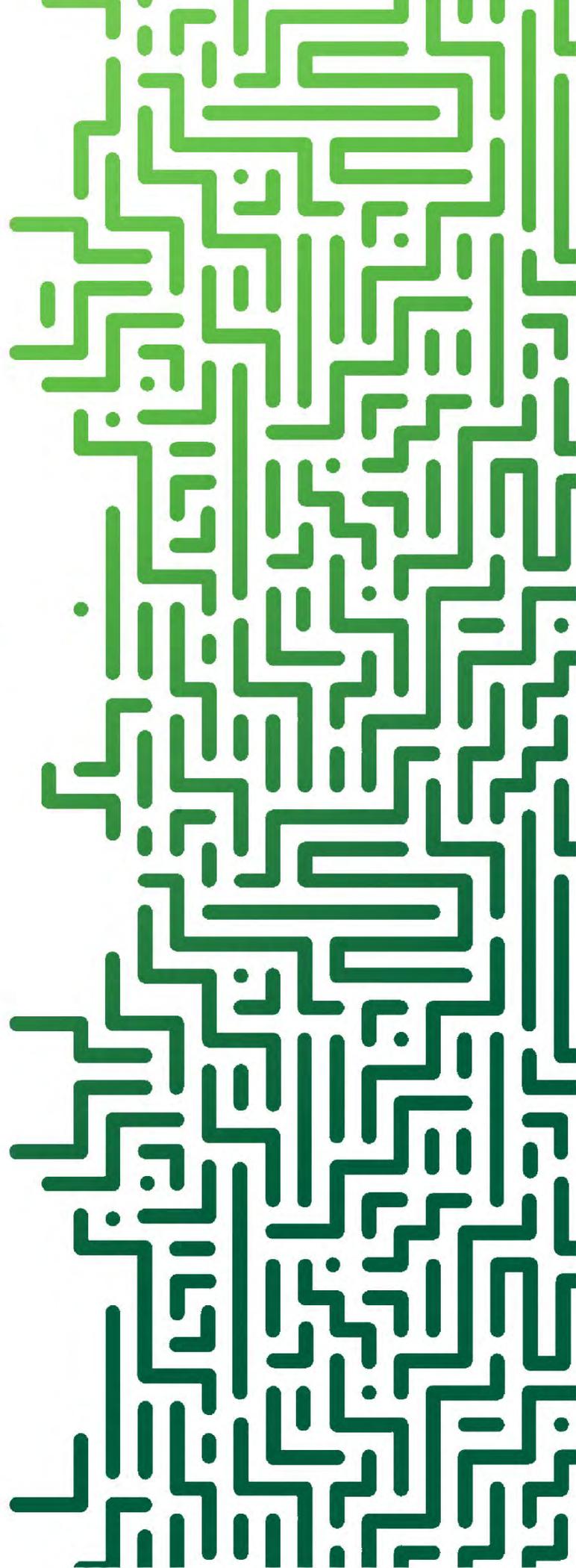




Commission Meeting Materials

November 6, 2025

NoVaTransit.org | @NoVaTransit
2300 Wilson Boulevard, Suite 230
Arlington, VA 22201
(703) 524-3322



Meeting Overview

NVTC's November 6, 2025 meeting will be an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

Action Items

- Resolution of Commendation for the Honorable James R. Walkinshaw
- Committee Appointment
- NVTC 2026 Meeting Schedule
- VRE FY 2027 Budget Referral
- CSXT Contract Amendment
- VRE Lease Amendment for Broad Run Station

Other Meeting Highlights

- Transit Performance Trends and Ridership
- NVTC and Regional Work Toward Long-Term Sustainable Transit Funding
- Draft Annual Report of the Performance and Condition of WMATA
- Draft NVTC and VRE Legislative Agendas
- VRE CEO Search Committee Update
- Closed Session

Table of Contents

NVTC November 6, 2025 Meeting Agenda	3
Agenda Item 1 Opening Remarks	
Agenda Item 2 Minutes of the September 4, 2025 Meeting	5
Agenda Item 3 Recognition of New and Departing Commissioners	25
Agenda Item 4 Consent Agenda	28
Agenda Item 5 Transit Performance Trends and Ridership	32
Agenda Item 6 Washington Metropolitan Area Transit Authority (WMATA)	39
Agenda Item 7 Report from the Chairs of the WMATA Com/Legislative and Policy Com	57
Agenda Item 8 Report from the Chair of the Program Advisory Committee	123
Agenda Item 9 Virginia Railway Express (VRE)	127
Agenda Item 10 Department of Rail and Public Transportation (DRPT)	193
Agenda Item 11 Executive Director Report	213
Agenda Item 12 Closed Session	248



NVTC COMMISSION MEETING
THURSDAY, NOVEMBER 6, 2025
First Floor Conference Room
2300 Wilson Blvd., Arlington, Virginia
[Public Streaming Via YouTube](#)
7:00 p.m.

AGENDA

5:15 p.m. Boxed Dinners Available for Commissioners
5:30 p.m. Executive Committee Meeting – NVTC Suite #230 Conference Room
7:00 p.m. Commission Meeting – First Floor Large Conference Room ([public streaming](#))

NVTC is receiving general public comment. The deadline for written general public comments is 3:00 p.m., Thursday, November 6, 2025 via [NVTC's website](#). Comments will be provided to Commissioners prior to the meeting.

1. Opening Remarks

- **ACTION: Approve Commissioners Participating Electronically (if needed)**
- General Public Comments Received

2. ACTION: Approve the Minutes of the September 4, 2025 NVTC Meeting

3. Recognition of New and Departing Commissioners

- A. Oath of Office for New Commissioner
- B. ACTION: Approve Resolution of Commendation for the Honorable James R. Walkinshaw on his Departure from NVTC**

4. ACTION: Approve the Consent Agenda (subject to chair approval)

- A. ACTION: Appoint James Bierman to the NVTC Legislative and Policy Committee**
- B. ACTION: Approve the NVTC 2026 Meeting Schedule**

5. Transit Performance Trends and Ridership

6. Washington Metropolitan Area Transit Authority (WMATA)

- A. Report from the Virginia WMATA Board Members
- B. Other WMATA News

7. Report from the Chairs of the WMATA Committee / Legislative and Policy Committee

- A. Draft Annual Report of the Performance and Condition of WMATA
- B. NVTC and Regional Work Toward Long-Term Sustainable Transit Funding
 - DMVMoves
 - SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee
 - NVTC Response to DMVMoves and SJ 28 Recommendations
- C. Draft NVTC 2026 Legislative Agenda
- D. Transit Service Delivery Advisory Committee (TSDAC)
- E. Federal Update
- F. Joint NVTC/PRTC/VRE Legislative Forum

8. Report from the Chair of the Program Advisory Committee

- A. Envision Route 7 Bus Rapid Transit (BRT)
- B. I-66 Commuter Choice FY 2027-2028 Call for Projects Update

9. Virginia Railway Express (VRE)

- A. Acting VRE CEO Report and Minutes
- B. ACTION: Approve Resolution #2583: Authorize the Acting VRE CEO to Forward the VRE FY 2027 Budget to the Participating and Contributing Jurisdictions**
- C. ACTION: Approve Resolution #2584: Approve the First Amendment to the CSX Transportation (CSXT) Amended and Restated Operating Access Agreement and Authorize the Acting VRE CEO to Execute the Agreement on Behalf of the Commissions**
- D. ACTION: Approve Resolution #2585: Approve the Lease Agreement for the North Parking Lot at the VRE Broad Run Station and Authorize the Acting VRE CEO to Extend the Terms of the Agreement**
- E. Draft VRE 2026 Legislative Agenda
- F. VRE CEO Search Committee Update

10. Department of Rail and Public Transportation (DRPT)

11. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Communications Metrics Report
- C. NVTC Financial Reports
- D. NVTC Letter of Support

12. Closed Session

MINUTES
NVTC COMMISSION MEETING –SEPTEMBER 4, 2025
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Snyder at 7:03 p.m.

Members Present

Canek Aguirre
Walter Alcorn
Sarah Bagley
James Bierman, Jr.
Juli Briskman
Maureen Coffey
Matt de Ferranti
Adam Ebbin
Takis Karantonis
Paul Krizek
Alfonso Lopez
Catherine Read
Tiffany Robinson (Alternate, Commonwealth)
Saddam Azlan Salim
Mark Sickles
Paul Smedberg
David Snyder
Daniel Storck

Members Absent

Matt Letourneau
Dalia Palchik
David Reid
James Walkinshaw

Staff Present

Kate Mattice, Executive Director	
Jason Adle	Tenley O’Hara
Shannon Bacon	Vikram Sinha
Genoveva Cutrell	Sophie Spiliotopoulos
Andrew D’huyvetter	Colie Touzel
Matt Friedman	Owen Williams
Rhonda Gilchrest	Rich Dalton (VRE)
Sarah Godfrey	Mark Schofield (VRE)
Adam Hager	Dallas Richards (VRE)
Meg Johnston	
Scott Kalkwarf	
Ann McGrane	

Opening Remarks

Chair Snyder welcomed everyone to the September 4, 2025 NVTC meeting and noted that the meeting is also being livestreamed on YouTube for the public. Board Administrator Rhonda Gilcrest confirmed an in-person quorum.

Chair Snyder stated that earlier in the summer he was diagnosed with oral cancer. He is in the final phase of completing treatments and looks forward to a bright future as he continues to work and represent the citizens of Falls Church and this region. He expressed his hope that the audience can hear his voice.

Ms. Mattice reported that no public comments were received this month.

Minutes of the July 17, 2025 Meeting

Mr. de Ferranti moved, with a second by Mr. Smedberg, to approve the Minutes of the July 17, 2025 meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Consent Agenda

Ms. Mattice stated that the one action item on the Consent Agenda is to approve the Notice of Direct Contributions to the Jurisdictions. Since the awaited data was received from the Department of Motor Vehicles, the memo has been updated as a blue-sheeted item with new calculations of jurisdictional shares.

Mr. de Ferranti moved, with a second by Mr. Krizek, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Snyder noted that since Mr. Letourneau is unable to attend due to an illness, his recognition for serving on the WMATA Board will be deferred to a future meeting. Chair Snyder asked Mr. Smedberg and Mr. Alcorn to give their WMATA Board Report. Mr. Smedberg stated that the briefing will be short since the WMATA Board has not met since mid-July. He reported that after launching on June 29, the Better Bus Network continues to roll out this fall. The WMATA team continues to review and respond to feedback from customers. Several routes have been slightly restructured, app and real-time information continue to be updated, and there are a handful of bus stop flags being updated. Overall, the WMATA team is proud of how the launch has gone and appreciate everyone's hard work to make it happen.

Mr. Smedberg stated that the Blue Line construction concluded on time on July 26. This project allowed WMATA to update the train control and signaling system, replace rails and repair lighting for better visibility. The construction on the Green Line wrapped up last weekend. Looking ahead to this fall, WMATA will be updating the Strategic Transformation Plan (STP), which they are required to do every three years. The plan serves as a 'north star' for the WMATA Board and management for long-term planning and day-to-day operations. WMATA expects to hold a public comment period on the STP later this fall.

Mr. Alcorn stated that one of the key elements of the Strategic Transformation Plan is the capital program. The WMATA Board will be hosting a workshop in October on the capital program that will focus on the rail modernization business plan. Chair Snyder requested an update on the modernization plan be provided at an upcoming meeting.

Mr. Sickles complimented WMATA on the Blue Line shutdown and asked about the number of complaints WMATA received. Mr. Smedberg stated that WMATA Board members usually hear complaints and they haven't heard any major complaints. Mr. Karantonis also congratulated WMATA on the Better Bus rollout and the back-to-school initiative. Mr. Smedberg stated that it will be interesting to see ridership numbers now that schools are back in session.

Mr. Lopez arrived at 7:10 p.m. and joined the discussion.

Mr. Alcorn provided some recent ridership information. Ridership continues to be up with 49 months of continuous ridership growth for both bus and rail. He sees a correlation between the strong ridership numbers and the investments that were made back in 2018. Ms. Bagley asked how the Tap.Ride.Go. initiative is going. Mr. Smedberg gave an update and noted that the response has been very positive.

Chair Snyder asked a question about recommendations made by the Washington Metrorail Safety Commission (WMSC) and Mr. Smedberg replied that the WMATA team has been addressing them and they are in daily contact with the WMSC team. Chair Snyder also asked about coordination between Metro Police and federal law enforcement. The Commission then had a robust discussion about this issue, and multiple Commissioners expressed their concerns about the National Guard's presence in Metro Stations. Mr. Karantonis also stated that constituents are asking about immigration enforcement and if it is safe to use transit. Ms. Briskman asked if WMATA has a Memorandum of Understanding (MOU) with the National Guard that allows them to go into the stations. Mr. Alcorn stated that he is not aware of a MOU with the National Guard, but WMATA does have agreements with other federal law enforcement agencies and local police. Mr. Bierman requested the Virginia WMATA Board members bring this issue up at their next meeting. Ms. Coffey stated that there is a reasonable concern among local Virginia elected officials and it would be beneficial to have a larger conversation around the safety of Virginia residents in the Metro stations. Mr. Bierman stated that there needs to be clarity on this issue as WMATA does not have an agreement with the National Guard. Mr. Alcorn stated that they are happy to bring these concerns to the WMATA Board. Mr. Storck asked for any updates to be sent to Commissioners so they don't have to wait until the next meeting.

Report from the Chairs of the WMATA Committee / Legislative and Policy Committee

Chair Snyder asked Legislative and Policy Committee Chair Canek Aguirre and WMATA Committee Chair Matt de Ferranti to give their report.

NVTC and Regional Work on Long-Term Dedicated Funding. WMATA Committee Chair Matt de Ferranti stated that the update on DMVMoves and SJ 28 Joint Subcommittee is brief, as neither group has held a meeting since the Commission last met in July. DMVMoves staff have spent the summer further refining funding need estimates and the Regional Integration Action Plan that identifies ways the region's transit agencies can work together. The next Task Force meeting is scheduled for October 29 at the Metropolitan Washington Council of Governments. The SJ 28 Joint Subcommittee's next meeting is on October 21, and that meeting will focus on reviewing a refined set of transit needs for Northern Virginia and cost-containment tools. Mr. de Ferranti noted that the Joint Subcommittee reviewed estimates for 15 revenue sources at the NVTC, PRTC and statewide geographies during its June meeting.

Transit Service Delivery Advisory Committee (TSDAC). Legislative and Policy Committee Chair Canek Aguirre stated that the Transit Service Delivery Advisory Committee (TSDAC) serves as an advisory body to the Department of Rail and Public Transportation (DRPT) and the Commonwealth Transportation Board (CTB) on the distribution process for transit capital and operating funds. TSDAC has held two meetings since the Commission last met, during which DRPT staff proposed changes to both the operating and capital formulas for the MERIT Program that provides funding to the local bus agencies. He then asked Executive Director Kate Mattice, who is a member of TSDAC, to provide a more detailed explanation of the process to date and background on the requested action for authorization to submit comments to the CTB.

Ms. Mattice stated that there has been some new information in the TSDAC and MERIT space, as DRPT introduced the idea of changes at the CTB meeting on July 15 and then conducted two virtual TSDAC meetings on July 29 and August 27. DRPT staff are proposing a new MERIT operating formula that adjusts sizing and performance metrics in an effort to reward desired outcomes and to simplify the process for DRPT staff, as well as updates to the capital formula to better align it with existing processes.

Ms. Mattice stated that data has now been released showing the potential monetary impact of the changes, so staff can take a closer look. Based on initial data, the adjusted operating formula could see Northern Virginia receiving about \$1.8 million less per year for operating expenses (about a 3% decrease). While a formal public comment period from the CTB is anticipated around the November Commission meeting, the rapid pace of the process and a lack of an October Commission meeting are why staff are suggesting Commission action to authorize the executive director to send comments to ensure they are provided in a timely manner. NVTC staff's concerns about the proposed MERIT changes center largely around a process that has been slow in providing details to assess its impact. It does appear – for operating assistance - to be elevating cost per ridership as a heavier weight than in the past. The changes that are being proposed on the capital side appear to be receiving support from

local transit systems. Based upon preliminary information, NVTC's comments intend to reflect the following themes:

1. The process should be transparent, provide analysis to support the recommended changes, leverage the expertise of the advisory board, and allow sufficient time for the public to review and comment.
2. The data and weights used to develop the funding formulas reflect and reward the diversity of policy priorities that guide local transit service, like service to low-income communities and/or commuter-based services.
3. The approach to funding should maximize annual predictability for transit agencies and local governments.

Ms. Mattice encouraged Commissioners to work with their jurisdictional staff and the local transit agencies to also submit comments if they have concerns.

Mr. de Ferranti moved, with a second by Ms. Coffey, to authorize the executive director to submit comments to the Commonwealth Transportation Board. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

NVTC Legislative Agenda Process. Mr. Aguirre stated that 2026 will be an important year for transit in Virginia at both the federal and state levels. In Richmond, the 2026 Virginia General Assembly Session begins on January 14. NVTC is working with state legislators and partners to secure a long-term dedicated funding solution for transit agencies in Northern Virginia, consistent with NVTC's Guiding Principles for Future Transit Funding that were adopted by the Commission. At the same time, NVTC staff are providing technical assistance to the SJ 28 Joint Subcommittee of the General Assembly and look forward to that group taking action in November on funding recommendations that could inform NVTC's Legislative Agenda.

Federal Update. Ms. Mattice reported that last month, former New York Congressman Marc Molinaro was confirmed by the Senate as the Federal Transit Administration (FTA) administrator. He is a long-time local government official from the Hudson River Valley in New York who most recently served in Congress from 2023 to 2025. Ms. Mattice also reported that Congress continues to work on its FY 2026 appropriations bills, including the Transportation, Housing, and Urban Development (THUD), which funds transportation programs at USDOT. The Senate's version of the THUD appropriations provides more funding for transit than the House bill, which makes significant cuts to FTA's Capital Investment Grants (CIG) program, which is used by transit agencies across the country to help fund major capital projects, like The One/Richmond Highway BRT.

In response to a question from Mr. Sickles, Ms. Mattice offered to provide additional information about the Transportation Appropriations Bill process. Mr. de Ferranti requested more information about the Capital Investments Grant (CIG) program.

Joint NVTC/PRTC/VRE Legislative Forum. Ms. Mattice announced that NVTC's 2025 Joint Legislative Forum is scheduled for Monday, December 15 at 8:30 a.m. at George Mason University's Arlington campus. This event is held annually in partnership with the Potomac and Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE). Save the date invitations will be going out soon.

Report from the Chair of the Program Advisory Committee

Chair Snyder noted that Program Advisory Committee Chair Dalia Palchik is unable to attend tonight, but Sarah Bagley, who is a PAC committee member and a past committee chair, agreed to provide the report.

Ms. Bagley explained that there are two actions being requested for the Commuter Choice program. The first is to authorize the executive director to transmit the FY 2025 Commuter Choice Annual Report to the Commonwealth Transportation Board by October 31 as required in NVTC's Memoranda of Agreement with the Commonwealth. The second action is to authorize the executive director to issue the I-66 Commuter Choice FY 2027-2028 Call for Projects and to hold a public hearing on behalf of the Commission.

Ms. Bagley stated that since Commuter Choice Program Manager Daniel Knickelbein is at the Potomac and Rappahannock Transportation Commission (PRTC) meeting seeking their approval to transmit the Annual Report, NVTC Program Analyst Jason Adle has been asked to brief the Commission on the Annual Report and Director of Policy and Programs Andrew D'huyvetter will walk through the I-66 Call for Projects.

Mr. D'huyvetter provided a quick refresher on the Commuter Choice program, which invests toll revenue from I-66 Inside the Beltway and the I-395/95 corridor into public transit and other transportation projects that benefit corridor toll payers by increasing person throughput, improving mobility, supporting new and diverse travel options, and enhancing transportation safety and reliability. Applications for funding rotate annually between I-66 and I-395/95. The last I-395/95 program was approved earlier this year, which means it's time to start the funding cycle for the next round of I-66 funding.

Mr. Adle presented some highlights of NVTC's FY 2025 Commuter Choice Annual Report. He stated that 2025 brought significant changes to the Greater Washington region, and Commuter Choice played a vital role in supporting Northern Virginia workers returning to the office. This year, Commuter Choice projects set an all-time record for ridership, with an average of over 65,000 passenger trips each workweek in FY 2025, a 73% increase compared to the same period in FY 2024. Each weekday in FY 2025, Commuter Choice projects saved I-66 and I-395/95 travelers a combined total of 2,400 hours of travel time, 231,000 miles of vehicle travel and over \$28,000 in fuel costs.

Mr. Adle stated that the Commuter Choice Annual Report also details the cumulative benefits of the program since it began in 2017. Since 2017, Commuter Choice has supported nearly 10.5 million trips on the I-66 and I-395/95 corridors resulting in an estimated 197 million fewer vehicle miles traveled, 1.9 million hours of travel time saved, and nearly \$26

million in fuel cost savings for commuters. As travel patterns changed in 2025, Commuter Choice funded bus routes quickly reached capacity. Commuter Choice funded buses operated by Fairfax Connector, OmniRide, Loudoun County Transit, and DASH saw large ridership increases compared to FY 2024.

Mr. Adle stated that NVTC celebrated milestones for several Commuter Choice funded capital projects in FY 2025, from the construction of a new parking garage at the VRE Manassas Park Station to the acquisition of two electric buses DASH will deploy on the Commuter Choice funded Line 35. Commuter Choice is one of very few grant programs in the nation that can support both transit capital and operating projects. At the end of FY 2025, there were 33 active Commuter Choice projects located throughout the NVTC and PRTC districts. Of those 33 projects, the majority are bus service enhancement projects, providing funding for new or additional service for local and commuter routes accessing key employment destinations including the Pentagon, Rosslyn-Ballston corridor, and downtown D.C.

Mr. Adle noted that since the program's inception in 2017, Commuter Choice has funded \$178 million in transit and other transportation projects across Northern Virginia that have helped reduce congestion, improve travel time reliability, and that give commuters new transportation options.

Mr. D'huyvetter stated that the requested action is to authorize the executive director to open the I-66 FY 2027-2028 Call for Projects, the seventh round of I-66 Commuter Choice funding. Staff plan to advertise up to \$100 million in funding for new projects, a number higher than the typical \$40 to \$50 million. I-66 Commuter Choice has greater funding availability for new projects due to less demand than available funding in prior rounds, toll revenues exceeding projections that resulted in additional VDOT payments to NVTC, and funding de-obligations from previously awarded projects. As a reminder, NVTC is currently engaged in a joint I-66 Needs Assessment study with DRPT to better understand travel and transit patterns in the corridor and identify candidate projects for future I-66 Commuter Choice and DRPT Outside the Beltway funding programs.

Mr. D'huyvetter stated that the Call for Projects will open on October 6 and close on December 12. NVTC has been meeting with eligible applicants to discuss potential applications and project ideas, and an informational webinar for applicants is scheduled for October 1. After the Call for Projects closes in December, staff will review applications for eligibility in coordination with DRPT in early 2026, and all eligible applications will be scored shortly thereafter. A public hearing and public comment period will be held in the spring, along with the development of a draft staff-recommended Program of Projects. That Program of Projects will be brought to the Program Advisory Committee in April for their review and endorsement, then brought to the Commission for approval in June 2026. Once the program receives Commission approval, it is sent to the CTB for inclusion in DRPT's Six-Year Improvement Program (SYIP) and funding is available for new projects beginning July 1, 2026.

In response to several questions from Mr. Sickles, Mr. D'huyvetter explained more about eligible applicants and the differences between the I-66 and I-395/95 Commuter Choice

programs. In response to a question from Mr. Krizek, Mr. D’huyvetter provided some background information about the impacts from the pandemic on prior rounds of funding. Ms. Mattice stated that one reason the program only awards funds for two years at a time is that it gives the project enough time to see if it is performing. Some projects don’t return for additional funding. She stated that the bus service projects that were funded during the last I-66 cycle, are now packed with riders. In response to a question from Mr. Karantonis, Ms. Mattice stated that because travel patterns have changed, NVTC and DRPT are doing an I-66 Needs Assessment, which should be completed early next year.

Chair Snyder suggested a block vote for the two Commuter Choice action items and there were no objections. Mr. Sickles moved, with a second by Mr. Lopez, to:

- Authorize the Executive Director to Submit the NVTC Commuter Choice FY 2025 Annual Report to the Commonwealth Transportation Board
- Authorize the Executive Director to Issue the I-66 Commuter Choice Call for Projects (FY 2027 – 2028)

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Envision Route 7 Bus Rapid Transit (BRT). Ms. Bagley stated that NVTC and its consultant team are working through the technical work of Phase 4-2 of the Envision Route 7 BRT project and are finalizing community outreach plans for October. More information on the work done so far is available in the written meeting materials – including a website update and a website tool for the public to learn more about the project. There will be a more in-depth update on Envision Route 7 and public outreach plan at the September 18 Program Advisory Committee meeting.

Virginia Railway Express (VRE)

Chair Snyder noted that VRE CEO Rich Dalton had not yet arrived from the PRTC meeting, so the Commission will hold his recognition until later in the agenda. Mr. Schofield offered to sit in on Mr. Dalton’s behalf until he arrives to answer questions about the action items. The chair asked VRE Operations Board Chair Sarah Bagley to introduce the action items, which will be followed by a block vote.

Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for Four Manassas Line Property Interests. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2578, which will approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority for the acquisition of four Manassas Line property interests (Seminary Yard in Alexandria; the Broad Run Corridor providing a new lead track from the Broad Run Maintenance and Storage Facility to the Manassas Main Line; permanent easements of the five existing station platforms on the

Manassas Line; and a permanent commuter rail operating easement along one half of the entire VPRA-owned Manassas Line).

Ms. Bagley explained that this contract with VPRA is necessary to finalize the purchase details and close on the acquisition of the property interests. The initial closing is planned for September 2025 at which time the acquisition of Seminary Yard, the Broad Run Corridor, and the station platform easements will occur. A second closing will occur at a later date to acquire the operating easement once full funding has been arranged. VRE staff have worked with the Federal Transit Administration to identify a way to fund 80% of the purchase price for these interests using federal grant funds, subject to a 20% non-federal local match. The proposed Contract of Purchase and Sale will not impose any additional financial requirements on the Commissions but will allow the acquisition of the Manassas Line property interests to proceed to closure.

Agreement for Relocation of Virginia Electric and Power Company Facilities in VRE Manassas Park Station Parking Lot. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2579, which will approve an Agreement for relocation of Virginia Electric and Power Company (VEPCO) facilities in the VRE Manassas Park Station parking lot. The proposed agreement provides for Dominion Energy's relocation of their existing transmission poles, and realignment of the related transmission wirelines supported by those poles. The agreement also modifies the alignment of VEPCO's right of way through the VRE Manassas Park Station parking lot to follow the revised alignment. The replacement and realignment of the existing transmission poles and related transmission lines will be at no cost to the Commissions.

Easement Agreement for Real Property at Broad Run and a Site Lease Agreement for Real Property in Fredericksburg. Ms. Bagley stated that these two actions are grouped together as they are both agreements with subsidiaries of Lumen Technologies, Inc. Resolution #2580 will authorize the VRE CEO to execute an Easement Agreement with WilTel Communications, LLC, owned by Lumen Technologies, Inc., for real property adjacent to VRE's Broad Run Maintenance and Storage. Resolution #2581 will authorize the VRE CEO to execute an amendment to a Site Lease Agreement with CenturyLink Communications, LLC, also owned by Lumen Technologies, Inc., for property owned by the Commissions adjacent to the railroad right-of-way and the VRE Fredericksburg Office, expanding the leased premises and extending the term of the Lease Agreement.

Ms. Bagley explained that VRE staff brought these two matters directly to the Commissions, rather than through the Operations Board, because of Lumen's request to commence its work on the Fredericksburg expansion in September. VRE's accommodation of this request has facilitated reaching final agreement on the easement needed at Broad Run which had been pending for several months.

Ms. Bagley stated that the net fiscal impact of the two proposed real property agreements with Lumen Technologies will be slightly positive for VRE in FY 2026. The lump sum additional lease revenue to VRE for the Fredericksburg property will be \$360,000, while the cost of the permanent easement at Broad Run will be \$204,300, which will be paid from

VRE's Capital Reserve. Both transaction values have been judged fair and reasonable based on market appraisals.

There were no questions from Commission on any of the requested actions.

Mr. Karantonis moved, with a second by Mr. Storck, to approve the following actions as a block vote:

- Resolution #2578: Approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for Four Manassas Line Property Interests
- Resolution #2579: Approve the Agreement for Relocation of Virginia Electric and Power Company Facilities in VRE Manassas Park Station Parking Lot
- Resolution #2580: Authorize the VRE CEO to Execute an Easement Agreement for Real Property at Broad Run
- Resolution #2581: Authorize the VRE CEO to Amend a Site Lease Agreement for Real Property in Fredericksburg

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed. (Copies of the resolutions are attached.)

VRE CEO Search Process. Ms. Bagley reported that the Operations Board has created a search committee made up of Commissioners from both NVTC and PRTC. The committee plans to meet on September 19. A search firm has also been hired to help to seek and vet candidates. She stated that the hope is to have a new CEO in place by the end of the year. The potential timeline is to conduct interviews during September and October and be ready to bring a proposed candidate to the Commissions at either their November or December meetings. Ms. Bagley encouraged Commissioners to reach out to her with any questions.

VRE and NVTC General Counsel. Chair Snyder noted that VRE and NVTC General Counsel Steve Maclsaac will be retiring as of September 12. Chair Snyder reminded Commissioners that Mr. Maclsaac's four decades of service to VRE and NVTC was acknowledged at the May meeting when his retirement was announced. On behalf of the entire Commission, Chair Snyder stated that even though Mr. Maclsaac was not present at this meeting, he would still like to publicly thank him for his service.

Chair Snyder then observed that at their July meetings, both Commissions appointed MinhChau Corr as the new VRE general counsel and NVTC appointed her as its new general counsel. Ms. Corr will begin her duties on September 15, 2025, and she will be introduced at NVTC's November meeting.

Department of Rail and Public Transportation

DRPT Director Robinson encouraged Commissioners to read the written DRPT Report. She stated that the MERIT evaluation, which is statutorily required every three years, is an evolving process. If and when any formal recommendation is made to the Commonwealth Transportation Board there will be a 45-day public comment period prior to any action being taken. DRPT continues to have follow-up meetings with the various agencies. DRPT appreciates the feedback.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She introduced newly hired Program Analyst, Owen Williams. Owen is a lifelong Virginian, a proud graduate of Fairfax County Public Schools and a two-time graduate of William & Mary, where he earned both his bachelor's degree and a Master of Public Policy. He will be working with Ann McGrane and others on transit funding and legislative research, as well as supporting the zero-emission bus initiatives.

Ms. Mattice reviewed upcoming meetings, which include:

- Program Advisory Committee meeting on Thursday, September 18 at 4:30 p.m., NVTC Suite #230.
- Joint WMATA Committee/Legislative and Policy Committee meeting on September 18 at 6:00 pm., NVTC Suite #230.
- No October Commission meeting.
- Executive Committee meeting on Thursday, October 16 at 6:00 p.m., NVTC Suite #230, followed by a Joint WMATA Committee/ Legislative and Policy Committee meeting at 7:00 p.m.
- Next Commission meeting is November 6 at 7:00 p.m. (Executive Committee 6:00 p.m.)

Ms. Mattice stated that the June and July 2025 Financial Reports are provided in the meeting materials. There were no comments or questions.

Ms. Briskman congratulated Deputy Director of Programs and Policy Ann McGrane on being honored by Mass Transit magazine 2025 '40 Under 40' award. Ms. Briskman also thanked Ms. Mattice for participating in the Loudoun Chamber of Commerce's State of Transportation event.

Closed Session

Chair Snyder stated that the Commission needs to go into Closed Session for a personnel matter. He explained that for the benefit of the listening public, the Commission will return

to Open Session. The meeting will continue its livestream when NVTC returns to Open Session.

Mr. de Ferranti moved, with a second by Ms. Bagley, the following motion:

“Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A.1 of the Code of Virginia), the Northern Virginia Transportation Commission moves to convene a Closed Session to discuss personnel matters concerning appointees of the Commission.”

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

The Commission entered into Closed Session at 8:10 p.m. and returned to Open Session at 8:23 p.m. The live stream feed was restored for public viewing.

Mr. de Ferranti moved, with a second by Ms. Bagley, the following certification:

The Northern Virginia Transportation Commission certifies that, to the best of each member’s knowledge and with no individual member dissenting, at the just concluded Closed Session:

- 1) Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
- 2) Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Ms. Bagley moved, with a second by Mr. Aguirre, to approve Resolution #2582, which appoints Dallas Richards as Acting VRE CEO effective at close of business on October 3, 2025. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed. (A copy of the resolution is attached.)

Recognition of VRE CEO Rich Dalton

Chair Snyder stated that back in June VRE Chief Executive Officer Rich Dalton announced his intent to retire effective October 3, 2025. Mr. Dalton joined VRE in 2009 as the chief operating officer, although his prior work through positions with the locomotive manufacturing company Morrison-Knudsen, now known as Wabtec, involved him in VRE operations since the first VRE trains left the station in June 1992. He stepped in as the interim CEO in 2019 and was ultimately appointed as the permanent CEO in 2020. During his 16-year tenure at VRE, Mr. Dalton managed numerous transformative projects:

- The implementation of Positive Train Control (PTC), making VRE one of the first commuter railroads to do so.
- The implementation of both lifecycle maintenance and reliability-centered maintenance regimes.
- The extension of VRE service to Spotsylvania County in 2015.
- Most recently, he led VRE through the planning process for the 2050 System Plan and Vision.

Chair Snyder noted that Mr. Dalton led VRE through substantial evolutions, as well as periods of instability, including during the COVID-19 pandemic which continues to challenge commuter rail networks across the nation to navigate diminished ridership and uncertain budgetary cycles.

On behalf of the entire Commission, Chair Snyder thanked Mr. Dalton for his outstanding work at VRE to provide safe and reliable rail service to the region. Ms. Bagley, who serves as chair of the VRE Operations Board, stated that Mr. Dalton's legacy is "safety" and she has appreciated his persistent and consistent messaging on safety and the safety initiatives VRE has accomplished, including eliminating at-grade crossings. She also noted his leadership during the pandemic where VRE continued to provide exceptional service to its riders. She noted that he is leaving a powerful legacy. The Commission congratulated Mr. Dalton with a round of applause.

VRE CEO Report. Chair Snyder asked Mr. Dalton to give his final CEO Report. Mr. Dalton reported that for the month of August, VRE saw a big uptick in reliability with on-time performance at 87%, which is only 3% from the target. The completion of the Track 22 project was a contributing factor. VRE ridership is over 10,000 average daily riders. VRE is expecting to celebrate its 100 millionth rider on or about October 1, 2025.

Mr. Dalton thanked the Commission for the kind words and he appreciates the focus on "safety" which he is passionate about. He observed that in order to serve in these capacities it takes support from family, so he personally thanked his family.

Chair Snyder asked VRE to invite Commissioners to any events associated with the 100 millionth rider.

Adjournment

Mr. de Ferranti moved, with a second by Mr. Aguirre, to adjourn the meeting. The vote in favor was unanimous and Chair Snyder adjourned the meeting at 8:37 p.m.

Approved this 6th day of November 2025.

David F. Snyder
Chair

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2578

SUBJECT: Approve a Contract of Purchase and Sale with VPRA for Four Manassas Line Property Interests

WHEREAS: In August 2024, the Virginia Passenger Rail Authority (VPRA) acquired the Manassas Line from Norfolk Southern Railway (NSR);

WHEREAS: In February 2025, the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission ("the Commissions") approved an Amended Manassas Line Funding Agreement with VPRA, authorizing payment by the Commissions of \$155 million to VPRA over a five-year period to acquire four property interests from VPRA;

WHEREAS: These four property interests are (1) Seminary Yard in Alexandria; (2) the Broad Run Corridor providing a new lead track from the Broad Run Maintenance and Storage Facility to the Manassas main line; (3) permanent easements for the five existing station platforms in the VPRA-owned right of way on the Manassas Line (Backlick Road, Rolling Road, Burke Centre, Manassas Park and Manassas); and (4) a permanent commuter rail operating easement along one half of the entire VPRA-owned Manassas Line;

WHEREAS: These four property interests are critical to the current and future commuter rail operations of Virginia Railway Express (VRE);

WHEREAS: In accordance with a Purchase Deposit Agreement between VPRA and the Commissions, approved as part of the Funding Agreement, a \$26 million payment using non-federal funds was recently made as a down payment on the purchase of the four property interests; and

WHEREAS: The VRE Operations Board recommends approval of the proposed Contract of Purchase and Sale with VPRA in order to finalize the purchase details and close on the acquisition of the four property interests.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority for acquisition by the Commissions of four property interests on the Manassas Line, specifically, Seminary Yard, the Broad Run lead, five platform easements, and an operating easement on one half of the length of the VPRA-owned Manassas Line.

BE IT FURTHER RESOLVED that NVTC authorizes the Virginia Railway Express Chief Executive Officer to execute the agreement on behalf of the Commissions and to further execute all documents, approved by the VRE General Counsel, necessary to conclude the transfer of the four property interests to the Commissions.

Approved this 4th day of September, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2579

SUBJECT: Approve Agreement for Relocation of Virginia Electric and Power Company Facilities in VRE Manassas Park Station Parking Lot

WHEREAS: A portion of the existing Virginia Railway Express (VRE) Manassas Park Station parking lot encroaches upon the Right-of-Way of the Virginia Electric and Power Company (VEPCO);

WHEREAS: VEPCO has progressed a project to replace the transmission poles, which requires relocating the existing transmissions poles, and realigning the attached transmission wires;

WHEREAS: The relocation and realignment of VEPCO's facilities requires changes to the associated right-of-way; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Right-of-Way Agreement with the Virginia Electric and Power Company to realign the VEPCO easement within the Virginia Railway Express Manassas Park Station Parking Lot.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to execute the agreement and to further execute all documents, approved by the VRE General Counsel, necessary to conclude the transfer of the property.

Approved this 4th day of September, 2025.

A handwritten signature in blue ink, appearing to read "David F. Snyder", is written above a horizontal line.

David F. Snyder
Chair

A handwritten signature in blue ink, appearing to read "Matt Letourneau", is written above a horizontal line.

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2580

SUBJECT: Authorize the VRE CEO to Execute an Easement Agreement for Real Property at Broad Run

WHEREAS: Final design of the VRE Broad Run Maintenance and Storage Facility (MSF) Expansion project is nearing completion;

WHEREAS: The planned changes to the footprint at Broad Run will necessitate construction of a retaining wall for slope stabilization along the southwest boundary of the MSF on property owned by WilTel Communications, LLC;

WHEREAS: A non-exclusive perpetual, 8,200 square foot easement with WilTel Communications, LLC is required to allow for construction and future maintenance of the retaining wall; and

WHEREAS: An easement agreement between the Commissions and WilTel Communications, LLC has been prepared and VRE staff recommends approval of it;

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an Easement Agreement with WilTel Communications, LLC for 8,200 square feet adjacent to VRE's Broad Run Maintenance and Storage Facility in the amount of \$204,300.

Approved this 4th day of September, 2025.

A handwritten signature in blue ink, appearing to read "David F. Snyder", is written above a horizontal line.

David F. Snyder
Chair

A handwritten signature in blue ink, appearing to read "Matt Letourneau", is written above a horizontal line.

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2581

SUBJECT: Authorize the VRE CEO to Amend a Site Lease Agreement for Real Property in Fredericksburg

WHEREAS: A Site Lease Agreement was executed by and between the Commissions and Qwest Corporation (now CenturyLink Communications, LLC) in September 1999 for a term of 20 years for property owned by the Commissions in Fredericksburg, Virginia;

WHEREAS: The leased property is utilized by CenturyLink to operate and maintain its communications equipment and facilities;

WHEREAS: CenturyLink has requested an amendment of the Lease Agreement to expand the premises leased by CenturyLink by 8,000 square feet from 4,000 square feet to 12,000 square feet to allow for planned improvements to CenturyLink's equipment and facilities;

WHEREAS: The requested amendment will also extend the term of the Lease Agreement by 30 years to September 20, 2059; and

WHEREAS: VRE staff recommends approval of the amendment to the Lease Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute a Second Amendment to the Site Lease Agreement with CenturyLink Communications, LLC for property used for communications equipment and facilities in Fredericksburg, Virginia to expand the leased premises to 12,000 square feet and to extend the term of the Lease Agreement by 30 years for a total rent in the amount of \$360,000.

Approved this 4th day of September, 2025.

A handwritten signature in blue ink, appearing to read "David F. Snyder", is written above a horizontal line.

David F. Snyder
Chair

A handwritten signature in blue ink, appearing to read "Matt Letourneau", is written above a horizontal line.

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2582

SUBJECT: Appoint an Acting VRE Chief Executive Officer

WHEREAS: The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the “Commissions”) appointed Richard A. Dalton as the Virginia Railway Express Chief Executive Officer (“VRE CEO”), effective September 3, 2020;

WHEREAS: Mr. Dalton has tendered his resignation from the position of VRE CEO effective at the close of business on October 3, 2025; and

WHEREAS: Until a recruitment and selection process has been concluded and a new VRE CEO has been hired, an Acting VRE CEO will need to be appointed.

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Commission hereby appoints Dallas Richards as the Acting VRE Chief Executive Officer effective at the close of business on October 3, 2025.

BE IT FURTHER RESOLVED that while serving in the acting capacity, the Acting VRE CEO shall be compensated an amount in addition to his regular salary as provided for in VRE Personnel Policy VI Section III.

Approved this 4th day of September, 2025.

A handwritten signature in blue ink, appearing to read "David F. Snyder", is written above a horizontal line.

David F. Snyder
Chair

A handwritten signature in blue ink, appearing to read "Matt Letourneau", is written above a horizontal line.

Matthew F. Letourneau
Secretary-Treasurer

AGENDA ITEM #3 Recognition of New and Departing Commissioners

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice
DATE: October 30, 2025
SUBJECT: Recognition of New and Departing Commissioners

At the November 2025 meeting, the Commission will welcome Fairfax County Supervisor Andres Jimenez, who is a NVTC alternate, and recognize James Walkinshaw for his service on NVTC and the VRE Operations Board.

A. Oath of Office for New Commissioner

The ceremonial oath of office will be administered to Andres Jimenez, who serves as an alternate for Fairfax County.

I do solemnly swear that I will support the Constitution of the United States and the Commonwealth of Virginia and that I will faithfully discharge all the duties incumbent upon me as a member of the Northern Virginia Transportation Commission, according to the best of my ability.

B. ACTION: Approve a Resolution of Commendation for the Honorable James R. Walkinshaw on His Departure from NVTC

The Commission will be asked to approve a [Resolution of Commendation honoring James Walkinshaw](#) for his service on the Northern Virginia Transportation Commission and the VRE Operations Board. He will be recognized for his service at the November meeting.

James Walkinshaw was appointed to NVTC in January 2020 representing Fairfax County on the Commission where he served on the NVTC Legislative and Policy Committee. He also served as a principal member of the VRE Operations Board and as its chair in 2023. In September, he won the special election in Virginia's 11th Congressional District to replace the late Gerry Connolly, who died in May. NVTC looks forward to working with Rep. Walkinshaw in his new role in the United States Congress.



RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable James R. Walkinshaw on His Departure from NVTC

WHEREAS: The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: The Honorable James R. Walkinshaw was first elected to the Fairfax County Board of Supervisors to represent the Braddock District in November 2019;

WHEREAS: Mr. Walkinshaw was appointed to NVTC in January 2020 representing Fairfax County on the Commission and served on the NVTC Legislative and Policy Committee;

WHEREAS: During his tenure at NVTC, Mr. Walkinshaw served as a principal member of the VRE Operations Board and was the Operations Board chair for 2023 and under his leadership VRE continued to provide safe, frequent service for its riders and build a foundation for a more robust rail system;

WHEREAS: As a champion of VRE, Mr. Walkinshaw understands that VRE is a key piece of the overall region's transit network and in his role serving on the Operations Board, he helped expand rail service and oversaw the plan to introduce VRE's first-ever Saturday service; and

WHEREAS: Mr. Walkinshaw has been an advocate for safe, reliable transit for the entire Washington metropolitan region; long-term, sustainable funding for transit; a truly multi-modal transportation network; economic growth and development; improved transit service; regional collaboration and transportation equity.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby congratulates the Honorable James R. Walkinshaw on winning the special election in Virginia's 11th Congressional District to replace the late Gerry Connolly, who had held the U.S. House seat representing the City of Fairfax and much of Fairfax County since 2009 and died in May.

BE IT FURTHER RESOLVED that NVTC extends its wholehearted support and best wishes for success as James Walkinshaw represents the 11th District of Virginia in the United States Congress and the Commission looks forward to working with him in this new role.

BE IT FURTHER RESOLVED that NVTC hereby commends the Honorable James R. Walkinshaw for his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Walkinshaw as an expression of its gratitude and in appreciation for his work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 6th day of November 2025.

David F. Snyder
Chair

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice and Rhonda Gilchrest
DATE: October 30, 2025
SUBJECT: Consent Agenda (subject to approval of the chair)

At the November 2025 meeting, the Commission will be asked to approve the Consent Agenda which includes two actions regarding a committee appointment and the NVTC 2026 Meeting Schedule.

ACTION: Approve the Consent Agenda (subject to approval of the chair)

A. ACTION: Appoint James Bierman to the NVTC Legislative and Policy Committee

The Commission is asked to appoint James Bierman to the NVTC Legislative and Policy Committee to fill the vacancy left by James Walkinshaw's departure from NVTC after he was elected to represent Virginia's 11th District in the U.S. Congress.

B. ACTION: Approve the NVTC 2026 Meeting Schedule

The Commission is asked to approve the [NVTC 2026 Meeting Schedule](#). The Executive Committee discussed the proposed schedule which includes a few modifications to the 2026 schedule:

- **The proposed January 2026 meeting date is January 8, 2026** (moved to the second Thursday). The first Thursday lands on January 1 and is a federal holiday. Since the Northern Virginia Transportation Authority (NVTA) also meets on January 8, NVTC Executive Director Kate Mattice and NVTA Chief Executive Officer Monica Backmon have coordinated to make this work for both organizations. Commissioners who sit on both organizations have been notified of the conflict.
- **There is no February 2026 Commission meeting, but a Legislative Reception will be held in Richmond on Thursday, February 5, 2025.** This date coordinates with the Virginia Municipal League (VML) Legislative Day. The reception will be held from 4:45 – 7:00 p.m. at Commonwealth Strategy Group, 118 N. 8th Street, Richmond.
- **There is no April 2026 meeting** due to major religious observances. There are no good solutions to an alternate meeting date due to other scheduled meetings and jurisdictional budget hearings. The third Thursday, April 16 will be used for committee meetings to continue NVTC's work on important issues. **Committee members are asked to hold Thursday, April 16, 2026 on their calendars. The**

Program Advisory Committee will meet at 4:30 p.m., followed by a WMATA Committee and/or Legislative and Policy Committee meeting at 6:00 p.m.

- **The July 2, 2026 meeting will be all-virtual.** With the Independence Day holiday being observed on July 3, the Executive Committee recommends the July 2 meeting be all-virtual.

The other 2026 Commission meeting dates will remain the first Thursday of the month at 7:00 p.m., with the Executive Committee meeting at 6:00 p.m. NVTC traditionally holds committee meetings on the third Thursday of the month, so Commissioners are asked to hold those dates listed in the [Meeting Schedule](#). Committee meeting dates are subject to change depending on agenda content.

NVTC 2026 MEETING SCHEDULE

--Proposed for Approval 11-06-2025--



NVTC Commission Meetings

The Commission meets at 7:00 p.m. on the first Thursday of the month. Meetings are held in the First Floor Main Conference Room of the Navy League Building, 2300 Wilson Blvd, Arlington, Virginia, unless otherwise noted.* [Public Streaming Via YouTube](#)

NVTC Committee Meetings

The Executive Committee meets monthly prior to the Commission meeting at 6:00 p.m. in Suite #230 of the Navy League Building. Other committees meet as needed in Suite #230 unless otherwise noted.*

Please check NVTC's [meeting website page](#) for updates.

If NVTC decides to change the meeting method, NVTC will provide a new meeting notice in accordance with the provisions of the Freedom of Information Act, and will notify Commissioners, staff and public at least 72 hours in advance of the meeting. Updated meeting information will be posted on [NVTC's meeting website page](#).

COMMISSION MEETINGS

EXECUTIVE COMMITTEE MEETINGS

WMATA COMMITTEE MEETINGS

LEGISLATIVE AND POLICY COMMITTEE MEETINGS

POLICY ADVISORY COMMITTEE (PAC) MEETINGS

JOINT COMMISSION WORKING GROUP (JCWG) MEETINGS

OTHER MEETINGS

JANUARY 2026

- 8 - Executive Committee* (6:00 PM) (in lieu of Jan 1)
- 8 - Commission Meeting* (7:00 PM)
- 29 - JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

FEBRUARY 2026

- No Commission Meeting
- 5 - Legislative Reception in Richmond (4:45-7:00 PM)
(Commonwealth Strategy Group, 118 N. 8th Street, Richmond)
- 19 - Program Advisory Committee (4:30 PM)
- 19 - JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

MARCH 2026

- 5 - Executive Committee (6:00 PM)
- 5 - Commission Meeting (7:00 PM)

APRIL 2026

- No Commission Meeting
- 16 - Program Advisory Committee (4:30 PM)
- 16 - JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

MAY 2026

- 7 - Executive Committee (6:00 PM)
- 7 - Commission Meeting (7:00 PM)

JUNE 2026

- 4 - Executive Committee (6:00 PM)
- 4 - Commission Meeting (7:00 PM)
- 18 - Program Advisory Committee (4:30 PM)
- 18 - NVTC WMATA Committee (6:00 PM)

JULY 2026

- 2 - Executive Committee(6:00 PM) (ALL-VIRTUAL)
- 2 - Commission Meeting (7:00 PM) (ALL-VIRTUAL)

AUGUST 2026

No Commission Meeting

SEPTEMBER 2026

3 - Executive Committee (6:00 PM)

3 - Commission Meeting (7:00 PM)

17 - Program Advisory Committee (4:30 PM)

17 - Joint NVTC WMATA Committee AND/OR Legislative and Policy Committee (6:00 PM)

OCTOBER 2026

1 - Executive Committee (6:00 PM)

1 - Commission Meeting (7:00 PM)

15 - NVTC WMATA Committee AND/OR Legislative and Policy Committee (6:00 PM)

NOVEMBER 2026

5 - Executive Committee (6:00 PM)

5 - Commission Meeting (7:00 PM)

19 - NVTC WMATA Committee AND/OR Legislative and Policy Committee (6:00 PM)

DECEMBER 2026

3 - Executive Committee (6:00 PM)

3 - Commission Meeting (7:00 PM)

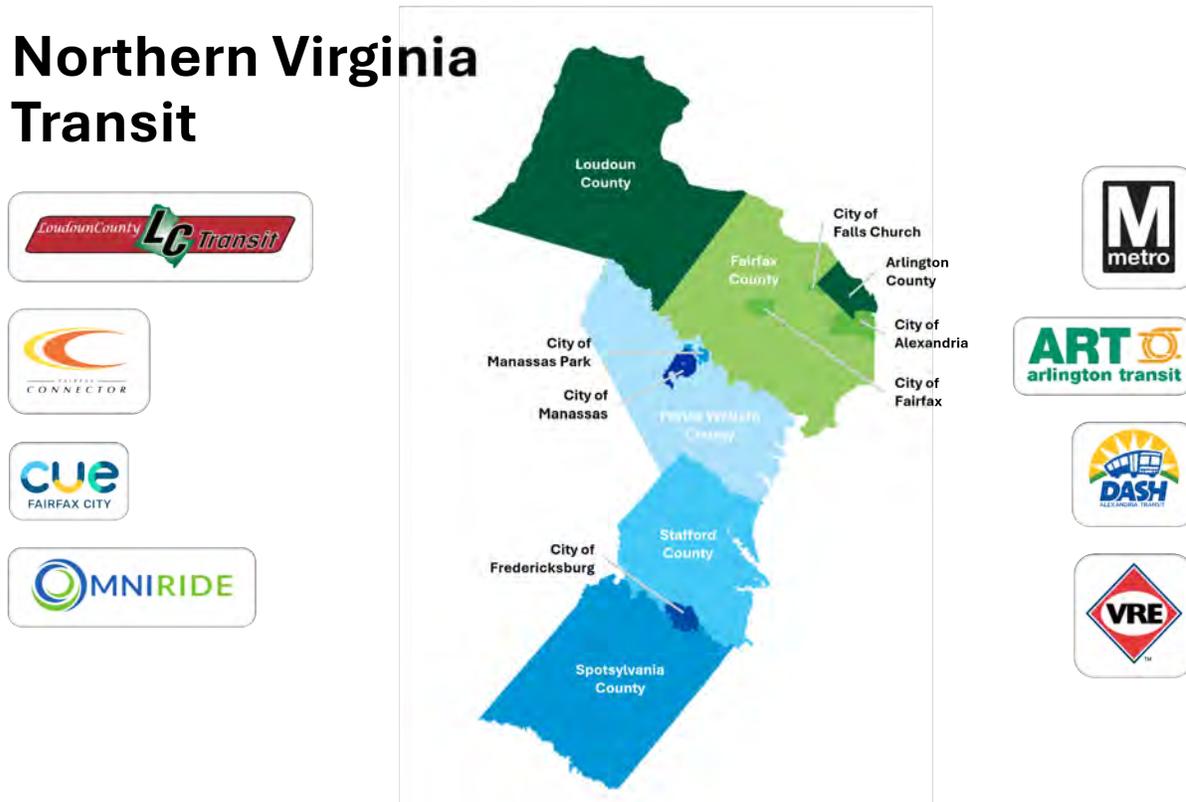
TBD - Joint NVTC-PRTC-VRE Legislative Forum (8:30 AM)
(Location TBD)

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice and Sophie Spiliotopoulos
DATE: October 30, 2025
SUBJECT: Transit Performance Trends and Ridership

At the November 2025 meeting, the Commission will receive an update from Data Visualization Program Manager Sophie Spiliotopoulos on 2025 transit performance data.

The Northern Virginia transit network, encompassed by the jurisdictions and transit agencies depicted in Figure 1, had a strong year. Transit agencies have pursued innovative strategies to support this integrated transit network. From implementation of network redesigns and restructures to service enhancements and fare programs, agencies have seen rising ridership across the system. The attached [Northern Virginia Transit Ridership is Thriving infographic](#) provides key takeaways and statistics.

Figure 1: Northern Virginia Transit

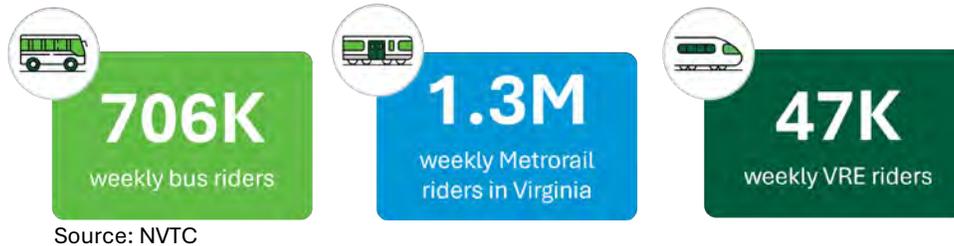


Source: NVTC

A Strong Transit Network

The Northern Virginia transit system is thriving. The story surrounding transit performance has changed – transit ridership is growing and even reaching new highs. The Northern Virginia transit system is moving more than 2.1 million people each week. Figure 2 breaks down weekly ridership by mode.

Figure 2: Weekly Ridership by Mode



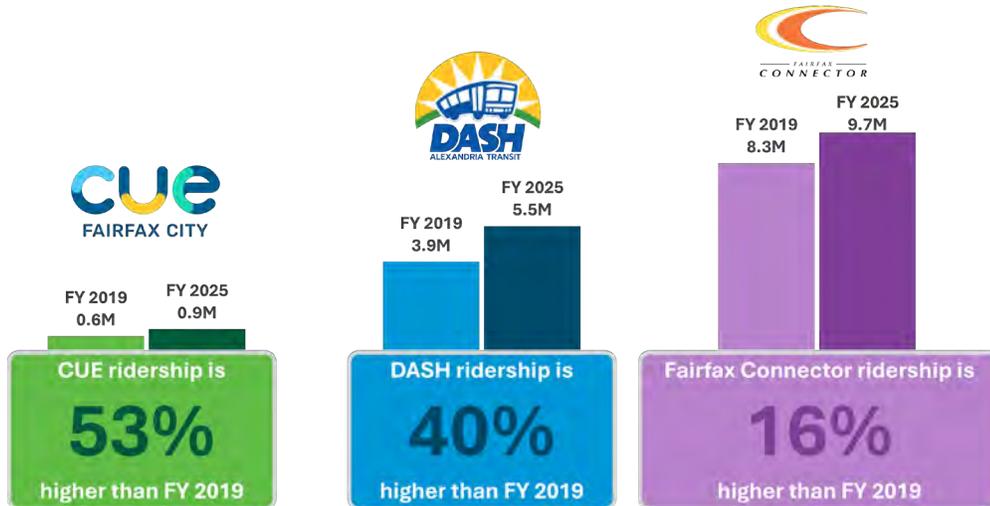
Transit is not only strong but growing. All transit ridership is 15% higher in FY 2025 compared to FY 2024. Within the Northern Virginia region, VRE had the strongest ridership increase over the past fiscal year, growing 25% year-over-year. The entire Commonwealth saw a 14% increase in transit ridership. In other parts of the state, Hampton Roads Transit (HRT) ridership increased 10.3% and the Greater Richmond Transit Company (GRTC) ridership increased 12%.

Local Bus Ridership

Northern Virginia bus ridership has grown considerably in the last few years. Northern Virginia bus, which includes ART, CUE, DASH, Loudoun County Transit, Fairfax Connector, OmniRide and Virginia Metrobus, first surpassed 2019 ridership levels more than a year ago. In fact, total Northern Virginia bus ridership is not only higher today than pre-pandemic levels, but also the highest it has been in a decade.

Three Northern Virginia transit agencies act as good examples of the strong growth currently happening in the region. CUE, DASH and Fairfax Connector represent three different sized agencies that serve different rider bases and land uses. And even with these differences, all three agencies have higher than 2019 ridership. Figure 3 shows the percentage increase in ridership from pre-pandemic levels.

Figure 3: Increase in Ridership, FY 2019 to FY 2025



Source: NVTC

Long_Haul.Commuter.Service.

Similar trends in ridership growth are also occurring on the long-haul commuter routes run by VRE, Loudoun County Transit and OmniRide. In the first three months of 2025, commuter bus ridership **doubled**. Similarly, VRE ridership increased 76% in the first six months of 2025. This ridership return is linked to federal return to office directives that were issued earlier this year.

Metrobus.and.Metrorail

Both WMATA’s bus and rail systems have seen ridership successes like Northern Virginia’s local bus and commuter rail services. Figure 4 highlights some of these successes.

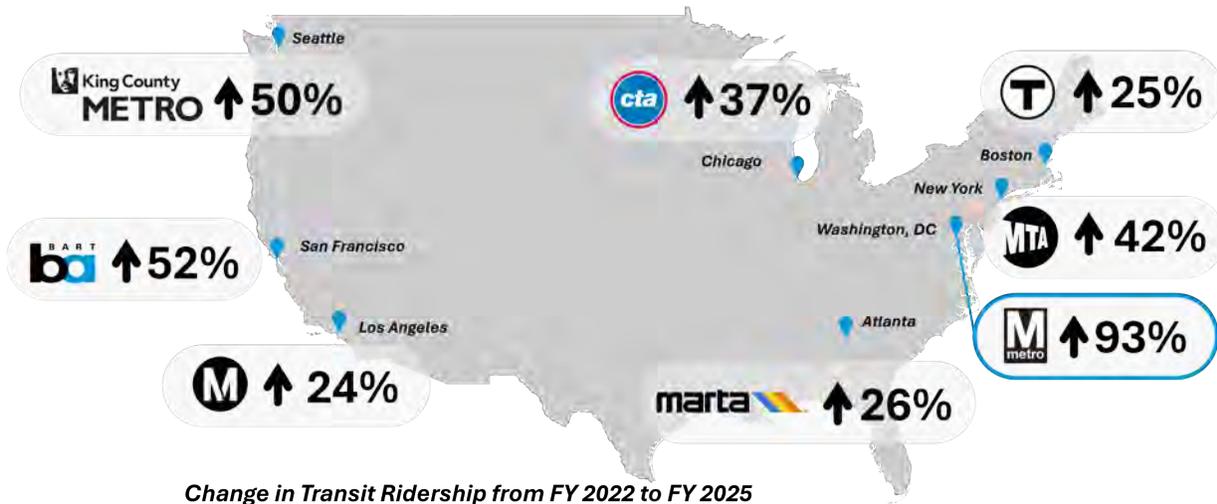
Figure 4: Metro Highlights



Source: NVTC

On the national level, WMATA is also excelling compared to its peer transit agencies. Over the last three years (FY 2022 to FY 2025), WMATA’s ridership has increased the most among peers. Since FY 2022, WMATA ridership has increased 93%. Even in the last year, WMATA ridership increased 15%, compared to the average of these peer agencies: 6%.

Figure 5: Ridership Growth Across the Nation, FY 2022 to FY 2025



Source: NVTC

WMATA's ridership success can be attributed to the efforts to maintain a state of good repair, engage with the community, focus on transparency and elevate good news stories. Recent efforts to optimize rail service, introduce new, higher faregates, and focus on fare evasion and a safer system are all key advances that support this success.

Agencies Innovate to Meet Rider Demand

The major ridership successes of local bus, commuter services and WMATA would not be possible without the innovative work of the Northern Virginia transit agencies. Over the last few years, these agencies have implemented network redesigns and restructurings, service enhancements, and fare programs to meet an increasing rider demand. Just some examples of the many initiatives across the region are below:

Network.Redesigns.and.Restricture

- **OmniRide** has restructured some of their routes in response to ridership trends and service levels. In eastern Prince William County, for example, they added and amended local bus routes to maintain service where it was most needed.
- **Fairfax Connector**, in response to customer needs, implemented bus service changes to align with the Silver Line extension. Bus service was also reworked in Centreville, Chantilly, Vienna and Tysons.
- **DASH** completed a full bus network redesign in 2021 that provides frequent and accessible service to its residents.
- **WMATA's** Better Bus Network, debuted June 2025, focused on creating a more frequent, reliable and user-friendly bus service. All without a budget increase.

Service Enhancements

- **Loudoun County Transit** local bus routes increased weekend service hours significantly this year. Saturday service was increased, and new service was added on Sundays. This has directly led to increased weekend ridership on these local bus routes.

- Across the region, agencies have worked to modernize their fleets. **ART** has rolled out new zero-emission buses into its fleet. **Fairfax Connector** is also investing in capital renewal projects to maintain a state of good repair across its system.
- **Fairfax Connector** has taken advantage of the express lanes to run new and improved local, express and cross-county services.
- **CUE** worked to update its system and service through both a rebrand and customer improvements such as new seats, solar lighting, visible real-time information and signage.
- **VRE** and the Commonwealth are working to improve rail service, reinvent the system and increase riders through major investments via the Long Bridge project to increase capacity across the Potomac River, and the Virginia Passenger Rail Authority's Manassas Line Rail agreement, which will help transition VRE to a regional rail service.
- **WMATA** optimized rail service to allow for more peak trains.

Fare Programs

- **DASH** and **CUE** both run fare free systems.
- **OmniRide** and **Loudoun County Transit** local bus services are both fare free.
- **ART** facilitates a fare free program for students with the iRide card.
- **WMATA** implemented Tap.Ride.Go., a contactless payment system, that allows riders to enter the system just by tapping a credit card.
- **WMATA's** Metro Lift program provides half-fare trips on Metrorail and Metrobus for customers enrolled in the Supplemental Nutrition Assistance Program (SNAP).

WMATA's Commitment to Safety

WMATA's is committed to creating and maintaining a safe system for its employees and riders. WMATA's focus on fare enforcement, seen through efforts such as the installation of all new faregates, is reflected in the statistics: serious crime is down 40% and rail fare evasion has decreased 82%.

Funding Uncertainty Threatens Ridership Growth

Ridership is strong in our region, especially in comparison to state and national peers. And this success has been possible because transit agencies have been able to maintain their current service levels and proactively plan and adapt that service to meet changing customer demands. However, funding uncertainties put this hard work and progress at risk. WMATA's ridership success is in part due to the two-year stop-gap funding that was secured from the Commonwealth's general fund, which sustained service. However, this was only a temporary solution. For the local agencies, the state aid they rely on for operating support is not keeping up with inflation and agency needs. These challenges put transit service and their recent successes at risk.

Identifying and supporting a long-term funding solution is imperative to the continued function and success of Northern Virginia transit. The work of the SJ28 Joint Subcommittee intends to identify and develop solutions for the long-term funding needs of transit agencies in Northern Virginia.

Northern Virginia Transit Ridership on the Rise



Today's Transit is Strong

From local bus to Metrorail to commuter rail, transit posted ridership gains over the last few years.

706K

weekly **bus** riders

1.3M

weekly **Virginia Metrorail** riders

47K

weekly **VRE** riders

15%

year-over-year ridership increase

as of July 2025

Local Agencies Innovate to Meet Rider Demand

Over the past year, local agencies have pursued innovative strategies to support an integrated Northern Virginia transit network. Implementation of **network redesigns and restructures, service enhancements** and **free and reduced fare programs** have contributed to rising ridership across the system.

Northern Virginia bus ridership is the highest its been in a **decade**



Long Haul Commuters Return

Commuter Bus ridership

DOUBLED

between January and March 2025



VRE ridership increased

76%

between January and June 2025



Metro on the Rise



Metro Invests in Success

Service Excellence

- Optimized rail service with more peak trains
- Implemented Tap.Ride.Go contactless payment system
- Debuted Better Bus Network in June 2025
- Reintroduced Automatic Train Operations

Maintaining a Safe System

- Decreased serious crime by 55% in the past three years
- Implemented banning policy

Customer Satisfaction

- Exceeded customer satisfaction targets for all modes
- Improved customer perceptions of safety over the last two years

Leading the Nation in Ridership Growth

30% more
weekend riders at Virginia
Metrorail stations since 2019

54 months
of year-over-year
ridership growth



89%
Metrorail customer
satisfaction

82% less
fare evasion after
installation of new faregates



Transit agencies serving Northern Virginia



TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice, Andrew D’huyvetter, Adam Hager and Shannon Bacon
DATE: October 30, 2025
SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

At the November 2025 meeting, the Commission will receive a report from Virginia WMATA Board members Paul Smedberg and Walter Alcorn.

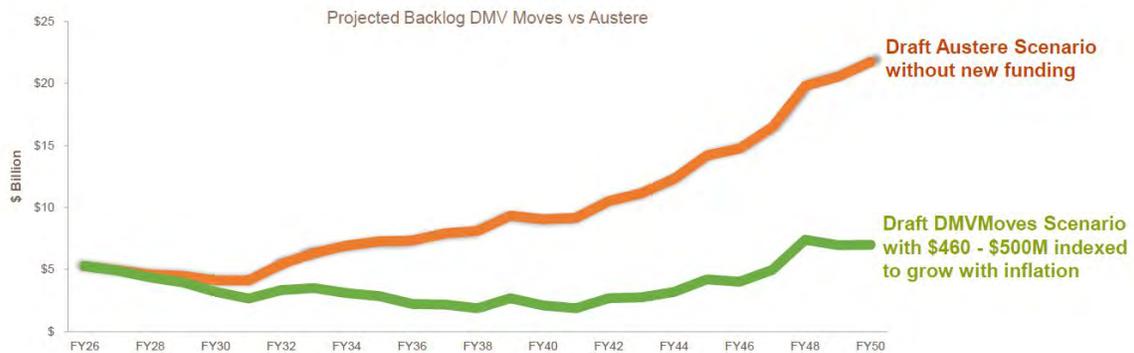
A. Report from the Virginia WMATA Board Members

▪ FY 2027-2032 Capital Improvement Program Update

On October 9, the WMATA Finance and Capital Committee received an update on the FY 2027-2032 Capital Improvement Program (CIP). In recent years, WMATA has used increased regional funding to improve system performance and customer experience. Recent capital investments include the Tap. Ride. Go. open payment system and design of 8000-series railcars and track rehabilitation. Staff emphasized that longstanding, structural funding issues threaten recent progress and will lead to declining system performance if not addressed. The upcoming CIP anticipates a capital funding shortfall in FY 2029 which will impact decision making in the near- and long-term.

WMATA staff are preparing two capital program scenarios for submission to the WMATA Board in December as part of a proposed budget: an austere, or limited, funding outlook that assumes no new capital funding, and a scenario informed by the conversations at DMVMoves which assumes \$460 million in dedicated capital funding from the region. The austere funding outlook utilizes \$11.0 to \$11.2 billion in expenses and projects that the state of good repair backlog will rise dramatically in the coming years, leading to declining reliability, worsening customer experience and increased safety risk. The DMVMoves scenario would utilize \$14.0 to \$15.5 billion to keep the state of good repair backlog relatively steady, assuming dedicated funds are indexed to inflation. These projections are visualized in Figure 1 below.

Figure 1: Impact of Capital Program Scenarios on Reinvestment Backlog



Source: [October 9, 2025 Finance and Capital Committee](#)

The Capital Program is developed through a phased approach with the following steps: concept, planning and development, design and engineering, recurring reinvestment programs and capital projects. Part of the updated FY 2027-FY 2032 CIP approach is a new quarterly report companion document with updates on key capital investments; this report will be supplemental to the required annual capital report and quarterly financial reports. The first quarterly capital companion document is expected this fall.

Upcoming topics informing the future Capital Program include rail modernization and automation, bus priority and a Regional Core Connections Program (Figure 2). WMATA is tentatively planning an incremental investment concept in rail modernization to eventually phase into full Grade of Automation Level 4, subject to Board review of a cost/benefit analysis in November. Bus priority is both a near- and far-term focus, as it supports bus service reliability and, together with rail automation, can address reliability and capacity challenges identified in the Blue/Orange/Silver Capacity and Reliability Study (Figure 3). The revised approach to challenges on the BOS corridor aims to utilize automation and bus rapid transit to ease pressure at the Rosslyn and Stadium-Armory bottlenecks, among other benefits. The Regional Core Connections Program is a strategy proposed by WMATA to improve capacity, reliability, safety and cost-efficiency system-wide. Board consideration of these strategies and programs will be ongoing during the FY 2027-2032 CIP development process.

Figure 2: Concepts Shaping the Future Capital Program

- **Rail Modernization and Automation Program**
 - An incremental investment strategy to replace existing legacy signaling system with a new signaling system to maximize value of existing asset, beginning with the Red Line
- **Bus Priority Program**
 - Facilitate regional prioritization and investment in six high-value bus corridors to improve network performance
- **Regional Core Connections Program**
 - A three-part strategy addressing core system capacity constraints comprising rail modernization and automation, Crosstown Bus Rapid Transit corridor, and key station capacity improvements

Source: [October 9, 2025 Finance and Capital Committee](#)

Figure 3: Regional Core Connections Program Concept



Source: [October 9, 2025 Finance and Capital Committee](#)

WMATA staff plan to discuss these strategies further with the Board through the fall and winter. In November, the Board will discuss the FY 2027 Operating Budget, the FY 2027-2032 Capital Program, and the Rail Modernization Program Plan. Additionally, in December, staff intend to present on the Regional Core Connections Program, the General Manager/CEO FY 2027 Proposed Budget, the FY 2027-2032 CIP, and an authorization for a related public hearing. Next steps are outlined in Figure 4 below.

Figure 4: FY 2027-2032 Capital Program Development Schedule



Source: [October 9, 2025 Finance and Capital Committee](#)

NVTC staff will provide a briefing on WMATA’s preliminary FY 2027 Operating and Capital Budgets at the November 20, 2025 Joint WMATA Committee/Legislative and Policy Committee meeting.

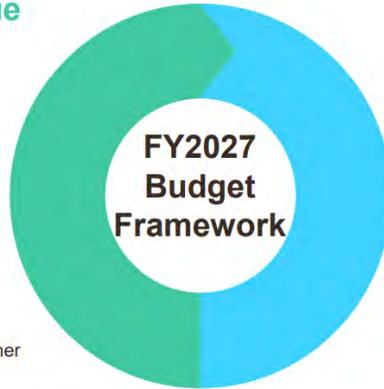
- FY 2027 Operating Budget Preview

On September 25, the WMATA Finance and Capital Committee received an [preview of the FY 2027 Operating Budget](#) and its anticipated revenue and expense drivers. Immediately following the adoption of the FY 2026 Budget, WMATA staff began preparing the FY 2027 Budget as well as a two-year forecast for FY 2028 and FY 2029. The two-year forecast is for planning purposes and will not require formal adoption by the Board, nor will it be included in the FY 2027 Budget public hearings. The FY 2027 Operating Budget framework aims to continue generating efficiencies, growing revenue and reducing the operating budget’s reliance on preventative maintenance transfers from the capital budget. While thematic and not yet quantified, WMATA staff have proposed reinvesting savings through efficiencies into several service optimization concepts such as enhanced all-day Metrorail service and improved Metrobus frequency among other initiatives (Figure 5).

Figure 5: FY 2027 Budget Framework

Efficiencies and Revenue

- Automatic Train Operations**
Additional scheduling efficiencies from return to ATO
- Bus Efficiencies**
Savings from optimizing bus schedules
- Vacancy Management**
Reduce positions to align staff with operational priorities
- Improved Ridership**
Stronger than anticipated growth driving higher revenue



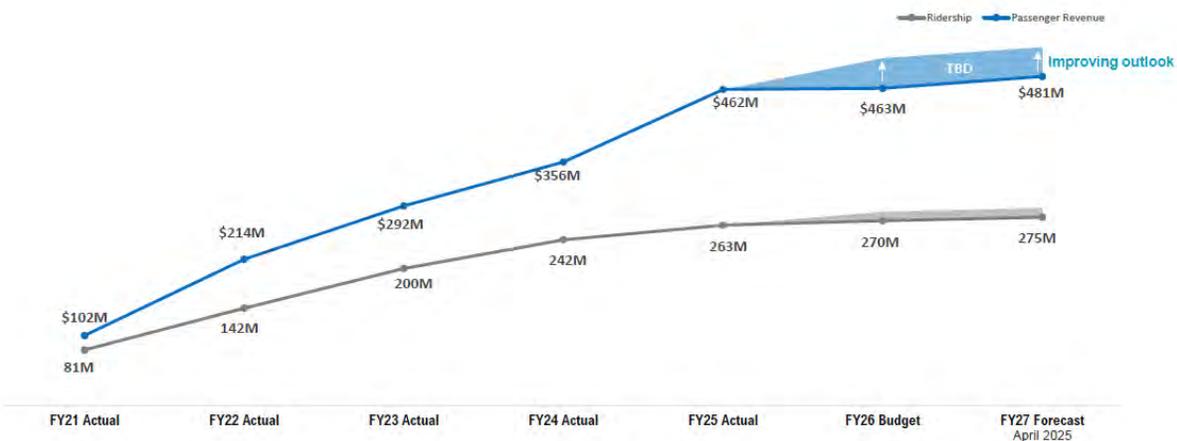
Reinvestments

- Service Optimization**
Address crowding and enhance all-day Metrorail service, improve Metrobus frequency, span, and coverage
- Initiatives**
Enhance organizational development and digital modernization
- Preventive Maintenance**
Reduce reliance on capital resources to fund operating expenses

Source: [September 25, 2025 Finance and Capital Committee](#)

WMATA is currently planning to keep fares at current levels in FY 2027 and increase fares for all modes in FY 2028 based on inflationary factors. WMATA also highlighted an improved ridership and revenue outlook (Figure 6) which will inform multi-year revenue and expense expectations.

Figure 6: Ridership Outlook Improving from FY 2026 Budget



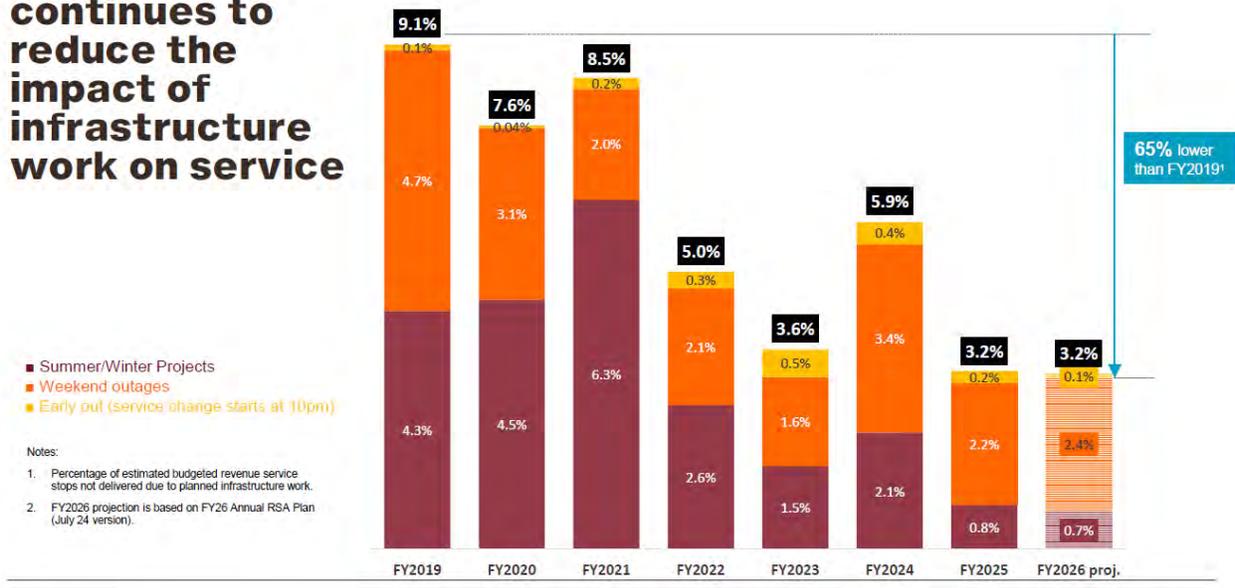
Source: [September 25, 2025 Finance and Capital Committee](#)

▪ **Maintenance Related Service Outages**

On October 9, the WMATA Safety and Operations Committee received a briefing on upcoming maintenance-related service outages. WMATA emphasized their commitment to timely asset management to provide a safe and reliable system with minimal impact on customer experience. Infrastructure work on Metrorail has continued to improve and to reduce negative impacts on customer experience, with the percentage of budgeted stops interrupted decreasing by 65% between FY 2019 and FY 2025 (Figure 7).

Figure 7: Impact of Metrorail Work on Revenue Service

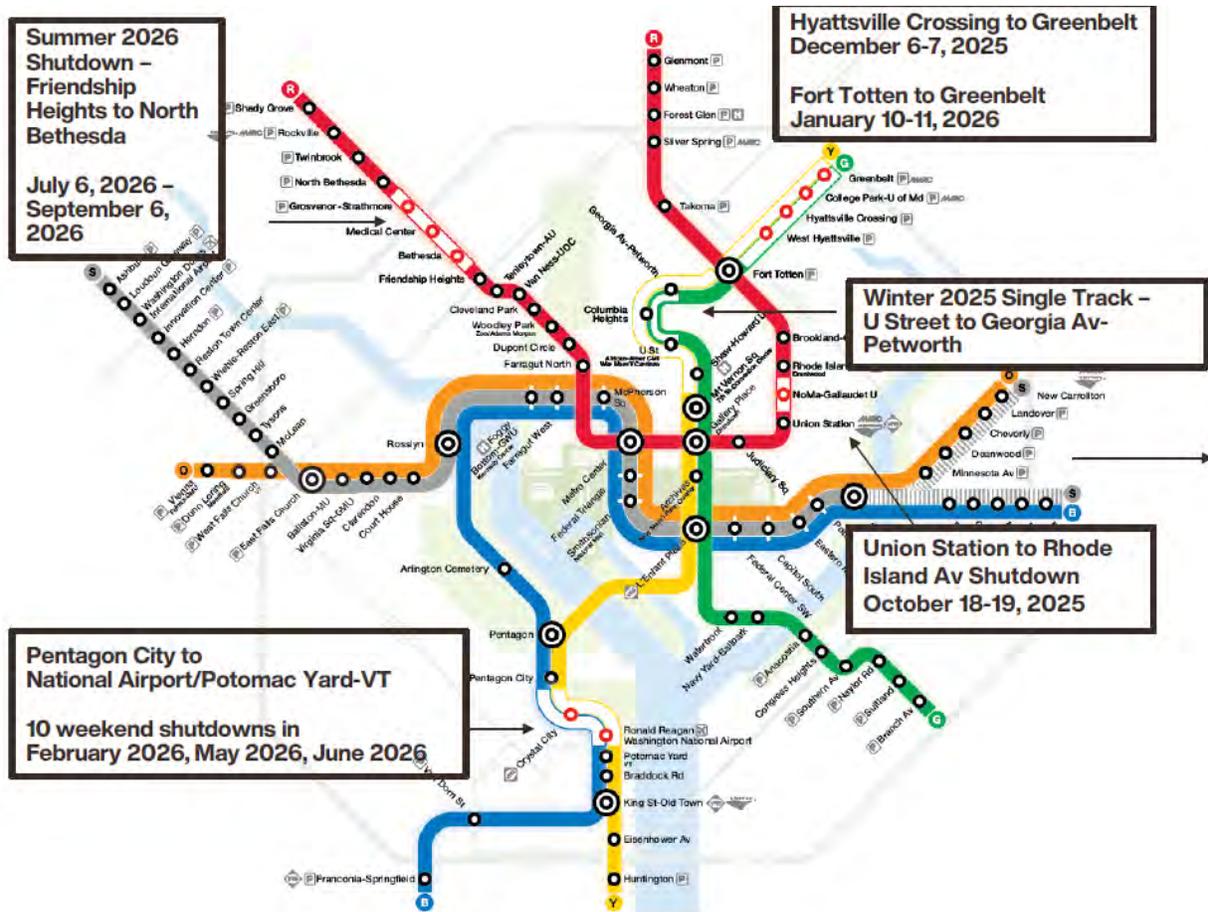
Metrorail continues to reduce the impact of infrastructure work on service



Source: [October 9, 2025 Safety and Operations Committee](#)

Numerous shutdowns are planned in Northern Virginia for routine system maintenance. This includes 10 weekend shutdowns between Pentagon City and National Airport, with intermittent shutdown extensions to Potomac Yard. These shutdowns in February, March, May and June will support the construction of a new entrance at the Crystal City Station and will also encompass lifecycle reinvestment such as track and signaling components. WMATA projects these 10 weekend shutdowns will affect approximately 682,000 total customer trips. Shuttle bus plans are being developed in partnership with the Metropolitan Washington Airports Authority (MWAA), Arlington County and City of Alexandria. A summary of FY 2026 planned outages due to maintenance is visualized in Figure 8 below.

Figure 8: FY 2026 Planned Maintenance Related Outages



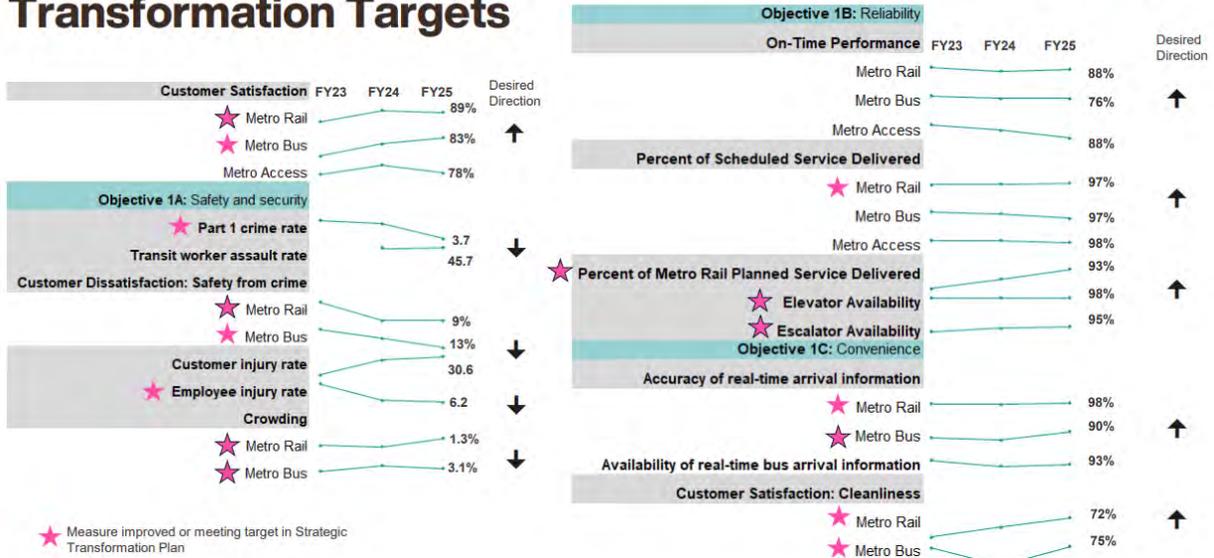
Source: [October 9, 2025 Safety and Operations Committee](#)

- FY 2025 Annual Service Excellence Report

On September 11, the WMATA Safety and Operations Committee received a briefing on [WMATA's FY 2025 Annual Service Excellence Report](#). Service Excellence is one of WMATA's four goals in its Strategic Transformation Plan and the report provides a year-long assessment across a multitude of safety, security, reliability and customer convenience performance measures (Figure 9). Total ridership across the WMATA system grew 9% in FY 2025 over FY 2024; Metrorail gained the most ridership with a 12% increase, with strongest growth in the fourth quarter following the federal return-to-office mandate. At the end of FY 2025 in June, WMATA achieved 51 straight months of year-over-year ridership growth. There were over 263.7 million total trips taken in FY 2025, a 9% increase over FY 2024. WMATA is focused on improving speed, frequency and reliability of trips to encourage future growth.

Figure 9: Service Excellence Report Key Performance Indicators, FY 2025

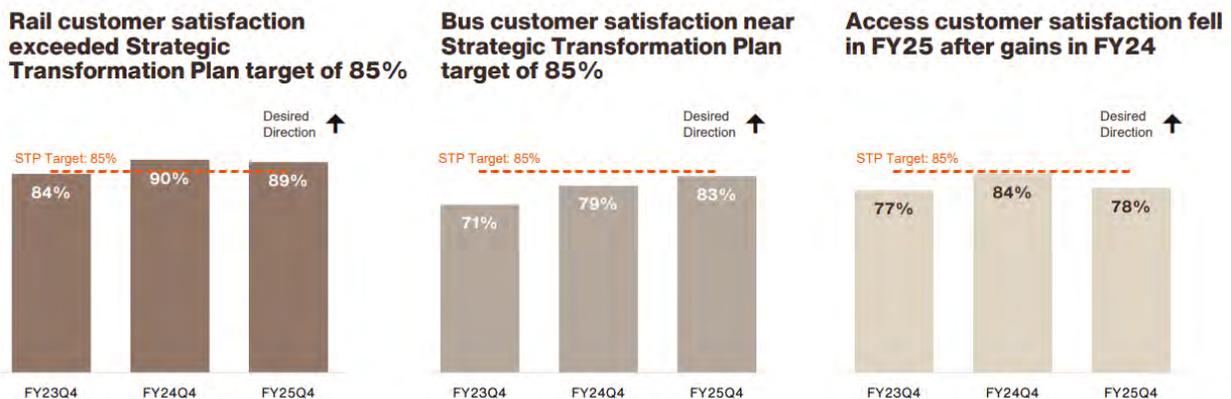
Metro Is Making Progress Towards Ambitious Strategic Transformation Targets



Source: [September 11, 2025 Safety and Operations Committee](#)

Customer satisfaction also increased steadily since the establishment of the Strategic Transformation Plan in FY 2023 (Figure 10). Customer satisfaction on Metrorail reached 89% in Q4 of FY 2025, exceeding the system-wide goal of 85%. Metrobus continues to trend in the right direction, reaching 83% customer satisfaction at the end of the fiscal year. Improvements in ridership and customer satisfaction are attributed to investments in crime reduction and service delivery, with crime down 50% and service up 30% relative to FY 2023. Bus service reliability was identified as the top driver of bus customer satisfaction. Changes to the MetroAccess contracting model impacted reliability and customer satisfaction in FY 2025, and WMATA is continuing to work with contractors to identify strategies to boost performance.

Figure 10: Customer Satisfaction Over the Last Three Fiscal Years



Source: [September 11, 2025 Safety and Operations Committee](#)

- Agency Safety Plan

On September 25, the WMATA Board of Directors approved the [Agency Safety Plan for CY 2026](#). An update to the Agency Safety Plan (ASP) is required annually by the Federal Transit Administration (FTA) and is active beginning January 1 of each year. The ASP update for 2026 is completed over the course of CY 2025. While much of the plan does not change year to year, some technical and substantive updates are incorporated into the CY 2026 plan (Figure 11). WMATA will present the updated ASP to the WMSC for approval in October then submit the finalized plan to the FTA in December.

Figure 11: CY 2026 Agency Safety Plan Enhancements

Technical and Formatting Updates

- Corrected references
- Clarified language and updated definitions
- Updated Plan to align with Metro reorganization
- Consolidated description of training curriculum to reduce redundant information

Substantive Changes

- Updated description of the safety training curriculum and the development of a new training center
- Specified how we communicate safety goals and performance agency-wide
- Clarified the Executive Safety Committee's role in continuous improvement
- Clarified the distinction between inherent, current, and future/residual risk in developing risk assessments and implementing mitigations
- Clarified that the plan's risk matrix is also used in Worker Safety and Health programs

Updated Safety Performance Targets

- Based on annual safety trends and a three-year rolling average of our performance data
- Targets relate to fatalities, injuries, collisions, major events, and assaults on transit workers

Source: [September 11, 2025 Safety and Operations Committee](#)

- Authorization for Public Hearing on Updates to Strategic Transformation Plan

On September 25, the WMATA Board authorized a public hearing on an [update to the Strategic Transformation Plan \(STP\)](#). WMATA is updating the STP to ensure the plan's Goals, Objectives and Key Results target world-class transit service (Figure 12). Some updates include:

- Expanding WMATA's focus on achieving financial and organizational efficiency as a core goal;
- Elevating "continuously improving" as a new guiding value and setting new standards for customer service including internal processes; and
- Streamlining priorities to focus on critical programs.

Service Excellence, Talented Teams, and Financial & Organizational Efficiency will remain as three goals of the STP, while Regional Partnership & Long-Term Transit Planning will be recognized as a means to activate the plan (Figure 13).

Figure 12: Strategic Transformation Plan Framework Update

Your Metro, The Way Forward					
Values	Safe	Customer centric	Ethical	Innovative	Continuously Improving
Mission	Your Metro: Connecting you to possibilities				
Vision	The region's trusted way to move more people safely and efficiently				
Goals	Service Excellence	Talented Teams	Financial & Organizational Efficiency		
Objectives & Key Results	<ul style="list-style-type: none"> Safety and Security Reliability Convenience 	<ul style="list-style-type: none"> Recruitment and Retention Learning and Development Customer Service Mindset 	<ul style="list-style-type: none"> Organizational Efficiency Financial Responsibility Energy Management 		
Activation	Regional Partnership & Long-Term Transit Planning				
	Streamlined Reporting & Performance Management	Investment Prioritization	Risk Management	Community Engagement	

- **Mission**
What we do and why we exist
- **Vision**
What we aspire to be
- **Goals**
How we will achieve the vision
- **Objectives & Key Results**
Our priorities & targets to achieve our Goals
- **Activation**
Core cross-cutting enablers & practices to deliver on Key Results

Source: [September 25, 2025 Executive Committee](#)

Figure 13: Highlights of the Updated STP

-  Reinforced our ambition to provide **world-class transit** and be the **primary connector** of people and places across the DMV Region
-  Elevated and expanded Metro's focus on achieving **Financial & Organizational Efficiency** as a **core goal**
-  Recognized **Regional Partnership & Long-Term Transit Planning** as a critical **cross-cutting enabler** across all 3 goals
-  Elevated "**Continuously Improving**" as a new guiding value and set new standards for **customer service** including internal processes
-  Refreshed how we activate the plan to emphasize **community engagement** and ties to the **capital plan**
-  **Streamlined priorities** to focus on critical programs **empowering our team** to deliver on our ambition

Source: [September 25, 2025 Executive Committee](#)

The timeline for the STP refresh includes staff and partner engagement through the fall, including the public hearing on October 30, and proposed Board adoption in December 2025. WMATA staff presented the STP to the NVTC WMATA Committee and Legislative and Policy Committee at their joint meeting on October 16. Later, WMATA's October 30 public hearing will occur at NVTC's offices with public participation encouraged in-person, via videoconference or via telephone.

- Fare Modernization

On September 11, the WMATA Finance and Capital Committee received a briefing on fare modernization efforts. Staff [presented a potential long-term vision](#) to increase ridership and improve operational efficiency, which includes modern fare payment technology, regional fare policy and a regional coordinating authority.

WMATA staff explained that SmarTrip, implemented in 1999, was a major step toward regional fare integration, although it does not live up to the needs of the region today. While 77% of customers using regional transit services also use WMATA services, WMATA staff characterize regional fare policy as inconsistent, leading to confusion among customers (Figure 14).

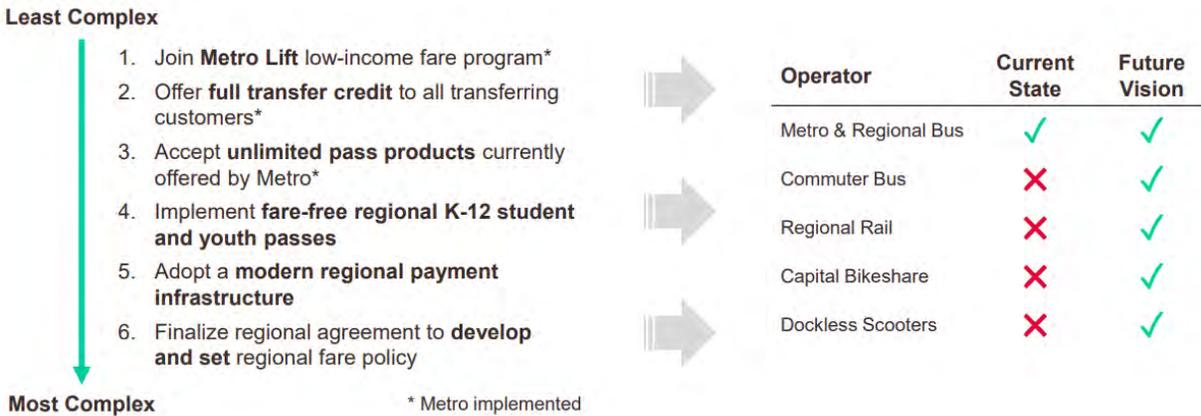
Figure 14: Fare Programs of Regional Providers

	Operator	Base Fare	Free Transfers	Rail-Bus Unlimited Passes	Senior & Disabled*	Metro Lift	U-Pass	K-12 Student Pass*	Smart-Benefits
	Metro	\$2.25	✓	✓	✓	✓	✓	✓	✓
Local Bus	Fairfax Connector	\$2.25	✓	✗	✓	✗	✗	✓	✓
	ART	\$2.25	✓	✗	✓	✗	✗	✓	✓
	RideOn	Free	-	-	-	-	-	-	-
	DASH	Free	-	-	-	-	-	-	-
	CUE	Free	-	-	-	-	-	-	-
	TheBus	Free	-	-	-	-	-	-	-
Regional Rail	MARC	\$6.00	✗	✓	✓	✗	✗	✗	✓
	VRE	\$5.00	✗	✓	✓	✗	✗	✓	✓
	Purple Line	?	?	?	?	?	?	?	?
	Amtrak	N/A	✗	✗	✓	✗	✗	✗	✗
Bike & Scooter	Capital Bikeshare	\$1.00	✗	✗	✗	✗	✗	✗	✗
	Dockless Scooter & Bike	N/A	✗	✗	✗	✗	✗	✗	✗
Commuter Bus	OmniRide Express	\$11.00	✗	✗	✓	✗	✗	✗	✓
	LC-Transit Commuter	\$11.00	✗	✗	✗	✗	✗	✗	✓
	MTA Commuter Bus	\$4.00	✗	✓	✓	✗	✗	✗	✓
Parking & Trails	Parking Operators	N/A	✗	✗	✗	✗	✗	✗	✗
	EZ-Pass	N/A	✗	✗	✗	✗	✗	✗	✗

Source: [September 11, 2025 Finance and Capital Committee](#)

Numerous investments are being made by WMATA to upgrade technology and programs, and they are advocating for coordinated policy and integration to reduce confusion and lead to better regional service. Current modernization efforts include procuring and installing new customer fare kiosks, modernizing the backend payment system, and initiating Tap. Ride. Go. on Metrobus and parking facilities. WMATA also identified numerous opportunities for regional fare integration, furthering recommendations made by the DMVMoves Fare Integration Working Group (Figure 15).

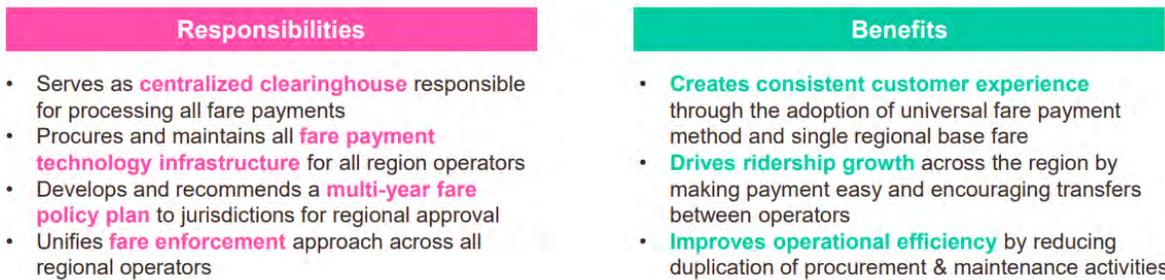
Figure 15: WMATA-Identified Opportunities for Regional Fare Integration



Source: [September 11, 2025 Finance and Capital Committee](#)

Some of these recommendations, such as Metro Lift, are already successful programs which regional partners are able to take advantage of to serve customers. Staff closed by highlighting the concept of a regional coordinating authority which could administer regional fare technology and developing a regional fare policy (Figure 16).

Figure 16: WMATA Concept for a Coordinating Authority



Source: [September 11, 2025 Finance and Capital Committee](#)

It is anticipated that the DMVMoves Task Force will take action on a plan at its October 29 meeting that, among other policy priorities, addresses regional fare policy to some extent. The WMATA Board and MWCOG Boards would then take action in November. More information will be shared with the Commission once it is available.

▪ FY 2025 Year-End Financials, Pre-Audit

On September 11, the WMATA Finance and Capital Committee received a [report on the pre-audited FY 2025 end-of-year financials](#). Key accomplishments highlighted by WMATA include launch of the Better Bus Network and Tap. Ride. Go., the reintroduction of Automatic Train Operation (ATO) on Metrorail, and installation of modernized faregates in all 98 Metrorail stations, as well as new fareboxes on 1,500 buses. Additionally, ridership reached 264 million total trips, and WMATA achieved \$120 million in total savings. Finally, three major collective bargaining agreements were successfully negotiated with Local 689, Local 922, and the Fraternal Order of Police/Transit Police (FOP).

Ridership and passenger revenue both finished favorable to budget on Metrorail and Metrobus. Metrorail generated \$402 million in passenger revenue, 22% above budget, and Metrobus ended the year with \$56 million, or 5% favorable to budget. MetroAccess ended FY 2025 with \$3 million in revenue, 24% below budget. Overall, the WMATA system provided 264 million trips and generated \$462 million in passenger revenue, 19% over budget. In addition to higher ridership and revenue, WMATA found savings throughout the year.

Strategies to identify savings opportunities included a cost efficiency task force, salary and wage adjustments for non-represented employees, and optimized service based on ridership. WMATA ended the fiscal year with \$120 million in total savings, including \$28 million in one-time operating savings and \$92 million in preventative maintenance transfer savings (Figure 17). The \$28 million in operating savings will be carried forward into the FY 2026 Budget, while the \$92 million in preventative maintenance savings remains in the Six-Year Capital Program to be reinvested.

Figure 17: FY 2025 Year-End Operating Financial Results

<i>(\$ in millions)</i>	Budget	Actual	Var (\$)	Var (%)
Total Gross Expenses	\$2,517	\$2,531	-\$14	-1%
Total Revenue	\$488	\$594	\$106	22%
Jurisdictional Subsidy	\$1,753	\$1,753	\$0	0%
Federal Relief	\$95	\$123	\$28	30%
Preventive Maintenance	\$181	\$89	-\$92	-51%
Operating Savings - Applied to FY26	\$0	\$28	\$28	
PM Savings - Reinvested in 6-Year CIP	\$181	\$89	\$92	
Total Operating Savings			\$120	

Source: [September 11, 2025 Finance and Capital Committee](#)

Capital expenditures for FY 2025 totaled \$1.75 billion, excluding preventive maintenance. WMATA was under budget across multiple capital investment categories, with the largest variances in Bus and Paratransit (\$121 million), Track and Structures Rehabilitation (\$86 million), and Railcars (\$80 million). WMATA characterized its reduced capital expenditures as being due to the upcoming capital funding cliff, utilizing just 82% of the capital budget in FY 2025 (Figure 18). In January, WMATA [highlighted market conditions and schedule issues](#) as a primary drivers in reduced capital expenditures relative to budget.

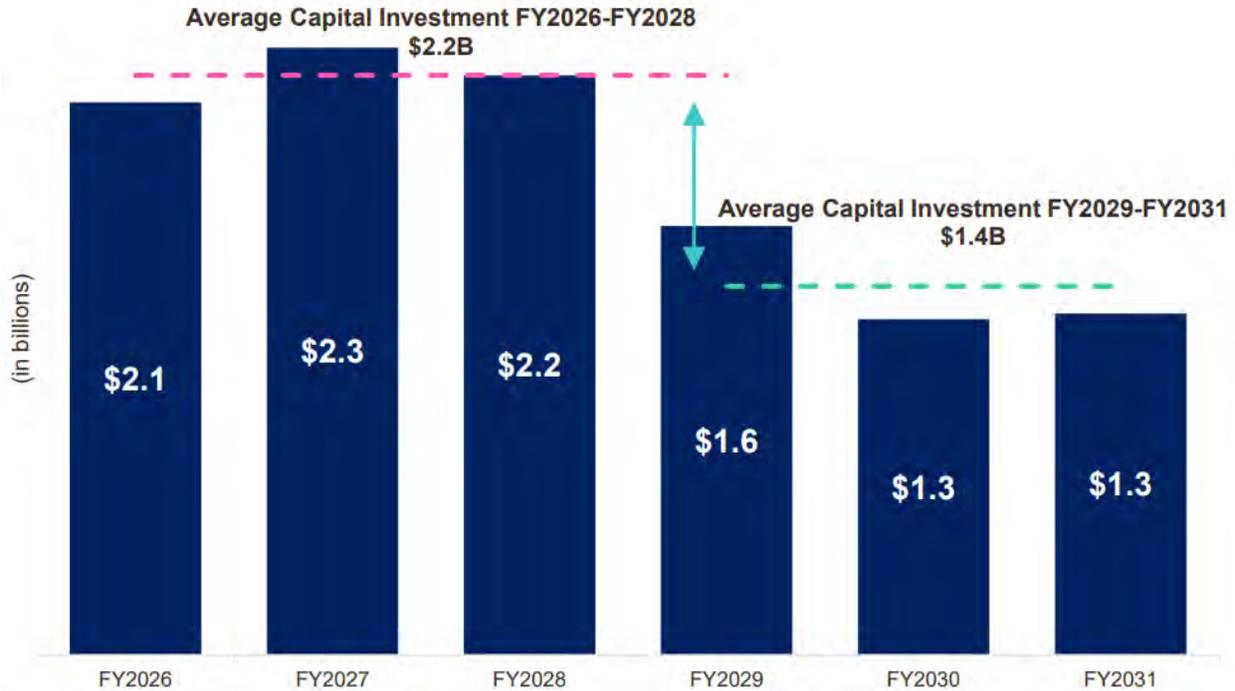
Figure 18: Year-End Capital Financial Results

Capital Investments*	FY2025 Capital Budget	FY2025 Capital Expenditures	Budget vs. Actual Variance	Utilization Rate (%)
Railcar	\$273M	\$193M	(\$80M)	71%
Rail Systems	\$387M	\$337M	(\$50M)	87%
Track & Structures Rehab	\$299M	\$213M	(\$86M)	71%
Stations & Passenger Facilities	\$374M	\$361M	(\$12M)	97%
Bus & Paratransit	\$494M	\$374M	(\$121M)	76%
Business Support	\$312M	\$274M	(\$38M)	88%
Total Capital Programs	\$2,138M	\$1,751M	(\$387M)	82%

Source: [September 11, 2025 Finance and Capital Committee](#)

WMATA closed by highlighting its anticipated capital funding cliff beginning in the FY 2026–2031 Capital Improvement Program (Figure 19). WMATA staff are working to identify efficiencies and optimize available resources, but a long-term funding solution will be needed by FY 2028 to sustain capital investment. While FY 2025 highlighted important accomplishments in advancing key projects, the funding cliff emphasizes that securing stable, dedicated funding will be essential to continue modernizing and maintaining the system.

Figure 19: Capital Funding Cliff in FY 2026-2031 Capital Program



Source: [September 11, 2025 Finance and Capital Committee](#)

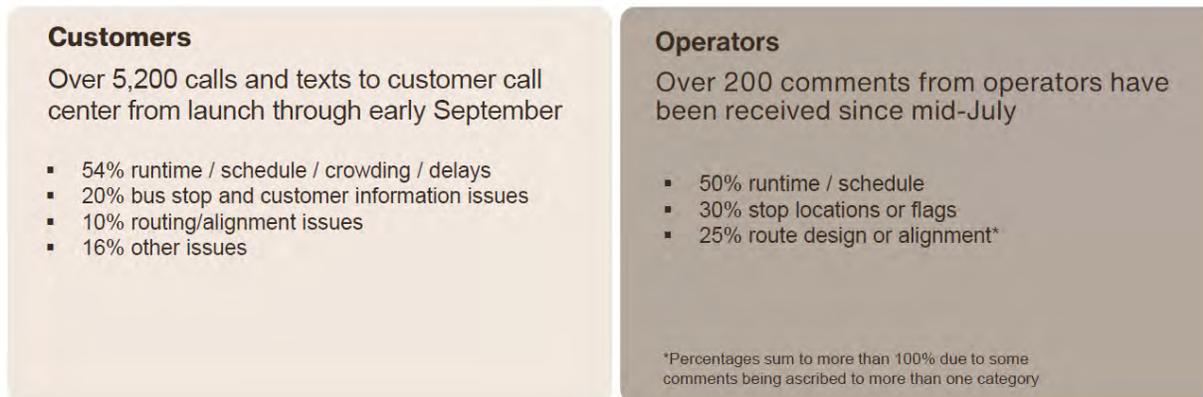
- **Better Bus Update**

On September 25, the WMATA Safety and Operations Committee received [an update on the Better Bus Network rollout](#). In the three months since the launch of the new network, WMATA staff highlighted similar ridership to the same period last year. The new network operates 125 routes and provides 7% more service than the previous network with the same funding levels. Leading up to the launch of the new network, WMATA conducted hundreds of outreach events and supplied signs, pamphlets and bus stop flags to inform riders of the upcoming changes. 74% of bus customers indicated they were aware of the new network launch by June 29, demonstrating the success of WMATA’s public outreach activities. WMATA also increased dedicated outreach to families and students in the District of Columbia leading up to the beginning of classes in August.

WMATA’s Customer Call Center has received over 5,200 comments since the launch of the Better Bus Network. This number is higher than the same time last year, although the rate of comments received has steadily declined since implementation, with the majority of comments relating to operational concerns such as crowding or delays. WMATA has also received over 200 comments from bus operators since the launch, with about 50% related to runtime and scheduling (Figure 20). Thanks to this feedback, WMATA continues to adjust the network as needed, including changes to routing, stops, data availability and announcements. WMATA has corrected data, maps, bus stop flags, and removed the flags for stops that are no longer served to improve customers’ experience. Data for apps, buses and back-end systems were updated on July 27 and September 14 to correct on-board announcements and station bay assignments, add information for extra trips for days school is in service, and update the route changes noted above. They have also deployed

temporary bus bay signage in shelters and across bus loops and removed much of the legacy bus signage.

Figure 20: Customer and Operator Feedback



Source: [September 25, 2025 Safety and Operations Committee](#)

After an expected short adjustment period in the weeks following the launch of the new network, key performance indicators are similar to the summer of 2024, reflecting the experience of peer agencies that have launched new networks. Reliability indicators are trending up as operators and customers become more comfortable with the network. Missed trips due to operator availability are also at similar levels to this time last year. WMATA is increasing operator hiring by increasing the training class size from 55 to 75 trainees. WMATA makes other service changes twice per fiscal year, in December and June.

The December 2025 investments and FY 2027 service proposals will focus on improving performance and increasing service based on performance and ridership data and customer, operator and partner comments (Figure 21). The December service investments will mainly focus on improvements to reliability, running time, crowding, and first or last trip times of a route to better align with ridership patterns. Notably, WMATA will begin enhanced service on Route A25 and new service on Route A29, both funded by NVTC's I-395/95 Commuter Choice program.

Figure 21: Priorities for December and FY 2027 Updates

Looking ahead to ensure quality service and improve the network

December investments and FY2027 proposals will focus on improving performance and incrementally increasing service

Improve performance: Address critical crowding and reliability issues

- E.g.: Add early or late trip, adjust running times

Increase frequency: Frequency is a key driver of ridership and a top priority for customers.

- E.g.: Increase frequency to 20-min on routes with crowding

Provide consistent service: Service that is easy to understand that customers can rely on all day, seven days a week

- E.g.: Remove short turns at more times of the day/week

Example December service changes include

- **A25, A29:** Peak frequency and new peak route using Virginia Commuter Choice grant
- **Running time adjustments** on some routes
- **Spot fixes and hours of operation corrections** to align with pre-launch hours and address crowding
- **Routine adjustments** to address on-street projects, coordinate trip times, and minor route adjustments

Source: [September 25, 2025 Safety and Operations Committee](#)

- Enhanced A25 and New A29 Metrobus Service

On September 25, the WMATA Board [authorized the implementation of enhanced service on Metrobus Route A25 and new peak period service on Metrobus Route A29](#). The Route A25 project supports enhanced peak-period, peak direction service between the Landmark Transit Center in Alexandria and the Pentagon. The Route A29 project establishes a new weekday peak-only service between Van Dorn Street, Beauregard Street, Mark Center, Southern Towers and Shirlington to Metro Center Station in Downtown Washington. This new Metrobus service is fully funded through NVTC's Commuter Choice program.

- OPEIU Local 2 Collective Bargaining Agreement

On September 25, the WMATA Board approved a collective bargaining agreement (CBA) with Local 2, Office and Professional Employees International Union (OPEIU) for FY 2026-2029. The agreement states that Local 2 will not receive a general wage increase for contract year 1 (July 1, 2025 to June 30, 2026) but will receive a one-time ratification bonus of \$1,500-for each active on the roll covered employee, a 4.0% general wage increase effective July 1, 2026, a 3.75% general wage increase effective July 1, 2027, and a 3.75% general wage increase effective July 1, 2029.

- Memorandum of Understanding with the District of Columbia for RFK Redevelopment Transit Planning Study Project

On October 9, the WMATA Board [approved](#) a Memorandum of Understanding with the District of Columbia for the RFK Redevelopment Transit Planning Study Project. This project will function as a reimbursable agreement between WMATA and the District of Columbia to establish a reimbursable project fund of up to \$2 million over a two-year period to support

planning studies and concept design, alternatives development, and engineering feasibility activities related to future transit improvements at the RFK redevelopment site and Stadium–Armory Station.

- [WMATA Board and GM/CEO Presentation to the Virginia Commonwealth Transportation Board \(CTB\)](#)

On October 14, WMATA Board Members Walter Alcorn and Paul Smedberg, WMATA Board Chair Valerie Santos and GM/CEO Randy Clarke [briefed the CTB on WMATA matters](#). Required under the Code of Virginia [§ 33.2-1526.1](#), the Virginia members of the WMATA Board and GM/CEO are required to address the CTB each year regarding the WMATA budget, system performance and utilization of the Commonwealth’s investment in the WMATA system.

B. Other WMATA News

- [Tap.Ride.Go. Data](#)

Tap.Ride.Go. launched in May and now represents about 7% of weekday trips and 13% of weekend trips across the Metrorail system (according to WMATA’s FY 2025 [Service Excellence Report](#)). In August 2025, 16% of trips starting at Dulles and DCA were made using Tap.Ride.Go. Usage is slightly higher at Washington Dulles International Airport Metrorail Station (19%) than at Ronald Reagan Washington National Airport (DCA) Metrorail Station (15%); however, the Metrorail station at DCA sees double the total ridership. WMATA will work toward launching Tap.Ride.Go. on Metrobus and at parking facilities in FY 2026.

- [Washington Metrorail Safety Commission \(WMSC\) Program Standard](#)

At its September 16 meeting, the Washington Metrorail Safety Commission (WMSC) approved a new [Program Standard](#). Reviews of the Program Standard occur annually and include opportunities for feedback from interested parties including WMATA and other regional partners. NVTC submitted a [comment letter](#) to WMSC in June. Changes to the Program Standard this year include FTA-directed changes, changes prompted by actions or activities during the past year, clarifications and enhancements to existing program language, and changes to address comments raised by WMATA.

In response to comments made on the draft Program Standard published earlier this year, the WMSC removed its originally proposed class thresholds (bands with certain dollar amounts) related to imposing fines on WMATA for noncompliance. Such fines, as authorized by the interstate compact, will be made on a case-by-case basis. The WMSC also proposed a new feature in which WMATA can petition the Board during a dispute but did not include the opportunity for a third-party mediator. The new Program Standard is effective as of October 1, 2025.

AGENDA ITEM #7

Report from the Chairs of the WMATA/ Legislative and Policy Committees

TO: Chair Snyder and NVTC Commissioners

FROM: Kate Mattice, Andrew D’huyvetter, Ann McGrane, Adam Hager and Daniel Knickelbein

DATE: October 30, 2025

SUBJECT: Report from the Chairs of the WMATA Committee / Legislative and Policy Committee

At the November 2025 meeting, NVTC WMATA Committee Chair Matt de Ferranti and Legislative and Policy Committee Chair Canek Aguirre will give their report providing updates on NVTC and regional work toward long-term sustainable transit funding as well as any state or federal legislative updates. DMVMoves.Task Force Co-Chair Paul Smedberg will update the Commission on the October 29 Task Force meeting and SJ 28 Chair Adam Ebbin will provide an update on the outcome of the final SJ 28 Joint Subcommittee meeting.

The Commission will then be asked to provide feedback and direction on NVTC’s response to the proposed recommendations of both DMVMoves and SJ28 as well as the Draft 2026 NVTC Legislative and Policy Agenda, anticipating Commission action in December. The Draft Annual Report on the Performance and Condition of WMATA, updates on changes to the DRPT MERIT Program related to the Transit Service Delivery Advisory Committee (TSDAC), and Federal Updates are included as written reports only. Finally, these written materials include information on the Joint NVTC/PRTC/VRE Legislative Forum to be held on December 15.

A. Draft Annual Report on the Performance and Condition of WMATA

The Commission will be asked to review NVTC’s [2025 Annual Report on the Performance and Condition of WMATA](#), included in these meeting materials for Commission consideration prior to December approval. A [briefing on the contents of the report](#) was provided to the NVTC Joint WMATA and Legislative and Policy Committee on October 16. Required by [§ 33.2-3403 of the Code of Virginia](#), NVTC produces a report each year on:

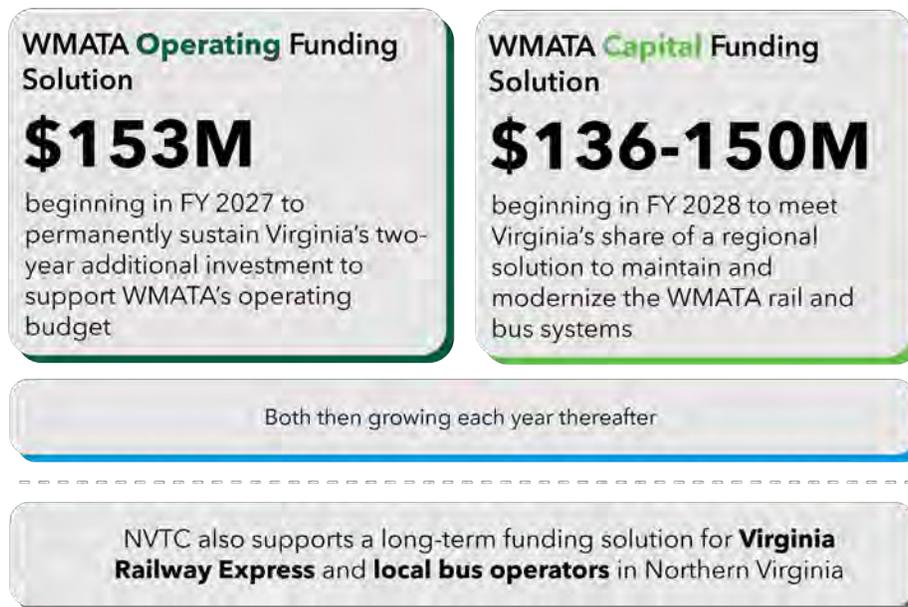
- The safety and reliability of the rapid heavy rail mass transportation system and bus network;
- The financial performance of WMATA related to the operations of the rapid heavy rail mass transportation system, including farebox recovery, service per rider and cost per service hour;
- The financial performance of WMATA related to the operations of the bus mass transportation system, including farebox recovery, service per rider and cost per service hour;
- Potential strategies to reduce the growth in such costs and to improve the efficiency of WMATA operations;

- Use of the funds provided from the WMATA Capital Fund to improve the safety and condition of the rapid heavy rail mass transportation system; and
- Ridership of the rapid heavy rail mass transportation system and the bus mass transportation system.

Building on the [2024 Annual Report on the Performance and Condition of WMATA](#), the 2025 report details NVTC’s support for a long-term, sustainable funding solution for WMATA, highlights how DMVMoves developed a regional transit funding plan and the SJ 28 Joint Subcommittee identified ways Virginia could solve its share of funding needs for WMATA, and continues to amplify NVTC’s position on several WMATA policy issues beyond a long-term funding solution (Figure 1).

Figure 1: WMATA Long-Term Funding Solution in Virginia

NVTC supports a long-term funding solution for WMATA in Virginia comprised of a:



Source: NVTC

The draft 2025 report satisfies the legislative requirement to document potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations by recommending a long-term, sustainable funding solution comprised of these elements, among other strategies. Other key features of the report include a snapshot of WMATA’s recent achievements with ridership, safety and cost efficiency; opportunities for future cost containment tools; reaffirmation of NVTC’s transit funding principles; use of Virginia’s FY 2025 dedicated capital funding; and updated safety, reliability, ridership and financial performance data.

The report is due to the governor and General Assembly by December 15. Following the briefing in November and external staff review and feedback, the Commission will be asked to approve the report at its December 4 meeting.

B. NVTC and Regional Work Toward Long-Term Sustainable Transit Funding

The NVTC WMATA Committee and Legislative and Policy Committee held joint meetings on both September 18 and October 16, discussing the latest on DMVMoves, SJ 28 Joint Subcommittee, NVTC’s Annual Report on WMATA, NVTC’s Legislative and Policy Agenda and key transit funding and policy issues including funding sources not keeping up with inflation, pressures on local jurisdictions’ general funds and the importance of Northern Virginia’s transit system to the state’s economy (Figure 2).

Figure 2: Key Funding and Policy Issues

- Local revenue for transit is overly reliant on the property tax.
- Regional transit funds are losing purchasing power and not diversified.
- Commonwealth General Fund revenue is not a long-term solution for fully funding transit.
- NoVa’s transit system is an economic engine for the state, so a funding solution should be a partnership among local and state government.



Source: [September 18, 2025 Joint NVTC WMATA Committee / Legislative and Policy Committee Meeting](#)

The committees also received a briefing from WMATA regarding its Strategic Transformation Plan (STP) update (Figure 3). The STP guides WMATA’s long-term planning and day-to-day decision making. The Commonwealth of Virginia requires WMATA to update the plan at least every three years. Committee members expressed support for the STP refresh and commended WMATA staff on the document.

Figure 3: Strategic Transformation Plan Framework Update

Your Metro, The Way Forward					
Values	Safe	Customer centric	Ethical	Innovative	Continuously Improving
Mission	Your Metro: Connecting you to possibilities				
Vision	The region's trusted way to move more people safely and efficiently				
Goals	Service Excellence	Talented Teams		Financial & Organizational Efficiency	
Objectives & Key Results	▪ Safety and Security	▪ Recruitment and Retention	▪ Organizational Efficiency		
	▪ Reliability	▪ Learning and Development	▪ Financial Responsibility		
	▪ Convenience	▪ Customer Service Mindset	▪ Energy Management		
Activation	Regional Partnership & Long-Term Transit Planning				
	Streamlined Reporting & Performance Management	Investment Prioritization	Risk Management	Community Engagement	

- **Mission**
What we do and why we exist
- **Vision**
What we aspire to be
- **Goals**
How we will achieve the vision
- **Objectives & Key Results**
Our priorities & targets to achieve our Goals
- **Activation**
Core cross-cutting enablers & practices to deliver on Key Results

Source: [September 25, 2025 WMATA Executive Committee](#)

On Monday, October 20, NVTC’s executive director [testified before the Virginia House Appropriations Committee](#) on the findings and progress of NVTC’s efforts to identify long-term sustainable funding for Northern Virginia’s transit systems. Her testimony focused on rebounding transit ridership and the need for sustainable funding to ensure the future strength of the transit network (Figure 4 and Figure 5). With nearly full committee participation,

Figure 4: NVTC Executive Director Testifies before Virginia House Appropriations Committee

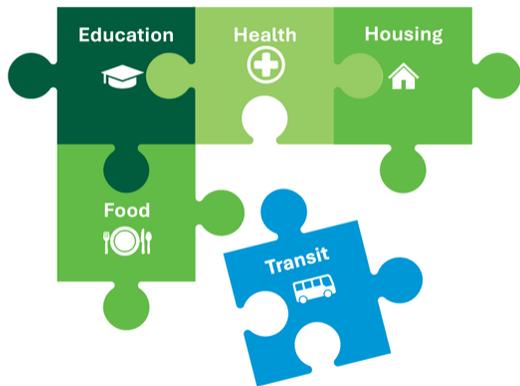


NVTC-related members included Committee Vice Chair Delegate Mark Sickles, Delegate Paul Krizek and Delegate David Reid, as well as SJ28 Joint Subcommittee member Delegate Terry Austin.

Figure 5: Key Takeaways from NVTC Testimony before the Virginia House Appropriations Committee

Transit Funding Needs to be Part of Funding Solutions

WMATA, VRE, NVTC Local Bus systems and OmniRide need reliable and growing funding.



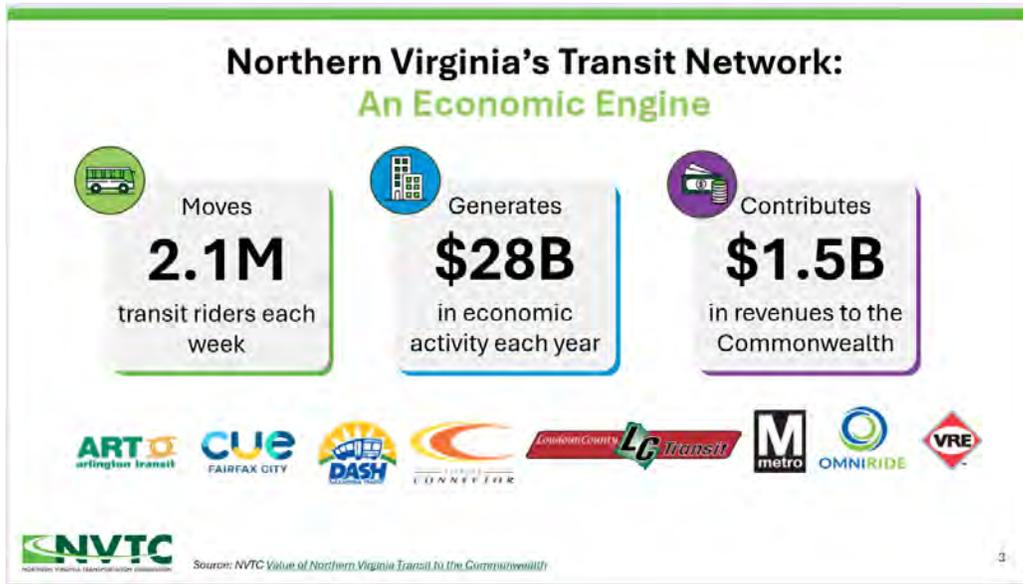
- ✓ Northern Virginia’s transit network fuels **economic growth**.
- ✓ **Transit is STRONG** in Northern Virginia – we need to sustain this momentum.
- ✓ Public transit is a **people industry** – bus drivers, mechanics, customer service, and back-office staff are necessary for a reliable system.
- ✓ The funding **solution can be shared** between the State and the Region.
- ✓ **Raising state aid** will also support the additional 30+ transit systems across the Commonwealth.



18

On Friday, October 24 NVTC’s executive director shared a similar message to more than 400 members of the business community at the Northern Virginia Transportation Alliance’s annual [What You Need to Know about Transportation](#) breakfast. It was an opportunity to explain the work of NVTC, the importance of Northern Virginia's public transit network as an economic engine and the recent successes of the transit agencies serving our region. She also spoke about the funding challenges those agencies face and how we hope to establish long-term fixes. In addition, the Alliance honored Governor Glenn Youngkin for his contributions to transportation. In his remarks, the governor referenced NVTC's "[Value of Transit](#)" study, which found every dollar Virginia invests in transit in Northern Virginia generates an additional \$1.60 in statewide revenue, a 160% return on investment.

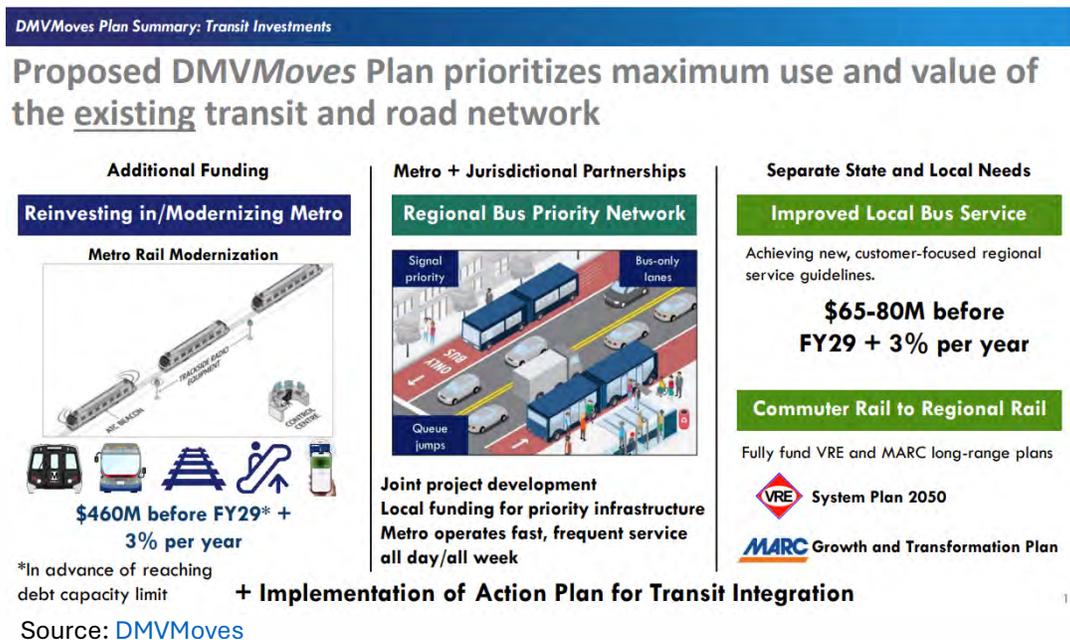
Figure 6: NVTC's Economic Impact Message to Members of the Northern Virginia Transportation Alliance



▪ **DMVMoves**

The DMVMoves Task Force met for the final time on Wednesday, October 29 approving [a set of recommendations](#) for a regional investment plan for WMATA and an action plan for regional bus priority and system integration actions, such as service guidelines, fare policies and consistent wayfinding tools, among others (Figure 7). [Meeting materials are available on the DMVMoves website](#). Task Force Co-Chair and NVTC Commissioner Paul Smedberg will provide an update at the November Commission meeting on the outcome of the October 29 Task Force meeting.

Figure 7: DMVMoves Proposed Transit Investment Plan Adoption by Task Force on October 29 Meeting



The WMATA Board and Metropolitan Washington Council of Governments (MWCOC) Board are scheduled to hold a joint meeting on Monday, November 17 to adopt the DMVMoves plan.

▪ **SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee**

The SJ 28 Joint Subcommittee met on Tuesday, October 21 at WMATA’s Eisenhower facility and received an update from DMVMoves facilitator Nick Donohue and WMATA General Manager/CEO Randy Clarke. The Joint Subcommittee also reviewed the results of cost containment research and transit needs for WMATA, Virginia Railway Express, OmniRide and local bus systems in Northern Virginia (Figure 8 and Figure 9). The total funding need beginning in FY 2028 is approximately \$400 million, with an initial \$153 million of additional operating support needed in FY 2027 and additional funding needed for VRE when Long Bridge opens. At their October 21 meeting, the Joint Subcommittee endorsed solving for the needs outlined in Figure 8.

Figure 8: Immediate and Long-Term Transit Funding Needs



Source: [October 21, 2025 SJ 28 Joint Subcommittee Meeting](#)

Figure 9: Transit Funding Needs to Be Sustainable and Grow



Source: [October 21, 2025 SJ 28 Joint Subcommittee Meeting](#)

The Joint Subcommittee is scheduled to meet again on Wednesday, November 5 to adopt recommendations for the General Assembly (Figure 10). As this meeting is the day before the November 6 Commission meeting, Senator Adam Ebbin will provide a verbal update to the Commission on the outcome of this final Joint Subcommittee meeting and staff will provide key materials to Commissioners once available.

Figure 10: SJ 28 Joint Subcommittee Final Meeting

Looking Ahead: Final Meeting

Recommendations will be drafted for consideration at the November 5 and final meeting of the joint subcommittee based on input today and in prior meetings, reflecting, among other topics:

- **State-local partnership in funding transit**
- **Cost containment tools and strategies**
- **Revenue sources and structures to meet needs**
- **Key constraints, such as bondability**

Source: [October 21, 2025 SJ 28 Joint Subcommittee Meeting](#)

▪ **NVTC Response to DMVMoves and SJ 28 Recommendations**

Action by the SJ 28 Joint Subcommittee and the DMVMoves Task Force on their respective recommendations is anticipated to occur after materials are published for the November 6 Commission meeting. NVTC staff will review the recommendations of these groups against the adopted guidance provided by [NVTC's Guiding Principles for Future Transit Funding \(Resolution #2552\)](#) and [Principles in Response to DMVMoves Funding Concepts Resolution #2571](#)) and provide additional material to help frame Commission discussion at the November Commission meeting. NVTC staff will then prepare a formal response to the recommendations of these bodies for action at the December Commission meeting.

C. Draft NVTC 2026 Legislative Agenda

The Commission is asked to review and provide feedback on the attached [Draft NVTC 2026 Federal and State Legislative Agenda](#) with final Commission adoption set to occur at its December 4 Commission meeting.

Each year, the Commission adopts a set of state and federal legislative priorities to guide NVTC's legislative and advocacy work for the coming year. This year's priorities reflect the work done over the past year by the SJ 28 Joint Subcommittee to meet the growing needs of public transit in the region and to identify long-term, sustainable funding and cost-containment controls and strategies for WMATA, VRE and Northern Virginia's local bus providers. This year's priorities also reflect work done regionally by the joint WMATA-Metropolitan Washington Council of Governments (MWCOG) DMVMoves effort to create a

unified vision and sustainable funding model for the Washington region's transit network. NVTC's Legislative and Policy Committee reviewed the draft set of priorities and provided feedback at their September 18 and October 16 meetings.

NVTC's draft 2026 legislative priorities are arranged by theme. On the state side, those themes include long-term sustainable funding that supports Northern Virginia's transit needs, sound financial management and good governance, and future transit innovation and improvements. On the federal side, those themes include surface transportation reauthorization that supports transit, grant funding programs that enhance transit's future, and policy and regulations that strengthen transit.

Staff will provide a presentation on the items included in the draft 2026 legislative agenda at the November Commission meeting. NVTC's Legislative and Policy Committee is scheduled to meet on November 20 to review Commission feedback on the draft agenda and consider the potential additional of legislative priorities that may be warranted after reviewing the adoption of recommendations from DMVMoves and SJ28 by their respective bodies. The Commission will be asked to approve a final set of legislative priorities at its December 4 meeting.

D. Transit Service Delivery Advisory Committee (TSDAC)

DRPT released its [proposed changes](#) to the Making Efficient and Responsible Investments in Transit (MERIT) operating assistance formula on its website October 7 as part of a 45-day [public comment period](#) that runs through November 21. As part of this process, DPRT will host a [2025 MERIT Review – Proposed Changes webinar](#) on November 12, 2025, at 1:00 p.m. (virtual only) to review the proposed program changes, revisit information from previous TSDAC meetings, and provide an opportunity for attendees to ask questions. It is expected that the Commonwealth Transportation Board will take action on these changes no later than early January.

What is new in the documents released for public comment are changes to the definition of passenger miles traveled (Figure 11) and what is considered an operating cost (Figure 12) for purposes of calculating both the sizing and performance elements of the formula. In both instances, there may be significant changes to what information can be included as several of our transit systems receive funding from a variety of sources, such as NVTC's Commuter Choice program, as well as run routes that require deadhead miles during to single direction express lanes. Staff will continue to work with DPRT to better understand the scope and impact of these new proposed changes.

Figure 11: Proposed MERIT Operating Formula Definition for Passenger Miles Traveled

Performance Measure Methodology

- **This change impacts the following performance metrics:**
 - Passengers per Hour (Riders/Vehicle Revenue Hour)
 - Passengers per Mile (Riders/Vehicle Revenue Mile)
- **Current:** The performance metrics passengers/mile and passengers/hour are calculated using adjusted vehicle revenue hour (VRH) and vehicle revenue mile (VRM) sizing metrics that include deadhead hours and miles for uni-directional commuter routes greater than 20 miles
- **Proposed:** DRPT proposes that the performance metrics “Passengers per Hour” and “Passengers per Mile” will be calculated using unadjusted vehicle revenue hour (VRH) and vehicle revenue mile (VRM) sizing metrics that do not include deadhead hours and miles for uni-directional commuter routes greater than 20 miles

17

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Source: [DPRT 2025 MERIT Capital and Operating Program Review Summary of Changes for Public Comment](#)

Figure 12: Proposed MERIT Operating Formula Definition for Operating Costs

Operating Cost Metrics

- **Current:** The MERIT – Operating Assistance Technical Guide ([link](#)) currently defines two separate Operating Cost metrics used in the Operating Assistance Formula, defined below:
 - **Operating Cost for System Sizing (Reimbursable Expenses on Application):** Most recent audited operating cost available, less depreciation, less expenses for projects funded by other DRPT programs that do not expand transit operations, and less non-transit related expenses.
 - **Operating Cost for Performance Metrics:** Total operating costs less depreciation, ineligible costs, and less non-transit related expenses.
- **Proposed:** DRPT proposes using the “Operating Cost for Performance Metrics” for both the Sizing and Performance Set Aside Distribution steps in the formula

18

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Source: [DPRT 2025 MERIT Capital and Operating Program Review Summary of Changes for Public Comment](#)

NVTC staff have been working with the Virginia Transit Association (VTA) and the NVTC jurisdictions on evaluating the changes and developing comments to provide as a part of this public comment period. To date, VTA as well as the Virginia Association of Counties and the Virginia Municipal League have provided verbal comments to DRPT on the accelerated timeline through the TSDAC review process and lack of transparency. It is anticipated that each of these groups will be sending a formal letter to the CTB on behalf of their members. As such, NVTC will continue to work with VTA, the jurisdictions and their transit agencies to ensure that a consistent message is being delivered to CTB about the proposed changes. NVTC staff will share the letter submitted to CTB in future meeting materials.

E. Federal Update

Executive Director Kate Mattice will update the Commission on any further developments impacting transit in Northern Virginia at the federal level at the Commission meeting.

The federal government shut down on October 1 due to a lapse in Congressional appropriations for Federal Fiscal Year 2026 and as of October 30 is still shut down. The impacts of a government shutdown on individual USDOT modes are varied. Impacts to Federal Transit Administration (FTA) operations are minimal, as none of its employees are funded through the annual appropriations process. Impacts to FTA grant activities may be impacted depending on the length of the shutdown. FTA recently reported that they have sufficient cash on hand to support several months of reimbursements for previously approved projects. However, it is unlikely that FTA will be able to approve new grants during the shutdown.

Separate from the FY 2026 appropriations process, Congress is expected to continue work on surface transportation reauthorization in the coming months, as programs authorized by the Infrastructure Investment and Jobs Act (IIJA) expire in September 2026. NVTC staff will remain engaged with industry partners including the American Public Transportation Association (APTA) to advocate for federal surface transportation legislation that maximizes funding for public transit in Northern Virginia and across the country, consistent with the principles included in NVTC's 2026 Legislative Agenda.

F. Joint NVTC/PRTC/VRE Legislative Forum

NVTC's 2025 Legislative Forum is scheduled for Monday, December 15 at 8:30 a.m. at George Mason University's Mason Square campus in Arlington. This event is held annually in partnership with the Potomac and Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE). NVTC staff have confirmed speakers and the program to-date includes the following panel discussions:

- **Transit Leaders on What's Next for Northern Virginia** – Northern Virginia transit leaders will discuss encouraging trends in ridership growth, safety and operations across the region's rail and bus network. Panelists will discuss what's driving these positive developments and how they're working to sustain this momentum and planning for the future.

Panelists:

- Randy Clarke, General Manager/CEO, Washington Metropolitan Area Transit Authority (WMATA)
- Pierre Holloman, Transit Bureau Chief, Arlington County Transit (ART)
- Dallas Richards, Acting CEO, Virginia Railway Express (VRE)
- Bob Schneider, Executive Director, Potomac and Rappahannock Transportation Commission (PRTC/OmniRide)

Moderator:

- Rachel Weiner, Transportation Reporter, The Washington Post

- **Virginia’s Path to Sustainable Transit Funding** – Northern Virginia's transit is an economic engine that connects communities and supports businesses, but sustaining these services requires long-term, reliable funding. Panelists will share updates on two key funding initiatives—the regional DMVMoves effort and the General Assembly’s SJ 28 Northern Virginia Growing Needs of Public Transit Joint Subcommittee—and explain the growing needs of the transit system that strengthens the entire region's economy and quality of life.

Panelists:

- Paul Smedberg, Commonwealth Appointee to WMATA, Co-Chair DMVMoves and Member SJ28 Subcommittee
- Adam Ebbin, Senator, Virginia Senate, Chair SJ28 Subcommittee
- Adele McClure, Delegate, Virginia House of Delegates, Member SJ28 Subcommittee
- Mark Sickles, Delegate, Virginia House of Delegates, Member DMVMoves and Co-Chair SJ28 Subcommittee
- Jeff McKay, Chair, Fairfax County Board of Supervisors, Member DMVMoves

Moderator:

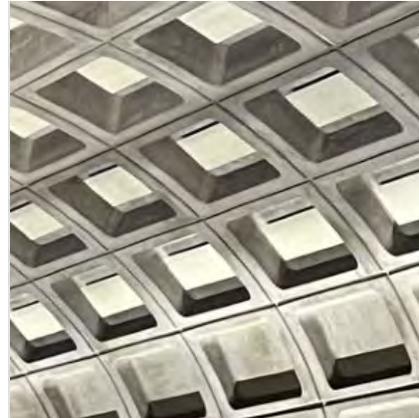
- Nick Donohue, Principal, Capitol Transportation Consulting



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

2025

Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority



NoVaTransit.org

2300 Wilson Blvd. Suite 230

Arlington, VA 22201

(703) 524-3322

@NoVaTransit



Acknowledgements and Credits

NVTC WMATA Committee Members

Matt de Ferranti, Chair
 Walter Alcorn
 Canek Aguirre
 Matthew F. Letourneau
 Paul Smedberg
 David F. Snyder

NVTC Management Team

Kate Mattice, Executive Director
 Andrew D’huyvetter, Director of Programs and Policy
 Sarah Godfrey, Deputy Director of Strategic Communications
 Scott Kalkwarf, Director of Finance and Administration
 Ann McGrane, Deputy Director of Programs and Policy

NVTC Project Team

Adam Hager, WMATA Program Manager
 Shannon Bacon, Program Analyst
 Matt Friedman, Communications and Public Affairs Manager
 Tenley O’Hara, Events and Administrative Coordinator
 Colie Touzel, Communications Specialist
 Sophie Spiliotopoulos, Data Visualization Program Manager
 Owen Williams, Program Analyst

Legislative Requirement of This Report

This report fulfills the requirements of § 33.2-3403 of the Code of Virginia specifying that NVTC report annually on the performance and condition of WMATA, for both Metrorail and Metrobus. Per statute, the report addresses the following elements:

- Potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations.
- Use of the dedicated capital funds authorized by the legislation to improve the safety and condition of the rapid heavy rail mass transportation system.
- The safety and reliability of the rapid heavy rail mass transportation system and bus network.
- The financial performance of WMATA related to the operations of the rapid heavy rail mass transportation system and bus mass transportation system, including farebox recovery, service per rider and cost per service hour.
- The ridership of the rapid heavy rail mass transportation system and the bus mass transportation system.

Note: Cover photos are courtesy of NVTC and Metro.



Contents

- 1. Introduction 1
- 2. Establishing a WMATA Long-Term Funding Solution 2
 - Investing in Success - Recent WMATA Achievements 3
 - DMVMoves - Developing a Long-Term Funding Plan 5
 - SJ 28 Joint Subcommittee - Solving Virginia’s Share of the Solution 10
 - NVTC Principles - Northern Virginia’s Funding Priorities 15
- 3. NVTC Positions on Key WMATA Issues 17
 - Labor Costs and Overtime..... 17
 - Reserve Fund..... 19
 - WMATA Reporting Requirements 19
 - Jurisdictional Audit..... 20
 - Relationship with the Washington Metrorail Safety Commission 21
 - Additional Opportunities to Reduce Costs and Increase Revenues 21
- 4. Use of FY 2025 Dedicated Capital Funding 23
 - WMATA’s Capital Fund..... 23
 - WMATA’s Capital Program..... 24
- 5. Safety, Reliability, Ridership and Financial Performance Data 27
 - Safety..... 27
 - Reliability..... 29
 - Financial Performance..... 32
 - Ridership..... 38
- Appendix..... 40

DRAFT

1. Introduction

The Northern Virginia Transportation Commission (NVTC) is proud to continue advancing public transit in Northern Virginia with this Annual Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority (WMATA).

Over the last several years, NVTC has laid the groundwork to identify a long-term, sustainable funding solution for WMATA. Like transit agencies across the country, WMATA was affected by the COVID-19 pandemic which upended ridership and brought historic levels of inflation across all industries. The agency's existing structural funding challenges were exacerbated by unparalleled budget deficits as once reliable revenue streams struggled to keep pace with increased costs.

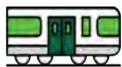
Alongside the annual iteration of this report, other NVTC products such as the "Value of Northern Virginia Transit to the Commonwealth" in 2023 and the "Metro Operating Funding and Reform Working Group Report" in 2024 have helped the region understand the importance of a well-funded, robust public transportation network, the structural nature of WMATA's operating and capital fiscal challenges and how new revenues and cost-containment measures could support the agency.¹ Together, these products paved the way for regional discussions that led to DMVMoves and Northern Virginia's Growing Needs of Public Transit Joint Subcommittee (SJ 28). Established in 2024, SJ 28 has worked to develop a regional transit funding plan and identify ways Virginia can solve its share of funding needs for WMATA as well as local transit operators and the Virginia Railway Express (VRE), respectively.

As these efforts approach final recommendations in late 2025, NVTC's message is clear: **now is the time to invest in a long-term, sustainable, dedicated funding solution for WMATA.** While specific details will be finalized shortly after the publication of this report, NVTC supports a funding solution for WMATA in Virginia comprised of:



\$153 million in operating funding beginning in FY 2027 to permanently sustain Virginia's two-year additional investment to support WMATA's operating budget

+



\$136-150 million in capital funding beginning in FY 2028 to meet Virginia's share of a regional solution to maintain and modernize the WMATA rail and bus systems

both then growing each year thereafter

The region has the opportunity to bend WMATA's long-term operating cost curve with timely investments to maintain and modernize the system. Sustainable funding will also help Northern Virginia local governments as they look for ways to fund WMATA's operating budget at the conclusion of Virginia's two-year solution. The temporary fix relied on both general fund support from the Commonwealth in FY 2025-2026 and matching local funds from NVTC jurisdictions.

This report satisfies the legislative requirement to document potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations by recommending a long-term, sustainable funding solution comprised of these elements, among other strategies. It further documents the processes by which these concepts were developed and continues to amplify NVTC's position on several WMATA policy issues beyond a long-term funding solution. Together with NVTC's 2026 Legislative and Policy Agenda, this report is intended to serve as a resource for the General Assembly, administration and the public as legislators work toward a transit funding solution for Virginia in 2026.



2. Establishing a WMATA Long-Term Funding Solution

NVTC supports a long-term funding solution for WMATA in Virginia comprised of a:

WMATA **Operating** Funding Solution

\$153M

beginning in FY 2027 to permanently sustain Virginia’s two-year additional investment to support WMATA’s operating budget

WMATA **Capital** Funding Solution

\$136-150M

beginning in FY 2028 to meet Virginia’s share of a regional solution to maintain and modernize the WMATA rail and bus systems

Both then growing each year thereafter

NVTC also supports a long-term funding solution for **Virginia Railway Express** and **local bus operators** in Northern Virginia

Background

Building on the “2024 Annual Report on the Performance and Condition of WMATA,” this report refines and continues to document NVTC’s support for a long-term, sustainable funding solution for WMATA. Conversations on the topic date back to the system’s earliest years. The United States Government Accountability Office (GAO) in 1979, the Congressional Regional Mobility Panel in 1997, Metro Matters in 2004, Secretary Ray LaHood’s report in 2017 and other studies over the last several decades have identified the lack of dedicated funding as a central, recurring issue for WMATA.² In 2018, a \$500 million dedicated capital funding solution was achieved but this funding was not indexed to inflation such that its purchasing power has eroded over time, thereby exhausting its debt capacity.

In June 2023, WMATA forecasted an operating budget gap of \$750 million in FY 2025. Working closely with regional partners including NVTC



and the Commonwealth of Virginia, WMATA successfully closed its operating budget gap using several budget tools, including preventive maintenance transfers, fare increases, one-time and ongoing cost efficiencies, targeted service adjustments and significantly higher levels of jurisdictional contributions from Virginia, Maryland and the District of Columbia. In its capital budget, WMATA spent less than anticipated in FY 2025 due to supply chain challenges and rescope several key capital projects in its FY 2026-2031 Capital Improvement Program, which together extended the agency's debt capacity in the short-term. However, WMATA will need significant additional capital investment to maintain state of good repair by FY 2028.

Northern Virginia jurisdictions, in partnership with the Commonwealth through its 2024-2026 biennium budget, successfully crafted a two-year operating funding solution to ensure WMATA's continued post-pandemic ridership recovery. In FY 2025, Virginia agreed to provide an additional \$119 million and in FY 2026, an additional \$153 million, both split between local jurisdictions in Northern Virginia and the Commonwealth. **This stopgap funding afforded the region the ability to focus on a long-term funding plan and enabled WMATA to continue its strong performance with:**



fastest-in-the-nation ridership growth



an emphasis on safety and security, becoming an award-winning, industry leader



a renewed focus on cost-savings and operational efficiency, both in the near-term and in long-term planning efforts

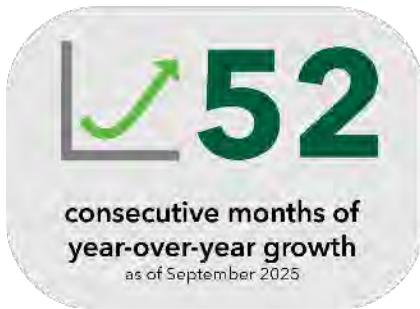
Due to the December 15 deadline for submitting this report to the governor and General Assembly, contained below is a summary of the efforts underway to develop and establish a long-term funding solution for WMATA as of October 2025. It is anticipated that DMVMoves and SJ 28, described below, will finalize recommendations in November that are likely to inform Virginia General Assembly action in the 2026 legislative session.

Investing in Success - Recent WMATA Achievements

WMATA had a high-performing year in 2025, leading to recognition by the American Public Transportation Association (ATPA) as the Outstanding Public Transit Agency of the Year for the first time since 1997.³ With record ridership growth, safety performance and cost savings measures, WMATA has continued its upward trajectory that began as the region navigated its way through the effects of the COVID-19 pandemic.

Ridership

WMATA led the nation in ridership growth in 2025, achieving 52 consecutive months of year-over-year growth as of September.⁴ Customers took nearly 264 million trips in FY 2025; a 9% increase compared to FY 2024 and nearly one-third higher than FY 2023. Rail ridership alone grew by 12%, aided by the federal Return to Office order, while Metrobus ridership has surpassed pre-pandemic levels. MetroAccess usage also grew by 14%, with more than 60% of those trips delivered by Abilities-Ride partners.

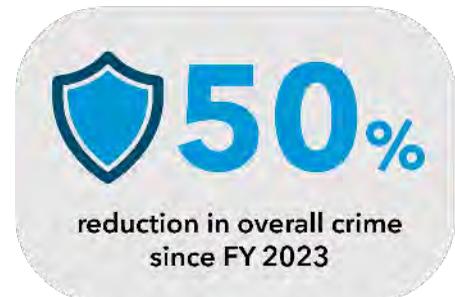


WMATA's ridership gains were not limited to daily commutes. During the 2025 Cherry Blossom Festival, WMATA carried over 700,000 people on Metrorail on a single Saturday, the second-highest Saturday ridership in system history. March 2025 also marked the first day since the pandemic that WMATA carried more than one million passengers systemwide, a feat that has since been repeated over 12 more times. These milestones demonstrate WMATA's ability to deliver safe and reliable service at scale for the region's signature events while sustaining growth on weekdays and weekends alike.

For the Commonwealth, these trends reaffirm that WMATA continues to be the backbone of regional mobility and a critical driver in Virginia's economy. Whether connecting commuters to employers or attracting visitors to the nation's capital, WMATA's ridership growth shows that investments in WMATA continue to pay dividends for Northern Virginia and beyond.

Safety

WMATA continued to make transformational progress in system safety, delivering results that put it at the forefront of the national transit industry. WMATA's FY 2025 Service Excellence Report indicated that overall crime fell by 50% since FY 2023 and by 43% in just the past year. These gains reflect targeted strategies such as heightened visible staffing on platforms and trains, fare enforcement initiatives, crisis intervention teams and data-driven policing. WMATA also implemented a banning policy, which allows the agency to prohibit individuals who repeatedly commit serious crimes on the system, reinforcing both deterrence and rider confidence. As a result, customer perceptions of safety improved significantly, with dissatisfaction cut nearly in half on both rail and bus between FY 2023 and FY 2025.



At the same time, WMATA sustained its industry-leading performance in preventing serious rail incidents such as collisions and derailments. Transit worker assaults remained at or below federal safety thresholds even as ridership grew, supported by expanded training programs and campaigns to de-escalate conflicts. WMATA also reduced employee injuries by investing in fall-prevention campaigns, a Fitness for Duty program, operator assault prevention training and installation of physical barriers for bus operators. WMATA paired these results with efficient resource management. The Metro Transit Police Department doubled its training capacity while saving \$1 million annually in operating costs. Crime is down, worker safety is up, and customer satisfaction is stronger now than at any point in recent years.

Cost Efficiency

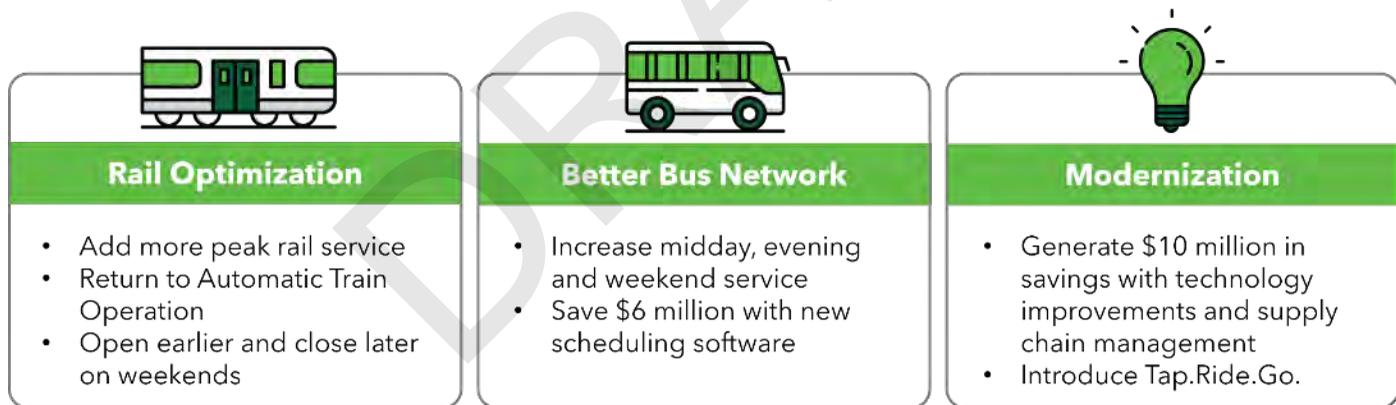
WMATA has demonstrated strong fiscal responsibility by cutting costs internally while maintaining service. Beginning in the FY 2025 budget process, WMATA implemented wage and salary freezes for its two largest labor unions and all non-represented employees, reduced reliance on consultants and modernized internal business standards.⁵ WMATA also created a cost efficiency task force that consolidated call centers, streamlined administrative functions and advanced digital transformation.



These reforms generated significant results. Between FY 2023 and FY 2025, WMATA delivered \$532 million in operating and capital savings and cost avoidance. These efforts are especially important as Virginia, Maryland and the District work together to stabilize WMATA’s long-term operating and capital budgets.

WMATA has also worked to modernize service delivery to better align resources with demand. Through its FY 2026 budget, WMATA implemented several service optimization and fare initiatives designed to maintain affordability while improving efficiency (Figure 1). In late FY 2025, WMATA returned to automatic train operations (ATO) for the first time in over 15 years, working closely with the Washington Metrorail Safety Commission (WMSC). ATO is a more efficient and safer operating mode than manual as evidenced by the fact that there were no red signal overruns after return to ATO as of April 2025.⁶ In May, WMATA introduced Tap.Ride.Go., an open payment technology that allows riders to use a contactless credit or debit card to pay their Metrorail fare. This investment will generate more revenue for the system, offer tourists and casual riders an easy, seamless payment option and is anticipated to be made available on Metrobus and at parking facilities in FY 2026. Together, these actions demonstrate WMATA’s commitment to finding cost savings without compromising service and customer experience.

Figure 1. Cost Efficiency Strategies in the WMATA FY 2026 Budget



DMVMoves - Developing a Long-Term Funding Plan

Given its complex governance structure and the magnitude of the funding need, WMATA, in partnership with the Metropolitan Washington Council of Governments (MWCOG), commenced DMVMoves in May 2024 to identify a unified vision for transit in the region and how to fund a world-class, integrated transit system.⁷ Comprised of 23 local, regional, state and federal officials, the DMVMoves Task Force held seven meetings through October 2025, first defining a vision and goals and then establishing a series of needs and refining an investment concept for WMATA, commuter rail operators and local bus agencies. The Task Force is anticipated to conclude in late 2025

DMVMoves Vision
 Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home and a leader in innovation, environmental sustainability and social equity.

by agreeing to an investment plan for WMATA that focuses on reinvesting in and modernizing the existing system and committing to implementing a short list of regional bus priority projects in the coming years. In addition to the investment concept to deliver the vision, the Task Force is also anticipated to adopt a Regional Integration Action Plan containing a suite of recommendations to move the region toward a more integrated, seamless and efficient network such as consistent fare policies, unified bus stops, grouped procurements and shared training programs.

Funding the consensus investment concept for WMATA will require significant levels of new revenues from WMATA's funding partners. As of October 2025, maintaining state of good repair for the system and establishing a rail modernization program is expected to require approximately \$460 million per year

beginning in FY 2028 and growing at 3% per year. Should WMATA's FY 2026 jurisdictional capital contribution formula determine shares, the initial \$460 million would require \$136-150 million from Virginia, \$152-170 million from Maryland and \$173-190 million from the District of Columbia. In May 2025, the Task Force opted to move forward with a funding approach wherein the jurisdictions would commit to generating sufficient revenue to cover their respective shares instead of a regional sales or other tax that would go directly to WMATA.

DMVMoves Plan

WMATA Investment Plan: \$460M in FY 2028

State of Good Repair: Reinvest in and maintain WMATA's bus and rail systems

Rail Modernization: Automation, advanced signaling, platform screen doors

Bus Priority

State/local investments in priority bus corridors over the next six to eight years.

Regional Integration Action Plan

Six focus areas with recommendations to move the region toward a more integrated, seamless transit network.

Earlier in the DMVMoves timeline, it was expected that WMATA would also need additional funding from the region to support its operating budget. However, by March 2025, WMATA announced it was now anticipating a fully funded operating

budget by FY 2028 (assuming 3% year over year subsidy growth between FY 2026 and FY 2027 and assuming that Virginia finds its long-term operating funding, as described later in this report) thanks to ridership and revenue growth above expectations, service and asset modernizations to drive efficiencies and reduce costs and recurring budget management savings.⁸ Despite the positive outlook relative to earlier conversations at DMVMoves where an operating budget need was forecasted around \$140 million per year, continued regional economic uncertainty and other factors will impact WMATA's operating budget over the next several years.

The region's commitment to additional funding will also feature accountability and transparency measures for WMATA. It is anticipated that the Task Force will agree to ask Maryland and Virginia to revise their legislative 3% caps on growth in their respective WMATA operating subsidies, require WMATA to develop a 20-year capital plan (updated every five years) that includes an analysis of opportunities for capital investments to reduce operating costs, and produce an annual report to the MWCOG/Transportation Planning Board (TPB) on system performance and core outcomes from DMVMoves funding.

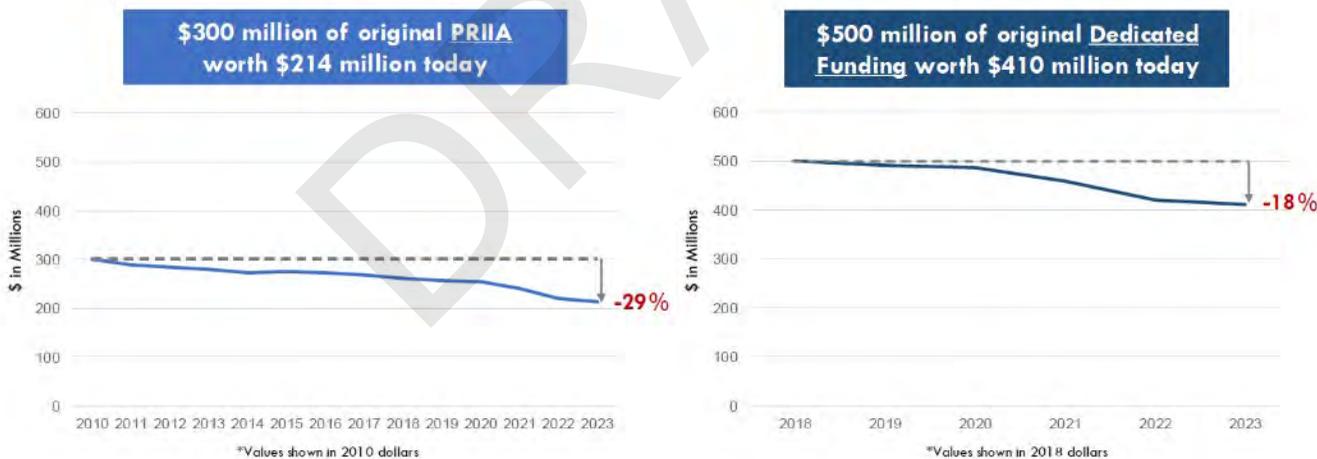


State of Good Repair and Rail Modernization

Of the priorities identified by DMVMoves, chief among the opportunities to reduce cost growth and improve the efficiency of WMATA’s operations are maintaining the system in a state of good repair so that capital assets can be managed proactively and modernizing the rail system through automation, advanced signaling and platform screen doors. **Together, these capital investments offer the region the ability to bend WMATA’s long-term operating cost curve.** It is most cost effective to repair and replace assets in a preventive maintenance program than to address them upon failure. Moreover, a modernized, automated rail system is safer, more reliable and can move more people more efficiently without billions of dollars in new infrastructure expansion investments.

Generally, state of good repair refers to capital programs and projects that maintain a transit system and its infrastructure such as tracks, bridges, signaling systems, vehicles and stations. Without additional capital funding, WMATA’s ability to execute a capital program that adequately addresses the system’s state of good repair needs is at risk. In 2016, WMATA had a state of good repair backlog of \$7 billion according to the FY 2025-FY 2031 State of Good Repair Needs Outlook (SNO).⁹ Thanks to the establishment of \$500 million per year in dedicated capital funding in 2018, WMATA was able to make significant progress in its backlog which, as of FY 2026, sits at just over \$4.1 billion. However, this dedicated capital funding was not indexed which has eroded its purchasing power over time due to inflation, such that \$500 million in 2018 is only worth \$410 million in 2023 (Figure 2).

Figure 2. Purchasing Power of WMATA's Capital Funding Sources Has Declined



Source: [June 10, 2024 DMVMoves Task Force meeting](#)

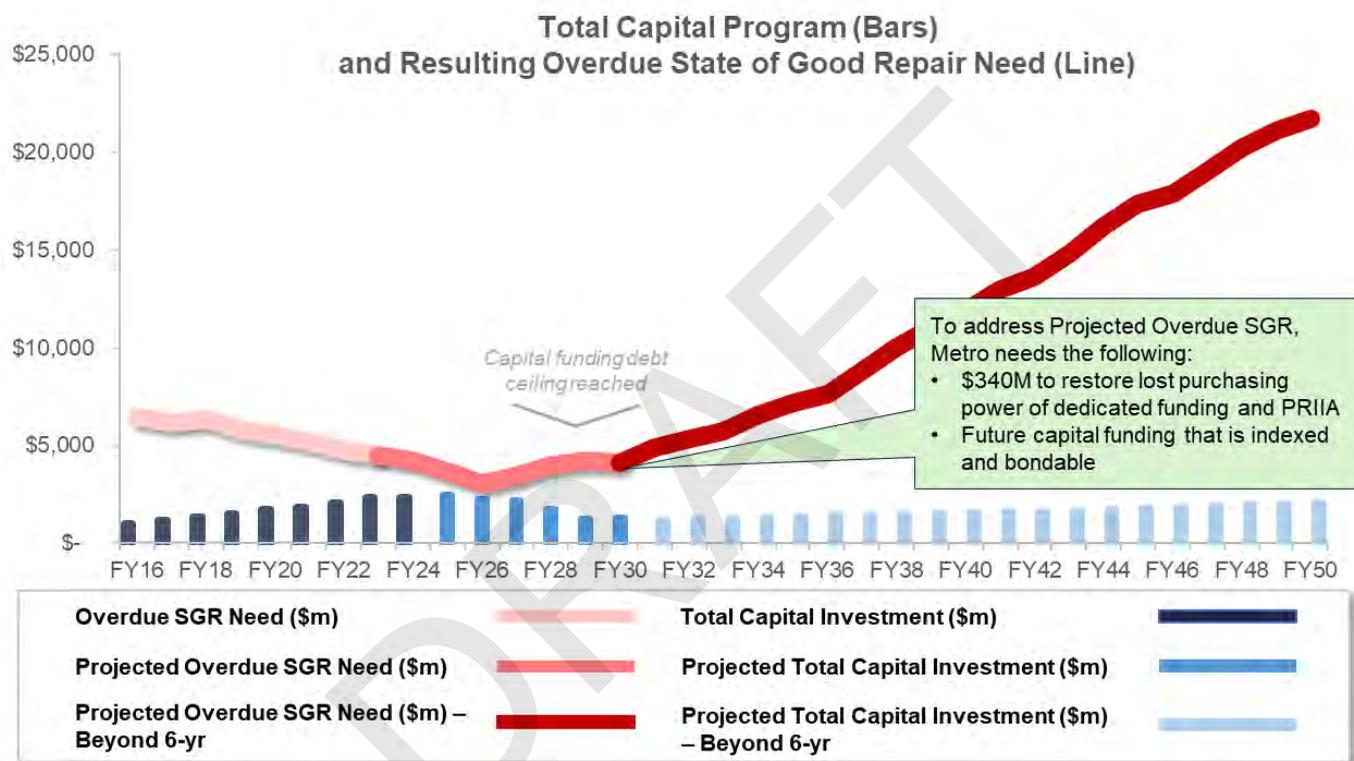
As a result, WMATA has proposed that any new capital funding commitments agreed upon by the jurisdictions account for the lack of growth in dedicated capital funding since 2018 (in addition to the lack of growth in Passenger Rail Investment and Improvement Act, or PRIIA, funding since 2010). The DMVMoves Task Force has further recommended that any new capital funding for WMATA meets the following criteria:

- Be reliable and predictable
- Be bondable
- Grow at least 3% per year to keep up with inflation
- Have no restrictions or encumbrances



With additional capital funding, like other large organizations with significant infrastructure to maintain, WMATA has indicated it will be able to strategically manage its state of good repair backlog. This means while the backlog is not intended to be eliminated, it can be managed at levels that sustain and improve performance, safety and reliability. Without additional funding that is indexed and bondable, WMATA will reach its debt limit by FY 2029, and the system will face significant reliability challenges and pose safety risks to riders (Figure 3).

Figure 3. Without Additional Funding, WMATA’s State of Good Repair Needs Grow Significantly



Source: [September 16, 2024 DMVMoves Task Force meeting](#)

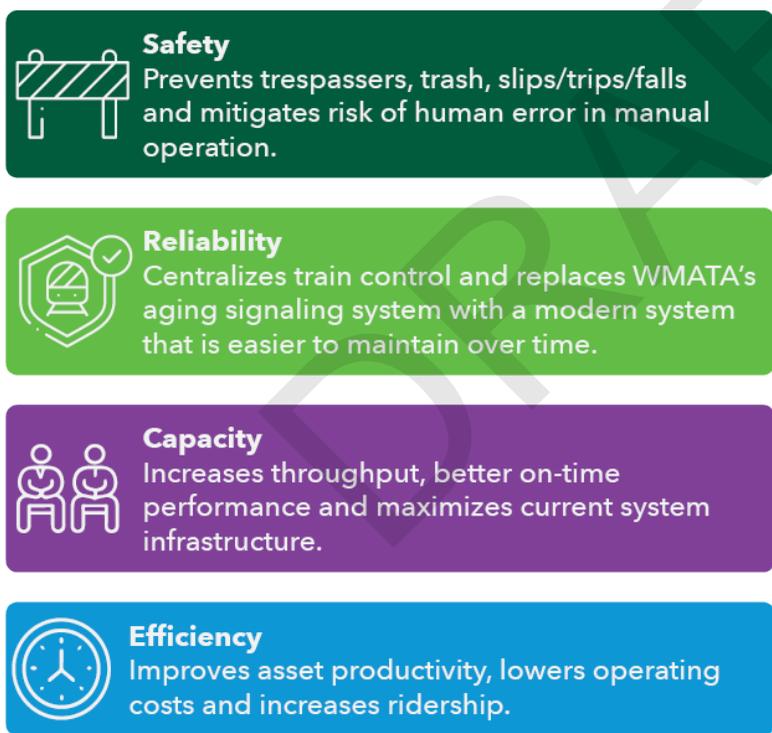
In April 2025, WMATA unveiled a proposal to move toward a world-class transit system through rail modernization and bus priority, the combination of which could also address challenges identified in the Blue/Orange/Silver Capacity & Reliability Study which sought to find a solution between Rosslyn and Stadium-Armory where three Metrorail lines share one set of tracks.¹⁰ Modernizing the system would be comprised of rail automation, an overhaul of WMATA’s aging signaling system and installation of platform screen doors at Metrorail stations (Figure 4). WMATA intends to publish a rail modernization program plan in late 2025 that details the capital investments required to support such a program, the return on investment that could be expected from the various grades of automation and the regional benefits afforded by these large-scale modernization investments.

Figure 4. WMATA Rail Modernization Components, Benefits and Preliminary Return on Investment

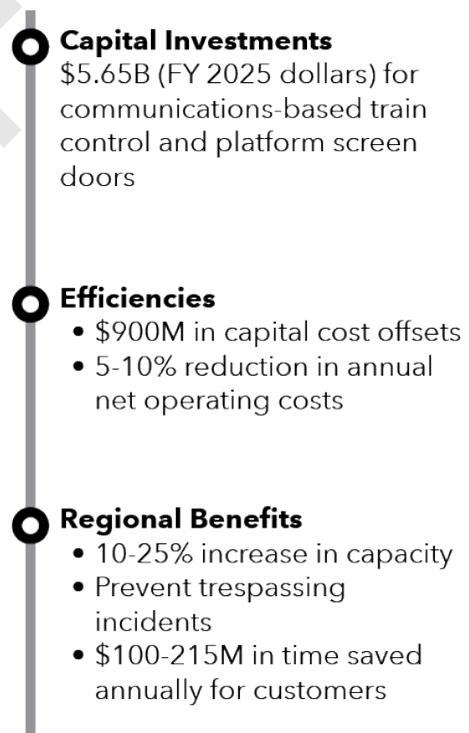
Components



Benefits



Return on Investment



Bus Priority

A third key feature of the DMVMoves plan is additional investment in bus priority across the region. The DMVMoves Task Force identified a short list of six corridors wherein the jurisdictions would use existing or new resources to implement context-sensitive bus priority treatments. These capital investments would speed up travel times, increase capacity, improve safety and allow the region to run more frequent service at a lower cost once implemented. Bus priority treatments can vary in size and scale but generally afford more frequent and reliable service for riders through infrastructure and technology improvements such

as signal priority, queue jumps and bus-only lanes. In Virginia, there are two corridors within the shortlist of six that have been identified by DMVMoves as having a potential for a high return on investment given the ridership they support today: Route 7 between Tysons and King Street and Columbia Pike to Pentagon City (with a connection further to the 14th Street Bridge and L'Enfant Plaza).

Regional Integration Action Plan

Beyond the investments required to support WMATA's capital needs and move buses more efficiently through the region, the DMVMoves Task Force also drafted a Regional Integration Action Plan comprised of six focus areas that together can move the region toward a more integrated, seamless and efficient transit network (Figure 5).

Figure 5. DMVMoves Regional Integration Action Plan Elements



Implementing these recommendations will require commitment from local governments and transit operators as well as coordination between them, both within Virginia and with partners in Maryland and the District of Columbia. The DMVMoves plan that details these elements is anticipated to be released in late 2025.

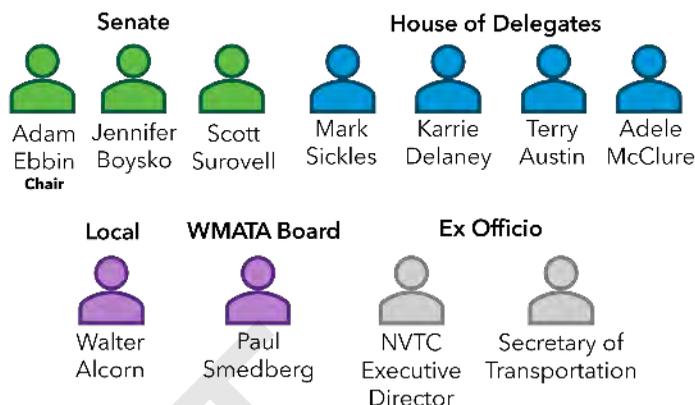
SJ 28 Joint Subcommittee - Solving Virginia's Share of the Solution

Understanding that any long-term funding solution for WMATA would require legislative action, the Virginia General Assembly established through Senate Joint Resolution 28 (SJ 28) the Northern Virginia Growing Needs of Public Transit Joint Subcommittee in May 2024.¹¹ A two-year study effort, the SJ 28 Joint Subcommittee is tasked with studying long-term, sustainable, dedicated operating and capital funding as well as cost-containment controls and strategies for WMATA, VRE and the public transit systems that serve the NVTC and Potomac and Rappahannock Transportation Commission (PRTC) transportation districts.



Chaired by Sen. Adam Ebbin, the Joint Subcommittee is comprised of 11 members: seven from the General Assembly (Ebbin, Sen. Jennifer Boysko, Sen. Scott Surovell, Del. Mark Sickles, Del. Karrie Delaney, Del. Terry Austin, Del. Adele McClure), one from the WMATA Board of Directors (Paul Smedberg), one from NVTC (Walter Alcorn), the Secretary of Transportation and the NVTC Executive Director. Supporting the SJ 28 Joint Subcommittee is a Technical Working Group, a staff-level body with representatives from NVTC, PRTC, VRE, DRPT, the Northern Virginia Transportation Authority, Amalgamated Transit Union (ATU) Local 689 and a representative from the Northern Virginia business community. As DMVMoves has worked to develop a regional transit vision and identify long-term funding needs, the SJ 28 Joint Subcommittee has studied ways to meet Virginia’s share of those future needs with new potential revenues and cost containment measures.

SJ 28 Joint Subcommittee Members

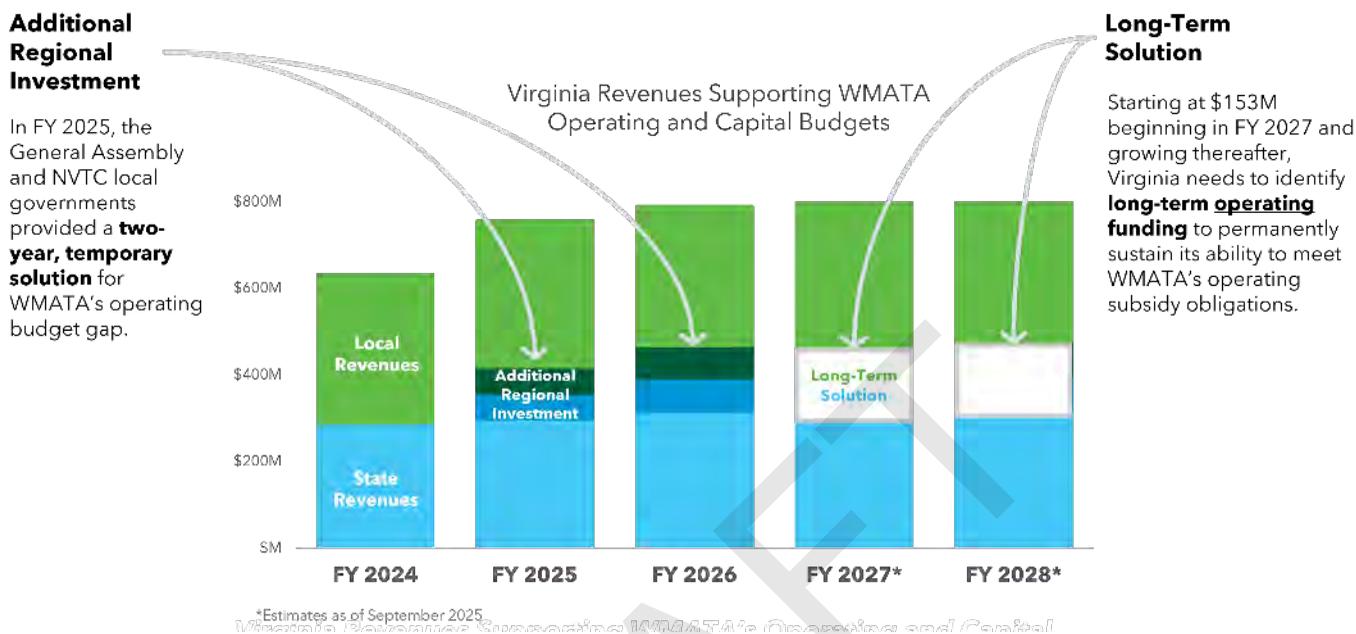


Transit Funding Needs

At varying scales and timelines, all transit agencies - WMATA, VRE and local bus operators - in Northern Virginia face operating and capital budget challenges. For WMATA, its operating budget needs were largely met in FY 2025 thanks to a two-year suspension of the 3% cap on growth in year-over-year operating subsidies that allowed additional jurisdictional investments from Virginia, Maryland and the District of Columbia to close the budget gap. However, Virginia’s approach to meeting those needs was temporary with a two-year, stop-gap solution. Virginia agreed to provide an additional \$119 million in FY 2025 and an additional \$153 million in FY 2026, both split between local jurisdictions in Northern Virginia and the Commonwealth which provided additional General Fund support in addition to its regular contributions from the Commonwealth Transportation Fund to WMATA. Funding to support these FY 2027 operating budget needs has not yet been identified. Without additional funding or fiscal tools to generate more revenue, Northern Virginia localities will be responsible for replacing at least \$153 million in WMATA operating budget subsidies (Figure 6).



Figure 6. Virginia Operating and Capital Funding Needs to Support WMATA



WMATA's capital needs have been identified by DMVMoves as described earlier. Together, they comprise state of good repair funding to maintain the system and new funding to support rail modernization efforts. Virginia's share of these needs is anticipated to total between \$136-150 million in FY 2028 and grow at 3% per year.

VRE has an annual structural operating funding gap of approximately \$35 million beginning in FY 2028 due to the expiration of federal pandemic aid. Beyond these near-term needs, VRE intends to use new capacity from Long Bridge and associated capacity expansion projects in Northern Virginia to run additional service with the same number of railcars as part of its transition to a regional railroad. Operating needs to support this increased service are estimated at \$40 million per year beginning after the Long Bridge is completed.

Local bus agencies in Northern Virginia face structural funding challenges as state and regional funds are not keeping up with rising costs which in turn put more pressure on local general funds. Between information collected from local bus agencies by the DMVMoves project team and the Joint Subcommittee-identified need to reduce pressure on local general funds, there is a funding gap of approximately \$35 million per year beginning in FY 2028.



Revenue Estimates

To meet transit funding needs, the SJ 28 Joint Subcommittee estimated revenues for a variety of sources at the NVTC, PRTC and statewide geographies, many of which already support transit and transportation in Virginia (Table 1).¹² In June 2025, the Joint Subcommittee reviewed what these sources could generate at various increments to assess how one or a combination of sources could support transit funding needs, either at a regional level, statewide or both.

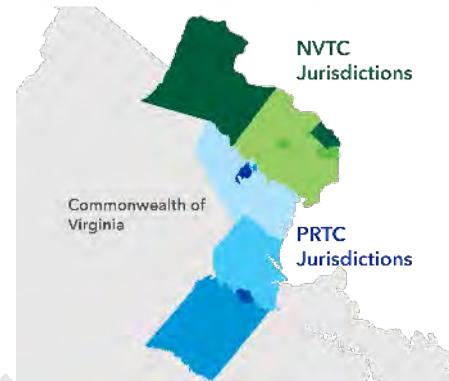


Table 1. Revenue Sources Estimated at the NVTC, PRTC and Statewide Geographies

Income Tax	Tax on wages, salaries, investments, or other forms of income an individual or household earns
Retail Sales and Use Tax	Tax on revenue generated from retail sales
Motor Vehicle Sales Tax	Sales tax on the purchase of a motor vehicle, typically a percentage of the sale price
Auto Repair Labor Tax	Tax imposed on the labor or service charges associated with vehicle repairs or maintenance
Transient Occupancy Tax	Tax paid by travelers to rent accommodations in a hotel, inn, Airbnb, etc.
Motor Vehicle Fuel Sales Tax	Tax on fuel used in highway vehicles
Vehicle Registration Fee	Annual or biennial fee paid by vehicle owners to register a vehicle with the government
Highway Use Fee	Fee for fuel efficient and electric vehicles with a fuel economy of 25 mpg or greater. Equivalent to fuel taxes paid by drivers of gas vehicles.
Motor Vehicle Rental Tax	Tax on the rental of motor vehicles from car or truck rental agencies
Retail Delivery Fee	Per-transaction fee imposed on the purchase of taxable retail items delivered by motor vehicles, currently used in Colorado and Minnesota
Parking Sales Tax	Sales tax on paid parking in off-street lots and garages, typically a percentage of the parking fee
Grantor's Tax	Tax on the transfer of real estate property that is calculated based on the value of the property, paid by the seller of the property
TNC Sales Tax	Sales tax on the cost of ride-hailing services such as Uber and Lyft
Driver's License Fee	Fee on individuals for the privilege of operating a motor vehicle, typically paid every 8 years
I-66 Inside the Beltway Tolling	Opportunity to expand tolling beyond peak-hour, peak-direction on the VDOT-owned and maintained I-66 Inside the Beltway facility

Source: [June 23, 2025 SJ 28 Joint Subcommittee meeting](#)

Cost Containment

Among other priorities, the Joint Subcommittee was tasked with examining “industry-wide cost-saving and cost-containment tools to ensure the long-term fiscal sustainability” of WMATA.¹³ Today, the primary legislative tool used to contain cost growth at WMATA is a 3% cap on annual growth in operating assistance (also known as jurisdictional subsidy) in Virginia and Maryland. As written, the current legislative caps require the WMATA Board to direct WMATA staff to manage expenses, revenues and service levels to comply with the operating subsidy caps. As WMATA has demonstrated its need for additional funding and its own commitment to cost containment as evidenced by over \$500 million in cost saving measures the last three years, its funding partners have assessed what, if any, additional cost control mechanisms should be legislatively enacted alongside any new funding.

Research indicated there are limited legislative opportunities for additional cost growth control measures beyond a 3% cap, or similar. Notably, the Joint Subcommittee identified that the current 3% cap is only on growth in subsidy and not on costs and does not necessarily incentivize WMATA to operate more efficiently. Further, WMATA is subject to and overseen by three different state or state-equivalent legislatures, each of which have an interest in implementing cost growth control measures.

NVTC’s “2024 Annual Report on the Performance and Condition of WMATA” recommended establishing a revised operating assistance growth cap in Virginia and Maryland (the District of Columbia does not have such a cap on operating assistance growth).¹⁴ When Virginia’s cap was implemented, WMATA had a pre-pandemic financial model of relatively high farebox revenues (over \$700 million in fare revenues in FY 2019) and low inflation (below 3%). While the 3% subsidy cap has been an effective tool in controlling WMATA’s cost growth as evidenced by the agency’s 4.8% average annual operating budget growth from FY 2019 to FY 2024 (lower than the regional peer average of 7%), several unintended consequences from the implementation of the cap arose that affect Virginia.¹⁵ Specifically, the 3% cap altered WMATA’s subsidy allocation process in a way that distorted the amount of subsidy owed from the amount of service received, reducing transparency and accountability to the funding jurisdictions in the budget process.

As part of the two-year funding solution for WMATA in FY 2025 and FY 2026, Virginia suspended its 3% cap to allow WMATA to receive additional regional investment without penalty to localities in Northern Virginia. The General Assembly also funded an operational analysis, expected to be completed in early 2026, that examines opportunities for WMATA to realize greater cost efficiencies and enhance self-generated revenue.¹⁶ Without a legislative change, Virginia’s current 3% cap will be reinstated beginning in FY 2027.¹⁷ While it is anticipated that the SJ 28 Joint Subcommittee will endorse the concept of a revised cap in operating assistance growth, NVTC supports a proposal that would continue to limit year-over-year subsidy growth, provide predictability to Northern Virginia jurisdictions, incentivize WMATA to operate as efficiently as possible and not affect WMATA’s recently updated subsidy allocation formulas that better align service and subsidy.

Northern Virginia Transit Funding Solution

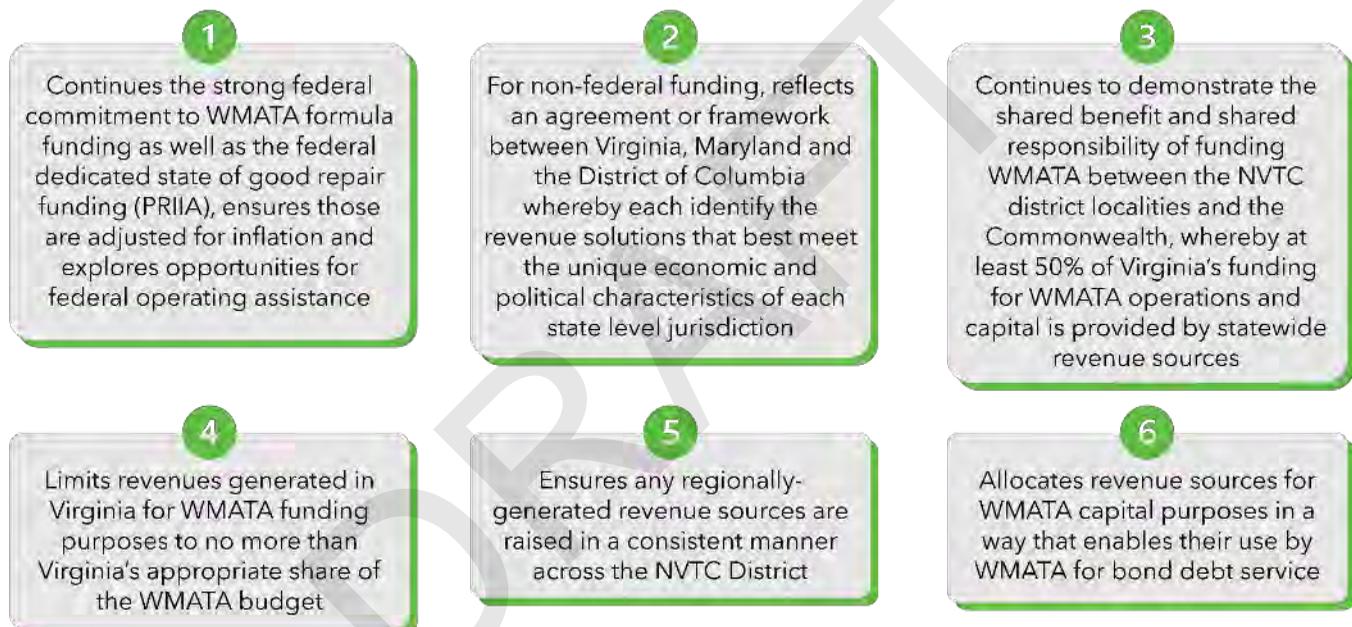
While a final recommendation is not expected until November 2025, it is anticipated that the SJ 28 Joint Subcommittee will support meeting Northern Virginia transit funding needs with a combination of state and regional revenues in a structure that complements rather than replaces existing transit funding mechanisms. Such a recommendation could potentially inform a legislative package in the 2026 General Assembly Session.

NVTC Principles - Northern Virginia's Funding Priorities

As the DMVMoves and SJ 28 efforts have moved forward, NVTC has played a critical role by not only offering a forum for conversations to build consensus positions for Northern Virginia, but also by providing timely input and feedback to both bodies in the form of Commission resolutions.¹⁸ In January 2025, NVTC passed Resolution #2552 which detailed its guiding principles for future transit funding.¹⁹ The Commission established several funding priorities for all transit operators in Northern Virginia as well as a subset of priorities for WMATA (Figure 7).

Figure 7. NVTC's Guiding Principles for Future Transit Funding

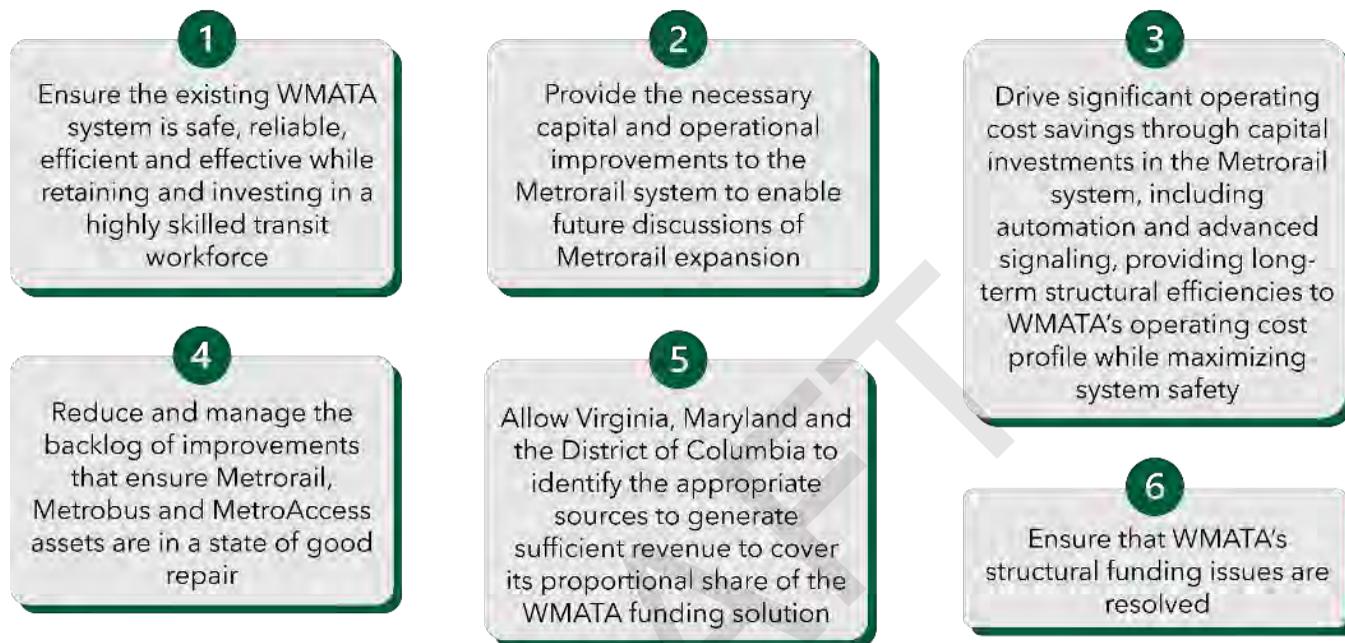
Among other priorities, NVTC seeks a **long-term, sustainable, dedicated funding solution for WMATA** that:



Building on the future transit funding principles established in January, NVTC offered a response to DMVMoves funding concepts via Resolution #2571 in July 2025.²⁰ As the DMVMoves Task Force restructured the WMATA investment plan in the spring as described above, NVTC provided timely feedback as both the Task Force and SJ 28 Joint Subcommittee would be narrowing their focus to a shortlist of recommendations through the rest of the calendar year. While broadly supportive of the concepts being considered at DMVMoves, the Commission sought to ensure that Virginia, Maryland and the District of Columbia would generate revenue to cover their respective shares of any new WMATA funding, among other topics (Figure 8).

Figure 8. NVTC Principles in Response to DMVMoves Funding Concepts

NVTC supports **DMVMoves funding concepts for WMATA** that will:



It is anticipated that NVTC will offer additional input regarding a transit funding solution for WMATA and other Northern Virginia transit operators in late 2025.

3. NVTC Positions on Key WMATA Issues

Beyond meeting mandated legislative requirements and, in this year's case, supporting a long-term funding solution for WMATA, NVTC uses this annual report to communicate positions on issues of importance to Northern Virginia jurisdictions related to WMATA. In recent years, NVTC has advocated for operational and policy changes that have been completed by WMATA: redesigning the Metrobus network for more efficient and cost-effective service, updating the subsidy allocation formulas to better align service with subsidy and enhancing the physical safety and security of customers and employees, among others. While the items contained in this section are not exhaustive, they represent a short list that, if implemented, will enable WMATA to continue improving its cost effectiveness, safety and focus on riders.

Labor Costs and Overtime

WMATA made significant progress in managing labor cost escalation in early FY 2025 by negotiating and executing a new four-year (FY 2025-2028) collective bargaining agreement (CBA) with ATU Local 689, the largest of WMATA's labor unions.²¹ The CBA stipulates a wage freeze for the first year (matching the wage freeze for non-represented employees) while years two and three provide for a 3.0% general wage increase and year four includes a 3.5% wage increase. While no cost-of-living adjustment (COLA) is provided in the first year of the agreement, years two through four will see a COLA paid only if the Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) exceeds the general wage increase for the relevant year up to a maximum combined total increase of 5.0%.

Pension and Other Post Employment Benefit (OPEB) Liability

While the new CBA with ATU Local 689 made progress in controlling cost growth through wages, there remain opportunities to address longstanding issues with pension and other post-employment benefits as additional contracts are negotiated. These include increasing worker contributions to pensions and other post-employment benefits (OPEB) and limiting or prohibiting overtime earnings towards retirement pay. Identified first in the "Review of Operating, Governance, and Financial Conditions at the Washington Metropolitan Area Transit Authority" authored by former Transportation Secretary Ray LaHood in 2017, NVTC has recommended WMATA implement such strategies in prior reports.²² As of September 2025, the FY 2025-2028 CBA with ATU Local 689 has not yet been shared publicly via WMATA's website. As such, it is unclear whether the CBA sufficiently addresses these issues.

WMATA makes contributions each year to pension plans as required by CBAs and, as of FY 2024, maintains a net pension liability of just under \$1.7 billion.²³ Contributions by WMATA to its five pension plans grew from \$153.7 million in FY 2019 to \$271.2 million in FY 2024. These obligations are significant cost drivers and three of WMATA's five defined benefit pension plans are controlled by unions. For all five plans, WMATA funds them based on actuarially defined requirements, yet those requirements differ by plan since each is administered on its own.

It is important to understand the long-term implications of WMATA's defined benefit pension plans, especially given WMATA's lack of direct control and oversight authority as identified in the LaHood report. One method to gauge the financial standing of a defined benefit plan is determining the funding available as a percentage of total pension liability. Table 2 details covered employees, net pension liability and

percentage of pension liability funded for WMATA's five plans. NVTC will continue to monitor these figures as more recently approved CBAs are made publicly available.

Table 2. Covered Employees and Net Pension Liability for WMATA Pension Plans

Name of Plan	Employees Covered	FY 2024 Retirees	FY 2024 Active Members	Net Pension Liability (thousands)	% of Total Pension Liability Funded
Local 689 Transit Employees' Retirement Plan (Amalgamated Transit Union)	Full or part-time Local 689	7,413	8,634	\$1,400,057	75.56%
Local 2 (closed to new participants Jan 2009)	Full-time Local 2	382	19	\$27,083	84.39%
Local 922 (Teamsters)	Full or part-time Local 922	339	480	\$22,856	91.77%
Transit Police (WMATA) Fraternal Order Police	Transit police officers and officials	441	382	\$74,858	80.59%
WMATA Retirement (closed to new participants Feb 2016)	Management and non-represented	1,493	112	\$172,553	67.20%
	Total	10,068	9,627	\$1,697,407	

Source: WMATA Annual Comprehensive Financial Report for the Fiscal Years Ended June 30, 2024 and 2023

Overtime

Beyond improvements to pension management and OPEB in collaboration with labor unions, WMATA also has significant opportunities to control labor costs through reducing overtime costs and more closely aligning overtime expenses with budgeted amounts. In FY 2024, overtime expenses were 54% over budget and totaled \$150.6 million.²⁴ In FY 2025, overtime pay comprised 10% (\$185.5 million) of personnel expenses and was 56% over budget.²⁵ WMATA budgeted for \$122.2 million for overtime expenses in its FY 2026 budget, which represents a 3% increase from FY 2025 budgeted levels but significantly less than actual expenses in FY 2025. The inclusion of limits to work hours in the CBA with ATU Local 689 offers WMATA one opportunity to manage overtime expenses.

Substantial overtime costs are not unique to WMATA and remain a challenge for transit agencies nationwide. Peer agencies in Boston (MBTA), Atlanta (MARTA) and San Francisco (BART) each reported overtime expenses higher than budgeted amounts up to 70% over budget in FY 2024 (Table 3). However, in FY 2025, WMATA significantly outpaced its peers in terms of actual overtime costs (\$185.5 million), overtime amount over budget (\$66.8 million) and the percentage of overtime costs above budget, indicating a need to not only assess WMATA's budgeting processes relative to actual overtime use, but a critical look into why WMATA's total overtime costs are much higher than a peer like MBTA with a similar

size operating budget (WMATA's operating budget in FY 2025 was \$2.4 billion while MBTA's was \$2.7 billion).

Table 3. Overtime Costs for WMATA and Peer Agencies, FY 2024-2026 (in millions)

Agency	FY 2024			FY 2025			FY 2026
	Budget	Actual	Variance	Budget	Actual	Variance	Budget
WMATA	\$ 97.9	\$ 150.6	\$ 52.7 (53.8% over)	\$ 118.7	\$ 185.5	\$ 66.8 (56.3% over)	\$ 122.2
MBTA	\$ 44.3	\$ 75.1	\$ 30.8 (69.5% over)	\$ 58.7	\$ 69.3	\$ 10.6 (18.1% over)	\$ 61.6
MARTA	\$ 38.9	\$ 43.4	\$ 4.5 (11.6% over)	\$ 38.5	\$ 37.3	\$ -1.2 (3.1% under)	\$ 37.7
BART	\$ 76.8	\$ 80.9	\$ 4.5 (5.6% over)	\$ 77.0	\$ 88.3	\$ 11.3 (14.7% over)	\$ 79.7

Sources: WMATA FY 2026 Annual Budget Book; WMATA FY 2025 Quarter 4 Financial Report; MBTA Itemized Budgets; MARTA FY 2026 Proposed Operating Detailed Budget; BART FY26 & FY 2027 Sources, Uses & Service Plan Presentation

Reserve Fund

Unlike most peer transit agencies or state and local governments in Virginia, WMATA does not have an operating contingency reserve fund. This means that WMATA is poorly positioned to handle unpredictable financial shocks and is reliant on its funding jurisdictions to weather these unforeseen circumstances. Since WMATA does not have dedicated operating funding, the funding jurisdictions all appropriate funding to WMATA through their annual budget processes. An unplanned request from WMATA to its funding jurisdictions creates budgetary unpredictability that is challenging for all parties and could present legal difficulties with the legislative caps on growth in operating assistance in Virginia and Maryland. In addition, an operating contingency reserve fund is an example of sound financial management, which bond ratings agencies look for when evaluating an agency's creditworthiness.²⁶ Sound financial management is a critical component in achieving a higher bond rating, which could save WMATA and its funders valuable capital dollars.

In May 2025, the DMVMoves Task Force shifted its focus to identifying a capital funding solution as recent ridership increases strengthened WMATA's operating budget outlook. Unforeseen shifts in ridership, revenue or other factors may reintroduce operating budget concerns in the future, and an operating reserve fund could help WMATA and its funding jurisdictions navigate such pressures. At the right time, as part of its oversight role, the WMATA Board should establish a Board-directed operating contingency reserve fund and adopt associated management policies that set parameters for WMATA staff to follow. A rainy-day fund was identified in WMATA's 2019 strategic plan, "Keeping Metro Safe, Reliable and Affordable," but was not implemented by the region.

WMATA Reporting Requirements

WMATA is subject to reporting requirements as laid out in federal regulations, state code and other agreements. Currently, there are 68 requirements across 10 reporting vehicles from nine unique agreements or sections of legislation from the District of Columbia, Virginia, Maryland and United States Congress. These agreements and legislation include WMATA's six-year Capital Funding Agreement, state

code in Virginia and Maryland and the Code of the District of Columbia, dedicated funding agreements, a PRIIA agreement with the Commonwealth of Virginia and the Infrastructure Investment and Jobs Act. Often, these requirements overlap, with multiple jurisdictions requesting similar, or even identical, documents on separate timelines. Documents required under two or more agreements include an annual independent audit, a single audit report and an adopted budget book, among others.

There is an opportunity to comprehensively address reporting requirements to limit redundancy, consolidate reporting timelines and streamline WMATA's administrative duties. Such changes to reporting would require significant coordination between Virginia, Maryland, the District of Columbia and WMATA. If these new agreements fit within the various legislative requirements, there is flexibility in timing and structure to best serve the parties involved, including WMATA. NVTC supports WMATA developing a proposal for jurisdictional partners to streamline and simplify reporting requirements provided that the information currently required in legislation remains in place, even if under new legislation.

Jurisdictional Audit

WMATA, as a federally funded public transit agency, is subject to audits and oversight efforts by external organizations. For example, congressionally mandated oversight actions are guided by and/or directly conducted by the Federal Transit Administration and include procurement, asset management and financial management oversight. WMATA also has an independent Office of Inspector General (OIG) and an internal function for quality assurance, internal compliance and oversight.²⁷ The funding jurisdictions of the WMATA Compact exercise oversight through their WMATA Board members and have the right to conduct audits of WMATA. Auditing is a vital component of oversight and, in a complex funding and governance structure like WMATA, the funding jurisdictions have a role to play in auditing areas of jurisdictional concern, namely WMATA's jurisdictional subsidy and budget process.

For WMATA, audits directed by individual funding jurisdictions have historically been intermittent and lacked coordination among the other Compact funding jurisdictions. In recent years, jurisdictional audits have lacked consistent objectives, do not share the same scope of work and have the potential to yield different findings with conflicting recommendations. Multiple uncoordinated audits also pose an additional administrative burden for WMATA, which must spend staff time responding to jurisdictional audits that often ask for the same information.

As conversations on the topic continue in the region, NVTC recommends the funding jurisdictions exercise their audit rights in a coordinated fashion that adds value and minimizes WMATA's administrative burden. To accomplish this, one option is for the WMATA Board to create an advisory committee (which is allowable per the Compact and would require either action by the Board or amendments to the WMATA Board Bylaws) composed of key regional financial staff. This advisory committee would represent a steering committee of jurisdictional interests in any audit effort that could be managed by WMATA staff. As part of this effort, the WMATA Board could formalize its already active and ongoing audit activities by amending its bylaws accordingly and assigning the audit committee the responsibility to liaise with a new jurisdictional audit committee.



Relationship with the Washington Metrorail Safety Commission



The Washington Metrorail Safety Commission (WMSC) plays an important role in keeping WMATA riders and employees safe by serving as the federally recognized safety oversight and enforcement body for Metrorail.²⁸ Since its establishment in 2017 via interstate compact, which was supported by NVTC, WMSC's efforts have helped WMATA accomplish some of the best safety performance metrics in the nation.²⁹ It is vital that a strong, independent WMSC continue providing an important oversight role of the Metrorail system to maintain and improve this strong safety record. While NVTC

has an interest in ensuring a safe and reliable Metrorail system, NVTC has no formal role with the WMSC; the Commonwealth serves as the appointing authority for the Virginia members of the WMSC. While WMATA's safety record in recent years demonstrates a working relationship between the two organizations, there have been several instances in which WMATA has disagreed with WMSC's purview and role, noting oversight regulations and authority from different bodies such as the Federal Transit Administration or Occupational Safety and Health Administration. NVTC supports a strong, independent safety oversight body, values the critical work of the WMSC and recommends WMATA and WMSC work collaboratively to find more timely resolutions to safety issues.

Additional Opportunities to Reduce Costs and Increase Revenues

Increase Metrobus Fare Revenue through Fare Enforcement

In FY 2024, Metrobus passenger revenue dropped to \$50 million, only 74% of WMATA's budgeted Metrobus revenue and more than \$5 million below FY 2023 (Table 4). In FY 2025, Metrobus passenger revenue rebounded to \$56.4 million, 5% more than budgeted levels, while ridership was 13% more than budget.

Table 4. Metrobus Fare Revenue, FY 2023-FY 2026

Year	Metrobus Operating Revenue Budgeted	Metrobus Operating Revenue Actual	Percent of Budgeted Revenue	Metrobus Ridership Budgeted	Metrobus Ridership Actual	Percent of Budgeted Ridership
FY 2023 (Actual)	\$59,103,000	\$55,635,000	94%	79,269,000	102,500,000	129%
FY 2024 (Actual)	\$67,870,000	\$50,108,000	74%	105,640,000	117,500,000	111%
FY 2025 (Actual)	\$53,703,000	\$56,400,000	105%	111,408,000	124,400,000	113%
FY 2026 (Budgeted)	\$59,881,000	N/A	N/A	133,069,000	N/A	N/A

Source: WMATA FY 2025 Q4 Financial Progress Report

Significant levels of fare evasion are the primary cause of the disconnect between anticipated and actual revenues. As of the second quarter in FY 2025, systemwide Metrobus fare evasion was at 75%, meaning

three in four riders were not paying their fares.³⁰ After the launch of the Better Bus Network, Metrobus fare evasion dropped from 72% in June 2025 to 67.8% in July.³¹ After the installation of new faregates, rail fare evasion dropped 82%, while bus fare evasion remained significant.³²

Over the last year, WMATA has worked to establish effective strategies to mitigate fare evasion on Metrobus. WMATA installed new fareboxes across its entire Metrobus fleet in fall of 2024 to remedy payment issues caused by farebox malfunctions. At the same time, Metro Transit Police began patrolling bus loops and individual routes more regularly to enforce payment. Beginning in May 2025, the message “Fare Required” began rotating on Metrobus exterior digital displays in an effort to encourage more passengers to pay their fares, but stronger enforcement efforts are still required to capture more Metrobus passenger revenue.

Identify Opportunities to Increase Non-Fare Revenue

Non-fare revenues account for a small portion of operating revenues for transit agencies in the United States, yet offer a useful tool to generate more revenue and lower investments required by funding jurisdictions. In FY 2026, WMATA’s non-fare revenues are budgeted to total \$100.7 million, an increase of 0.2% over FY 2025.³³ Non-fare revenues for WMATA include joint development projects, advertising, parking, fiber optics, property leases and other non-transit revenues.

Joint development has been a WMATA priority in recent years, since the 2022 publication of the 10-Year Strategic Plan for Joint Development. Projects at the Eisenhower Avenue and Huntington Metrorail Stations delivered 366 units of housing and 425,000 square feet of office space, and a 387-unit development at West Falls Church is underway.³⁴ Future development at the Braddock Road, Eisenhower Avenue and Huntington Metrorail Station sites are prioritized for solicitation by 2028, and at the Vienna/Fairfax-GMU Station site by 2032.

Parking was the largest single source of non-passenger revenue in FY 2025, comprising 18% of total non-passenger revenues, followed by fiber optics and advertising. WMATA is encouraging customer utilization of available parking capacity by not raising rates in FY 2026 and planning the rollout of Tap.Ride.Go. contactless payment with credit or debit cards at parking facilities.

Continue Efforts to Identify One-Time and Recurring Cost Savings through the Annual Budget Process

There are opportunities to continue identifying cost savings throughout the fiscal year and annual budget process. The FY 2026 budget process found \$20 million in expense reductions across several areas including technology enhancements, bus scheduling software and timing service optimization efforts strategically.³⁵ The Better Bus Network aims to operate at a lower incremental cost, and ongoing assessment of the network may address any necessary adjustments to improve efficiency. The FY 2026 process also found savings through rail staffing adjustments, administrative and technology modernization, and supply chain improvements. Additionally, WMATA found \$120 million in savings in FY 2025; one-time operating savings of \$28 million were carried over into the FY 2026 Operating Budget, and \$92 million in preventative maintenance transfer savings were reinvested in the Capital Program.³⁶



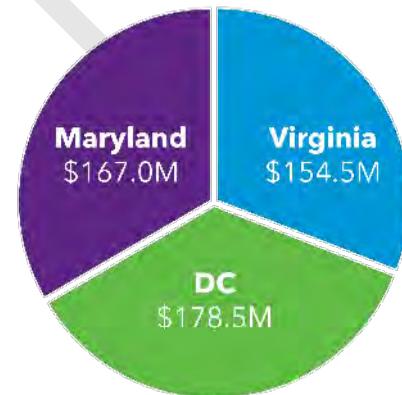
4. Use of FY 2025 Dedicated Capital Funding

In 2018, the Commonwealth of Virginia, the State of Maryland and the District of Columbia worked together to commit \$500 million a year in dedicated funding for capital investments at WMATA. Virginia’s annual portion of this dedicated capital funding is \$154.5 million, with the district and Maryland providing the remaining portions. While this dedicated capital funding strengthens WMATA’s ability to embark on large, multi-year capital investments designed to address significant state of good repair needs, it is not inflation adjusted and has seen its purchasing power eroded over time, contributing to WMATA’s pending capital program funding cliff. WMATA provides detailed reporting and information about its capital program on its website.³⁷

WMATA’s Capital Fund

The WMATA Capital Fund is Virginia’s share of regional dedicated capital funding that was established in 2018. Virginia’s dedicated capital funding supports WMATA’s capital investments and project delivery across the system and can be used for any capital purpose. Of the \$154.5 million from Virginia, most of the funding is bondable and is provided to an unrestricted account at WMATA. Funding that is not bondable (which comes from statewide sources) is provided to a restricted account at WMATA. The WMATA Capital Fund is established in and protected by state code. DRPT manages and provides the funding directly to WMATA through a funding agreement that ensures a predictable and reliable flow of revenue.³⁸

Regional Share of the \$500 Million in Dedicated Capital Funding



Sources of Revenue

The WMATA Capital Fund is administered by DRPT and is primarily comprised (about 80%) of local revenues or regional revenue streams generated from the Northern Virginia Transportation District. On an annual basis, the WMATA Capital Fund consists of the following sources:

<p>Local Support The cities of Alexandria, Fairfax and Falls Church and the counties of Arlington, Fairfax and Loudoun directly contribute a total of \$27.12 million in local funding directly to DRPT. The allocation of the \$27.12 million between the cities and counties is determined by their respective shares of WMATA’s capital budget.</p>	<p>Regional Gas Tax A fixed portion, \$22.183 million, of the regional gas tax in the Northern Virginia Transportation District is directed to the WMATA Capital Fund.</p>	<p>Regional Grantors Tax & Regional Transit Occupancy Tax Within the Northern Virginia Transportation District, the revenues created by a 3% transient occupancy tax and \$0.10 per \$100 of assessed value grantor’s tax are directed to the WMATA Capital Fund. These sources are revenue streams, so they do not provide a fixed amount into the fund.</p>	<p>Restricted Account This account is not bondable and is comprised of state funds. It includes a fixed \$20 million in state-wide recordation taxes from the Northern Virginia Transportation District Fund and a portion of the state-wide Motor Vehicle Rental Tax.</p>
--	--	--	--

WMATA's Capital Program

In FY 2016, WMATA's estimated its overdue state of good repair needs at \$6.5 billion and forecast these needs to drop to \$4.1 billion by FY 2024.³⁹ Over the last decade, WMATA ramped up its annual capital expenditures to deliver major construction projects that address the state of good repair backlog and other modernization needs. With a sustained focus on capital renewal made possible by the ability to issue bonds backed by dedicated capital funding, WMATA has more than doubled its capital expenditures to a record high \$2.35 billion in FY 2023 before a drop to \$1.9 billion in FY 2024.⁴⁰ In FY 2025, expenditures dropped to \$1.84 billion (Figure 9).⁴¹ In a September 2025 presentation on the agency's year-end, pre-audit financials, WMATA cited the upcoming capital funding cliff as a reason for reducing capital delivery in FY 2025.⁴²

Figure 9. WMATA Annual Capital Expenditures from FY 2015 to FY 2025



Source: WMATA Capital Improvement Program Progress Report Fiscal Year 2025 Quarter 4

Since WMATA began receiving dedicated funding, it has authorized over \$3.6 billion in dedicated capital funding bonds, which will be paid for with current and future dedicated capital funding revenues.⁴³ Having not been indexed to inflation or another measure, dedicated capital funding debt capacity is anticipated to be exhausted by about FY 2028. This erosion of purchasing power of the dedicated capital funding was a primary factor in establishing DMVMoves to ensure WMATA can sustainably maintain its capital assets in a state of good repair.

WMATA uses several sources to fund its capital program including federal, regional, state and local contributions. As required by law, NVTC must include the uses of funds from the WMATA Capital Fund (Virginia's share of the dedicated capital funding) during the prior fiscal year in this report. Table 5 shows the actual expenditures of the fund for FY 2025 by Capital Improvement Plan (CIP) Program Area attributable to Virginia's portion of the dedicated capital funding. WMATA provides additional information on progress made in the overall capital program during FY 2025 in WMATA's Quarter 4 FY 2025 Capital Improvement Program Progress Report.⁴⁴

Table 5. FY 2025 Expenditures from the Virginia WMATA Capital Fund by CIP Program

CIP Category	CIP Program	FY 2025 Expenditures (millions)
Railcar Investments	Acquisition	\$0.0
	Maintenance/Overhaul	\$8.5
	Maintenance Facilities	\$0.7
	Subtotal	\$9.2
Rail System Investments	Power	\$4.6
	Signals & Communications	\$29.5
	Subtotal	\$34.1
Track and Structures Rehabilitation Improvements	Fixed Rail	\$11.9
	Structures	\$0.3
	Subtotal	\$12.2
Stations and Passenger Facilities Investments	Platforms & Structures	\$1.7
	Vertical Transportation	\$1.4
	Station Systems	\$5.7
	Subtotal	\$8.9
Bus and Paratransit Investments	Acquisition	\$0.2
	Maintenance/Overhaul	\$4.7
	Bus Maintenance Facilities	\$0.0
	Passenger Facilities/Systems	\$2.8
	Subtotal	\$5.3
Business Support Investments	Information Technology	\$9.4
	MTPD	\$0.2
	Support Equipment/Services	\$5.2
	Subtotal	\$14.9
Total Virginia Dedicated Funding expended through June 30, 2025		\$84.7
FY 2025 Dedicated Funding expended		\$80.7
Prior Year Dedicated Funding expended		\$3.9
Debt Service		\$73.3
Remainder of FY 2025 Dedicated Capital Funding expended after FY 2025		\$0.3
Total FY 2025 Virginia Share of Dedicated Funding		\$154.5

Source: WMATA Quarter 4 FY 2025 Capital Improvement Program Progress Report

Note: Totals may not add due to rounding. Due to the timing of the publication of this report, these expenditures are preliminary and do not represent final audited expenditures.

In FY 2025, WMATA invested over \$1.8 billion in capital projects with a priority to address existing needs while also aiming to prevent the creation of additional backlogged needs. Significant FY 2025 capital accomplishments supported by dedicated capital funding included:

Fare Infrastructure Improvements

CIP Program Category: Stations and Passenger Facilities

WMATA made significant progress across several efforts in FY 2025 related to station and passenger facilities. WMATA completed installation of over 1,500 new fareboxes on buses and new fare gates at all 98 stations across the Metrorail system. Each Metro station now has more secure, retrofitted faregates that led to an 82% drop in fare evasion.

The Tap. Ride. Go. open payment system launched on Metrorail in Q4 of FY 2025, allowing customers to pay their fare using a contactless debit or credit card. Development of the open payment backend system is ongoing as WMATA aims to enable Tap. Ride. Go. on Metrobus and at parking facilities in FY 2026.

8000-Series Railcars

CIP Program Category: Railcar and Railcar Facilities

Design of the 8000-Series Railcar continued through FY 2025, advancing completion of Carbody Design Qualification Testing as well as Final Design Review sessions for system components. Contract modifications also advanced regarding 5G communications, enhanced ADA-compliant door indicators, additional cab and platform CCTV coverage, updates seating and bike rack configurations and improved lighting.

After more than 20,000 votes from customers throughout the region, WMATA unveiled the exterior design concept for the 8000-series in August, featuring brown and silver detailing. The first pilot 8000-series railcars are expected to be delivered in late 2027.



Signaling and Automatic Train Control

CIP Program Category: Rail Systems

WMATA continued to advance critical signals and communications projects in FY 2025 including fiber optic installation, radio circuit packages and radio frequency sites.

A return to Automatic Train Operation on all Metrorail lines in FY 2025 supported numerous capital projects, including the system-wide commissioning of Auto Doors in Q1. WMATA also invested in replacing switches, cables and high-current bonds as well as insulation testing in several locations as part of the Automatic Train Control State of Good Repair Program.

5. Safety, Reliability, Ridership and Financial Performance Data

This chapter provides reporting on key safety, reliability, financial and ridership metrics. Data included in this chapter (Table 6) are from the National Transit Database (NTD) and WMATA performance reports. Until FY 2024, WMATA published Metro Performance Reports (MPR) but now publish quarterly and annual Service Excellence Reports (SER) to align with its Strategic Transformation Plan (STP), adopted in January 2023.⁴⁵ While this report uses the most recently available data, some NTD data lag 12 to 18 months due to the extensive auditing of these data.

Table 6: Data Sources and Years Presented

Category	Most Recent Data Available	Source
Safety	Calendar Year 2024	NTD
Reliability	Fiscal Year 2025 (July 1, 2024 - June 30, 2025)	SER
Financial Performance	Fiscal Year 2024 (July 1, 2023 - June 30, 2024)	NTD
Ridership	Fiscal Year 2024 (July 1, 2023 - June 30, 2024)	NTD

Safety

Safety data are collected by transit agencies and reported to the NTD, which provides common reporting definitions and has a robust data quality assurance and auditing process. Transit systems seek to minimize the frequency of safety events. The Safety & Security (S&S) Time Series presents safety and security data through the S&S-40 form (Major events) and the S&S-50 form (Non-Major events). NTD measures transit safety by summarizing the total occurrences, Major and Non-Major, of certain safety events for rail and bus operations that include collisions, derailments (for rail only), fatalities, fire, injuries and security events.

The counts represented in Table 7 and Table 8 are totals for each category from when they were accessed from NTD. Time series data is subject to a validation process and current and previous years' data may be revised by transit agencies based upon additional information or upon request by NTD analysts.⁴⁶ The following tables show the data as it was accessed in July 2025. It is important to note that safety data provided in this section includes calendar years 2021 and 2022 which reflect ridership and service impacts due to the COVID-19 pandemic. CY 2021 and CY 2022 data included the October 2021 Blue Line derailment and subsequent removal of 7000-series railcars from service. Table 7 and Table 8 summarize the total count of each type of Metrorail and Metrobus safety event and incidence per ten million vehicle revenue miles (VRM) for calendar years 2021 through 2024.



Table 7: Metrorail Safety

NTD Category	Safety Event	CY 2021	CY 2022	CY 2023	CY 2024	CY 2021 - CY 2024 Event Rate over Time			
						Lower Rate Indicates Greater Safety			
Events	Collision	9	7	11	7	1.30	1.31	1.20	0.73
	Derailment	4	5	7	3	0.58	0.94	0.76	0.31
	Security Event	70	72	96	49	10.11	13.52	10.48	5.13
	Fire	43	39	37	41	6.21	7.33	4.04	4.29
Fatalities	Fatality	6	3	8	8	0.87	0.56	0.87	0.84
Injuries	Injury	205	229	261	288	29.61	43.01	28.48	30.13

Source: WMATA NTD Report, Forms S&S-40 and S&S-50. Accessed July 17, 2025.

Table 8: Metrobus Safety

NTD Category	Safety Event	CY 2021	CY 2022	CY 2023	CY 2024	CY 2021 - CY 2024 Event Rate over Time			
						Lower Rate Indicates Greater Safety			
Events	Collision	137	149	180	213	40.52	39.91	47.34	54.93
	Derailment	N/A	N/A	N/A	N/A				
	Security Event	36	43	61	67	10.65	11.52	16.04	17.28
	Fire	4	3	0	2	1.18	0.80	0.00	0.52
Fatalities	Fatality	6	4	1	0	1.77	1.07	0.26	0.00
Injuries	Injury	330	320	391	442	97.60	85.71	102.83	113.99

Source: WMATA NTD Report, Forms S&S-40 and S&S-50. Accessed July 17, 2025.

Reliability

Reliability data are obtained from WMATA's Service Excellence Report and accompanying data file published to the WMATA website.⁴⁷ The data included in this report cover the fiscal years (July 1 - June 30) 2022 to 2025 unless otherwise noted. The reliability of a transit system may be measured by its punctuality and equipment dependability. Reliability metrics used by WMATA include:

- **On-Time Performance (OTP)**
- **Mean Distance Between Failures (MDBF)**
- **Percent of Planned Service Delivered**

On-Time Performance

OTP is the rate at which a transit system carries passengers to their destination on time and is used to evaluate the timeliness of travel for both rail and bus operations. This is measured differently for Metrorail and Metrobus. Metrorail customer OTP measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards. These standards vary by line, time of day and day of the week and are informed by a customer's entry and exit from the system. A description of the measurement methodology is contained in the appendix. Figure 10 summarizes Metrorail OTP in fiscal years 2022 to 2025.

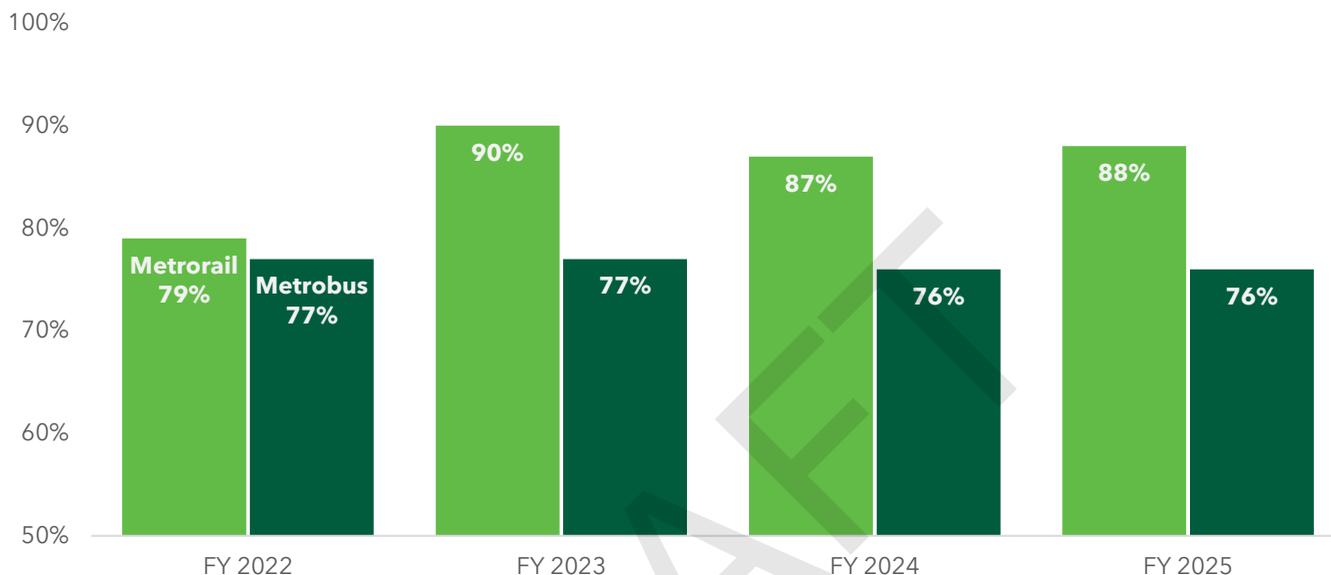
WMATA has demonstrated steady OTP over the last several years, with Metrorail close to 88% and Metrobus approximately 76%. Further supporting OTP, WMATA implemented automatic train operations (ATO) on all lines in June 2025, improving speeds and reducing variability. Signaling incidents after activation caused lower OTP in June 2025, however an average customer trip was 51 seconds faster in June 2025 than June 2024.⁴⁸

FY 2022 Metrobus data exclude three days of data due to data collection errors as well as data from January 1, 2022 to February 6, 2022 due to operator absences from the COVID-19 Omicron surge that required a shift to Saturday service schedules during the week that prevented accurate measurement of on-time performance. All other data are reported for the full fiscal year.⁴⁹

WMATA cites traffic congestion as the main barrier to improving bus OTP; during the PM peak, when traffic volumes are highest, approximately 22% of buses run late.⁵⁰ To improve Metrobus reliability, WMATA is collaborating regionally through DMVMoves and other initiatives to expand bus priority.

Figure 10: On-Time Performance by Mode

Higher Value Indicates More Reliable Service



Source: WMATA FY 2025 Service Excellence Report

Mean Distance Between Failures

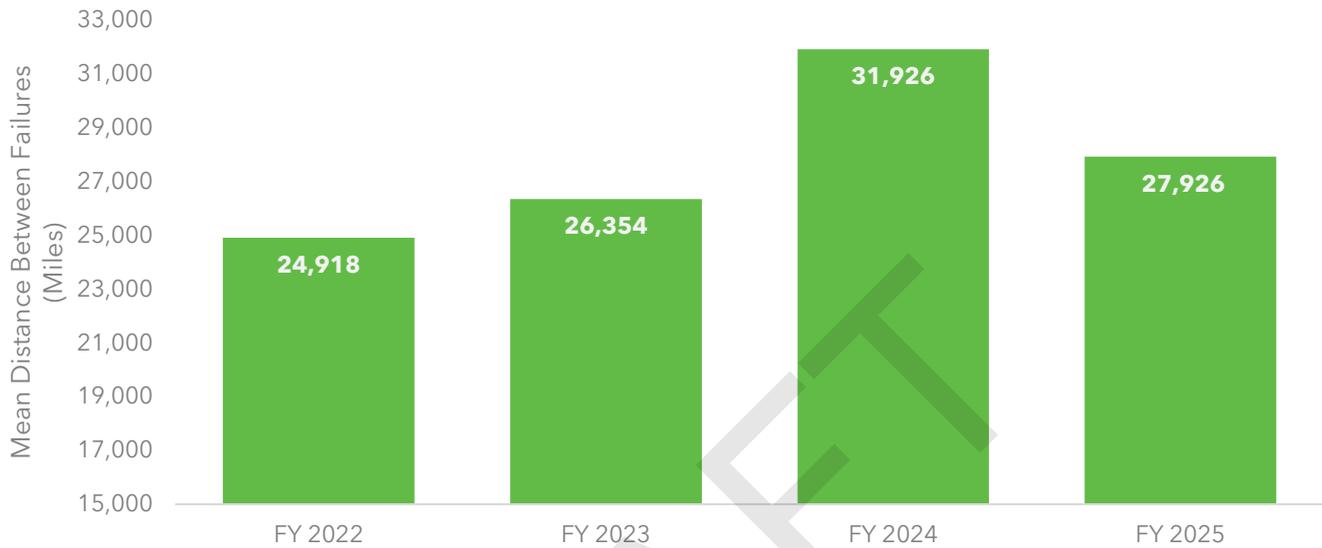
Mean distance between failures (MDBF) is the average number of miles traveled before a railcar or bus experiences a failure. For Metrorail, a car failure can occur without disrupting service or causing delay, instead resulting in discomfort or inconvenience. For Metrobus, a failure is defined by a mechanical failure that interrupts revenue service. The following figures show MDBF for all years from FY 2022 to FY 2025. For Metrorail and Metrobus, total mileage was used beginning in FY 2024. Federal Transit Administration (FTA) guidance on Safety Performance Targets and WMATA's federally mandated Agency Safety Plan define MDBF as revenue miles between failures, not total miles.⁵¹ A higher MDBF value indicates greater reliability of Metro railcar and bus equipment.

Figure 11 and Figure 12 summarize the Metrorail and Metrobus reliability figures for FY 2022 through FY 2025. Metrorail fleet reliability dropped in FY 2025, after a peak in FY 2024 following the full reintroduction of 7000-series railcars. WMATA removed all 2000-series railcars from service in FY 2025, improving the overall reliability of the Metrorail fleet.

Metrobus equipment reliability for FY 2025 continued a downward trend from FY 2024. Aging vehicles contribute to this decline: in FY 2024, the average Metrobus vehicle was 7.1 years old. Average bus age then increased in FY 2025 to 7.9 years and in FY 2026 to 8.6 years. FTA defines useful life for buses at 12 years.⁵² WMATA continues to take action to improve fleet reliability by replacing aging buses and overhauling vehicles to improve performance in the second half of their life.

Figure 11: Metrorail Equipment Reliability, MDBF

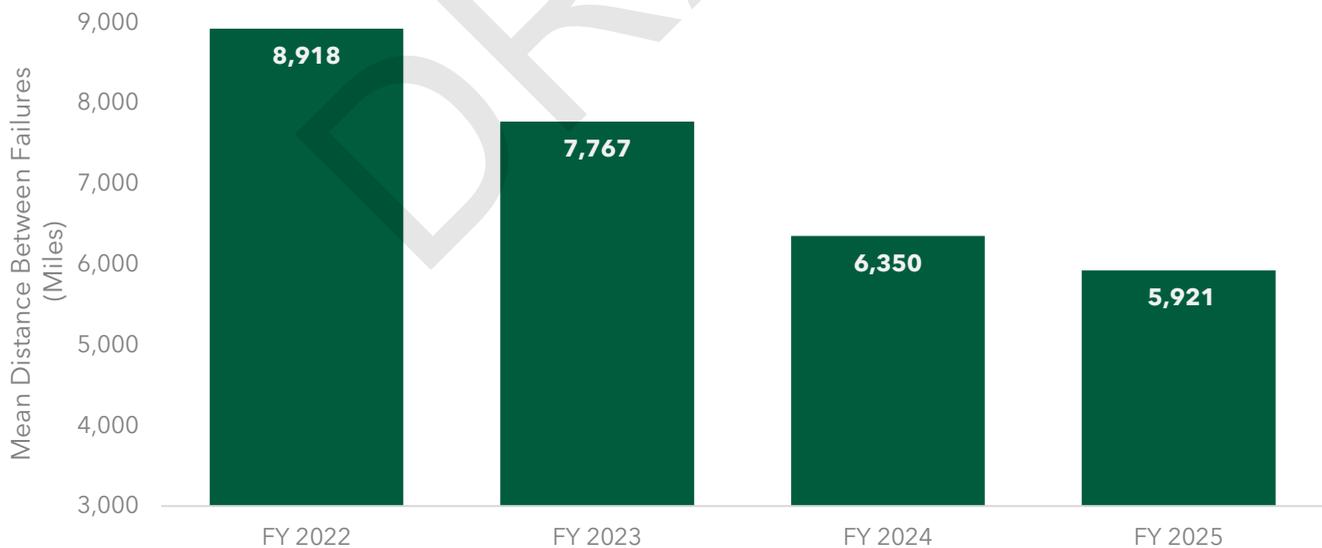
Higher Value Indicates More Reliable Equipment



Source: WMATA FY 2025 Service Excellence Report

Figure 12: Metrobus Equipment Reliability, MDBF

Higher Value Indicates More Reliable Equipment



Source: WMATA FY 2025 Service Excellence Report

Percent of Planned Service Delivered

This measure communicates whether WMATA is meeting the level of service committed to customers through the budget and scheduling process. For Metrobus, percent of planned service delivered

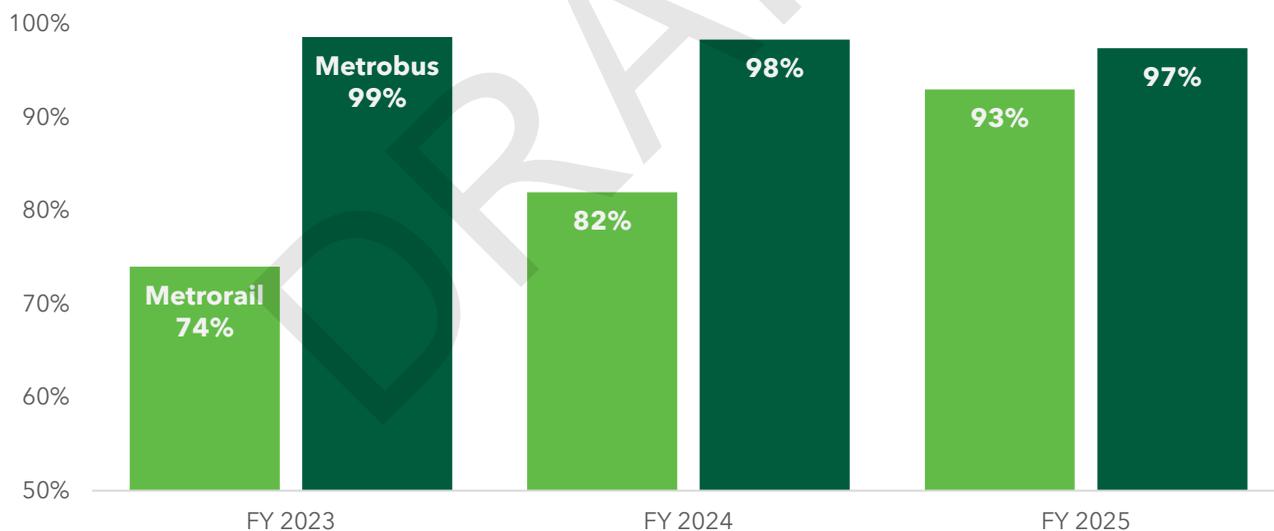
compares the actual number of trips taken to the scheduled number. For Metrorail, it measures the actual number of stops at stations compared to the budgeted number. Definitions are available in the appendix. Figure depicts the percent of planned service delivered for each mode. Due to a change in how these metrics are calculated, data is only available from FY 2023-2025.

Metrobus service delivery has been relatively steady, with slight decreases year over year. FY 2025 disruptions to planned service are attributed mainly to operator availability, vehicle difficulties and customer-related issues. Missed trips due to operator availability increased during FY 2025 Q3 and Q4 related to Better Bus Network training. WMATA plans to increase operator recruitment by 5% in FY 2026 to reduce such delays.

Metrorail service delivery is increasing each year. The main cause of missed stops in FY 2025 were rail vehicle malfunctions and employee error (such as door errors). WMATA identified continued maintenance on the 7000-series railcars, increased operator training and coordinated track work planning as key efforts to improve Metrorail reliability. Upgrades to the signaling system are also a priority for WMATA to reduce station overruns and improve performance.

Figure 13: Percent of Planned Service Delivered

Higher Percentage Indicates More Reliable Service



Source: WMATA FY 2025 Service Excellence Report

Financial Performance

Financial and ridership data are collected by each individual transit agency and reported to the NTD which provides common definitions, reporting definitions and has a robust data quality assurance and auditing process. Financial performance measures include the following three measures:

- **Metrorail Farebox Recovery and Metrobus Farebox Recovery**
- **Metrorail Service per Rider and Metrobus Service per Rider**

- **Cost per Metrorail Service Hour and Cost per Metrobus Service Hour**

FY 2024 NTD data is reported for each of the above measures and includes calculations for both Metrorail and Metrobus. For Metrobus, data presented include both services that are directly operated by WMATA and those which are operated by a contracted provider. It is also important to note that due to robust auditing and review processes, NTD data are typically released at least one or more years after the fiscal year they represent. Data provided in this section include FY 2021-2024, some of which reflect the COVID-19 pandemic's impact on service and ridership. At various points during the pandemic, WMATA adjusted Metrorail and Metrobus service levels to respond to healthcare and safety protocols, workforce availability and the demand for service amidst significantly reduced ridership. This resulted in an overall decline of Metrorail and Metrobus service hours in FY 2021 when compared to pre-pandemic years, with service rebounding in FY 2022 and thereafter. These data also reflect the impacts of the October 2021 Blue Line derailment and subsequent removal from service of the 7000-series railcars. WMATA began a phased reintroduction of the 7000-series railcars in June 2022 with all railcars restored to service in late FY 2023.

Farebox Recovery

Farebox recovery indicates how much of an agency's operating costs are recovered through passenger fare revenues. A higher recovery ratio indicates that the transit agency recoups a larger share of its operating costs through passenger revenue. Because rail systems generally have higher fares and higher ridership than bus systems, farebox recovery tends to be higher for rail systems than for bus systems.

Metrorail farebox recovery was 17.6% and Metrobus farebox recovery was 4.8% in FY 2024 (Figure 14). The COVID-19 pandemic had a major impact on the entire Metro system's passenger revenues as ridership dropped to its lowest point in FY 2021. Additionally, as a safety precaution, Metrobus instituted rear-door boarding and waived fares from March 2020 until January 2021.⁵³ In FY 2022, the system began to recover with both Metrorail and Metrobus farebox recovery increasing from the previous year, but this recovery was slowed due to the Blue Line derailment in October 2021 and the subsequent removal of the 7000-series railcars from service. Farebox recovery on Metrobus rebounded slightly before falling again in FY 2024, although ridership continues to grow. Metrobus fare recovery remains low due largely to significant fare evasion on the bus system. In FY 2019, Metrobus fare recovery was 16.9%.⁵⁴

Figure 14: Farebox Recovery

Higher Percentage Indicates More Operating Revenues Recovered through Passenger Fares



Source: National Transit Database FY 2024

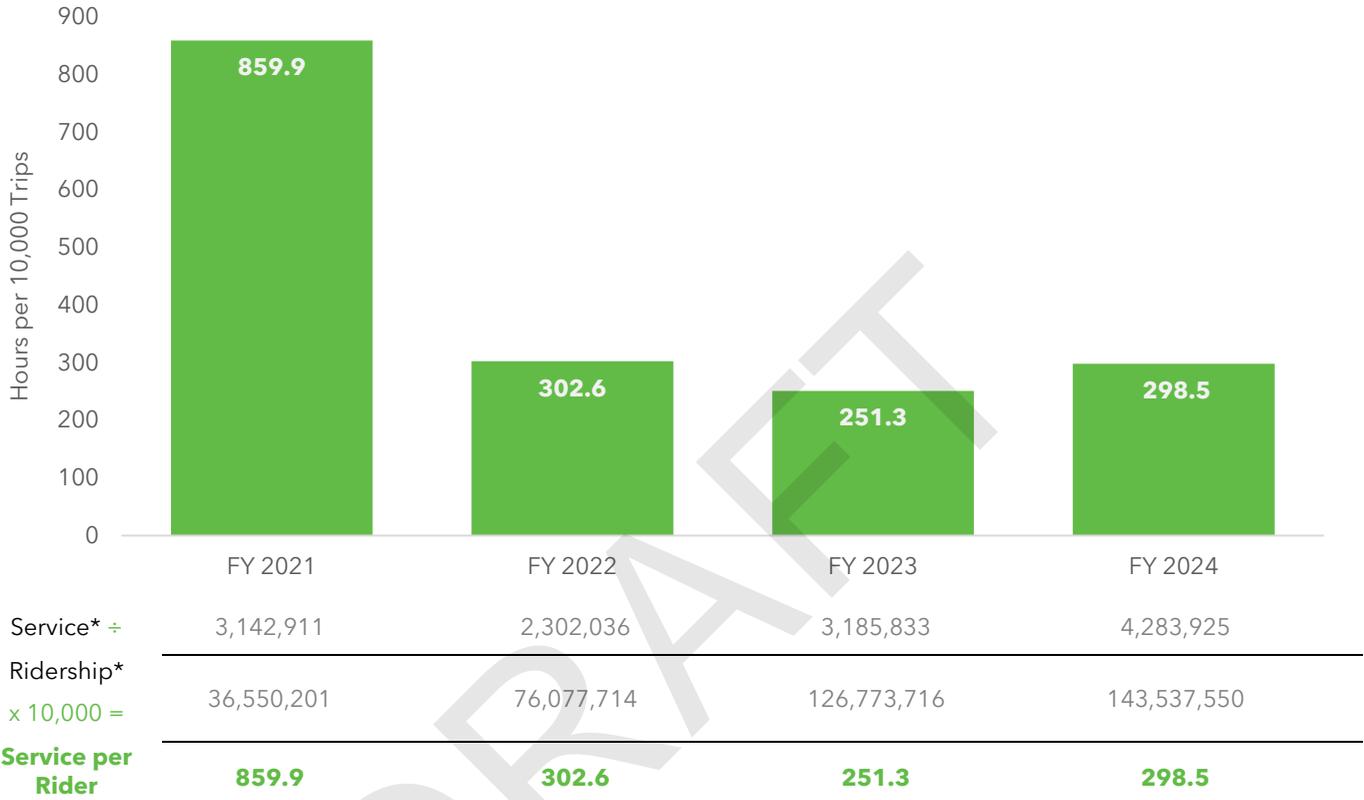
Service per Rider

Service per rider indicates the number of railcar or bus service hours offered per 10,000 passenger trips. This figure summarizes how efficiently an agency is transporting passengers. Agencies strive to strike a balance between serving as many passengers as possible while providing service at a reasonable cost. A low service per rider number indicates that relatively few hours of service are required to serve passengers, which indicates better person throughput efficiency.

Figure 15 and Figure 16 depict Metrorail and Metrobus service per rider for the four most recent fiscal years available. FY 2024 Metrorail service per rider was 298.5 hours per 10,000 trips, and Metrobus service per rider was 328.4 hours per 10,000 trips. Since this ratio reflects the total hours of service divided by the number of riders, significant changes to either input will cause corresponding increases or decreases to the service per rider metric. In FY 2021, service per rider increased for both Metrorail and Metrobus, as ridership dropped significantly for both modes due to the pandemic but more dramatically for Metrorail. While there were COVID-19 related service disruptions in FY 2021 as WMATA adjusted its service patterns, WMATA ran relatively high service levels for most of FY 2021 to provide bus and rail service for essential workers. With the Blue Line derailment in October 2021 and the subsequent removal of the 7000-series railcars from service, WMATA ran significantly less service on Metrorail in FY 2022 than in FY 2021. Service per rider trended further downward in FY 2023 for both Metrorail and Metrobus systems, indicating that WMATA was improving operating efficiency on both modes. This downward trend continued in FY 2024 for Metrobus, but Metrorail ticked upward to 298.5, primarily due to WMATA being able to run more service after the full reintroduction of 7000-series railcars in late FY 2023.

Figure 15: Metrorail Service per Rider

Lower Number Indicates Better Efficiency in Transporting Passengers



*Service is measured by vehicle revenue hours. Ridership is measured by unlinked passenger trips.

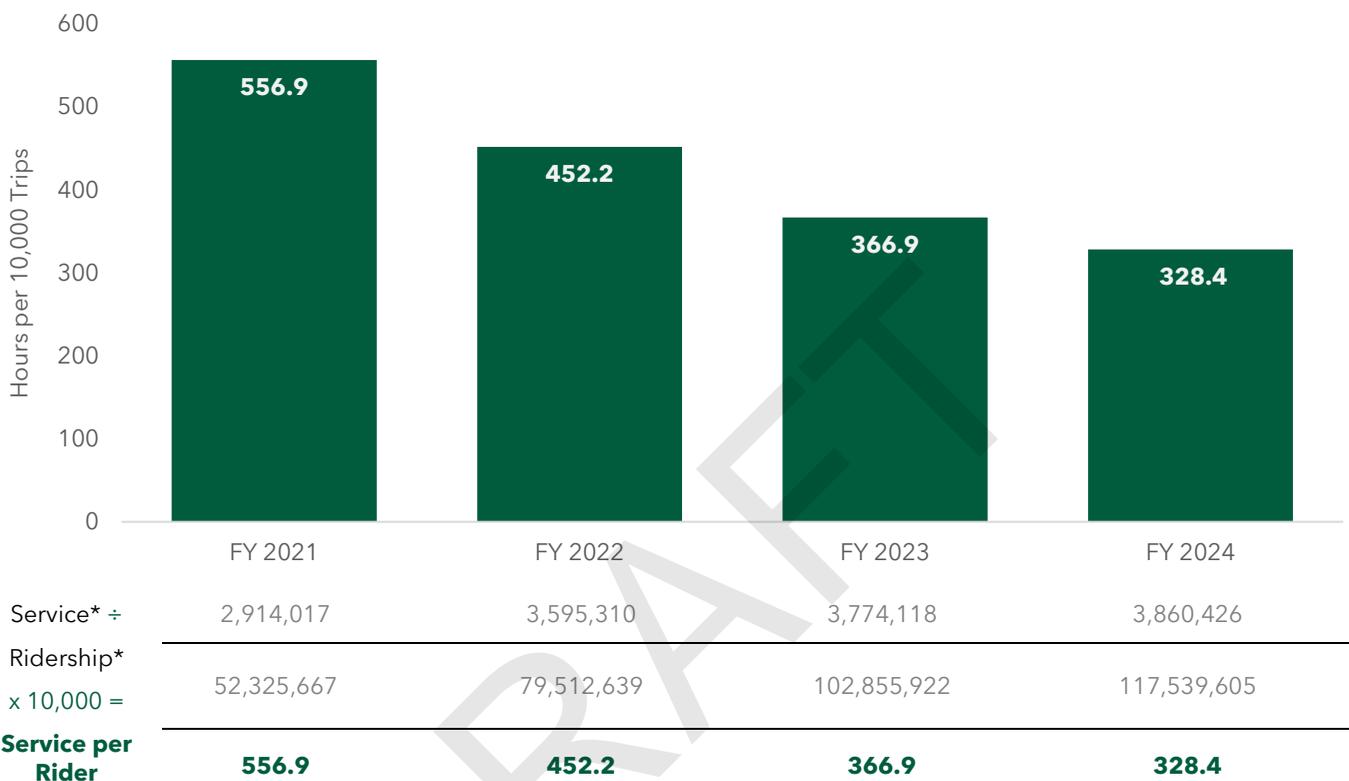
Source: National Transit Database FY 2024

Note: In October 2021, the Blue Line derailment and subsequent temporary removal of 7000-series railcars impacted service.



Figure 16: Metrobus Service per Rider

Lower Number Indicates Better Efficiency in Transporting Passengers



*Service is measured by vehicle revenue hours. Ridership is measured by unlinked passenger trips.

Source: National Transit Database FY 2024

Cost per Service Hour

The cost per Metrorail service hour is the average cost associated with the operation and maintenance of one railcar for each hour of passenger revenue service. A lower number indicates a lower hourly cost to operate each railcar. Heavy rail services in the United States generally have a substantially higher cost per service hour than bus services because they use larger vehicles over shorter service miles.⁵⁵ The cost per Metrobus service hour is the approximate cost associated with the operation and maintenance of a vehicle for each hour of revenue service. A lower number indicates a lower average hourly cost to operate each bus.

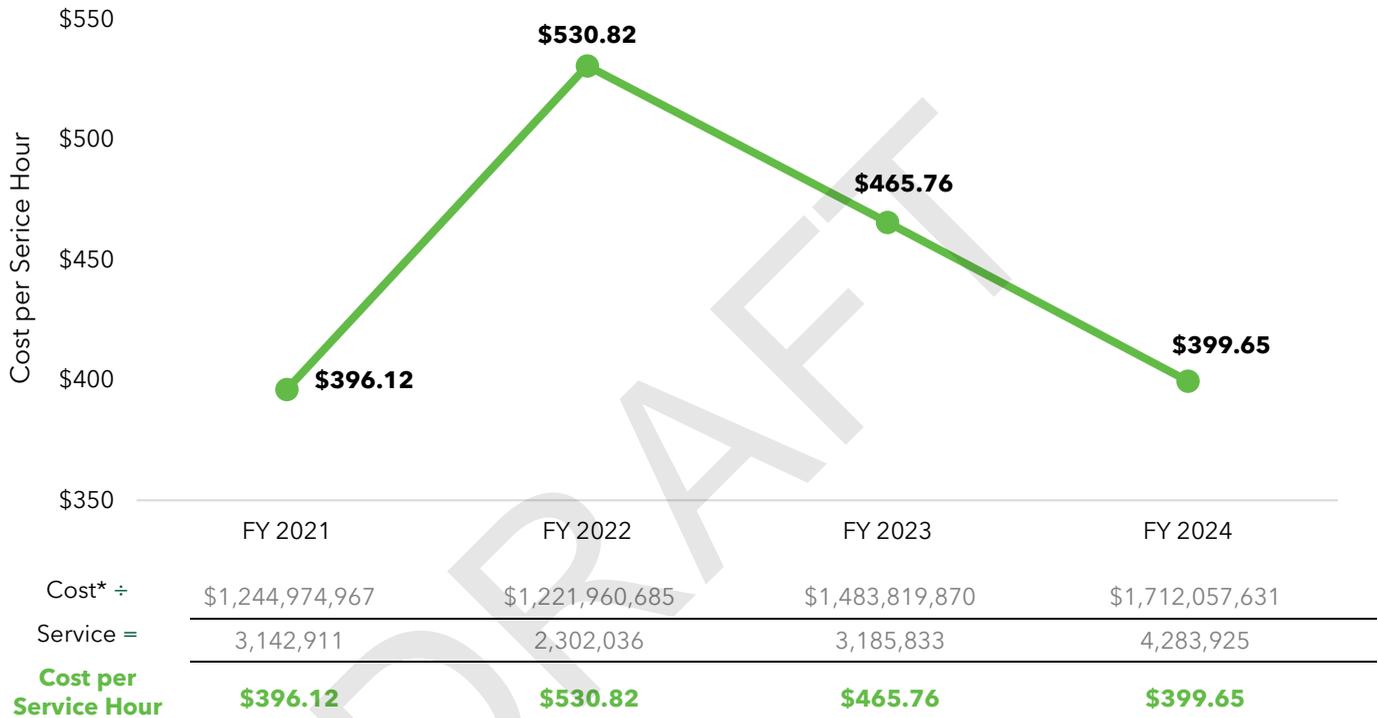
The cost per Metrorail service hour was \$399.65 (Figure 17) and the cost per Metrobus service hour was \$272.51 in FY 2024 (Figure 18). Since this ratio reflects the total expenses divided by the number of revenue service hours, significant changes to either input will cause corresponding increases or decreases to cost per service hour metric. The increase in Metrorail cost per service hour between FY 2021 and FY 2022 reflects the October 2021 derailment and the subsequent removal of 7000-series trains from service. With 7000-series cars removed from service, the total Metrorail service hours decreased for FY 2022, causing the cost per service hour to increase. The cost per Metrobus service hour decreased between FY



2021 and FY 2022. In FY 2024, Metrorail cost per service hour continued its downward trajectory to \$399.65 after a peak of \$530.82 per service hour in FY 2022. Metrobus cost per service hour increased in FY 2024 to \$272.51. From FY 2023 to FY 2024, Metrobus operating expenses grew 8.7% while service only grew by 2.3%.

Figure 17: Metrorail Cost per Service Hour

Higher Number Indicates Higher Operational Cost



* Cost is measured by total operating expenses. Service is measured by vehicle revenue hours.

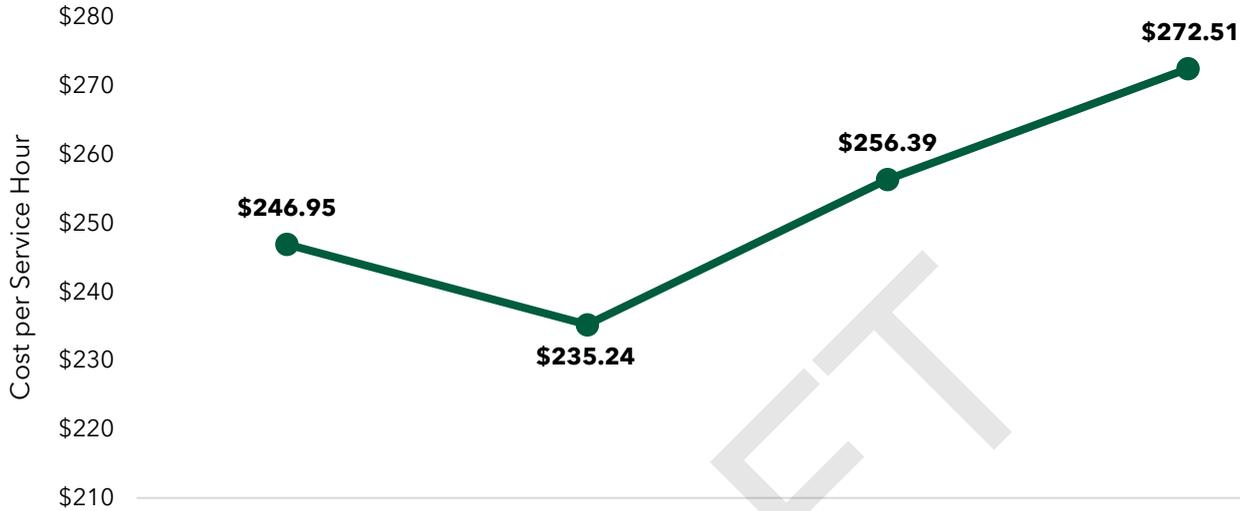
Source: National Transit Database FY 2024

Note: In October 2021, the Blue Line derailment and subsequent temporary removal of 7000-series railcars impacted service.



Figure 18: Metrobus Cost per Service Hour

Higher Number Indicates Higher Operational Cost



	FY 2021	FY 2022	FY 2023	FY 2024
Cost* ÷	\$719,628,976	\$845,757,291	\$967,654,253	\$1,052,019,387
Service =	2,914,017	3,595,310	3,774,118	3,860,426
Cost per Service Hour	\$246.95	\$235.24	\$256.39	\$272.51

* Cost is measured by total operating expenses. Service is measured by vehicle revenue hours.

Source: National Transit Database FY 2024

Note: In March 2020, the COVID-19 pandemic began affecting service and ridership.

Ridership

Financial and ridership data are collected by each transit agency and reported to the NTD which provides common and reporting definitions and has a robust data quality assurance and auditing process. Because public transit services exist to transport passengers, transit systems seek to maximize patronage, measured in passengers. This section summarizes Metrorail and Metrobus ridership, which is measured by the NTD using:

- Unlinked Passenger Trips (UPT)**

For Metrobus, data presented includes both services that are directly operated by WMATA and those which are operated by a contracted provider. Due to robust auditing and review processes, NTD data are typically released at least one year or more after the fiscal year they represent. Data provided in this section include fiscal years 2021 through 2024 and reflect impacts on ridership due to the COVID-19 pandemic and implementation of healthcare and safety protocols by WMATA beginning in March 2020.

UPT indicates the number of passengers boarding vehicles and illustrates the overall number of passengers passing through the total Metro system. A higher UPT reflects greater use of transit services.



This section provides FY 2024 UPT data for Metrorail and Metrobus. The official NTD definition for this ridership metric is included in the appendix. There were 143.5 million Metrorail unlinked passenger trips and 117.5 million Metrobus unlinked passenger trips in FY 2024 (Figure 19) which both increased for the fourth fiscal year in a row. As described earlier in this report, WMATA has led the nation in ridership recovery following the COVID-19 pandemic.

Figure 19: Unlinked Passenger Trips

Higher Number Indicates Greater Use of Transit



Source: National Transit Database FY 2024

Appendix

This appendix includes definitions and sources for the terminology used throughout the report. To provide a holistic picture of WMATA's safety, reliability, financial and ridership performance, the definitions below have been aggregated from the following sources as indicated in the endnotes:

1. When not indicated otherwise, definitions are taken directly from the NTD Glossary.⁵⁶
2. For metrics without an NTD definition, a definition is taken from WMATA's Service Excellence Report (known as Metro Performance Report (MPR) until FY 2025). These definitions also include an explanation of what each metric means and why it is important to their strategy. The explanations are included with the definitions.
3. To build a complete understanding of each definition, WMATA provided NVTC with clarifications, which are denoted with the footnote "Provided by WMATA."

Collision

A vehicle/vessel accident in which there is an impact of a transit vehicle/vessel with: another transit vehicle, a non-transit vehicle, a fixed object, a person(s) (suicide/attempted suicide included), an animal, a rail vehicle, a vessel or a dock.

Cost per Service Hour

The average cost to operate one vehicle/passenger car for one hour of passenger service. Calculated for each mode by taking the total operating expenses and dividing by total vehicle revenue hours.

Derailments

Non-collision incidents in which one or more wheels of a vehicle unintentionally leaves the rails.

Failure, Metrobus

WMATA counts buses as failures due to mechanical problems that resulted in lost or interrupted trips. Therefore, only bus maintenance chargeables (BMCs) are counted.

- Major failures are BMCs that may leave the bus stranded on the street or result in grossly unsafe operation. Examples: brakes, door interlock, generator, smoke/fire, large fluid leaks, engine or transmission shutdown, broken wipers on rainy days. ("Accidents" caused by mechanical failure (i.e., brakes not engaging) are counted as major.)
- Minor failures are BMCs that may be deemed unsafe by the operator, manufacturer or engineers to protect the bus from irreparable damage. Examples: engine/transmission malfunction indicators, windshield, mirrors, unsafe interior or exterior body issues.



Failure, Metrorail

WMATA defines a railcar failure as a mechanical failure that requires corrective maintenance. Failures related to operator error or customer behavior, e.g., doors that fail because they were held open by customers, are not counted. Not all failures prevent vehicles from completing scheduled revenue trips or starting the next scheduled revenue trips. In some cases, corrective maintenance can be conducted after the scheduled trips are completed. A delay is a failure that causes a train to hold in place for more than four minutes.

Farebox Recovery Ratio⁵⁷

The portion of operating expenses that are paid for by fare revenues. This metric is calculated as: *Fare Revenue ÷ Operating Expenses*.

Fare Revenue

All income received directly from passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle. It includes the reduced fares paid by passengers in a user-side subsidy arrangement.

Fatality

A death or suicide confirmed within 30 days of a reported incident. Does not include deaths in or on transit property that are a result of illness or other natural causes.

Fire

Uncontrolled combustion made evident by flame that requires suppression by equipment or personnel.

Headway

The time interval between vehicles moving in the same direction on a route.

Injury

Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.

Linked Passenger Trips⁵⁸

A linked passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted. Metrorail reports linked passenger trips.



Labor (Cost)⁵⁹

The pay and allowances due employees in exchange for the labor they provide on behalf of the transit agency. The labor allowances include payments made directly to the employee arising from the performance of a piece of work.

Major Event Report (S&S-40)⁶⁰

The Major Event Report (S&S-40) captures detailed information on severe safety and security events that occur within a transit environment. Agencies must complete one S&S-40 per reportable event, regardless of how many thresholds an event meets. A reportable event is one that meets any NTD reporting threshold and occurs on transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility or rail yard, during a transit-related maintenance activity, or involves a transit revenue vehicle.

Mean Distance between Failures

The average number of miles traveled before a mechanical breakdown requiring the bus to be removed from service or deviate from the schedule. This can also be expressed as: *Total revenue miles ÷ Total number of failures*.

Mean distance between failures is used to monitor trends in vehicle breakdowns that cause buses to go out of service and to plan corrective actions. Factors that influence fleet reliability include vehicle age, quality of maintenance program, original vehicle quality and road conditions affected by inclement weather and road construction.

National Transit Database

A reporting system run by the Federal Transit Administration that collects public transportation financial and operating information.

Non-Major Monthly Summary (S&S-50)⁶¹

The Non-Major Monthly Summary Report captures monthly summary information on minor fires and other less severe safety events that are not reportable as Major Events.

Non-Labor Costs

The costs associated with operating expenses including fuel/lube, tires, tubes, utilities, casualty/liability costs, taxes and other materials.⁶²

On-Time Performance (Metrobus)

Metrobus on-time performance (OTP) communicates the reliability of bus service, which is a key driver of customer satisfaction and ridership. Factors that can affect OTP include: traffic congestion, detours, inclement weather, scheduling, vehicle reliability, operational behavior, or delays caused by the public (crime, protests, medical emergencies, etc.). Note that this measure only includes service delivered; it does not include bus trips that were missed.

Metrobus measured OTP using schedule-based methodology until FY 2020. After a pilot in FY 2019, OTP was measured using a blended schedule- and headway-based methodology beginning in FY 2020 and continuing through September 2021. Beginning in October 2021, WMATA returned to measuring all routes on a schedule-based methodology.

Measure is calculated as follows:

Percentage of bus service delivered on-time

Number of time points delivered on time based on a window of 2 minutes early and 7 minutes late ÷ Total number of time points delivered.

Fiscal Year	Data Availability
FY 2022	Excludes data from 9/6/2021, 1/1/2022 - 2/6/2022, 3/3/2022, and 5/30/2022
FY 2023	Available for entire fiscal year
FY 2024	Available for entire fiscal year
FY 2025	Available for entire fiscal year

On-Time Performance (Metrorail)

Metrorail customer OTP measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards. Actual journey time is calculated from the time a customer taps a SmarTrip card to enter the system, to the time when a SmarTrip card is tapped to exit. Factors that can affect OTP include infrastructure conditions, missed dispatches, railcar delays (e.g., doors), or delays caused by sick passengers. Station stops are tracked system-wide, except for terminal and turn-back stations. Measurements are calculated as follows:

Number of customer trips with travel times less than or equal to expected travel times ÷ number of customer trips.

Operating Expenses

These expenses include labor and non-labor costs and services for operating and maintaining the mode, including general administration costs. Labor costs are fully loaded, meaning they include fringe benefit costs (directly paid to employees as well as indirectly, e.g., payments to pension funds) in addition to wages and salary costs.⁶³



Percent of Scheduled Service Delivered (Metrorail)

This measure monitors whether WMATA is providing all the service that was scheduled and committed to. It helps to offer more clarity on the relative magnitude of various operational issues on daily rail operation by comparing actual stops at Metrorail stations to scheduled levels.

$$\text{Percent Rail Service Delivered} = \text{Rail Actual Stops} \div \text{Rail Scheduled Stops}$$

Percent of Planned Service Delivered (Metrobus)

This measure communicates whether WMATA is meeting the level of service committed to customers through the budget and scheduling process. By comparing the delivery of trips to scheduled trips, it is also a key measure of reliability and customer satisfaction.

$$\text{Percent Bus Service Delivered} = (\text{Bus Scheduled Trips} - \text{Bus Missed Trips}) \div \text{Bus Scheduled Trips}$$

Ridership

Ridership is a measure of total service consumed and an indicator of value to the region. Drivers of this indicator include service quality and accessibility.

Passenger trips are defined as follows:

- Metrorail reports passenger trips. A passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted.
- Metrobus reports passenger boardings. A passenger boarding is counted via the onboard Automatic Passenger Counter (APC) when a customer boards a Metrobus. In an example where a customer transfers between two Metrobuses to complete their travel two trips are counted. Metrobus totals also include shuttles to accommodate rail station shutdowns and other track work.

Revenue Service (Hours)

The time when a vehicle is available to the public and there is an expectation of carrying passengers. These passengers either directly, pay fares, are subsidized by public policy, or provide payment through some contractual arrangement. Vehicles operated in fare-free service are considered in revenue service. Revenue service includes layover and recovery time and excludes deadhead,⁶⁴ vehicle maintenance testing, school bus service and charter service.

Security Event

An occurrence of a bomb threat, bombing, arson, hijacking, sabotage, cyber security event, assault, robbery, rape, burglary, suicide, attempted suicide (not involving a transit vehicle), larceny, theft, vandalism, homicide, CBR (chemical/biological/radiological) or nuclear release or other event.



Service per Rider

A performance metric that measures the ratio of vehicle revenue hours to unlinked passenger trips. Note that in this report, this ratio is scaled by a factor of 10,000 for readability. The metric is calculated as:

$$(Total\ Vehicle\ Revenue\ Hours \div Number\ of\ Unlinked\ Trips) \times 10,000.$$

Time Point

A time point is a bus stop where there are frequent boardings and alightings that has a scheduled time that the bus should arrive for each trip. The Metrobus schedule is built by calculating the running time between each time point. Adherence to schedule is measured as the bus leaves each time point except the last time point for each run. Time point is used in the definition of on-time performance for Metrobus.

Unlinked Passenger Trips (UPT)

The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Passenger trips are defined as follows:

- Metrorail reports passenger trips. A passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel two unlinked passenger trips are counted.
- Metrobus reports passenger boardings. A passenger boarding is counted via the onboard Automatic Passenger Counter (APC) when a customer boards a Metrobus. In an example where a customer transfers between two Metrobuses to complete their travel, two trips are counted. Metrobus totals also include shuttles to accommodate rail station shutdowns and other track work.

Vehicle Revenue Hours

Vehicle revenue hours are the amount of time the bus operates in revenue service. Vehicle revenue hours include layover and recovery time and exclude deadhead, operator training, vehicle maintenance testing, and school bus and charter services.

-
- ¹ NVTC. The Value of Northern Virginia Transit to the Commonwealth. June 2023.
<https://novatransit.org/uploads/Projects/TransitValue/060123_NVTC%20Value%20of%20NoVa%20Transit_Full%20Technical%20Report.pdf>
- Metro Operating Funding and Reform Working Group Report. April 2024.
<<https://novatransit.org/uploads/studiesarchive/2024%20Metro%20Operating%20Funding%20and%20Reform%20Working%20Group%20Report%20final.pdf>>
- ² DMVMoves. History of the Region's Efforts to Address Transit's Structural Issues. June 2024.
<<https://dmvmoves.org/wp-content/uploads/2024/06/061024-history.pdf>>
- ³ WMATA. Metro wins Transit Agency of the Year award from the American Public Transportation Association. September 16, 2025. <<https://www.wmata.com/about/news/Metro-wins-Transit-Agency-of-the-Year-award-from-the-American-Public-Transportation-Association.cfm>>
- ⁴ WMATA. FY 2025 Service Excellence Report. September 2025.
<<https://www.wmata.com/about/board/meetings/board-pdfs/upload/3B-FY2025-Annual-Service-Excellence-Report.pdf>>
- ⁵ WMATA. "FY 2026 Annual Budget." July 1, 2025.
<<https://www.wmata.com/initiatives/budget/upload/Remediation-FINAL-FY2026-Approved-Budget-051625.pdf>>
- ⁶ WMATA. Progress Update: Automatic Train Operations. Presentation to the Safety and Operations Committee, April 10, 2025. <<https://www.wmata.com/about/calendar/events/upload/3A-Automatic-Train-Operations-Update-vF.pdf>>
- ⁷ DMVMoves. Resolution Supporting COG-WMATA Transit Team to Develop a Regional Transit Vision. May 1, 2024. <<https://dmvmoves.org/wp-content/uploads/2024/05/050124-resolution.pdf>>
- ⁸ DMVMoves. March 2025 presentation to the Task Force.
<https://dmvmoves.org/wp-content/uploads/2025/03/DMVMoves_TaskForce_March2025.pdf>
- ⁹ WMATA. FY 2026-FY 2031 State of Good Repair Needs Outlook. July 2025.
<https://www.wmata.com/about/records/upload/State-of-Good-Repair-Needs-Outlook_Approved.pdf>
- ¹⁰ WMATA. World Class Transit. Presentation to the Safety and Operations Committee. April, 24, 2025.
<<https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-World-Class-Transit-vF.pdf>>
- ¹¹ Virginia General Assembly. Senate Joint Resolution 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee. 2024 session. <<https://studies.viriniageneralassembly.gov/studies/721>>
- ¹² Virginia General Assembly. Summary of Revenue Sources. June 2025.
<https://studiesviriniageneralassembly.s3.amazonaws.com/meeting_docs/documents/000/002/705/original/SJ28_Summary_of_Revenue_Sources_6-13-25.pdf?1750099802>
- ¹³ Virginia General Assembly. Senate Joint Resolution 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee. 2024 session. <<https://studies.viriniageneralassembly.gov/studies/721>>
- ¹⁴ NVTC. "2024 Annual Report on the Performance and Condition of WMATA."
<<https://novatransit.org/uploads/studiesarchive/2024AnnualReportonWMATA.pdf>>
- ¹⁵ WMATA. Finance and Capital Committee presentation, December 14, 2023.
<<https://www.wmata.com/about/board/meetings/board-pdfs/upload/4A-GM-Proposed-FY25-Budget-11Dec23.pdf#page=25>>
- ¹⁶ WMATA. FY 2025-2026 Virginia State Operating Funding Agreement. November 21, 2024.
<<https://www.wmata.com/about/board/meetings/board-pdfs/upload/11B-Approval-of-the-WMATA-FY2025-FY2026-VA-State-Operating-Funding-Agrmt-FINALIZED.pdf>>
- ¹⁷ Virginia Biennium Budget, FY 2025-2026. Item 433, Department of Rail and Public Transportation.
<<https://budget.lis.virginia.gov/item/2025/1/HB1600/Chapter/1/433/>>

- ¹⁸ NVTC. January 2025 and July 2025 Commission meetings.
<https://novatransit.org/uploads/meetings/2025/Jan2025kit.pdf>
<https://novatransit.org/uploads/meetings/2025/July2025kit.pdf>
- ¹⁹ NVTC. Resolution #2552. January 2025. [https://novatransit.org/uploads/resolutions/NVTC Resolution 2552 NVTC Funding Principles 01-16-2025.pdf](https://novatransit.org/uploads/resolutions/NVTC%20Resolution%202552%20NVTC%20Funding%20Principles%2001-16-2025.pdf)
- ²⁰ NVTC. Resolution #2571. July 2025. [https://novatransit.org/uploads/resolutions/NVTC Resolution 2571 NVTC Principles DMVMoves 07-17-2025.pdf](https://novatransit.org/uploads/resolutions/NVTC%20Resolution%202571%20NVTC%20Principles%20DMVMoves%2007-17-2025.pdf)
- ²¹ WMATA. Metro, ATU Local 689 agree to new four-year collective bargaining agreement. August 21, 2024. <https://www.wmata.com/about/news/Metro-ATU-Local-689-agree-to-new-collective-bargaining-agreement.cfm>
- ²² NVTC. "2024 Annual Report on the Performance and Condition of WMATA."
<https://novatransit.org/uploads/studiesarchive/2024AnnualReportonWMATA.pdf>
 "Review of Operating, Governance, and Financial Conditions at the Washington Metropolitan Area Transit Authority". December 5, 2017.
<https://novatransit.org/uploads/LinkedDocs/2017/LaHood%20Report%20Final.pdf>
- ²³ WMATA. Annual Comprehensive Financial Report for the Fiscal Years Ended June 30, 2024 and 2023.
<https://www.wmata.com/about/records/upload/Annual-Comprehensive-Financial-Report-for-the-Fiscal-Years-Ended-June-30-2024-and-2023.pdf>
- ²⁴ WMATA. Quarterly Financial Progress Report, Fiscal Year 2024 Quarter 4.
<https://www.wmata.com/about/records/upload/REMIATED-FY2024-Q4-Quarterly-Financial-Progress-Report-FINAL.pdf>
- ²⁵ WMATA. Quarterly Financial Progress Report, Fiscal Year 2025 Quarter 3.
<https://www.wmata.com/about/records/upload/REMIATED-FY2025-Q3-Financial-Progress-Report-FINAL.pdf>
- ²⁶ Fitch Ratings. Fitch Affirms WMATA Ratings; Removes Rating Watch Negative; Outlook Stable. August 2025.
<https://www.fitchratings.com/research/us-public-finance/fitch-affirms-wmata-ratings-removes-rating-watch-negative-outlook-stable-20-08-2025>
- ²⁷ WMATA Office of Inspector General. <https://wmataoig.gov/>
- ²⁸ Washington Metrorail Safety Commission. <https://wmssc.gov/>
- ²⁹ WMATA. Annual Safety Update. January 2025. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Annual-Safety-Update.pdf>
- ³⁰ WMATA. "FY 2026 Annual Budget." Appendix I - Performance Data, Financial Stewardship and Resource Management: Key Performance Indicators. <https://www.wmata.com/initiatives/budget/upload/Remediation-FINAL-FY2026-Approved-Budget-051625.pdf>
- ³¹ WMATA. Metrobus Ridership Data Portal. <https://www.wmata.com/initiatives/ridership-portal/Metrobus-Ridership-Summary.cfm>
- ³² WMATA. Metro finishes installing more-secure faregates at all 98 Metrorail stations, fareboxes on 1,500 buses. September 19, 2024. <https://www.wmata.com/about/news/Metro-finishes-more-secure-faregate-installation-at-all-98-Metrorail-stations-installation-of-1500-new-bus-fareboxes.cfm>
- ³³ WMATA. "FY 2026 Annual Budget." July 1, 2025.
<https://www.wmata.com/initiatives/budget/upload/Remediation-FINAL-FY2026-Approved-Budget-051625.pdf>
- ³⁴ WMATA. 10-Year Strategic Plan for Joint Development 2025 Progress Report. June 2025.
<https://www.wmata.com/business/real-estate/upload/2025-Joint-Development-Progress-Report.pdf>
- ³⁵ WMATA. FY 2026 Budget Update. March 27, 2025. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3B-FY2026-Budget-Update.pdf>
- ³⁶ WMATA. FY 2025 Year-End Financials, Pre-Audit. Presentation to the Finance and Capital Committee, September 11, 2025. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2025-Year-End-Financials-Pre-Audit.pdf>

- ³⁷ WMATA. Capital Program Documents. <<https://wmata.com/initiatives/capital-improvement-program/Capital-Program-Documents.cfm>>
- ³⁸ WMATA. Virginia Dedicated Funding Grant Agreement. <<https://wmata.com/initiatives/capital-improvement-program/upload/VA-Dedicated-Funding-Agreement.pdf>>
- ³⁹ WMATA. "Metro Financial Planning: FY 2025 Service, Fares, and Capital Planning Update." October 26, 2023. <<https://wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2025-Service-Fares-and-Capital-Planning-Update-vF.pdf>>
- ⁴⁰ WMATA. Capital Improvement Program Progress Report - FY 2024 4th Quarter. August 2024. <<https://www.wmata.com/initiatives/capital-improvement-program/Capital-Program-Documents.cfm>>
- ⁴¹ WMATA. Capital Improvement Program Progress Report - FY 2025 4th Quarter. September 2025. <<https://www.wmata.com/initiatives/capital-improvement-program/upload/FY24Q4-Capital-Improvement-Program-Progress-Report.pdf>>
- ⁴² WMATA. FY 2025 Year-End Financials, Pre-Audit. Presentation to the Finance and Capital Committee, September 11, 2025. <<https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2025-Year-End-Financials-Pre-Audit.pdf>>
- ⁴³ WMATA. Capital Program Update. Presentation to the Finance and Capital Committee, October 24, 2024. <<https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Capital-Program-Update.pdf>>
- ⁴⁴ WMATA. Capital Improvement Program Progress Report - FY 2025 4th Quarter. September 2025. <<https://www.wmata.com/initiatives/capital-improvement-program/upload/FY24Q4-Capital-Improvement-Program-Progress-Report.pdf>>
- ⁴⁵ WMATA. "Strategic Transformation Plan." <<https://www.wmata.com/initiatives/strategic-plan/>>
- ⁴⁶ Federal Transit Administration. "Safety & Security Time Series Data: Read Me." <www.transit.dot.gov/ntd/data-product/safety-security-time-series-data>
- ⁴⁷ WMATA. Service Excellence Report and Data File (Q4-FY2025) <<https://www.wmata.com/about/records/public-records.cfm>>
- ⁴⁸ WMATA. "FY25 Q4 Service Excellence Report". <<https://www.wmata.com/about/records/upload/SER-FY25-Q4-Presentation.pdf>>
- ⁴⁹ Due to data collection errors, 9/6/2021, 3/3/2022, and 5/30/2022 were excluded from the FY 2022 Metro Performance report for Metrobus on-time performance. <https://www.wmata.com/about/records/upload/MetroPerformanceReport_FY22Q4_1Report_20221119.pdf>
- ⁵⁰ WMATA. "FY25 Q4 Service Excellence Report". <<https://www.wmata.com/about/records/upload/SER-FY25-Q4-Presentation.pdf>>
- ⁵¹ Federal Transit Administration. Public Transportation Agency Safety Plan Safety Performance Targets Guide, June 2021. <<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/safety-performance>>; WMATA. Public Transportation Agency Safety Plan, December 31, 2023. <<https://www.wmata.com/rider-guide/safety/upload/2024-WMATA-ASP-Fully-Approved.pdf>>
- ⁵² Federal Transit Administration. Circular FTA C 5010.1D. November 2008. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C_5010_1D_Grant_Management_Requirements_2012_Page_Changes_8-27-2012.pdf>
- ⁵³ WMATA. "FY 2021 Revised Budget Public Hearing." <<https://wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2021-Revised-Budget-Public-Hearing-FINALIZED.pdf>>
- ⁵⁴ NVTC. 2022 Report on the Performance and Condition of WMATA. <https://novatransit.org/uploads/studiesarchive/2022%20Annual%20Report%20on%20WMATA2022_All.pdf>
- ⁵⁵ American Public Transportation Association (APTA). "2021 Public Transportation Fact Book. 72nd Edition" p. 26. May 2021. <<https://www.apta.com/wp-content/uploads/APTA-2021-Fact-Book.pdf>>



⁵⁶ FTA. "National Transit Database (NTD) Glossary." <<https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary>>

⁵⁷ Instead of farebox recovery ratio, the Federal Transit Administration (FTA) uses the term 'recovery ratio' per the FTA 2019 Metrics: <www.transit.dot.gov/ntd/data-product/2019-metrics>. This definition is adapted from the FTA Metrics list.

⁵⁸ WMATA. "Service Excellence Report Performance Measure Definitions." August 28, 2025. <<https://www.wmata.com/about/records/upload/SER-FY25-Measure-Definitions.pdf>>

⁵⁹ The NTD uses 'labor' as the metric for labor cost. <<https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary#S>>

⁶⁰ Adapted from: National Transit Database. "NTD Safety & Security Reporting Manual." p. 13. 2025. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-01/2025-Safety-and-Security-Policy-Manual_Version%201.0.pdf>

⁶¹ Adapted from: National Transit Database. "NTD Safety & Security Reporting Manual." p. 71. 2025. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-01/2025-Safety-and-Security-Policy-Manual_Version%201.0.pdf>

⁶² Categories under Operating Expenses are based on NTD Definition. Federal Transit Administration. "The 2025 Reporting Policy Manual for the National Transit Database." <<https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-09/2025-NTD-Full-Policy-Manual.pdf>>

⁶³ Federal Transit Administration. "The 2025 Reporting Policy Manual for the National Transit Database." p. 102. <<https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-09/2025-NTD-Full-Policy-Manual.pdf>>

⁶⁴ Federal Transit Administration. "The 2025 Reporting Policy Manual for the National Transit Database." p. 126. <<https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-09/2025-NTD-Full-Policy-Manual.pdf>>



Submitted to the Governor and
General Assembly December 2025

Read full report: 
[novatransit.org/
uploads/studiesarchive/](https://novatransit.org/uploads/studiesarchive/)

NoVaTransit.org
2300 Wilson Blvd. Suite 230
Arlington, VA 22201
(703) 524-3322
@NoVaTransit





Draft NVTC 2026 Legislative and Policy Agenda

State Priorities

Long-Term Sustainable Funding that Supports Northern Virginia's Transit Needs

- Secure long-term sustainable transit funding that provides adequate growth to meet current and future operating and capital needs for WMATA, VRE, and Northern Virginia's local bus providers consistent with NVTC's Guiding Principles for Future Transit Funding (Resolution #2552) and Principles in Response to DMVMoves Funding Concepts (Resolution #2571)
 - Address the \$153 million funding gap in FY 2027 for Virginia's share of WMATA operations by securing additional Commonwealth funding that supports the strong WMATA ridership growth in Virginia post-pandemic
 - Protect and restore existing state, regional and local funding for public transit and proactively address the continuing decline in purchasing power of the regional gas tax
 - Ensure that a sustainable transit funding solution is funded through net new revenues and does not reduce funding from or uses of existing sources for transportation
 - Support a continued partnership between the Commonwealth and NVTC jurisdictions in funding WMATA, VRE, and local bus providers
 - Ensure that new funding for WMATA and VRE capital needs is bondable by those agencies

Sound Financial Management and Good Governance

- Advocate for new funding for transit that utilizes NVTC's existing financial management and governance structures and that provides additional funding to support NVTC programs that advance transit while protecting existing NVTC autonomy, programs and funding sources
- Reform the WMATA 3% operating assistance growth cap to encourage WMATA to continue cost containment efforts while ensuring a cap does not negatively impact service improvements, funding transparency and accountability
- Ensure that the implementation of new or modified Commonwealth Transportation Board policies closely track their legislative intent and do not negatively affect Northern Virginia public transit providers
 - Advocate for data-driven funding formulas in DRPT's Making Efficient and Responsible Investments in Transit (MERIT) program that are transparent, recognize the diversity of local transit service policy priorities, and maximize funding predictability for transit agencies
 - Strengthen transit's ability to effectively compete within the SMART SCALE program

Future Transit Innovation and Improvements

- Continue support for Commonwealth rail investment, the development and implementation of transit innovation, and efforts to streamline the permitting process for bus stop improvement projects

Federal Priorities

Surface Transportation Reauthorization that Supports Transit

- Support surface transportation reauthorization legislation that maximizes funding for public transit systems in Northern Virginia and across the country, continues and expands transit funding programs authorized in the Infrastructure Investment and Jobs Act with growth rates equal to or greater than for Federal-aid Highways and is consistent with reauthorization principles supported by the American Public Transportation Association
- Support efforts to identify funding that addresses the long-term solvency of the Highway Trust Fund (HTF) and ensure that any new revenues, at a minimum, follow the traditional 80-20 funding split between the Highway Account and the Mass Transit Account within the HTF
- Continue support for federal investment in passenger rail that benefits Northern Virginia and the Commonwealth

Grant Funding Programs that Enhance Transit's Future

- Advocate for enhanced funding for discretionary grant programs, including the Capital Investment Grants (CIG) program, that support transit capital investments at levels that meet the growing demand for investment in transit capital projects in Northern Virginia and across the country

Policy and Regulations that Strengthen Transit

- Promote efforts to accelerate the timely and efficient construction of transit projects through the streamlining of statutory and regulatory requirements
- Continue support for transit commuter tax benefits for both the private and public sector

TO: Chair Snyder and NVTC Commissioners

FROM: Kate Mattice, Andrew D’huyvetter, Ann McGrane, Vikram Sinha and Daniel Knickelbein

DATE: October 30, 2025

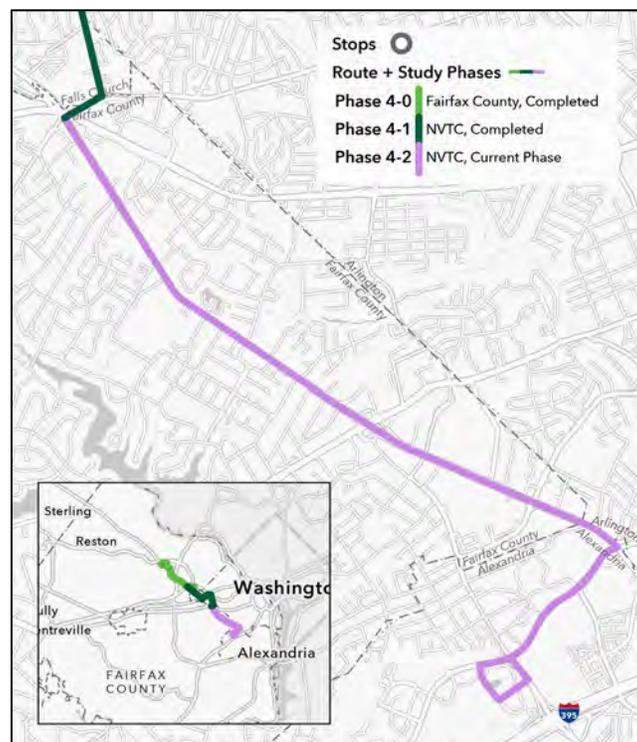
SUBJECT: Report from the Chair of the Program Advisory Committee

For the November 2025 meeting, staff have provided the following written updates on the Envision Route 7 and Commuter Choice programs.

A. Envision Route 7 Bus Rapid Transit (BRT)

Since the Commission last met, NVTC staff have worked with the consultant team on community outreach, provided project updates to program partners, and are in the process of further developing a traffic analysis model of the Phase 4-2 project corridor (Figure 1) from Seven Corners to Alexandria on Route 7. The traffic analysis model will provide the project team with an opportunity to understand the impacts of curb versus center running transit lanes to the flow of traffic on Route 7. Further, it will allow the Virginia Department of Transportation to evaluate these potential changes to the roadway, in its role as roadway owner.

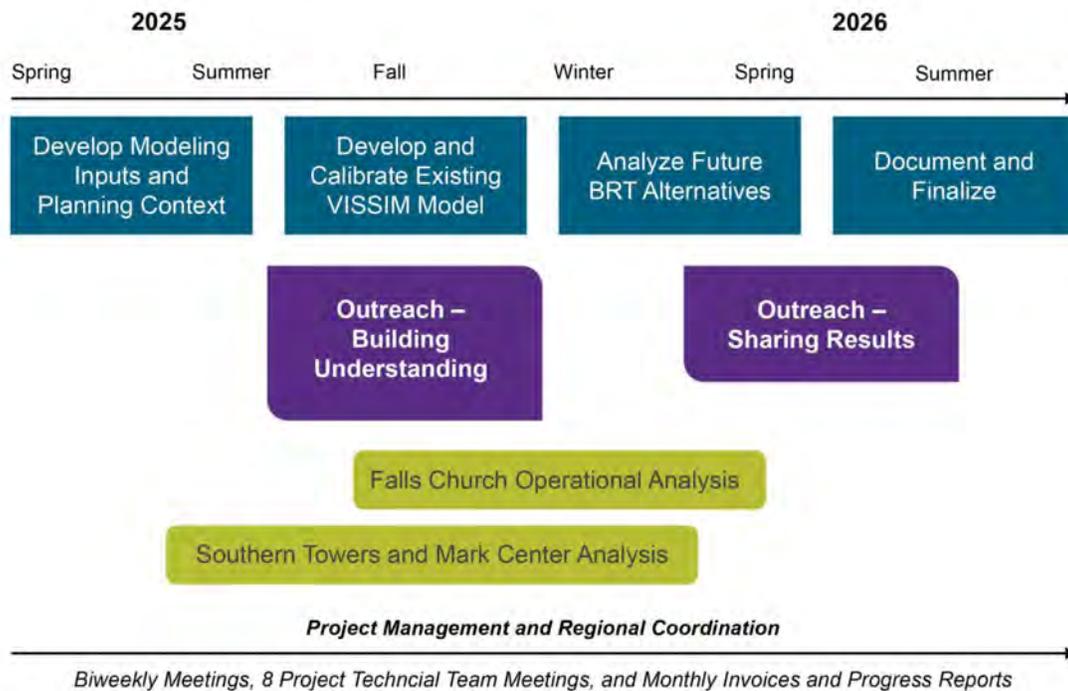
Figure 1: Project Corridor Map with Planning Phases



Source: NVTC

As reflected in the project timeline in Figure 2, community outreach for Envision Route 7 Phase 4-2 began in October, with an open house at Culmore Library in Fairfax County on October 15, and an additional five bus stop chats and five pop-ins throughout the corridor to meet with the community as they commute, shop and visit activity centers on the corridor, such as the Farmers Market at Southern Towers. In addition, NVTC staff visited key employment and cultural centers, such as St. Anthony of Padua Church and Seven Corners Center to further share information about the project.

Figure 2: Timeline of Consultant Services for Phase 4-2



Source: NVTC

The open house on October 15 at Culmore Library had 75 attendees with NVTC Commissioner Canek Aguirre in attendance along with representatives from the offices of Fairfax County Supervisors Andres Jimenez and Dalia Palchick as well as from the offices of U.S. Representatives Don Beyer and James Walkinshaw (Figure 3). Representatives from project partners also attended and had the opportunity to hear thoughts on the project from the community.

Figure 3: Envision Route 7 Culmore Library Open House



Source: NVTC

Community outreach provides qualitative data on how public transit impacts the daily lives of residents and businesses along the corridor. It captures perceptions and desires for improvement that complement traffic volume and ridership data. Additional outreach includes an [Envision Route 7 newsletter](#), community conversations, and an online [story map](#) to better educate the public about the project. NVTC staff will continue to brief Commissioners whose districts are located along the project corridor in addition to working with their offices on outreach efforts.

Figure 4: Example of Envision Route 7 Pop-In Event Table



Source: NVTC

NVTC staff will also work with jurisdictional staff on relevant updates to boards and commissions with the goal of providing a recommendation on what roadway improvements to pursue to upgrade bus service on the corridor. NVTC staff will continue to keep Commissioners informed of study progress at future Commission meetings and provide more substantive updates at the Program Advisory Committee (PAC) meetings.

B. I-66 Commuter Choice FY 2027-2028 Call for Projects Update

The I-66 Commuter Choice FY 2027-2028 Call for Projects opened on October 6 with \$100 million in funding available for new projects. Prior to the opening of the formal application period, NVTC staff met with prospective applicants to discuss project ideas and vet potential applications for Commuter Choice eligibility, ensuring applications meet the requirements for Commuter Choice funding outlined in the [I-66 Memorandum of Agreement](#) between NVTC and the Commonwealth. All Commuter Choice funded projects must benefit I-66 toll payers by increasing person throughput in the I-66 corridor during the peak-period, peak direction, provide a reasonable alternative to traveling on the I-66 express lanes and meet one or more of the Commuter Choice improvements goals of improving mobility, supporting new diverse travel options and enhancing transportation safety and reliability.

The Call for Projects will close on December 12. Shortly thereafter, NVTC staff will work with the Department of Rail and Public Transportation (DRPT) to conduct an eligibility review of all submitted applications. Once that is complete, all eligible applications will be scored using the Project Evaluation criteria outlined in Chapter 4 of the [Commuter Choice Recipient Handbook](#). In the spring, a public comment period will be held, providing members of the public with the opportunity to provide feedback on the applications under consideration for Commuter Choice funding. Once that is complete, application scores, any public comments received, and a draft staff-recommended Program of Projects will be brought to the Program Advisory Committee (PAC) for its review and endorsement of a Program of Projects. The full Commission will review the PAC endorsed Program of Projects at its May meeting and will be asked to approve transmitting a final Program of Projects to the Commonwealth Transportation Board (CTB) at its June meeting. Funding for projects included in the final, CTB approved program of projects will be available beginning July 1, 2026.

Application materials, resources for prospective applicants, and additional information about the Commuter Choice program can be found on the [Commuter Choice webpage](#).

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice
DATE: October 30, 2025
SUBJECT: Virginia Railway Express (VRE)

At the November 2025 meeting, VRE staff will update the Commission on VRE activities. The Commission will be asked to take three actions: to refer the VRE FY 2027 Budget, to amend a CSX Transportation agreement and to amend a lease agreement. VRE's Draft 2026 Legislative Agenda will be previewed.

A. Acting VRE CEO Report and Minutes

Acting VRE Chief Executive Officer Dallas Richards will provide his report on recent VRE activities. The [VRE CEO Report for October 2025](#), the [Minutes of the September 19, 2025 VRE Operations Board meeting](#) and the [Minutes of the October 17, 2025 VRE Operations Board Meeting](#) are attached.

B. ACTION: Approve [Resolution #2583](#): Authorize the Acting VRE CEO to Forward the VRE FY 2027 Budget to the Participating and Contributing Jurisdictions

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2583](#), which will authorize the Acting VRE Chief Executive Officer to refer the preliminary FY 2027 VRE Operating and Capital Budget to the jurisdictions for review and comment.

VRE's preliminary FY 2027 Operating Budget totals \$117.4 million, which includes operations, maintenance and existing debt service. This is an increase of \$2.2 million or 1.9% over the approved FY 2026 Operating Budget. The preliminary budget includes a total jurisdictional subsidy of \$19.8 million (no change from FY 2026) and a proposed 5.0% increase to passenger fares. Total fare revenue is projected at \$27.8 million in the preliminary budget, an increase of \$7.7 million or 38% over the approved FY 2026 Budget, reflecting VRE's increased ridership since the federal return to office (RTO) mandates in February 2025.

VRE's preliminary FY 2027 Capital Budget includes commitments of \$89.1 million from federal, state, regional and local funding sources towards the Capital Improvement Program (CIP). VRE continues to work closely with the Department of Rail and Public Transportation (DRPT), the Virginia Passenger Rail Authority (VPRA), and the Northern Virginia Transportation Authority (NVTA) to advance capital projects that are critical to the Transforming Rail in Virginia (TRV) program and to expanding commuter and intercity rail

across the Commonwealth. The capital budget commitment figure will be updated during the budget process as project schedules and cost estimates are refined and as the ongoing Manassas Line property acquisitions are incorporated.

As discussed during the July 2025 Operations Board meeting, VRE is facing a range of key issues in FY 2027. Strategically, VRE must continue to expand efforts to increase ridership and adapt to serve new markets, while at the same time moving ahead with major capital commitments to support near-term and long-term growth. This includes resuming regular incremental changes to passenger fares and local subsidy as the cost of providing service increases and new services are introduced, while being cognizant of constraints faced by both jurisdictions and riders; taking managerial actions to ensure existing pandemic relief funds last for as long as possible; and balancing the budget through a combination of passenger fares, jurisdictional contributions, state dedicated funds and the remaining pandemic relief funds.

At its October 17 meeting, the Operations Board received a staff update on the budget. VRE staff have scheduled three public hearings to receive comments on the proposed fare increase. Staff have reviewed departmental budgets as part of the operating budget and VRE's Design and Construction Department is working to finalize project costs for the capital budget. VRE deferred the annual Master Agreement Survey due to the federal government shutdown that coincided with the scheduled survey on October 1. The Operations Board discussed the options moving forward concerning the survey depending on when the shutdown ends.

A final balanced FY 2027 Budget will be submitted in December for the Operations Board's consideration and referral to the Commissions for approval at their January 2026 meetings. Projections of both revenues and expenses are still under review by VRE staff and may change materially based on updated ridership trends, macroeconomic conditions, current active procurements, contractual cost drivers, or policy changes. The final FY 2027 Budget (which will include an amended FY 2026 Budget) will ensure VRE can continue to provide safe and reliable rail service, to meet its commitments to the Commonwealth as part of the TRV program, and to equitably share the costs of service among riders, local jurisdictions, the Commonwealth and other funding partners.

The [attached VRE memorandum](#) provides background information, the budget process and more details on the key budget assumptions used in preparing the preliminary operating budget, which include:

1. Jurisdictional Subsidy
2. Ridership and Fare Revenue
3. Operating Expenses and Cost Growth
4. State Assistance for Operating and Capital
5. Pandemic Relief Funds

The memorandum outlines the major capital funding that is expected to be obligated in FY 2027 including federal formula funds and state capital match funds. The memorandum also includes a [FY 2027 Preliminary Sources and Uses chart](#).

C. ACTION: Approve [Resolution #2584](#): Approve the First Amendment to the CSX Transportation (CSXT) Amended and Restated Operating Access Agreement and Authorize the Acting VRE CEO to Execute the Agreement on Behalf of the Commissions

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2584](#), which will approve the [first amendment to the CSX Transportation \(CSXT\) Amended and Restated Operating Access Agreement](#) and authorize the Acting VRE CEO to execute the agreement on behalf of the Commissions.

When the Transforming Rail in Virginia (TRV) transaction occurred in 2021, the CSXT-owned RF&P rail corridor was divided longitudinally between CSXT and the Commonwealth of Virginia. This resulted in the lease agreements with VRE for stations along the corridor being divided between CSXT and DRPT. Inadvertently, the west platform at the Alexandria Station was not included in VRE's lease agreement with either CSXT or DRPT. Notwithstanding this, VRE has continuously used the west platform. All parties recognize that the west platform should be included as one of leased facilities and the proposed first amendment would do this.

The proposed first amendment will not impose any additional financial requirements on the Commissions as only nominal rent is paid to CSXT and VPRA for the VRE station leases. More information is included in the [attached VRE memorandum](#), including aerial photographs of the stations included in the agreement.

D. ACTION: Approve [Resolution #2585](#): Approve the Lease Agreement for the North Parking Lot at the VRE Broad Run Station and Authorize the Acting VRE CEO to Extend the Terms of the Agreement

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2585](#), which will approve and authorize the Acting VRE CEO to extend the term of the Lease Agreement with the City of Manassas, through its airport director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of \$25,217 for a period of 12-months.

In December 2014, the City of Manassas, as owner of the Manassas Regional Airport, entered into a Lease Agreement with VRE for airport property to serve as a parking lot for the VRE Broad Run Station. This 60-month agreement ran through the end of November 2019, and has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period. The most recent 12-month extension of the Lease Agreement will expire on November 30, 2025.

This property is likely to be impacted by the VRE Broad Run Expansion project. VRE staff are recommending a 12-month extension to the existing Lease Agreement to allow additional time for discussions with the City of Manassas regarding property needs to accomplish all elements of the Broad Run Expansion project. The attached [VRE memorandum](#) provides additional background information.

E. Draft VRE 2026 Legislative Agenda

The VRE Legislative Committee and staff updated the Operations Board on the status of the attached [Draft VRE 2026 Legislative Agenda](#) at the October 17 Board meeting. Each year prior to the start of the Virginia General Assembly Session, the VRE Operations Board formulates and recommends to the Commissions its priorities to better communicate and influence the actions of the governor's administration and the General Assembly. This Legislative Agenda will serve as guidance for staff and the contracted legislation liaisons during the legislative session. The Commissions will be asked to approve the VRE Legislative Agenda at their respective December meetings.

For both state and federal, VRE will be focused on legislation that would secure sustainable funding to support both current operations and future service expansion outlined in its System Plan 2050.

In addition, the Legislative Agenda includes federal legislative and regulatory issues that are relevant to transit and commuter rail in the U.S., and VRE specifically. Throughout the year, VRE staff and its contracted federal relations consultants will work with the U.S. Department of Transportation and its agencies, the Northern Virginia Congressional delegation, relevant Congressional committees, and others to educate them on these issues and their potential impacts to VRE.

F. VRE CEO Search Committee Update

VRE Operations Board Chair Sarah Bagley will give an update on the search for a new VRE Chief Executive Officer.

CEO REPORT

OCTOBER 2025



MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac 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.



CEO REPORT | OCTOBER 2025

TABLE OF CONTENTS

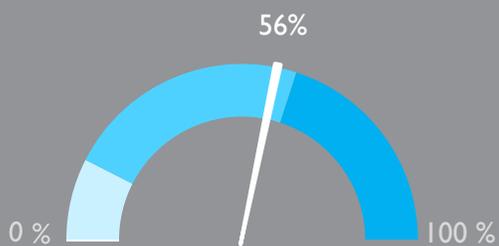
SUCCESS AT A GLANCE	3
ON-TIME PERFORMANCE	4
AVERAGE DAILY RIDERSHIP	6
SUMMONSES ISSUED	7
TRAIN UTILIZATION.....	8
PARKING UTILIZATION	9
FINANCIAL REPORT FOR SEPTEMBER 2025	10
FACILITIES UPDATE	12
UPCOMING PROCUREMENTS.....	13
CAPITAL PROJECTS UPDATES	14



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

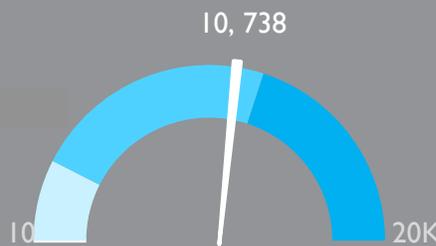


PERFORMANCE AT A GLANCE



PARKING UTILIZATION

The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



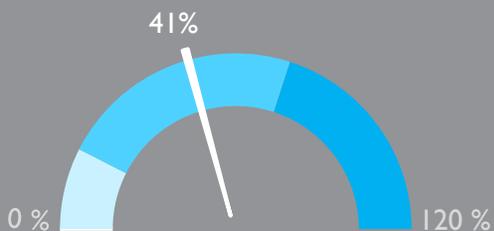
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 6,662



ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 75%



SYSTEM CAPACITY

The percentage of peak hour train seats occupied. The calculation excludes reverse flow and non-peak hour trains.



OPERATING RATIO

Through August 2025

Year-to-date operating revenues divided by year-to-date operating expenses, which represents the share of operating costs paid by the riders.

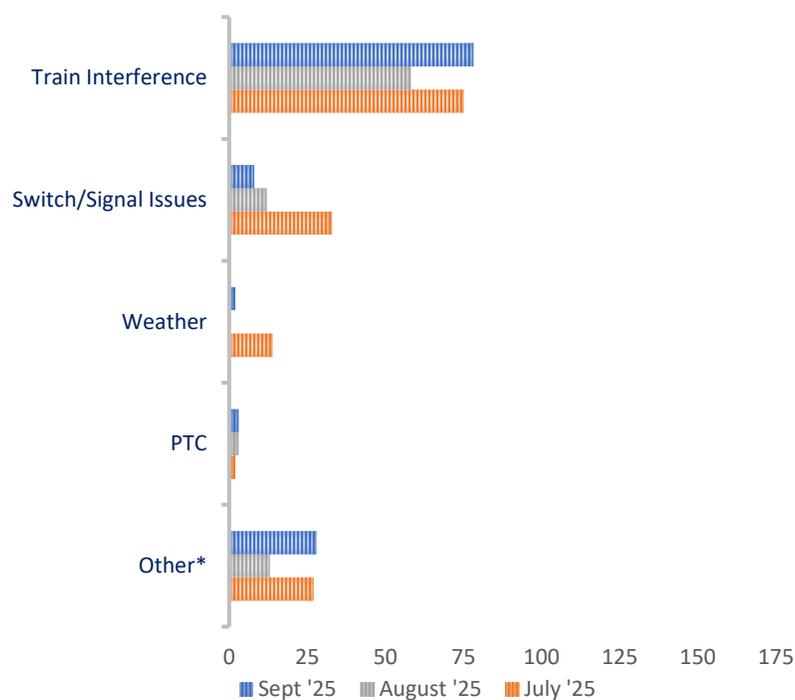
SEPT 2025

ON-TIME PERFORMANCE

OUR RECORD

	Sept. 2025	Aug. 2025	Sept. 2024
Manassas Line	86%	86%	75%
Fredericksburg Line	78%	88%	75%
Systemwide	82%	87%	74%

PRIMARY REASON FOR DELAY



*Includes trains that were delayed due to operational testing and passenger handling.

VRE operated six hundred and sixty-nine trains in September. The on-time rate for the month was 82 percent.

One hundred and nineteen trains arrived more than 5 minutes late to their final destinations. Of those late trains, 46 were on the Manassas Line (39 percent), and 73 were on the Fredericksburg Line (61 percent). The average delay was 15 minutes. 14 trains were more than 30 minutes late to their destination station.

VRE operated six hundred and sixty-nine trains in September. The on-time rate for the month was 82 percent.

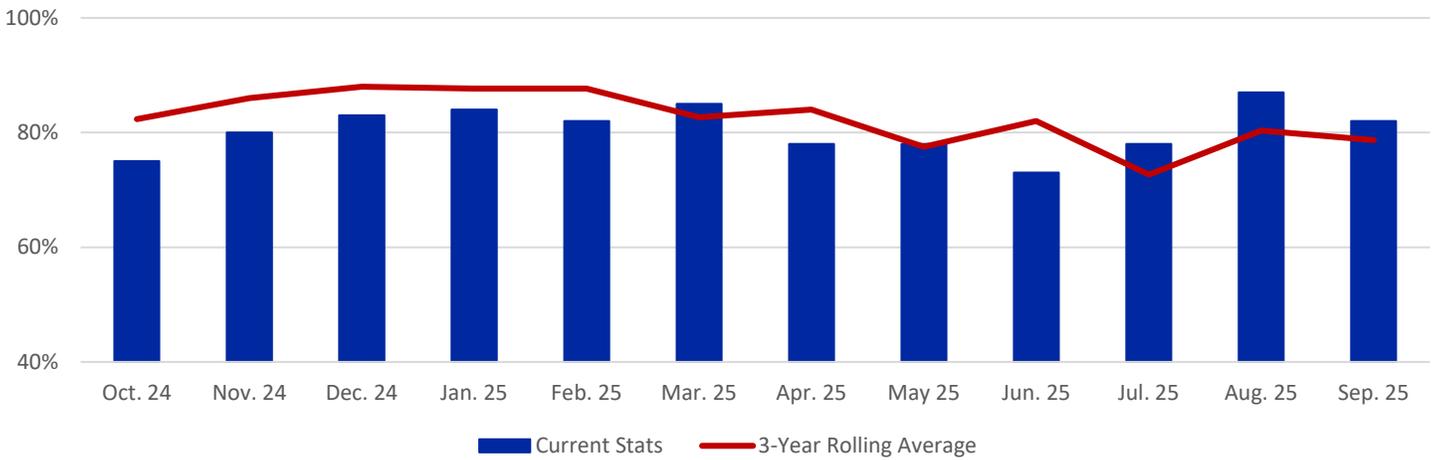
One hundred and nineteen trains arrived more than 5 minutes late to their final destinations. Of those late trains, 46 were on the Manassas Line (39 percent) and 73 were on the Fredericksburg

LATE TRAINS

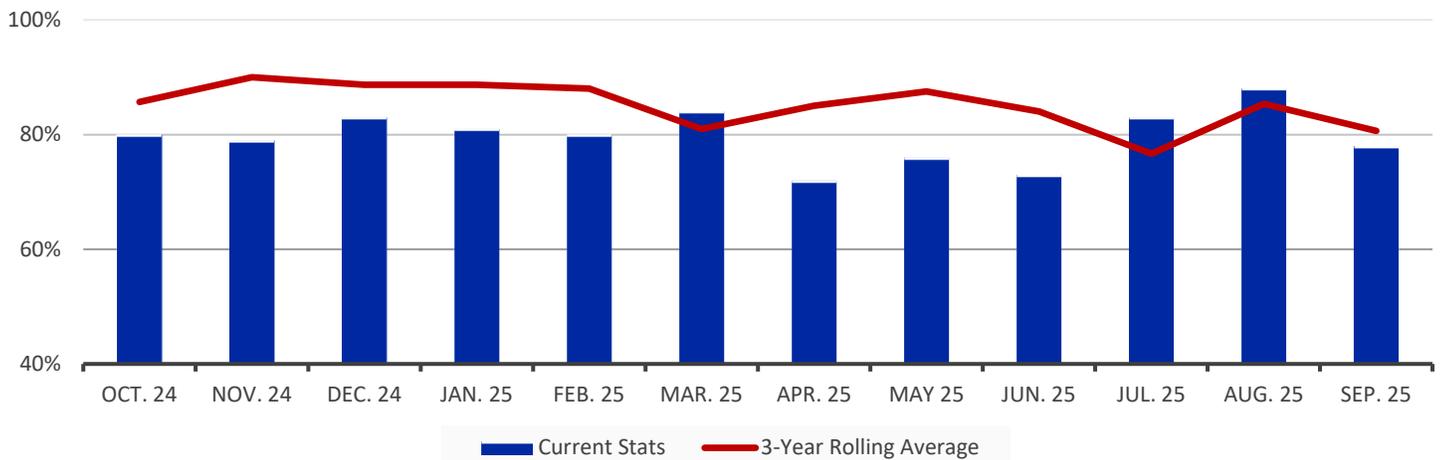
	System Wide			Fredericksburg Line			Manassas Line		
	July	Aug.	Sept.	July	Aug.	Sept.	July	Aug.	Sept.
Total late trains	151	86	119	58	39	73	93	47	46
Average minutes late	20	14	15	14	15	15	23	14	15
Number over 30 minutes	22	7	14	6	3	8	16	4	6
Heat restrictions	8	0	0	8	0	0	0	0	0

ON-TIME PERFORMANCE

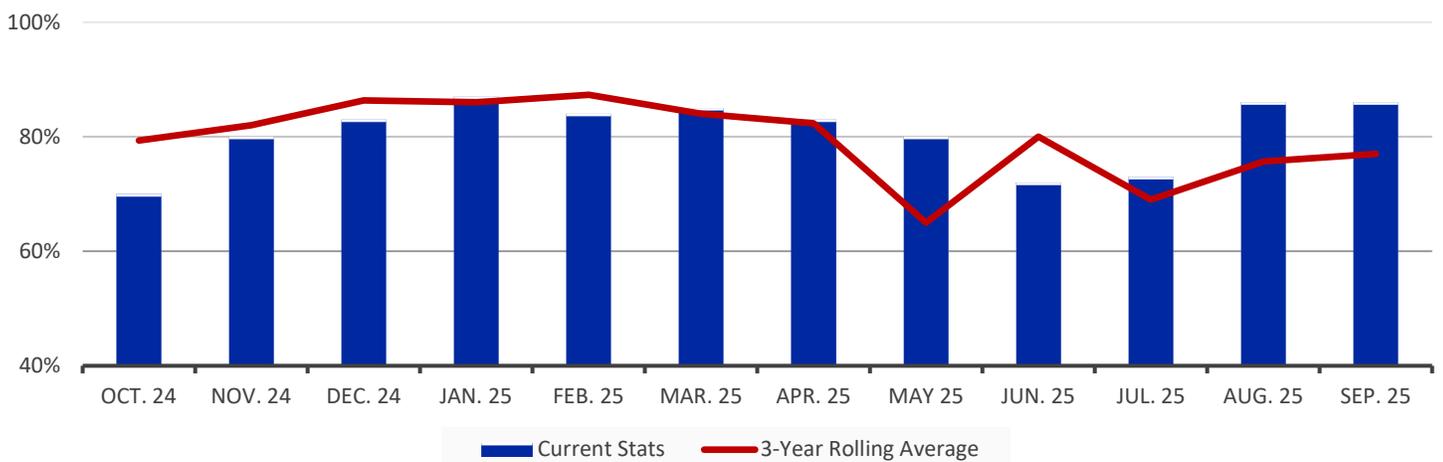
VRE SYSTEM



FREDERICKSBURG LINE

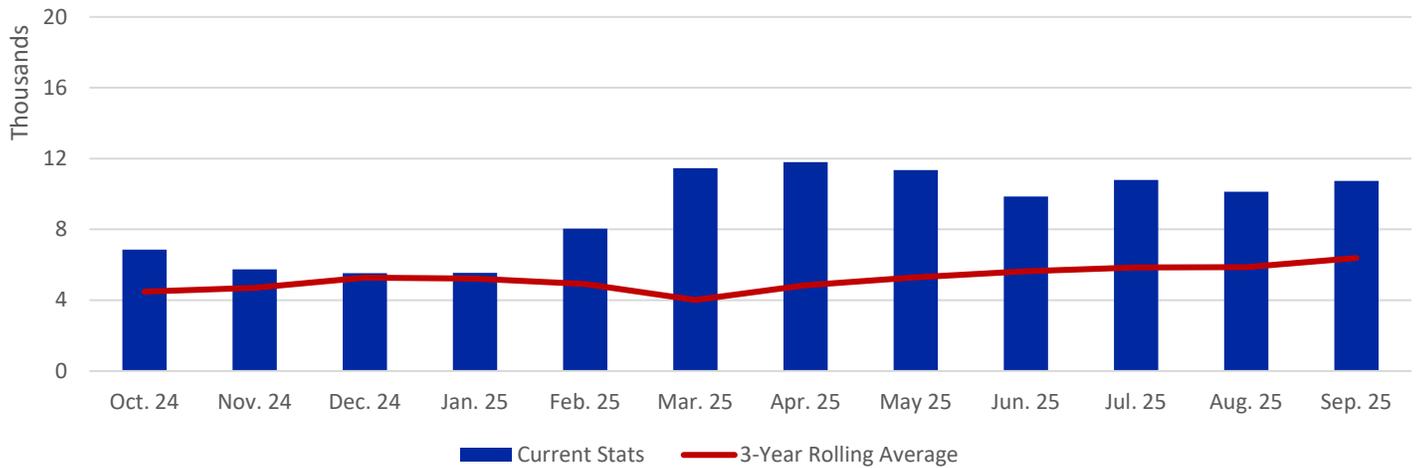


MANASSAS LINE

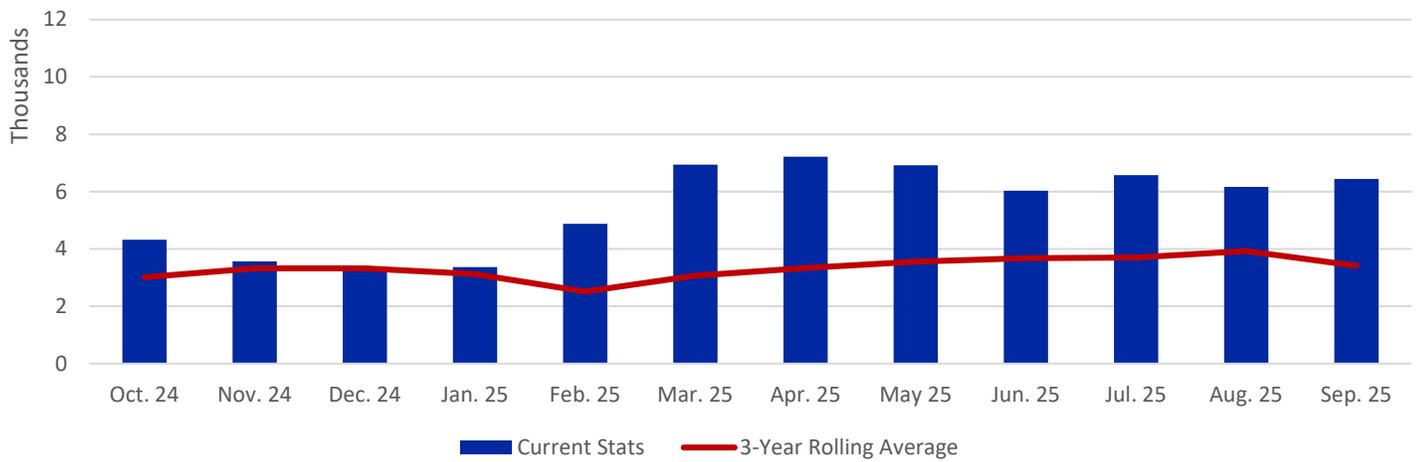


AVERAGE DAILY RIDERSHIP

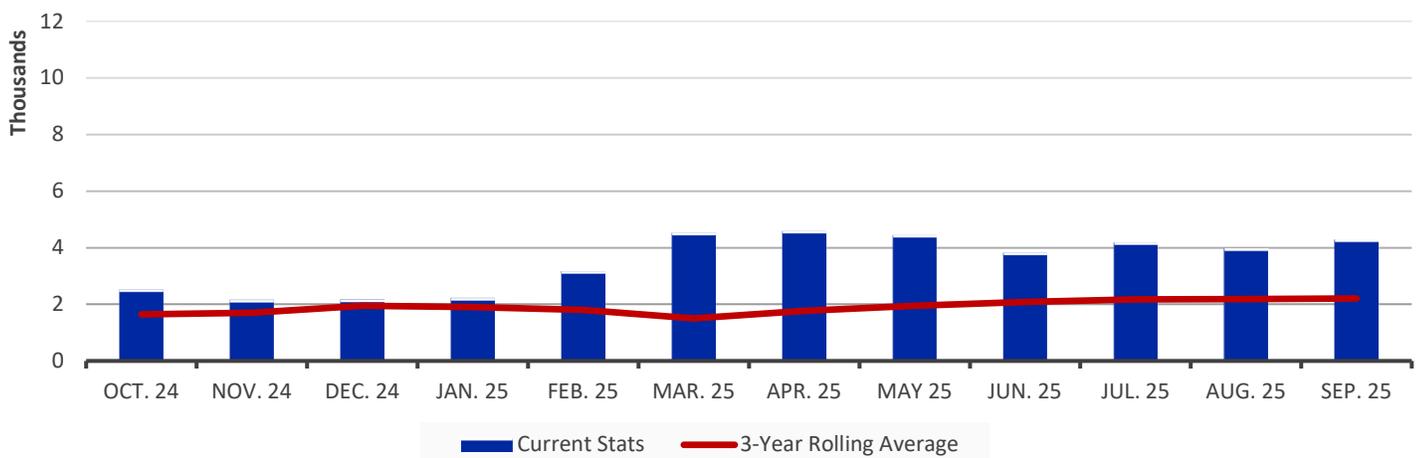
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



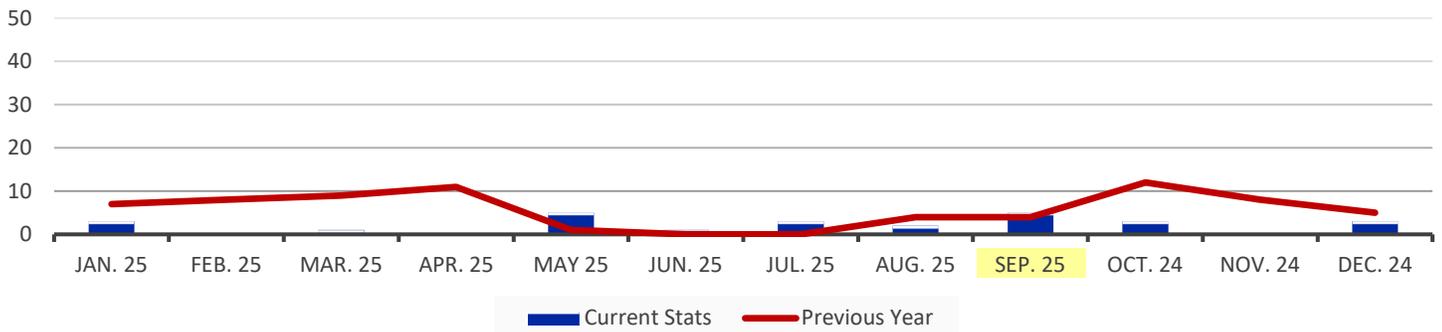
RIDERSHIP UPDATES

Average daily ridership for the month was 10,738. There were 21 service days.

	September 2025	August 2025	September 2024
Monthly Ridership	225,504	212,798	133,247
Average Daily Ridership	10,738	10,133	6,662
Bicycles on Trains	2,107	1,913	1,404
Full-Service Days	21	21	20
“S” Service Days	0	0	0

SUMMONSES ISSUED

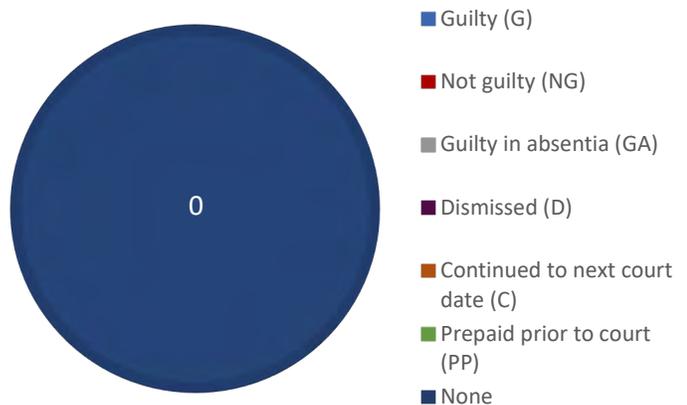
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

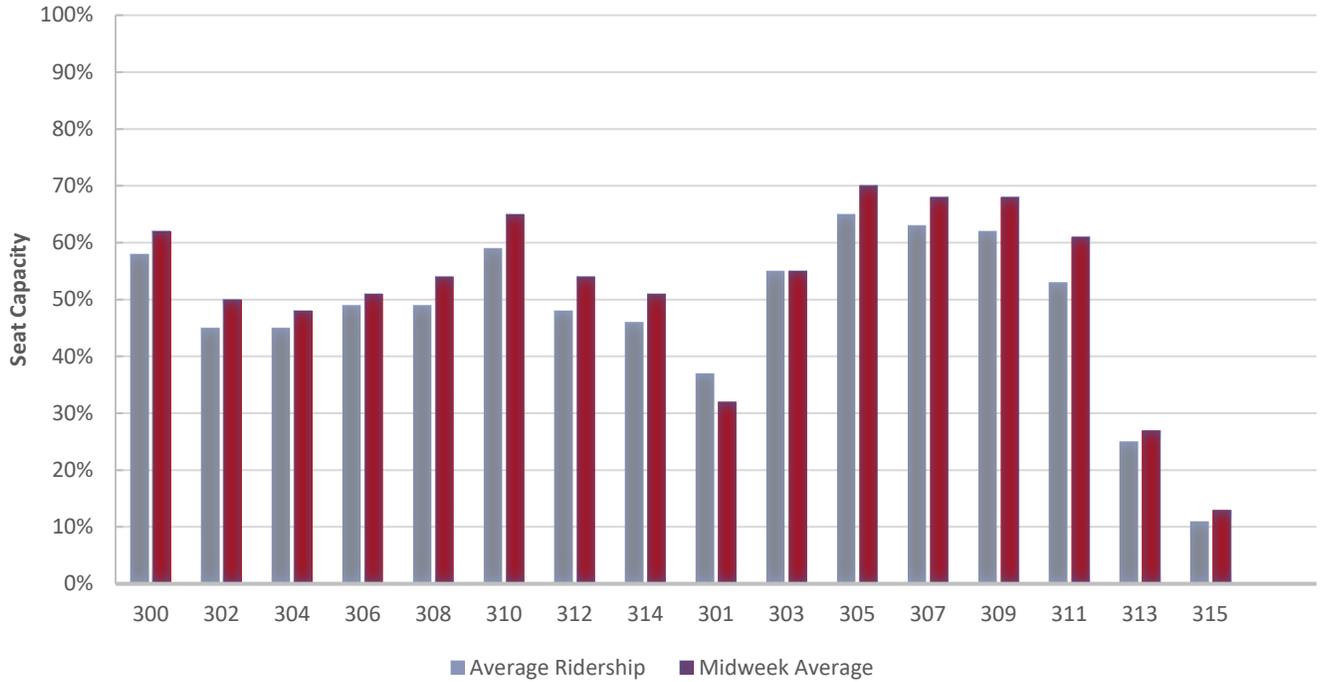
Reason for Waiver	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	1
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	1

MONTHLY SUMMONSES COURT ACTION

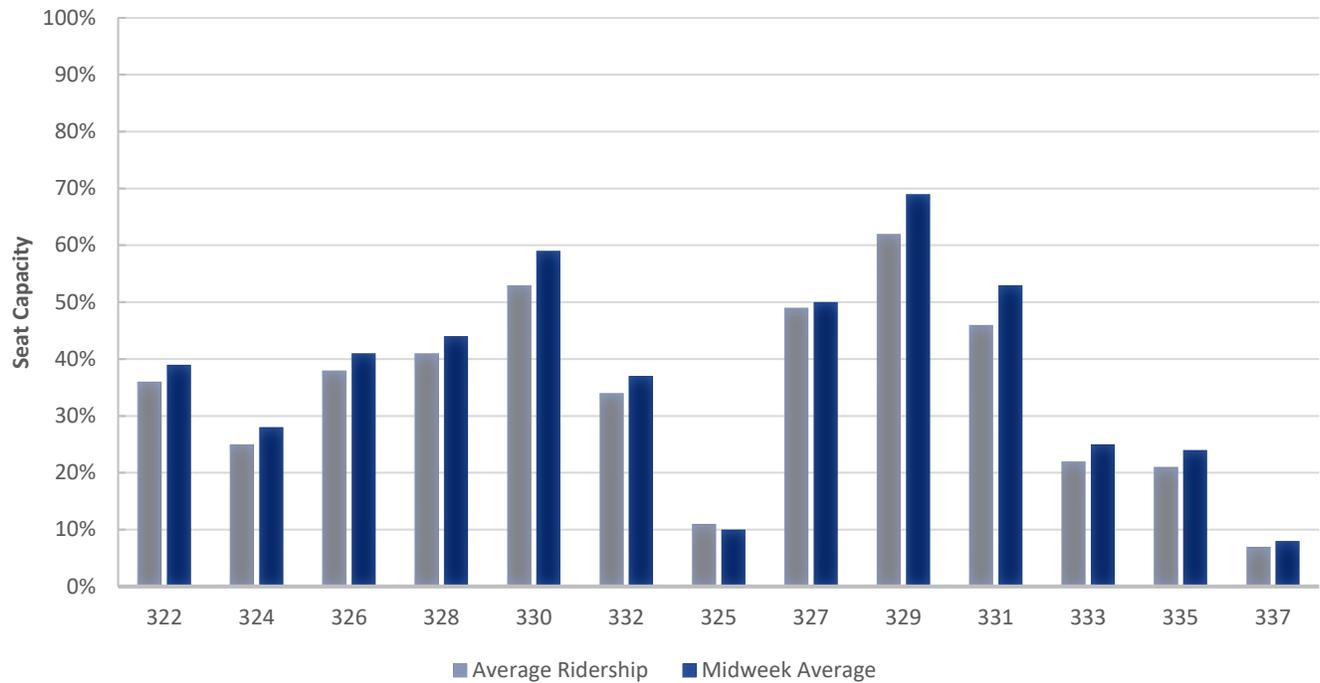


TRAIN UTILIZATION

FREDERICKSBURG LINE

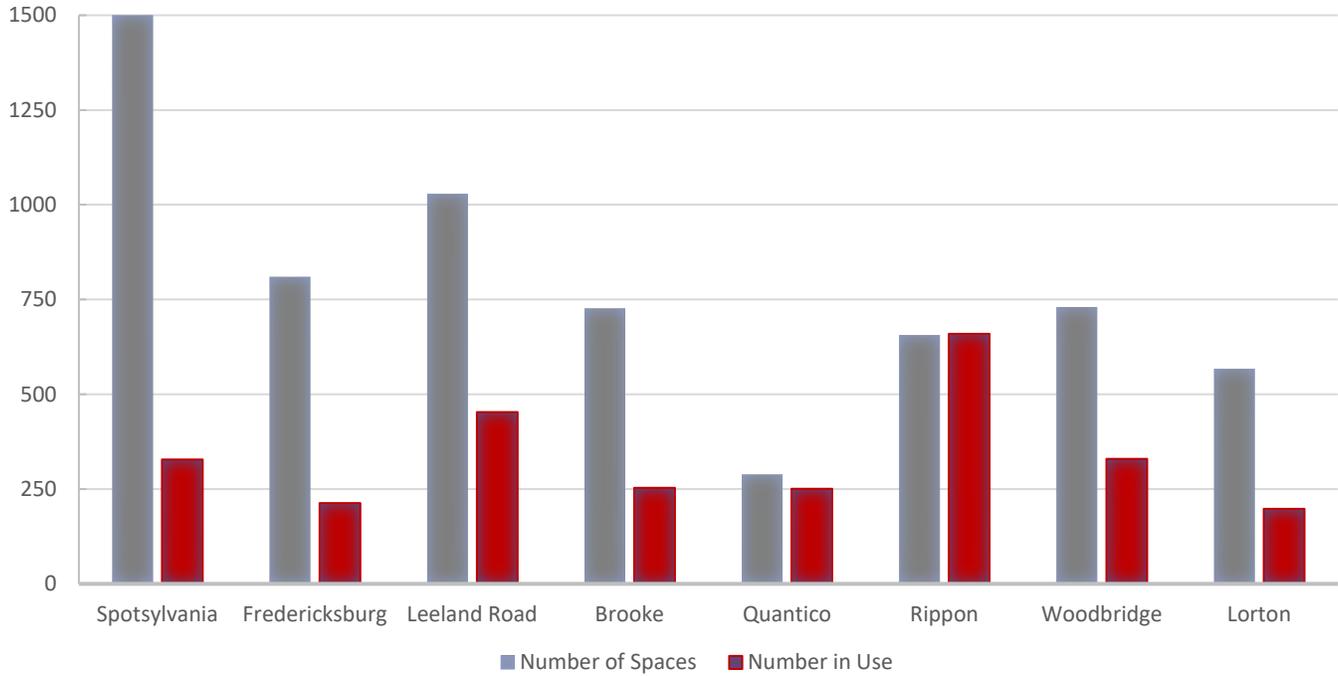


MANASSAS LINE

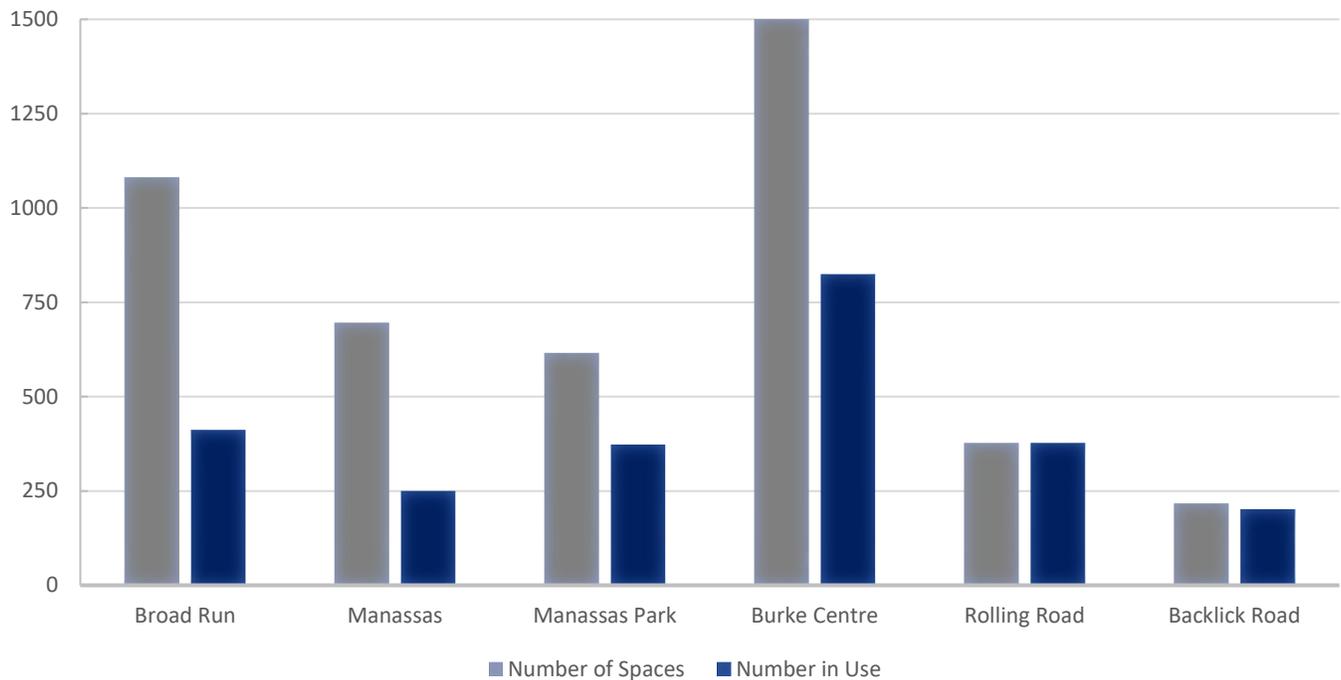


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT FOR SEPTEMBER 2025

Fare revenue through the end of the third month of FY 2026 (September 2025) is approximately \$0.9 million above the budget (a favorable variance of 17%) and is 57% above the same period in FY 2025. This increase over FY 2025 is primarily due to the Federal return to office mandate that began in February 2025.

Total ridership for the fiscal year to date is up 69%, or approx. 275,000 trips, over the same period in FY 2025, over the same number of service days compared to FY 2025. Monthly average daily ridership (ADR) for September was 10,738. Cumulative ADR through the end of September 2025 was 10,557 as compared to 6,254 for the same period in FY 2025.

The operating ratio for the first three months of FY 2026 is 22%, which is above VRE's approved FY 2026 budget operating ratio of 20% for the full fiscal year. In the past, VRE budgeted a minimum operating ratio of 50%, but this requirement has been waived for each of the annual budgets since the COVID-19 pandemic as ridership continues to recover.

A summary of the FY 2026 financial results through the end of September 2025 follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

Operating Budget Report to Follow

FY 2026 Operating Budget Report
Month Ended September 30, 2025

	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY26 BUDGET
Operating Revenue					
Passenger Ticket Revenue	6,024,121	5,153,280	870,841	16.9%	20,130,000
Other Operating Revenue	377,347	36,352	340,995	938.0%	169,000
Subtotal Operating Revenue	6,401,468	5,189,632	1,211,836	23.4%	20,299,000
Jurisdictional Subsidy (1)	8,174,327	8,174,327	-	0.0%	16,026,930
Federal/State/Other Jurisdictional Subsidy	8,654,859	8,769,675	(114,817)	-1.3%	42,717,090
Appropriation from Reserve/Other Income	9,416,960	14,599,304	(5,182,344)	-35.5%	32,700,464
Interest Income	805,834	896,000	(90,166)	-10.1%	3,500,000
Total Operating Revenue	33,453,448	37,628,939	(4,175,492)	-11.1%	115,243,484
Operating Expenses					
Departmental Operating Expenses	29,184,352	32,034,851	2,850,499	8.9%	103,415,509
Debt Service	2,944,887	2,947,994	3,106	0.1%	11,791,975
Other Non-Departmental Expenses	(10,000)	-	10,000	0.0%	36,000
Total Operating Expenses	32,119,240	34,982,845	2,863,605	8.2%	115,243,484
Net income (loss) from Operations	1,334,208	2,646,095	(1,311,887)		-
Operating Ratio	22%	16%	Budgeted	20%	Goal
				50%	

(1) Total jurisdictional subsidy is \$19,764,843. Portion shown as budgeted and actual are attributed to Operating Fund only.

FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Milling and paving of parking lots at Manassas Park station
2. Repairs to existing lighting at Manassas station parking garage
3. Removal of vegetation from parking lot fence at Manassas Park station

Projects scheduled to be completed this quarter:

1. Replacement of timber pedestrian crossings at Rolling Road and Burke Centre stations
2. Replacement of tactile warning panels on south platform at Manassas Park station
3. LED upgrade of existing parking lot light fixtures at Manassas Park station
4. Installation of security camera cabling in elevator shaft at Manassas station parking garage
5. Painting of steel railing repairs at Brooke, Leeland Road, Backlick Road and Burke Centre stations
6. Replacement of emergency generator and transfer switch at Alexandria Headquarters
7. Maintenance of track and switches at Seminary Yard Midday Storage Replacement Facility

Projects scheduled to be initiated this quarter:

1. Replacement of LED lighting at Woodbridge station parking garage
2. Repairs to platform lighting at multiple stations

Ongoing projects:

1. Modernization of elevator at Woodbridge station parking garage

UPCOMING PROCUREMENTS

1. Locomotive AR-10 parts
2. Upgrade of the camera communications and power infrastructure at Broad Run and Crossroads
3. Locomotive exterior painting services
4. Construction manager-general contractor for the L'Enfant station and 4th track project
5. General planning and engineering consulting services
6. Safety and security consulting services
7. Modernization of the Woodbridge station parking garage elevator
8. Track maintenance at the Seminary Yard midday storage replacement facility
9. Construction management services for the Crossroads maintenance and storage facility administrative and employee welfare building and employee parking lot project

CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects.

Completed projects or major project milestones:

1. Crystal City station replacement project received a class II categorical exclusion under the National Environmental Protection Act from the Federal Transit Administration

Projects or project phases scheduled to be completed this quarter:

2. Franconia-Springfield Station Improvements draft 100% plans and specifications
3. Broad Run Expansion (BRX) Section 106 Consultation

Projects or project phases scheduled to be initiated this quarter:

4. Manassas Park parking expansion 60% relocation design
5. Potomac Shores 100% design (design by others)

Ongoing projects:

6. Broad Run Expansion (BRX)
7. Manassas Park Parking Improvements
8. Rolling Road Station Improvements
9. Crossroads Maintenance and Storage Facility (MSF)
10. Lifecycle Overhaul & Upgrade Facility (LOU)
11. Quantico Station Improvements
12. Franconia-Springfield Station Improvements
13. Alexandria Station Improvements
14. Alexandria Station Track I Access (Slaters Lane)
15. Crystal City Station Improvements
16. L'Enfant Train Storage Track - South
17. L'Enfant Station Improvements
18. New York Avenue Midday Storage Facility
19. Potomac Shores VRE Station – *design by others*
20. Washington Union Station Improvements Environmental Impact Statement – *study by others*
21. Long Bridge Project – *study by others*

CAPITAL PROJECTS UPDATE (MAINTENANCE & STORAGE)

Project Name	Project Description	tl	Budget	Monthly Project Notes
Broad Run Maintenance and Storage Facility (MSF) Expansion	Expansion of the MSF will support increased Manassas Line service. Enhancements will include new storage tracks for additional rolling stock and reconstruction of the station platform and crew buildings.	Final Design	\$ 100,209,793.00	Plats and legal descriptions are being developed for the multiple property actions with adjacent property owners for the necessary boundary line adjustments, easements, and property acquisitions for the Broad Run MSF expansion project.
Crossroads Maintenance and Storage Facility (MSF) - Employee Parking	Permanent parking facility will replace gravel lot and support a future Administrative and Employee Welfare building.	Final Design	\$ 7,396,500.00	VRE received County approval of the Crossroads Employee Parking Lot site permit on 9/23/25.
Crossroads Maintenance and Storage Facility (MSF) - Administrative and Employee Welfare (AEW) Building	New 7,532 square foot AEW building will consolidate functions now spread across two small spaces and include locker rooms, conference rooms, individual offices, and a kitchen.	Final Design	\$ 11,830,525.00	VRE is preparing the site permit amendment package to be submitted later this month for the site improvements around the building. We continue to coordinate with the County on the building permit process.
Seminary Yard Midday Storage Replacement Facility	New facility at former Norfolk Southern yard in Alexandria will replace VRE's current midday storage at Amtrak's Coach Yard in Washington, D.C. Amtrak requires more space in the Coach Yard to store its intercity trains. The new storage facility on the Manassas Line will provide increased flexibility for VRE.	Development	\$ 75,899,512.00	VRE received right of entry from NS for the phase zero track maintenance work and is lining up flagging protection for the activities that are proposed to begin later this month. The design team continues to develop the master planning documents for subsequent phases of the Seminary MSRF program.

CAPITAL PROJECTS UPDATE (PARKING)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
Fredericksburg Station Parking Lot Improvements	VRE Lot G, now a gravel lot, will be paved; lighting will be enhanced; and access to the right of way will be maintained.	Final Design	\$ 2,593,773.00	Final Design and Permitting anticipated 3rd Quarter calendar 2025. IFB anticipated Fall 2025. Construction anticipated 4th Quarter calendar 2025.
Manassas Park Parking Expansion	New garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of Manassas Park's proposed transit-accessible high-density mixed-use town center.	Construction	\$ 35,262,764.00	Certificate of Occupancy received on 9/4/25, and contractor deemed substantially complete. Garage placed into service on 9/18/25. Existing surface lot re-paved. Contractor punchlist items to be completed by the end of the year.

CAPITAL PROJECTS UPDATE (ROLLING STOCK)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
Fleet Expansion Coaches-21 Railcars	Eleven new coaches will expand capacity on the Fredericksburg Line while 10 coaches will facilitate near-term Manassas Line capacity expansion. The coaches will be manufactured by Alstom through a joint procurement with Chicago Metra.	Final Design	\$ 84,624,563.00	Final Designs drawing packages are being reviewed. Customer First Article Inspections are taking place. Construction of first Chicago Metra Cars has started in Hornell NY.

- continued next page -

CAPITAL PROJECTS UPDATE (STATIONS)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
--------------	---------------------	---------------	--------	-----------------------

Alexandria Station Improvements	ADA-compliant, grade-separated pedestrian tunnel and elevator will connect the two platforms, which will be extended to accommodate eight-car trains simultaneously on three tracks. Raised platforms will eliminate the need for step-boxes. Rail bridges over King St. and Commonwealth Ave. will be replaced to improve safety.	Final Design	\$ 129,141,205.00	VRE will seek Operations Board approval to award the contract for construction of this project at the October meeting. Technical approval of Site and Building Permit obtained. Necessary property interests are being coordinated with the City and VPRA.
Backlick Road Station Improvements	A 270-foot platform extension will accommodate eight-car trains. Other enhancements include a second ADA-compliant entrance, upgraded lighting and communication systems, and rehabilitation of the existing platform and canopy.	Development	\$ 8,645,103.00	The VRE Operations Board authorized the award of an Engineering and Environmental Design Services task order to HDR on September 19, 2025. A project kickoff meeting was subsequently held on October 7, 2025
Brooke Station Improvements	A platform extension will accommodate eight-car trains. The design will allow for potential infrastructure upgrades, such as a third mainline track.	Development	\$ 11,131,217.00	VRE is collaborating with Stafford County, Fredericksburg Area Metropolitan Planning Organization (FAMPO), George Washington Regional Commission (GWRC) and Office of Intermodal Planning and Investment (OIPI) on funding reallocations.
Crystal City Station Improvements	An island platform at this expanded and relocated station will allow for the simultaneous boarding of two eight-car trains and accommodate VPRA's planned fourth track between AF and RO interlockings. This two-phased project is being coordinated with Arlington County's planned intermodal bridge from the station to Ronald Reagan Washington National Airport and VPRA's Long Bridge Project.	Development	\$ 68,900,900.00	Phase 2 60% comment resolution underway, and design to progress to 90% by end of November. Phase I design advancing from 90% to final. Related site plan process in coordination with property owner. Preliminary permitting coordination underway.
Franconia-Springfield Station Improvements	Both existing platforms will be extended to accommodate eight-car trains and the east platform will be widened. A pedestrian ramp and tunnel entrance to the east platform will provide access during VPRA's Franconia to Lorton Third Track project.	Final Design	\$ 32,516,000.00	VRE Review of 100% Design package completed. Package to be refined and distributed for stakeholder review, and used to advance permitting process.
Leeland Road Station Improvements	A platform extension will accommodate eight-car trains. Other enhancements include a new canopy, ADA-compliant entrance, and shared-use path.	Development	\$ 12,468,610.00	A GEC task order for engineering design and environmental support is being drafted for review.

CAPITAL PROJECTS UPDATE (STATIONS)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
L'Enfant Station and Fourth Track	The expanded station will allow for the simultaneous boarding of two eight-car trains. An additional mainline track between the VA and LE interlockings will be coordinated with VPRA's Long Bridge Project.	Development	\$ 131,800,302.00	The board item for awarding the final design contract to VHB is currently under review and pending approval by the VRE Operations Board. In parallel, VRE staff is preparing the CMGC procurement documents, with the goal of issuing the RFQ by the end of October.
Manassas Station Improvements	An extended platform will accommodate eight-car trains and enhance pedestrian access to the station. The continuous platform will replace the at-grade crossing at Battle St., improving safety. A new 300-foot platform with a canopy will be constructed west of the station. The project will be coordinated with the Manassas Line crossover feasibility study to inform future bi-directional service to the platforms.	Development	\$ 10,634,512.00	HDR has completed the alternatives analysis, which is currently under review by VRE. Once the review is complete, VRE will share the preferred alternative with the City for feedback.
Quantico Station Improvements	This project will construct a new center platform as well rehabilitate and lengthen the existing platform. Station access will be provided by a new pedestrian bridge over the existing tracks and the future third track. The	Closeout	\$ 27,009,714.00	Final Punchlist Items being resolved. Final Change Orders being finalized and processed. Final As-Built Survey for Final Real Estate Actions being accomplished. MCBQ completing Traffic Signal/RR

- continued next page -

Woodbridge Station Improvements	Extended platforms will accommodate eight-car trains. The project will enhance pedestrian access and support the addition of a third and fourth mainline track as proposed by the commonwealth's Transforming Rail in Virginia program.	Development	\$	3,281,261.00	VPRA has drafted the CMAQ flex request letter to FTA for Woodbridge and Backlick Station Improvements projects and is waiting on VDOT confirmation of FTA contact for the request (as of 4/28/25). Once flexed, the funding can be obligated in an FTA FFY2025 grant. VRE has prepared a draft grant application.
---------------------------------	---	-------------	----	--------------	---

For more information about VRE capital projects, visit <https://www.vre.org/projects-and-studies/>

This page intentionally left blank
This page intentionally left blank



VIRGINIA RAILWAY EXPRESS

1500 KING STREET, SUITE 202 • ALEXANDRIA, VA 22314 • 703.684.1001

VRE.ORG





Virginia Railway Express
MINUTES Operations Board Meeting
9:00 AM - Friday, September 19, 2025
 14700 Potomac Mills Road

The Operations Board Meeting of the Virginia Railway Express was called to order on Friday, September 19, 2025, at 9:00 AM, at 14700 Potomac Mills Road, with the following members present:

PRESENT: Chair Sarah Bagley, Vice Chair Andrea Bailey[†], Secretary Dan Storck, Treasurer Lori Hayes, Immediate Past Chair Meg Bohmke, Board Member Margaret Franklin, Board Member Tom Gordy, Board Member Jannan Holmes, Board Member Takis Karantonis[†], Board Member Sonia Vasquez Luna, Board Alternate Michael McLaughlin, and Board Member Alanna Mensing

EXCUSED: Board Member Tiffany Robinson, Former Board Member James Walkinshaw, Alternate Dr. Pamela Yeung, Alternate Canek Aguirre, Alternate Victor Angry, Alternate James Bierman, Alternate Kenny Boddye, Alternate Maureen Coffey, Alternate Darrell English, Alternate Dr. Deborah Frazier, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith

STAFF AND PUBLIC VRE: Rich Dalton, Dallas Richard, Mark Schofield, Joseph Swartz, Chris Henry, Lindsey Martin, Kristin Nutter, Nick Ruiz, John Duque, Alex Buchannan, Brittany Sumpter, Anaya Farah, Trinette Broussard
 NVTC Executive Director Kate Mattice, PRTC Joe Stainsby, Keolis Rail Services Virginia General Manager John Kerins, David Brickley, Jamie Harrell Cardinal Infrastructure

[†] *Denotes remote participation*

1. Pledge of Allegiance

2. Roll Call

A. Approval of Remote Participation

1-2025

Board Member Jannan Holmes made a motion to allow the remote participation for Board Members unable to attend meeting in person. Board Member Sonia Vasquez Luna seconded the motion. Carried unanimously. Vice Chair Andrea Bailey and Board Member Takis Karantonis joined the meeting remotely at 9:12 a.m.

3. Safety Moment

VRE Chief Executive Officer Rich Dalton conducted a safety briefing.

4. Approval of Agenda

A. Approval of Agenda as Presented

2-2025

Immediate Past Chair Meg Bohmke made a motion to approve the agenda as presented. Treasurer Lori Hayes seconded the motion. Carried unanimously.

5. Approval of Previous Minutes

A. Approval of Minutes from the July 18, 2025 VRE Operations Board Meeting

3-2025

Immediate Past Chair Meg Bohmke made a motion to approve the minutes of the July 18, 2025, VRE Operations Board meeting. Treasurer Lori Hayes seconded the motion. Carried unanimously.

6. Chair's Comments

Chair Bagley reported the CEO Search Committee met prior to the Operations Board meeting and would not reconvene. Chair Bagley recognized National Rail Safety Week, highlighting the importance of rail crossing safety and trespass prevention. She then announced the upcoming Tour de VRE 2025, a fundraising event supporting triple-negative breast cancer research. Chair Bagley also welcomed MinhChau Corr, VRE's new General Counsel, to her first Operations Board meeting. The meeting marked CEO Rich Dalton's final appearance. In recognition of his tenure, the Operations Board presented Mr. Dalton with a commemorative plaque. Sarah Higgins, VRE's Director of Mechanical Operations, presented Mr. Dalton with a set of rail tie figurines as an additional token of gratitude.

7. Chief Executive Officer's Report

The Chief Executive Officer briefed the board and attendees on the following topics:

- Safety
- Performance
- Ridership
- Service Updates - Long Bridge construction schedule
- Events - 100 Millionth Rider, Master Agreement Survey, Manassas Park Garage Opening
- Staff Updates - Steve MacIlsac's Retirement

8. Virginia Railway Express Riders' and Public Comment

No public comments were submitted.

9. Action Items

A. Authorization to Issue a GEC VIII Task Order for Environmental and Engineering Design Services for the Backlick Road Station Improvements Project

4-2025

Immediate Past Chair Meg Bohmke made a motion to authorize the Chief Executive Officer to issue a General Engineering Consulting Services (GEC) VIII Task Order for Environmental and Engineering Design Services for the Backlick Road Station Improvements Project. Treasurer Lori Hayes seconded the motion. Carried unanimously.

- B. Authorization to Execute a Sole Source Contract for Locomotive Precision Navigation Modules

5-2025

Immediate Past Chair Meg Bohmke made a motion to authorize the Chief Executive Officer to execute a Sole Source Contract for Locomotive Precision Navigation Modules. Treasurer Lori Hayes seconded the motion. Carried unanimously.

- C. Authorization to Execute a Contract for Federal Government Relations Services

6-2025

Treasurer Lori Hayes made a motion to authorize the Chief Executive Officer to execute a contract for Federal Government Relations Services. Vice Chair Andrea Bailey seconded the motion. Carried unanimously.

- D. Authorization to Amend GEC VIII Task Orders for Final Engineering Design Support for the Alexandria Station Improvements and King Street and Commonwealth Avenue Bridge Replacement Project

7-2025

Treasurer Lori Hayes made a motion to authorize the Chief Executive Officer to amend GEC VIII Task Order for Final Engineering Design Support for the Alexandria Station Improvements and King Street and Commonwealth Avenue Bridge Replacement Project. Board Member Takis Karantonis seconded the motion. Carried unanimously.

- E. Authorization to Execute Two Construction Agreements for the Potomac Shores Station Project

8-2025

Margaret Franklin made a motion to authorize the Chief Executive Officer to Execute Two Construction Agreements for the Potomac Shores Station Project. Vice Chair Andrea Bailey seconded the motion. Carried 11-0. Vice Chair Bailey did not cast vote (technical difficulties).

- F. Authorization to Issue a GEC VIII Task Order for Staff Augmentation to Support Construction Phase Activities for the Potomac Shores Project

9-2025

Board Member Jannan Holmes made a motion to authorize the Chief Executive Officer to Issue a GEC VIII Task Order for Staff Augmentation to Support Construction Phase Activities for the Potomac Shores Project. Treasurer Lori Hayes seconded the motion. Carried unanimously.

- G. Recommend Commission Approval of First Amendment to CSXT Amended and Restated Operating Access Agreement

10-2025

Treasurer Lori Hayes moved to recommend the Commissions approve the First Amendment to the CSXT Amended and Restated Operating Access Agreement and authorize the VRE Chief Executive Officer to execute the agreement on behalf of the Commissions. Board Member Sonia Vasquez Luna seconded the motion. Carried unanimously.

- H. Recommend Authorization to Submit a Letter of Support for the City of Manassas' NVRTA Six-Year Program (FY2026-2031) Grant Application for Phase I of the Manassas Line Trail Project

11-2025

Board Member Sonia Vasquez-Luna moved to recommend the Commissions authorize the VRE Chief Executive Officer to Submit a Letter of Support for the City of Manassas' NVRTA Six-Year Program (FY2026-2031) Grant Application for Phase I of the Manassas Line Trail Project. Board Member Tom Gordy seconded the motion. Carried unanimously.

- I. Referral of Preliminary FY 2027 VRE Operating and Capital Budget to the Commissions and Authorization for Public Hearings on Proposed Fare Changes

12-2025

Board Member Tom Gordy moved to authorize the Chief Executive Officer (CEO) to refer the preliminary FY 2027 VRE Operating and Capital Budget to the Commissions for their consideration. This will allow the Commissions to forward their preliminary budget recommendations to the jurisdictions for review and comment. The motion also authorizes the Operations Board to hold public hearings on the proposed fare changes included in the preliminary FY 2027 budget. Vice Chair Andrea Bailey seconded the motion. Carried unanimously.

10. Information Items

- A. Spending Authority Report

11. Closed Session

- A. Convene a Closed Session

13-2025

Treasurer Lori Hayes motioned to convene a closed session, pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A(29) of the Code of Virginia), for the purpose of discussing the award of a contract involving the expenditure of public funds where discussion in an open session would adversely affect the bargaining position and negotiating strategy of the Commissions. Immediate Past Chair Meg Bohmke seconded the motion. Carried unanimously.

14-2025

Treasurer Lori Hayes motioned to certify the VRE Operations Board, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

- Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and,
- Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed, or considered.

Board Member Dan Storck seconded the motion. Carried unanimously. Immediate Past Chair Meg Bohmke departed meeting after Closed Session at 11:02 a.m.

12. Operations Board Member's Time

13. Adjournment

Chief Executive Officer

Board Clerk



Virginia Railway Express

MINUTES Operations Board Meeting

9:00 AM - Friday, October 17, 2025
14700 Potomac Mills Road
Woodbridge, VA 22192

The Operations Board Meeting of the Virginia Railway Express was called to order on Friday, October 17, 2025, at 9:00 AM, in the boardroom of the OmniRide Transit Center located at 14700 Potomac Mills Road, Woodbridge, VA 22192, with the following members present:

PRESENT: Chair Sarah Bagley, Secretary Dan Storck, Immediate Past Chair Meg Bohmke¹, Board Member Margaret Franklin, Board Member Jannan Holmes, Board Member Takis Karantonis, Board Member Sonia Vasquez Luna², Board Alternate Michael McLaughlin, Board Member Alanna Mensing, Alternate Victor Angry, and Alternate Kenny Boddye

EXCUSED: Vice Chair Andrea Bailey, Treasurer Lori Hayes, Board Member Tom Gordy, Board Member Tiffany Robinson, Alternate Dr. Pamela Yeung, Alternate Canek Aguirre, Alternate James Bierman, Alternate Maureen Coffey, Alternate Dr. Deborah Frazier, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith

STAFF AND OTHERS: VRE: Trinette Broussard, MinhChau Corr, John Duque, Anaya Farah, Chris Henry, Sarah Higgins, Chris Kocher, Lezlie Lamb, Lindsey Martin, Kristin Nutter, Dallas Richards, Mark Schofield, Dagmawie Shikurye, Joseph Swartz, Isabella Williams.
Paul Garnett, Keolis; Jaime Harrell, Cardinal Infrastructure LLC; John Kerins, Keolis; Auke Mahar-Piersma, Cardinal Infrastructure LLC; Kate Mattice, NVTC; Mark Schnaufer, VPRA; Robert Schneider, PRTC

1. Pledge of Allegiance

2. Roll Call

A. Approval of Members' Remote Participation

1-2025

Board Member Takis Karantonis made a motion to approve the remote participation of Meg Bohmke by electronic means due to her being out of the area. Secretary Dan Storck seconded the motion. Carried 9-0

3. Safety Moment

Acting Chief Executive Officer Dallas Richards briefed the Operations Board and other meeting attendees on emergency procedures and assigned staff to specific tasks in an emergency.

¹ Participated electronically and left the meeting at 10:18 a.m.

² Arrived at 9:09 a.m.

4. Approval of Agenda

- A. Approve the October 17, 2025 VRE Operations Board Meeting Agenda

2-2025

Board Member Jannan Holmes made a motion to approve the agenda as presented. Alternate Kenny Boddye seconded the motion. Carried 10-0.

5. Approval of Previous Minutes

- A. Approval of Minutes from the September 19, 2025 VRE Operations Board Meeting

3-2025

Board Member Jannan Holmes made a motion to approve the minutes from the September 19, 2025 VRE Operations Board meeting as presented. Board Member Alanna Mensing seconded the motion. Carried 9-0. Alternate Victor Angry abstained.

6. Chair's Comments

- Chair Bagley welcomed Acting Chief Executive Officer Dallas Richards and thanked him for stepping into the role during the transition period.
- Planning has begun for the annual Santa Train event on December 13th. More volunteers are needed to play the roles of Santa and Mrs. Claus, so the Chair encouraged Board Members to volunteer, either for one of those roles or to join staff on the platform to greet families as they wait to board.
- A Nominating Committee, comprised of one member from each Commission, will be appointed in November to create a slate of nominees for the 2026 VRE Operations Board Officers.
- The annual Board photo is scheduled to be taken in November. Members are asked to please arrive to the meeting a little early and dress for the photo.
- Also in November, the Audit Committee will meet prior to the Operations Board meeting in lieu of the Executive Committee; and the Finance Committee will meet immediately following the Operations Board meeting.
- The Chair also introduced and welcomed Supervisors Victor Angry and Kenny Boddye, Board Alternates from Prince William County.

7. Chief Executive Officer's Report

- A. October 2025 CEO Report

Acting Chief Executive Officer, Dallas Richards briefed the Operations Board on the following topics:

- Safety
- On-Time Performance
- Ridership
- Events
 - Tour de VRE
 - Clifton Day

8. Virginia Railway Express Riders' and Public Comment

There were no public comments.

9. Consent Agenda

A. Motion to Approve the Consent Agenda as presented

4-2025

Board Member Alanna Mensing made a motion to approve the consent agenda, comprised of:

- 9A - Adopt the VRE Operations Board Electronic Participation Policy
- 9B - Authorization to Issue an Invitation for Bids for the Purchase and Delivery of Special Track Materials for the Broad Run Expansion Project

Alternate Kenny Boddye seconded the motion. Carried 11-0.

10. Action Items

A. Authorization to Execute a Contract for Construction of the Alexandria Station Improvements and King Street and Commonwealth Avenue Bridge Replacement Project.

5-2025

Alternate Kenny Boddye made a motion to authorize the Chief Executive Officer to execute a contract for the construction of the Alexandria Station Improvements and King Street and Commonwealth Avenue Bridge Replacement Project. Board Member Takis Karantonis seconded the motion. Carried 11-0.

B. Authorization to Execute a Sole Source Contract for Construction Administration Services for the Alexandria Station Improvements and King Street and Commonwealth Avenue Bridge Replacement Project

6-2025

Alternate Kenny Boddye made a motion to authorize the Chief Executive Officer to execute a sole-source contract for Construction Administration Services for the Alexandria Station Improvements and King Street and Commonwealth Avenue Bridge Replacement Project. Board Member Jannan Holmes seconded the motion. Carried 11-0.

C. Authorization to Execute a Sole Source Contract for New Locomotive Motor Braking Transfer Switches

7-2025

Alternate Kenny Boddye made a motion to authorize the Chief Executive Officer to execute a sole-source contract for New Locomotive Motor Braking Transfer Switches. Board Member Takis Karantonis seconded the motion. Carried 11-0.

D. Authorization to Execute Contracts for On-Call Photography and Videography Services

8-2025

Board Member Takis Karantonis made a motion to authorize the Chief Executive Officer to execute contracts for On-Call Photography and Videography Services. Alternate Kenny Boddye seconded the motion. Carried 11-0.

- E. Authorization to Amend the Contract for Engineering and Environmental Services for the VRE L'Enfant Station and Fourth Track Project

9-2025

Board Member Jannan Holmes made a motion to authorize the Chief Executive Officer to amend the contract for Engineering and Environmental Services for the VRE L'Enfant Station and Fourth Track Project. Board Member Alanna Mensing seconded the motion. Carried 11-0.

- F. Authorization to Amend a GEC VIII Task Order for Final Engineering Design Support for the Franconia-Springfield Station Improvements Project

10-2025

Secretary Dan Storck made a motion to authorize the Chief Executive Officer to amend a GEC VIII Task Order for Final Engineering Design Support for the Franconia-Springfield Station Improvements Project. Alternate Kenny Boddye seconded the motion. Carried 11-0.

- G. Authorization to Amend a Custodial and Seasonal Services for VRE Facilities Task Order for On-Call Services

11-2025

Board Member Jannan Holmes made a motion to authorize the Chief Executive Officer to amend a Custodial and Seasonal Services for VRE Facilities Task Order for On-Call Services. Board Member Alanna Mensing seconded the motion. Carried 11-0.

- H. Recommend Approval to Extend the Lease Agreement for the North Parking Lot at the Broad Run Station

12-2025

Board Member Takis Karantonis made a motion to recommend the Commissions approve extending the lease agreement for the north parking lot at the Broad Run station. Secretary Dan Storck seconded the motion. Carried 11-0.

11. Information Items

- A. Draft 2026 Legislative Agenda

VRE Director of Government Affairs and Public Relations Joseph Swartz stated that the VRE Legislative Committee worked to develop the draft 2026 legislative agenda. Mr. Karantonis, Chair of the Legislative Committee, thanked Mr. Swartz and the committee members for their efforts. Mr. Swartz covered Federal funding, legislative, and regulatory issues and state and regional funding and legislative issues on the state side.

- B. Spending Authority Report

Mr. Richards pointed out the Spending Authority Report for September and offered to answer any questions Board Members had.

C. Presentation on FY 2027 Budget Process

VRE Chief Financial Officer Mark Schofield provided an update on developing the FY 2027 budget. VRE staff have scheduled three public hearings to take comments on the proposed fare increase. Staff have reviewed departmental budgets as part of the operations budget and the Design and Construction Department is working to finalize project costs for the capital budget. VRE deferred the annual Master Agreement Survey due to the Federal government shutdown that coincided with the scheduled survey on October 1st. The latest date to conduct the Master Agreement survey for formulating jurisdictions' FY 2027 allocations would be November 12th, and a decision to go ahead with that would need to be made by November 7th. If the shutdown is not resolved by that date, the options would be going ahead with the survey, with an understanding that the results may not be representative, or, it may be preferable to carry over the contribution allocations from the October 2024 Master Agreement Survey. Chair Bagley stated that it would be her preference to use the figures from the 2024 Master Agreement. Other Board Members did not disagree. Member Franklin recommends the General Assembly Appropriations Committee be kept in the loop regarding VRE's funding and budget challenges.

12. Closed Session

No Closed Session was held.

13. Operations Board Member's Time

Chair Bagley noted the success of Tour de VRE thanked the staff for all their efforts organizing and executing the event. She also updated the Board on the work of the CEO Search Committee and noted the committee is optimistic a recommendation can be brought to the Board in November.

Mr. Storck announced that Tour de Mount Vernon will be held Saturday, October 18th.

Mr. Karantonis regrets he always seems to have a schedule conflict on the weekend of Tour de VRE, but he hears great things about the event.

Ms. Mensing invited Members to attend the Manassas Park Parking Garage Ribbon Cutting on Tuesday, October 21st at 2 p.m.

Mr. Boddye thanked the Board for welcoming his participation.

Mr. McLaughlin thanked all the jurisdictions VPRAs work with on Transforming Rail in Virginia.

Ms. Mattice will be attending the ribbon cutting for the new Manassas Park garage on Tuesday, and she reminded the Board of DMV Moves Rail Summit at Union Station next Friday at 10 a.m.

Mr. Angry thanked the Board for welcoming his participation and for the informative discussion. He stated that the Long Bridge project is very important.

Ms. Holmes thanked Alternates Angry and Boddye for helping the Board make quorum and mentioned she will be at the Manassas Park garage ribbon-cutting in spirit.

Ms. Vasquez Luna congratulated Mr. Richards on his first meeting as Acting CEO, and encouraged VRE to increase its marketing effort when the government shutdown is resolved. Chair Bagley followed up to announce VRE had reached its 100-Millionth Rider milestone. An event had been planned for October 1st, but was canceled due to the government shutdown.

14. Adjournment

The meeting was adjourned at 10:42 a.m.

Chief Executive Officer

Board Clerk

**RESOLUTION #2583**

SUBJECT: Authorize the Acting VRE CEO to Refer the Preliminary FY 2027 VRE Operating and Capital Budget to Participating and Contributing Jurisdictions

WHEREAS: The Virginia Railway Express (VRE) Master Agreement requires the VRE Operations Board submit to the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission ("the Commissions") a preliminary fiscal year budget by September 30 each year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2027 Operating and Capital Budget;

WHEREAS: The preliminary FY 2027 budget proposes a total jurisdictional subsidy of \$19,764,843 and proposes a 5% increase in passenger fares effective the first week of July 2026;

WHEREAS: In accordance with VRE's Public Participation Policy, VRE must hold public hearings to solicit comments from riders and the public on the proposed fare changes included in the preliminary FY 2027 budget; and

WHEREAS: The VRE Operations Board recommends the following Commission action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby authorize the Acting VRE CEO to refer the Virginia Railway Express preliminary FY 2027 Operating and Capital Budget to participating and contributing jurisdictions for further formal review and comment.

BE IT FURTHER RESOLVED that NVTC directs the VRE Operations Board to forward a final recommended budget to the Commissions for consideration for adoption in January 2026.

Approved this 6th day of November, 2025.

David F. Snyder
Chair

Matthew F. Letourneau
Secretary-Treasurer

Action Item**Operations Board Meeting
AGENDA ITEM REPORT**

To: Chair Bagley and the VRE Operations Board
From: Rich Dalton
Date: September 19, 2025
Re: Referral of Preliminary FY 2027 VRE Operating and Capital Budget to the Commissions and Authorization for Public Hearings on Proposed Fare Changes

RECOMMENDATION:

The VRE Operations Board is asked to authorize the Chief Executive Officer (CEO) to refer the preliminary FY 2027 VRE Operating and Capital Budget to the Commissions for their consideration, so the Commissions can, in turn, refer their preliminary budget recommendations to the jurisdictions for review and comment. The Operations Board is also asked to authorize public hearings on the proposed fare changes included in the preliminary FY 2027 budget.

SUMMARY:

VRE's preliminary FY 2027 operating budget totals \$117.4 million, which includes operations, maintenance, and existing debt service. This is an increase of \$2.2 million or 1.9% over the approved FY 2026 operating budget. The preliminary operating budget includes a total jurisdictional subsidy of \$19.8 million (no change from FY 2026) and a proposed 5.0% increase to passenger fares. Total fare revenue is projected at \$27.8 million in the preliminary budget, an increase of \$7.7 million or 38% over the FY 2026 approved budget, reflecting VRE's increased ridership since the Federal Return to Office (RTO) mandates in February 2025.

Approximately \$28.2 million of pandemic relief funding from the American Rescue Plan Act (ARPA) and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) is projected to be utilized in the preliminary FY 2027 operating budget, a decrease of 14% versus the approved FY 2026 budget. Staff will review and update all revenue and expense assumptions as the budget process moves forward, particularly for potential departmental expense reductions where appropriate.

VRE's preliminary FY 2027 capital budget includes commitments of \$89.1 million from federal, state, regional, and local funding sources towards the Capital Improvement Program (CIP). VRE continues to work closely with the Department of Rail and Public Transportation (DRPT), the Virginia Passenger Rail Authority (VPRA), and the Northern Virginia Transportation Authority (NVTA) to advance capital projects that are critical to the Transforming Rail in Virginia (TRV) program and to expanding commuter and intercity rail across the Commonwealth.

The capital budget commitment figure will be updated during the budget process as project schedules and cost estimates are refined and as the ongoing Manassas Line property acquisitions are

incorporated. In accordance with the Funding Agreement between VRE and VPRA, VRE's \$15 million of annual dedicated Commuter Rail Operating and Capital (CROC) funding in FY 2027 will support \$7.5 million of principal and interest payments on the Series 2022 Bonds and \$7.5 million of contributions to VPRA in support of the Long Bridge project.

A final balanced FY 2027 budget will be submitted in December for the Operations Board's consideration and referral to the Commissions for approval. Projections of both revenues and expenses are still under review by VRE staff and may change materially based on updated ridership trends, macroeconomic conditions, current active procurements, contractual cost drivers, or policy changes. The final FY 2027 budget (which will include an amended FY 2026 budget) will ensure VRE can continue to provide safe and reliable rail service, to meet its commitments to the Commonwealth as part of the TRV program, and to equitably share the costs of service among riders, local jurisdictions, the Commonwealth, and other funding partners.

BACKGROUND INFORMATION:

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the preliminary FY 2027 VRE Operating and Capital Budget is attached for the Operations Board's review.

As discussed during the July 2025 Operations Board meeting, VRE will face a range of "key issues" in FY 2027. Strategically, VRE must continue to expand efforts to increase ridership and adapt to serve new markets, while at the same time moving ahead with major capital commitments to support near-term and long-term growth. This includes resuming regular incremental changes to passenger fares and local subsidy as the cost of providing service increases and new services are introduced, while being cognizant of constraints faced by both jurisdictions and riders; taking managerial actions to ensure existing pandemic relief funds last for as long as possible; and balancing the budget through a combination of passenger fares, jurisdictional contributions, state dedicated funds, and the remaining pandemic relief funds.

Key Operating Budget Assumptions:

VRE's preliminary FY 2027 operating budget totals \$117.4 million, as compared to \$115.2 million in the approved FY 2026 budget. This includes \$105.6 million for operations and maintenance and \$11.8 million for debt service and operating reserve, which includes the Virginia Resources Authority (VRA) financing for railcars and the Series 2022 CROC-backed revenue bonds. As noted above, both revenues and expenses continue to be reviewed and may change materially before adoption of the final budget. The key assumptions used in preparing the preliminary operating budget are summarized below.

1. Jurisdictional Subsidy

In FY 2026, the approved total jurisdictional subsidy is \$19.8 million, reflecting the 8.0% increase approved in December 2024. The preliminary FY 2027 budget includes no recommended change to the total jurisdictional subsidy of \$19.8 million.

As noted in previous budget discussions, jurisdictional subsidies have not kept pace with inflationary and contractual cost increases over the past decade. During the pandemic, VRE leveraged its federal pandemic funds to provide subsidy relief for the jurisdictions, shortening the length of time those funds would be available to support VRE's operations. The subsidy increase in FY 2026 represented one step towards returning to pre-pandemic levels but did not return VRE to what the subsidy would have been on its pre-pandemic trend. While costs continue to rise at rates higher than VRE's available jurisdictional subsidy, staff recommend a return to the more predictable policy of alternating

subsidy and fare increases every other year. An increase to the jurisdictional subsidy is expected in FY 2028.

The preliminary FY 2027 budget does not include an allocation of the subsidy to each jurisdiction. In early October 2025, VRE will conduct the annual Master Agreement Survey, and the results of the survey will be used to determine the allocation of the subsidy.

2. Ridership and Fare Revenue

The preliminary FY 2027 budget assumes a weekday average daily ridership (ADR) of 12,000. This figure will continue to be refined as ridership results from September through November are incorporated, and an amended ridership figure for FY 2026 will also be part of the final budget adoption in December. At these ridership levels, projected passenger revenue in FY 2026 is \$27.8 million, a net increase of \$7.7 million or 38% over the approved FY 2026 budget.

The average fare per trip has continued to slowly decline from its pandemic-era highs as riders have “right-sized” their ticket buying for their new commuting patterns or have ridden more often on VRE’s monthly/31-day tickets. The average fare appears to be settling below the pre-pandemic value, which is what was expected given ticket-buying behavior, higher federal scrutiny towards use of benefits, ridership population changes, and the proportional shift toward longer trips among the riders that have returned. The average fare over the final four months of FY 2025 was \$8.60, lower than the average fare for FY 2019 of \$9.38.

Based on earlier Operations Board feedback, the FY 2027 preliminary budget includes a 5.0% fare increase. The most recent prior increase of 5% was implemented in FY 2025, which in turn was the first increase since FY 2020. The preliminary budget projects an average fare of \$9.24, which includes the proposed 5% fare increase.

Starting in February 2025, VRE has seen an increase in ridership, from an ADR of 5,594 in January 2025 to 10,789 in August 2025. This is primarily related to the Federal RTO mandates starting in February 2025. Thanks to this increase, fare revenue and future ridership projections are both higher than were projected in the FY 2026 approved budget. While this increase in ridership does not close VRE’s funding gap or eliminate the need for pandemic relief, it is the primary reason for the reduction in pandemic funds being utilized in the FY 2027 preliminary budget. The increase in projected ridership accounts for a \$9.8 million increase in fare revenue in FY 2027 over FY 2026.

With the Operations Board’s authorization, and in accordance with VRE’s Public Participation Policy, VRE will conduct one or more public hearings and engage in other public outreach activities regarding the proposed FY 2027 fare increase.

3. Operating Expenses and Cost Growth

Overall operating expenses are projected to rise a net 2.1%, or \$2.2 million over FY 2026 in the preliminary FY 2027 budget. As in FY 2026, preliminary projections for annual cost growth in most of the core areas of VRE’s operating budget are generally in the range of 2-4 percent due to inflationary trends, material cost increases (such as steel) and contractual increases offset by savings in projected diesel fuel costs and other smaller areas.

Insurance cost increases continue to be a significant factor due to market capacity constraints and federal requirements, including a required rise in the liability insurance cap in FY 2027. This amounts to a \$1.1 million projected cost increase for FY 2027. Additionally, increased costs of fare collections (related to higher ridership/ticket sales), expanded marketing efforts, information technology

cybersecurity and system software costs, as well as facilities maintenance costs due to new and updated facilities, are the primary causes of operating cost growth.

In preparing the preliminary budget, department heads have submitted their plans for FY 2027 with no deferrals or eliminations. As noted above, as the budget process continues during the Fall, expense reductions will be incorporated as deferrals and eliminations are identified, contingencies are reduced, and updated information on contract escalations are received.

4. State Assistance for Operating and Capital

VRE receives up to 3.5% of the Commonwealth Mass Transit Fund (MTF) annually as the state's contribution to operating and capital costs. This dedicated source replaced both the operating subsidy and the capital matching grants that VRE previously received through the MERIT program. This funding is separate from the track access fee reimbursement VRE receives through VPRA. VRE is still eligible to apply for SMART SCALE funding and other discretionary programs at the state level.

Based on prior projections of the total MTF funding available, VRE expects to receive approximately \$17 million in FY 2027, similar to FY 2026. The preliminary budget has this funding allocated as \$12.2 million to operations and \$4.8 million as a match for capital. This projection will be updated with new information received prior to December 2025 on MTF funding levels or performance-based impacts to VRE's dedicated funding percentage, and as updates and revisions are made to VRE's capital plan for FY 2027.

5. Pandemic Relief Funds

VRE has fully obligated all three of its pandemic relief funding grants. CARES Act funds were spent first, with all \$86 million of CARES Act operating funding fully utilized as of the first quarter of FY 2023. American Rescue Plan Act (ARPA) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds are being drawn down now, with approximately \$51.9 million of \$118.6 million in ARPA funds and \$64.1 million of \$69.3 in CRRSAA funds remaining as of June 30, 2025, the end of FY 2025.

Based on the approved FY 2026 budget, approximately \$32.7 million of ARPA and CRRSAA funds will be drawn in FY 2026. The FY 2027 preliminary budget includes \$28.2 million in total pandemic funds drawn from the two grants. Current projections would result in the full utilization of pandemic relief funds sometime in early FY 2029. However, these figures will be updated as part of the Amended FY 2026 budget process as ridership and revenue results for the first half of the year come in, and the overall drawdown profile for the pandemic relief funds will be updated at the same time.

Capital Funding:

The major capital funding that is expected to be obligated in FY 2027 includes:

- *Federal formula funds:* Federal funding allocations are lagged by one year relative to VRE's fiscal year, so the federal funding allocated in Federal Fiscal Year (FFY) 2026 will be available to be obligated and spent beginning in VRE's FY 2027. As a result of the Infrastructure Investment and Jobs Act (IIJA), formula funding for transit agencies was increased significantly. VRE's total FFY 2025 formula funding (for the Section 5307 Urbanized Area and Section 5337 State of Good Repair programs) is approximately \$47.0 million. As more information is available on the outlook for FFY 2026 funding, the capital budget will be updated.

As in previous years, VRE's formula funds will be committed to railcar debt service, equipment and facilities asset management programs, and key CIP projects such as Seminary Yard, the Manassas Line property acquisitions, and the L'Enfant Station and Fourth Track. Some portion of the funding is also likely to be needed for existing projects where cost estimates have increased.

- *State capital match:* While previously executed grant agreements remain in place VRE will now provide the "state" match for capital grants from the 3.5% dedicated allocation from the MTF. As noted above, the preliminary budget assumes that approximately \$4.8 million of that dedicated funding will be allocated towards capital match in FY 2026.
- *Discretionary state and regional funding:* The FY 2027 budget is expected to obligate previously allocated NVTAF funds for the Backlick Road Station Improvements project and VPRA funds for the L'Enfant Station and Fourth Track project.
- *Commuter Rail Operating and Capital (CROC) Fund:* VRE issued 30- year CROC-backed bonds in June 2022, with the proceeds used to assist in the purchase of CSX right-of-way. Of the annual \$15 million in CROC funds that VRE receives, \$7.5 million is committed each year to debt service on the Series 2022 bonds. The remaining \$7.5 million each year (through 2032), in accordance with the terms of the Funding Agreement with VRPA, supports pay-as-you-go (PAYGO) capital contributions to key projects in the VRE service area – primarily Long Bridge, but also potentially the Alexandria Fourth Track and the Franconia-Springfield Bypass.

ATTACHMENTS:

[FY27 Preliminary Source-Use for Sep2025 Board Item Output Document \(2025-113\) - Pdf](#)



Virginia Railway Express
Operations Board

Referral of Preliminary FY 2027 VRE Operating and Capital Budget to the Commissions and Authorization for Public Hearings on Proposed Fare Changes

WHEREAS, the VRE Master Agreement requires the VRE Operations Board submit to the Commissions a preliminary fiscal year budget by September 30 each year; and,

WHEREAS, the VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2027 Operating and Capital Budget; and,

WHEREAS, the preliminary FY 2027 budget proposes a total jurisdictional subsidy of \$19,764,843 and proposes a five percent increase in passenger fares effective the first week of July 2024; and

WHEREAS, in accordance with VRE's Public Participation Policy, VRE must hold public hearings to solicit comments from riders and the public on the proposed fare changes included in the preliminary FY 2027 budget;

NOW, THEREFORE, BE IT RESOLVED THAT, the Virginia Railway Express Operations Board does hereby refer the preliminary FY 2027 Operating and Capital Budget to the Commissions for their consideration; and

BE IT FURTHER RESOLVED THAT, the VRE Operations Board recommends the budget be forwarded to the jurisdictions for further formal review and comment; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to solicit comment through public hearings related to the proposed five percent fare increase and to report the public comments received back to the Operations Board for consideration; and,

BE IT FURTHER RESOLVED THAT, VRE staff is directed to consider and address comments by the jurisdictions and to present a final recommended budget to the VRE Operations Board at the December 2025 meeting for consideration and referral to the Commissions for adoption in January 2026.

INTRODUCTION AND VOTE RECORD:

MOTION:

SECOND:

Ayes:

RESOLUTION 25-09-9I

Regular Meeting
September 19, 2025

Nays:
Abstentions:
Absent from Vote:

**RESOLUTION #2584**

SUBJECT: Approve the First Amendment to CSX Transportation (CSXT) Amended and Restated Operating Access Agreement and Authorize the Acting VRE CEO to Execute the Agreement on Behalf of the Commissions

WHEREAS: In 2021, the Virginia Department of Rail and Public Transportation (DRPT) entered into a Comprehensive Rail Agreement (CRA) under which the Commonwealth acquired one-half of the CSXT-owned Richmond, Fredericksburg & Potomac (RF&P) rail corridor;

WHEREAS: As a result, VRE entered into an Amended and Restated Operating Access Agreement with CSXT, dated June 30, 2021, which reduced the stations leased to VRE under the 2013 CSXT Master Lease Agreement with VRE, and also entered into a Passenger Rail Operations and Access Agreement with DRPT, dated March 26, 2021, which agreement included a Passenger Station Ground Lease Agreement, both of which agreements were later assigned to the Virginia Passenger Rail Authority (VPRA);

WHEREAS: As a result of an oversight at the time the above agreements were executed, the passenger platform on the west side of the Alexandria Station was not included either in the lease agreement with CSXT or the lease agreement with DRPT/VPRA although VRE continued to use the west platform as it had since the inception of VRE service;

WHEREAS: The proposed First Amendment to the Amended and Restated Operating Access Agreement with CSXT will correct this oversight with an effective date retroactive to 2021; and

WHEREAS: The VRE Operations Board recommends the following Commission action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the First Amendment to the Amended and Restated Operating Access Agreement with CSXT and authorize the Acting VRE Chief Executive Officer to execute the agreement on behalf of the Commissions.

Approved this 6th day of November, 2025.

David F. Snyder
Chair

Matthew F. Letourneau
Secretary-Treasurer

Action ItemOperations Board Meeting
AGENDA ITEM REPORT

To: Chair Bagley and the VRE Operations Board

From: Rich Dalton

Date: September 19, 2025

Re: Recommend Commission Approval of First Amendment to CSXT Amended and Restated Operating Access Agreement

RECOMMENDATION:

The Virginia Railway Express (VRE) Operations Board is asked to recommend to the Commissions, approval of the First Amendment to the CSX Transportation (CSXT) Amended and Restated Operating Access Agreement (“First Amendment”) and authorization for the VRE Chief Executive Officer (CEO) to execute it on behalf of the Commissions.

SUMMARY:

When the Transforming Rail in Virginia transaction occurred in 2021, the CSXT-owned RF&P rail corridor was divided longitudinally between CSXT and the Commonwealth of Virginia. This resulted in the lease agreements with VRE for stations along the corridor being divided between CSXT and DRPT. Inadvertently, the west platform at the Alexandria station was not included in VRE’s lease agreement with either CSXT or DRPT. Notwithstanding this, VRE has continuously used the west platform. All parties recognize that the west platform should be included as one of leased facilities and the proposed First Amendment would do this.

BACKGROUND INFORMATION:

In 2021, the Virginia Department of Rail and Public Transportation (“DRPT”) entered into a Comprehensive Rail Agreement (“CRA”) under which the Commonwealth acquired one-half of the CSXT owned RF&P rail corridor. One component of the CRA was the transfer to DRPT of ownership of all but a few of the passenger rail facilities in the corridor. As a result, VRE’s operating access and station facilities lease agreement with CSXT needed to be amended to reflect the change in the corridor ownership. VRE entered into an Amended and Restated Operating Access Agreement, dated June 30, 2021, which reduced the stations leased to VRE under the 2013 CSXT Master Lease Agreement with VRE. VRE also entered into a Passenger Rail Operations and Access Agreement with DRPT, dated March 26, 2021, which agreement included a Passenger Station Ground Lease Agreement, both of which agreements were later assigned to VPRA.

At the time the above agreements were executed, the passenger platform on the west side of the Alexandria station was not included in the lease agreement with CSXT or DRPT/VPRA. This appears to have been an oversight and VRE has continued to use the west platform since 2021 as it had since

the inception of VRE service. Both CSXT and VPRA recognize the oversight and the proposed First Amendment will correct this oversight with an effective date retroactive to 2021.

As part of the CRA, VPRA and CSXT are undergoing a Deed of Confirmation process which will more clearly define the property interests being conveyed to VPRA. Once this is concluded and the interests are conveyed to VPRA, the lease rights VRE has in the west platform at Alexandria will be conveyed to VPRA. Thereafter, the CSXT and the VPRA agreements with VRE will be again amended to reflect VPRA as the lessor.

FISCAL IMPACT:

The proposed First Amendment will not impose any additional financial requirements on the Commissions as only nominal rent is paid to CSXT and VPRA for the VRE station leases.

ATTACHMENTS:

[Output Document \(2025-112\) - Pdf](#)

[First Amend to CSXT Amended and Restated Op Ag Exhibits 9-3-25](#)

[First Amendment to 2021 Amended and Restated Op Access Ag for Alex West Platform VRE draft 9-2-25](#)



Virginia Railway Express
Operations Board

Recommend Commission Approval of First Amendment to CSXT Amended and Restated Operating Access Agreement

WHEREAS, in 2021, the Virginia Department of Rail and Public Transportation (“DRPT”) entered into a Comprehensive Rail Agreement (“CRA”) under which the Commonwealth acquired one-half of the CSXT-owned RF&P rail corridor; and,

WHEREAS, as a result, VRE entered into an Amended and Restated Operating Access Agreement with CSXT, dated June 30, 2021, which reduced the stations leased to VRE under the 2013 CSXT Master Lease Agreement with VRE, and also entered into a Passenger Rail Operations and Access Agreement with DRPT, dated March 26, 2021, which agreement included a Passenger Station Ground Lease Agreement, both of which agreements were later assigned to VPRA; and,

WHEREAS, as a result of an oversight at the time the above agreements were executed, the passenger platform on the west side of the Alexandria station was not included either in the lease agreement with CSXT or the lease agreement with DRPT/VPRA although VRE continued to use the west platform as it had since the inception of VRE service; and,

WHEREAS, the proposed First Amendment to the Amended and Restated Operating Access Agreement with CSXT will correct this oversight with an effective date retroactive to 2021;

NOW, THEREFORE, BE IT RESOLVED that the VRE Operations Board does hereby recommend that the Commissions approve the First Amendment to the Amended and Restated Operating Access Agreement with CSXT, and authorize the VRE Chief Executive Officer to execute the agreement on behalf of the Commissions.

INTRODUCTION AND VOTE RECORD:

MOTION:

SECOND:

Ayes:

Nays:

Abstentions:

Absent from Vote:

**Exhibit E
(Premises)**

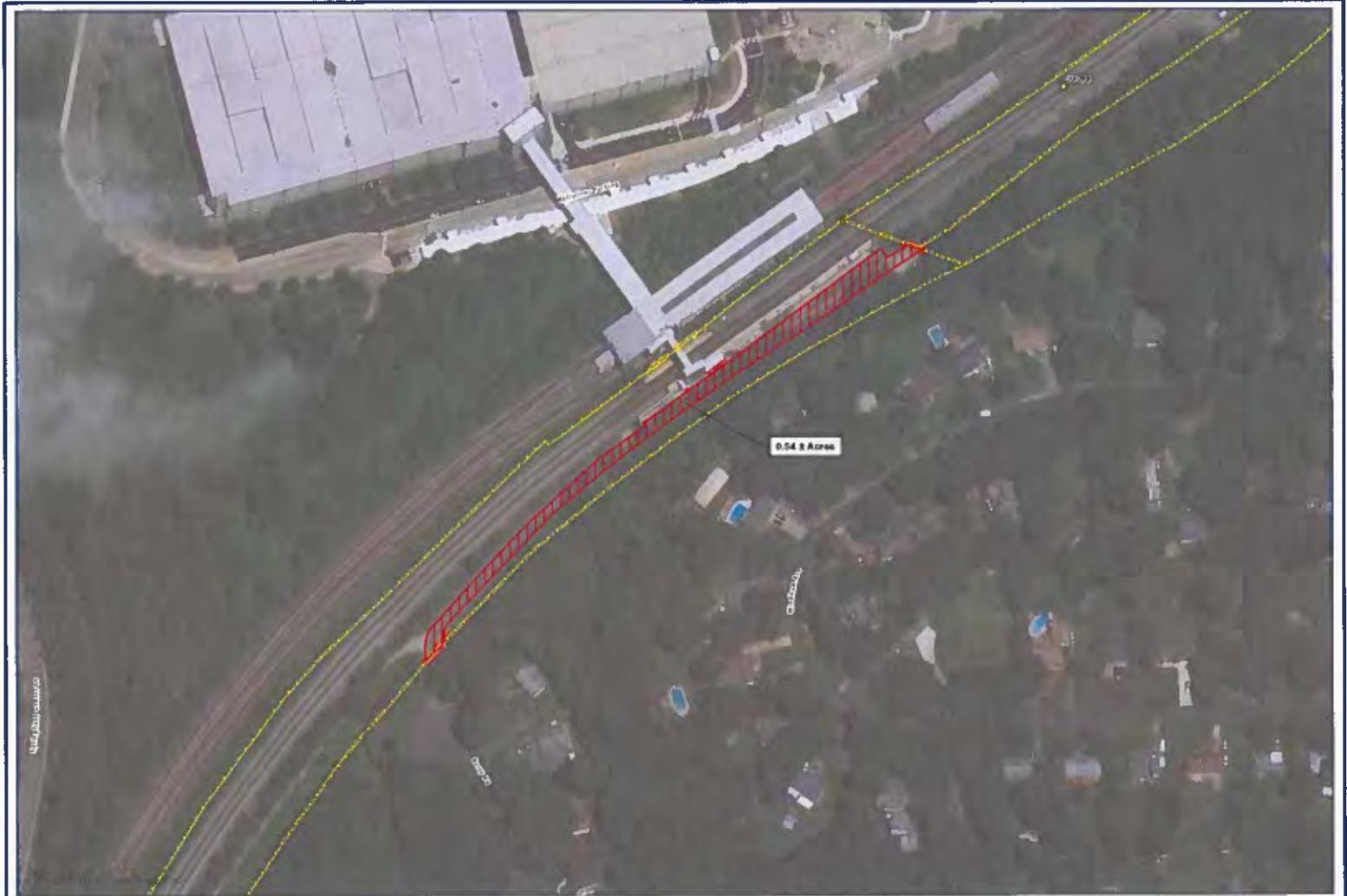
Franconia/Springfield Station

Rippon Station

Woodbridge Station

Quantico Station

Alexandria West Platform



-  Engineering Milepost
-  VRE Lease
-  CSX Real Estate

Virginia Railway Express - Franconia/Springfield Station
 CSX 024289 008 - 0.54 ± Acres
 Fairfax County - Springfield, VA
 Baltimore Division - RF & P Subdivision
 Milepost CFP 97.8



0 50 100 150 200 250
 Feet

DISCLAIMER:
 This CFP Real Property, 101 1011 10111, is shown as an approximate location only and is not intended to be used as a legal description. The boundaries of the real estate are shown as approximate only and are not intended to be used as a legal description. The boundaries of the real estate are shown as approximate only and are not intended to be used as a legal description.





0.32 ± Acres

Virginia Railway Express - Woodbridge Station
 CSX 024289 004 - 0.32 ± Acres
 Prince William County - Woodbridge, VA
 Baltimore Division - RF & P Subdivision
 Milepost CFP 89

- Engineering Milepost
- ▨ VRE Lease
- ▭ CSX Real Estate



NOT SCALE
 THE CSX Real Property, Inc. GIS Department is not responsible for any errors or omissions in this data. The data is provided as a service to our customers and is not intended to be used for any other purpose. The data is provided as a service to our customers and is not intended to be used for any other purpose. The data is provided as a service to our customers and is not intended to be used for any other purpose.





Revised Lease Area - Approx. 0.14 Acres

Virginia Railway Express - Alexandria Station
 CSX 024289 010 - Alexandria County - Alexandria, VA
 Baltimore Division - Richmond Fredricksburg Subdivision
 Milepost CFP 105.4



CSX 024289 010 - Northern Virginia Trans. Comm.

NOT TO SCALE
 THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND DOES NOT CONSTITUTE AN OFFER OF RAILROAD SERVICE. THE RAILROAD SERVICE OFFERED BY CSX IS SUBJECT TO THE RAILROAD SERVICE CONTRACTS AND TARIFFS IN EFFECT AT THE TIME OF SERVICE. THE RAILROAD SERVICE OFFERED BY CSX IS SUBJECT TO THE RAILROAD SERVICE CONTRACTS AND TARIFFS IN EFFECT AT THE TIME OF SERVICE. THE RAILROAD SERVICE OFFERED BY CSX IS SUBJECT TO THE RAILROAD SERVICE CONTRACTS AND TARIFFS IN EFFECT AT THE TIME OF SERVICE.



**FIRST AMENDMENT TO AMENDED AND
RESTATED
OPERATING/ACCESS AGREEMENT**

Between

CSX TRANSPORTATION, INC.

and

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION AND POTOMAC AND
RAPPAHANNOCK TRANSPORTATION COMMISSION**

CONCERNING COMMUTER RAIL SERVICE

THIS FIRST AMENDMENT TO THE AMENDED AND RESTATED OPERATING ACCESS AGREEMENT dated June 30, 2021, is made and entered into this ___ day of _____, 2025, ("First Amendment") by and between CSX TRANSPORTATION, INC., a corporation organized and existing under the laws of the Commonwealth of Virginia, with a principal place of business at 500 Water Street, Jacksonville, Florida 32202 (hereafter the "Railroad"), and the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under the provisions of the Transportation District Act of 1964, as amended, and having principal places of business at 2300 Wilson Boulevard, Suite 230, Arlington, Virginia 22201, and 14700 Potomac Mills Road, Woodbridge, Virginia 22192, respectively (hereinafter, individually, a "Commission" and, collectively, the "Commissions");

EXPLANATORY STATEMENT

A. The Railroad and the Commissions entered into that certain Amended and Restated Operating Agreement dated June 30, 2021 ("the Agreement"), which sets forth the terms and conditions under which the Commissions are allowed to operate a commuter rail service on Railroad's tracks in Northern Virginia.

B. The parties wish to amend Exhibit E of the Agreement entitled Passenger Facilities to add the west platform of the Alexandria station in accordance with the terms hereafter set forth.

NOW, THEREFORE, in consideration of the mutual covenants and promises herein contained, the parties hereto agree as follows:

ARTICLE ONE

1. All terms of the Agreement shall remain in full force and effect unless explicitly modified in this First Amendment.
2. Exhibit E is deleted in its entirety and replaced with the new Exhibit E attached hereto adding the west platform of the Alexandria station to the list of Premises and adding the attached accompanying exhibit showing the location of the west platform at the Alexandria station.
3. This First Amendment shall be effective June 30, 2021.
4. All other provisions of the Agreement shall remain unchanged.

IN WITNESS WHEREOF, the Railroad and Commissions have caused their names to be signed hereto by their officers thereunto duly authorized and their seals, duly attested, to be hereunto affixed as of the day and year first above written.

Attest:

CSX TRANSPORTATION, INC.

Secretary

By: _____
Title:

Attest:

NORTHERN VIRGINIA TRANSPORTATION
COMMISSION and POTOMAC AND
RAPPAHANNOCK TRANSPORTATION
COMMISSION

Clerk

By: _____
Rich Dalton
VRE Chief Executive Officer

**RESOLUTION #2585**

SUBJECT: Approve an Extension to the Lease Agreement for the North Parking Lot at the VRE Broad Run Station and Authorize the Acting VRE CEO to Extend the Terms of the Lease Agreement

WHEREAS: In February 2005, the Virginia Railway Express (VRE) entered into an initial Lease Agreement with the City of Manassas, through its airport director, and a total of 81 parking spaces were constructed by VRE on the leased parcel to serve passengers boarding at the Broad Run Station;

WHEREAS: With the authorization of the VRE Operations Board in November 2014, VRE executed the current Lease Agreement with the City of Manassas which ran through November 2019, and which has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period;

WHEREAS: The most recent 12-month extension of the Lease Agreement will expire on November 30, 2025;

WHEREAS: VRE staff recommends extending the existing Lease Agreement for a period of 12-months to allow additional time for discussions with the City of Manassas regarding property needs to accomplish all elements of the VRE Broad Run Expansion project; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves extending the term of the Lease Agreement with the City of Manassas, through its airport director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of \$25,217 for a period of 12-months.

BE IT FURTHER RESOLVED that NVTC authorizes the Acting VRE CEO to execute the Lease Agreement extension.

Approved this 6th day of November, 2025.

David F. Snyder
Chair

Matthew F. Letourneau
Secretary-Treasurer

Action Item**Operations Board Meeting
AGENDA ITEM REPORT**

To: Chair Bagley and the VRE Operations Board
From: Dallas Richards
Date: October 17, 2025
Re: Recommend Approval to Extend the Lease Agreement for the North Parking Lot at the Broad Run Station

RECOMMENDATION:

The VRE Operations Board is asked to recommend the Commissions approve extending the term of the Lease Agreement with the City of Manassas, through its Airport Director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of \$25,217 for a period of 12-months.

SUMMARY:

In December 2014, the City of Manassas, as owner of the Manassas Regional Airport, entered into a Lease Agreement with VRE for airport property to serve as a parking lot for the VRE Broad Run Station. This 60-month agreement ran through the end of November 2019, and has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period. The most recent 12-month extension of the Lease Agreement will expire on November 30, 2025.

BACKGROUND INFORMATION:

In 2003, VRE was awarded funding through the Governor's Congestion Relief Program to complete parking expansion and access improvements at the Manassas and Broad Run Stations. As part of this project, property for parking expansion was identified adjacent to the end of the Broad Run Station platform. This property is owned by the Manassas Regional Airport.

In February 2005, VRE entered into an initial Lease Agreement with the City of Manassas, through its Airport Director, and a total of 81 parking spaces were constructed by VRE on the leased parcel. This initial lease was subsequently extended through November 2014.

With the authorization of the Operations Board in November 2014, VRE executed the existing Lease Agreement with the City of Manassas which ran through November 2019, and which has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period. The most recent 12-month extension of the Lease Agreement will expire on November 30, 2025.

This property is likely to be impacted by the VRE Broad Run Expansion project. VRE staff is recommending a 12-month extension to the existing Lease Agreement to allow additional time for discussions with the City of Manassas regarding property needs to accomplish all elements of the

Broad Run Expansion project. These elements include expanding the track storage capacity to accommodate additional rolling stock that will be added to VRE's fleet. This will be accomplished by adding four new storage tracks and lengthening the existing tracks. The increased footprint will in turn impact the existing crew building and Broad Run Station. A new station will be constructed just north of the existing station and a new Administrative and Employee Welfare (AEW) Building will be constructed to replace the functions of the old crew building. A new train wash building will also be constructed as an addition within the Broad Run Maintenance and Storage Facility.

FISCAL IMPACT:

The operating budget for this and the subsequent fiscal year includes the necessary funding for this lease extension.

ATTACHMENTS:

[Output Document \(2025-120\) - Pdf](#)



Virginia Railway Express
Operations Board

Recommend Approval to Extend the Lease Agreement for the North Parking Lot at the Broad Run Station

WHEREAS, in February 2005, VRE entered into an initial Lease Agreement with the City of Manassas, through its Airport Director, and a total of 81 parking spaces were constructed by VRE on the leased parcel to serve passengers boarding at the Broad Run Station; and,

WHEREAS, with the authorization of the Operations Board in November 2014, VRE executed the current Lease Agreement with the City of Manassas which ran through November 2019, and which has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period; and,

WHEREAS, the most recent 12-month extension of the Lease Agreement will expire on November 30, 2025; and,

WHEREAS, VRE staff recommends extending the existing Lease Agreement for a period of 12-months to allow additional time for discussions with the City of Manassas regarding property needs to accomplish all elements of the VRE Broad Run Expansion project;

NOW, THEREFORE, BE IT RESOLVED that the Virginia Railway Express Operations Board does hereby recommend the Commissions approve extending the term of the Lease Agreement with the City of Manassas, through its Airport Director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of \$25,217 for a period of 12-months.

INTRODUCTION AND VOTE RECORD:

MOTION:

SECOND:

Ayes:

Nays:

Abstentions:

Absent from Vote:



VIRGINIA RAILWAY EXPRESS

LEGISLATIVE AGENDA

Draft



2026

Virginia Railway Express (VRE)

Draft 2026 Legislative Agenda

Federal Funding, Legislative and Regulatory Issues

VRE is pursuing a federal agenda focused on securing sustainable funding, streamlining regulations, and aligning national policy with its long-term System Plan 2050 goals. Priorities include advocating for strong support for public transportation and commuter rail in the next surface transportation reauthorization, reforming the liability insurance cap to ease insurance burdens, and advancing federal grant opportunities to fund service and infrastructure enhancements.

VRE also supports appropriations at the full authorized level of the current Infrastructure Investment and Jobs Act (IIJA) and will monitor U.S. DOT rulemaking. The agency is working to preserve Surface Transportation Board jurisdiction, ensure continued access to Washington Union Station, and promote federal workforce incentives that encourage rail commuting.

Legislative and Regulatory Issues:

Surface Transportation Reauthorization

Engage with the Virginia congressional delegation, relevant committees, and industry stakeholders to:

- Ensure robust funding levels for commuter rail and transit.
- Advocate for practical reporting requirements and environmental streamlining.
- Promote policies that support VRE's long-term growth and operational flexibility.

Rail Passenger Transportation Liability Cap

Collaborate with industry partners to:

- Extend the implementation timeline for liability cap increases to up to 365 days.
- Explore legislative opportunities to lower the cap or otherwise ease insurance costs.

System Plan 2050

Champion federal policies and programs that align with VRE's long-range vision.

Identify opportunities to support System Plan 2050 initiatives through federal programs and partnerships.

Federal Grant Programs

Work with USDOT, Virginia's delegation, and regional stakeholders to:

- Secure support for discretionary grant applications submitted by VRE, VPRA, or partners.
- Emphasize projects that directly enhance VRE service and regional mobility.

Annual Appropriations & IIJA Implementation

Advocate for:

- Full funding of authorized levels in annual appropriations.
- Effective implementation of the Infrastructure Investment and Jobs Act (IIJA).
- Continued support for commuter rail and transit.

U.S. DOT Regulations and Rulemaking

Monitor and respond to:

- Proposed guidance and rulemakings affecting VRE operations and capital projects.
- Opportunities to advance permit streamlining and regulatory efficiency.

Surface Transportation Board (STB) Jurisdiction

Educate policymakers on the importance of preserving STB authority over VRE and similar commuter railroads.

Monitor developments affecting VRE's ability to seek STB relief in negotiations with Amtrak.

Washington Union Station Redevelopment

Ensure VRE's interests are represented in ongoing FRA, Amtrak, and Union Station Redevelopment Corporation planning for Washington Union Station.

Advocate for improved commuter rail access to ensure long-term operational needs are met.

Federal Workforce and Commuting Incentives

Track federal workforce policies related to telework, agency restructuring, and RIFs.

Promote incentives that encourage federal employees and contractors to commute via VRE.

Draft 2026 Legislative Agenda

State and Regional Funding and Legislative Issues

VRE is focused on legislation that would secure sustainable state and regional funding to support both current operations and future service expansion outlined in its System Plan 2050. VRE is working to educate legislators on the importance of long-term investment in commuter rail and its role in the Commonwealth's Transforming Rail in Virginia (TRV) program. Also, VRE supports legislation emerging from the SJ28 and DMVMoves initiatives that would provide critical funding.

VRE is also committed to protecting and strengthening the Commuter Rail Operating and Capital Fund. Additionally, VRE is coordinating with its parent commissions to support updates to Virginia's Freedom of Information Act that would allow greater flexibility for electronic meetings while maintaining transparency and public access.

State and Regional Funding

Educate legislators on:

- VRE's role in the Commonwealth's TRV program.
- The need for sustainable funding to support expanded service envisioned in System Plan 2050.

Support legislation from the SJ28 and DMVMoves initiatives that:

- Sustains current operations.
- Funds service expansion and capital needs, including future rolling stock replacement.

Commuter Rail Operating and Capital Fund (CROC)

Monitor transportation funding proposals to protect CROC revenue sources.

Explore options for:

- Increasing and diversifying CROC funding.
- Reducing reliance on the gas tax through more sustainable alternatives.

Freedom of Information Act (FOIA)

Coordinate with parent commissions and stakeholders to:

- Support legislation that enhances flexibility for electronic meetings.
- Maintain transparency while improving public access and member participation.

AGENDA ITEM #10 Department of Rail and Public Transportation (DRPT)

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice
DATE: October 30, 2025
SUBJECT: Department of Rail and Public Transportation (DRPT)

At the November 2025 meeting, DRPT Director Tiffany Robinson will give her report. The [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached.

Also attached are DRPT Director's [September 2025 Report to the Commonwealth Transportation Board](#) and the [October 2025 Report to the Commonwealth Transportation Board](#) highlighting state initiatives and programs revolving around the agency's strategic plan.



COMMONWEALTH of VIRGINIA

Tiffany P. Robinson
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

TO: Chair Snyder and NVTC Commissioners

FROM: Tiffany P. Robinson, Director

DATE: October 30, 2025

SUBJECT: Virginia Department of Rail and Public Transportation (DRPT) Update

Commonwealth Transportation Board (CTB) Updates: On October 14, WMATA General Manager Randy Clark and Virginia WMATA Board Members, Paul Smedberg and Walter Alcorn, along with WMATA Board Chair Valerie Santos, presented their annual update required by Virginia's Dedicated Funding legislation to the CTB. Their informative update on WMATA's performance and budget was greatly appreciated by CTB members and can be found in the [October Workshop Packet](#). The next day at the Action Meeting, the CTB unanimously passed a resolution certifying WMATA's FY25 compliance with Dedicated Funding legislation.

Please find my Director's Report from the September and October meetings attached.

MERIT Scoring Update: [MERIT, Making Efficient and Responsible Investments in Transit](#), is DRPT's statewide grant program that provides financial assistance (both capital and operating) to support public transportation services. As mentioned previously, DRPT has been working with the Transit Service Delivery Advisory Committee (TSDAC) to update the capital and operating formulas, as CTB requires a review of the program every three years. Any proposed changes would apply for the FY 2028 grant cycle.

DRPT is hosting a [2025 MERIT Review – Proposed Changes](#) webinar on November 12 at 1 p.m. to provide an opportunity to review proposed program changes to the [MERIT operating and capital assistance programs](#). DRPT staff will revisit information presented during [previous TSDAC meetings](#) and address individual questions from attendees. [Register here](#).

As part of this process, DRPT has opened a 45-day public comment period for the proposed program changes to MERIT operating and capital assistance. The comment period began on October 7, 2025, and will remain open through 5:00 p.m. on November 21, 2025.

Comments and questions can be sent to: Zach Trogon, Chief of Public Transportation at drptpr@drpt.virginia.gov.

DRPT is hosting a virtual TSDAC meeting on Monday, November 24 at 9:30 AM to review public comment in advance of the CTB Workshop Meeting in December. [Register here](#). The CTB will be reviewing the proposed formula and public feedback at the December workshop and an action is anticipated at the January 6 CTB Meeting.

MERIT FY 2027 Application Process: DRPT's application process for all our grant programs opens on December 1. Public transportation partners are strongly encouraged to attend DRPT's annual pre-application webinars on November 19 at 11 a.m. for [Transit Program Grants](#) and November 20 at 10 a.m. for [Commuter Assistance Program Grants](#). Advance registration is required. Application creation and submission starts on December 1, 2025, and the application period closes on February 1, 2026.

On October 1, the pre-application for Major Expansion Projects became available. A pre-application is mandatory for all MERIT - Capital Assistance - Major Expansion (MAJ) projects, including capital construction, vehicle expansion, and other project types. Pre-Applications are only required for FY 2027 Major Expansion project applications and are due December 1. Public transportation partners should contact their DRPT Program Managers with any questions.

Virginia Passenger Rail Authority (VPRA) Updates: Lastly, I would like to share the VPRA Executive Director's Report from the [October](#) meeting.



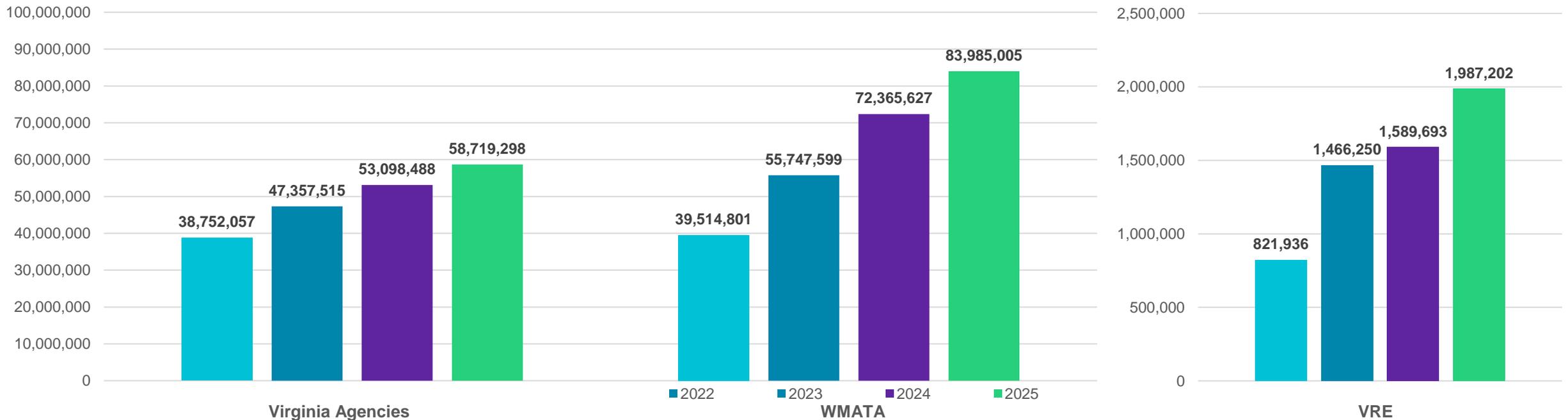
Director's Report

September 2025



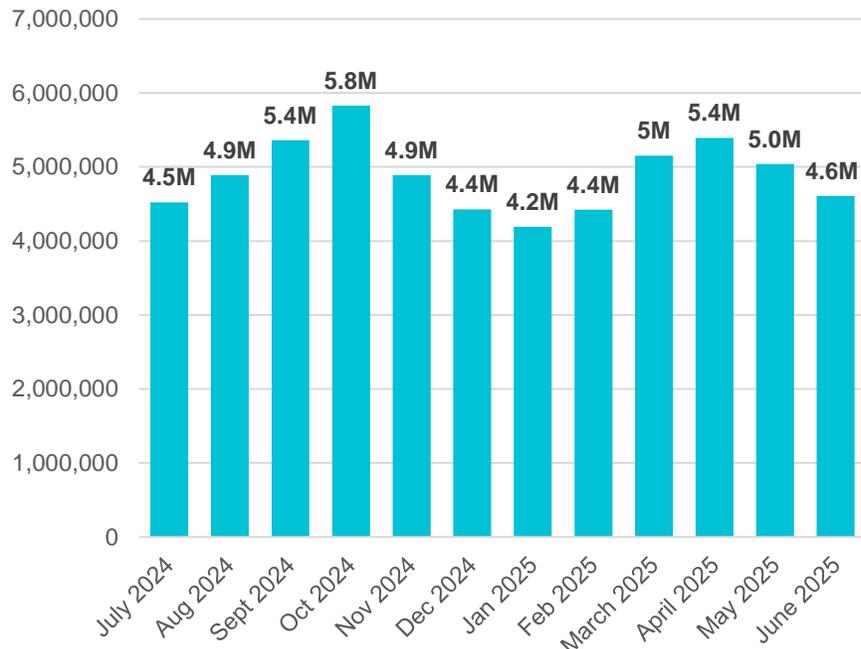
Statewide Ridership Year-to-Year Comparison

Ridership Comparison: Year-to-Year
Fiscal Years 2022 – 2025

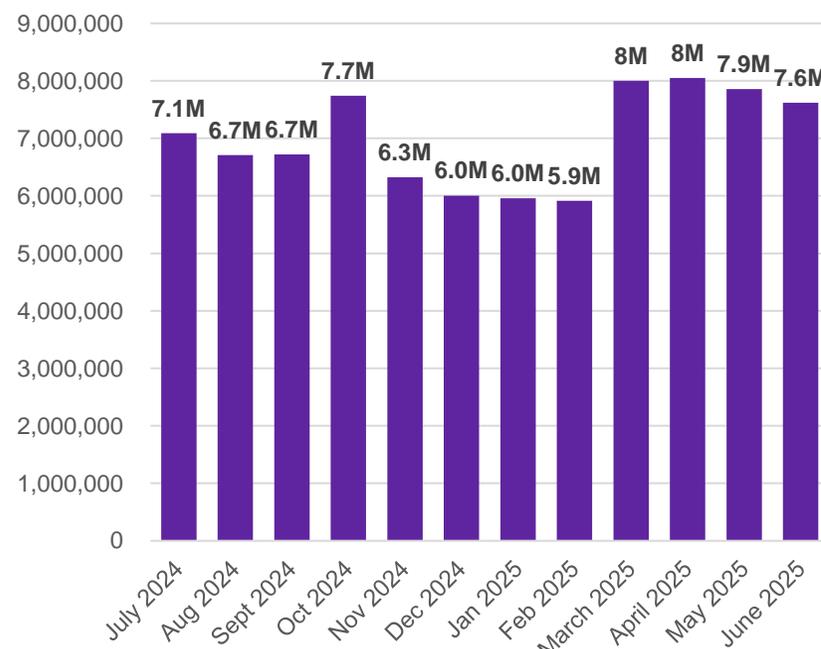


Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	38,752,057	47,357,515	53,098,488	58,719,298	52%	24%	11%
VRE	821,936	1,466,250	1,589,693	1,987,202	142%	36%	25%
WMATA	39,514,801	55,747,599	72,365,627	83,985,005	113%	51%	16%
All Agencies + VRE + WMATA	79,088,794	104,571,364	127,053,808	144,691,505	83%	38%	14%

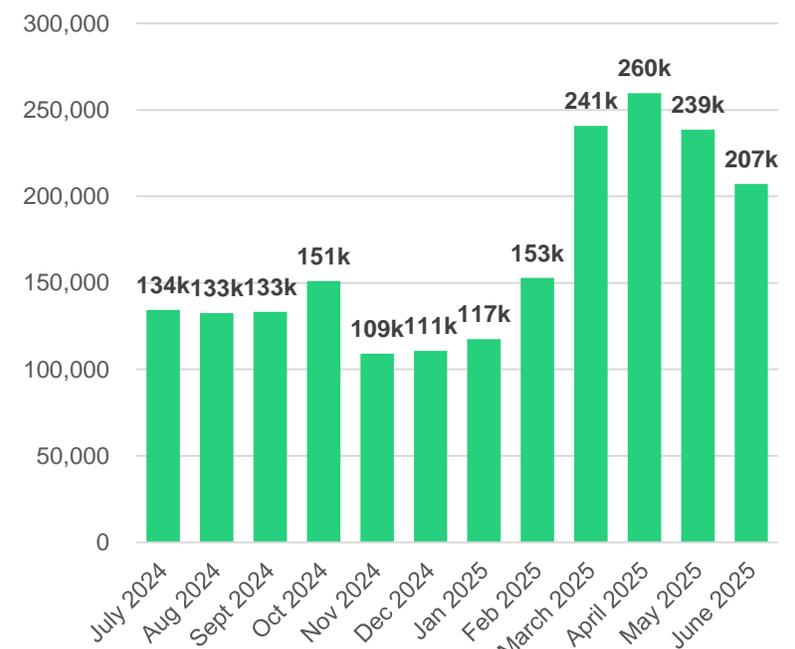
Statewide Transit Ridership Fiscal Year 2025



Virginia Agencies



WMATA

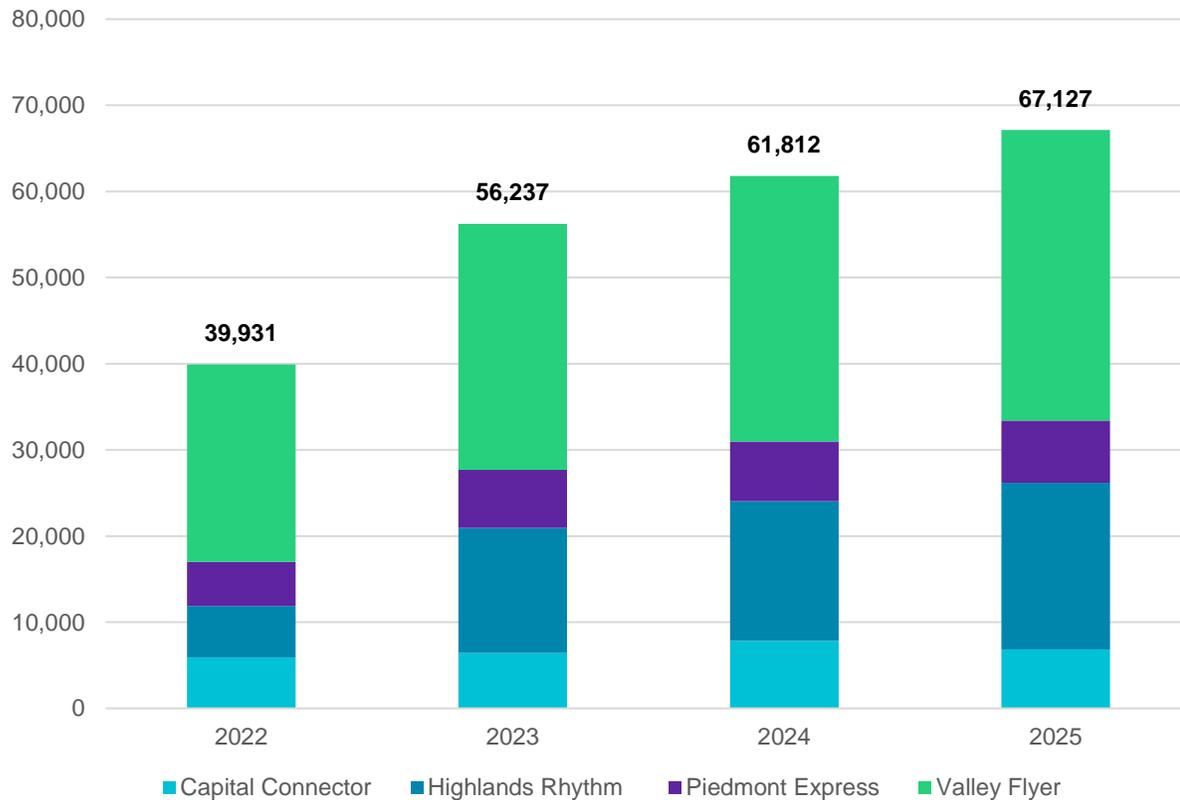


VRE

Agencies	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	FY25 Total
Virginia Agencies	4,522,860	4,891,914	5,360,434	5,828,176	4,889,995	4,427,193	4,190,344	4,422,095	5,149,919	5,392,036	5,038,705	4,605,627	58,719,298
VRE	134,350	132,607	133,247	150,972	109,026	110,625	117,466	152,882	240,794	259,585	238,518	207,130	1,987,202
WMATA	7,089,451	6,710,201	6,717,554	7,742,372	6,320,579	6,005,122	5,957,138	5,915,679	8,001,329	8,047,711	7,856,235	7,621,634	83,985,005
All Agencies + VRE + WMATA	11,746,661	11,734,722	12,211,235	13,721,520	11,319,600	10,542,940	10,264,948	10,490,656	13,392,042	13,699,332	13,133,458	12,434,391	144,691,505

Virginia Breeze Ridership Year-to-Year Comparison

Virginia Breeze Ridership: Year-to-Year
Fiscal Years 2022-2025



Virginia Breeze Route	2022	2023	2024	2025
Capital Connector	5,930	6,444	7,823	6,846
Highlands Rhythm	5,960	14,523	16,237	19,330
Piedmont Express	5,129	6,740	6,926	7,210
Valley Flyer	22,912	28,530	30,826	33,741
Total	39,931	56,237	61,812	67,127

Virginia Breeze Ridership Fiscal Year 2025

In June 2025, ridership on VA Breeze routes totaled 3,542 which was:

- 124% higher than original estimates, and
- 9% lower than June 2025

For the month of June 2025, the VA Breeze contributed to a reduction of 97 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 4% lower than June 2024
- Farebox Rev. – 5% lower than June 2024

Piedmont Express:

- Ridership – 0% change from June 2024
- Farebox Rev. – 2% higher than June 2024

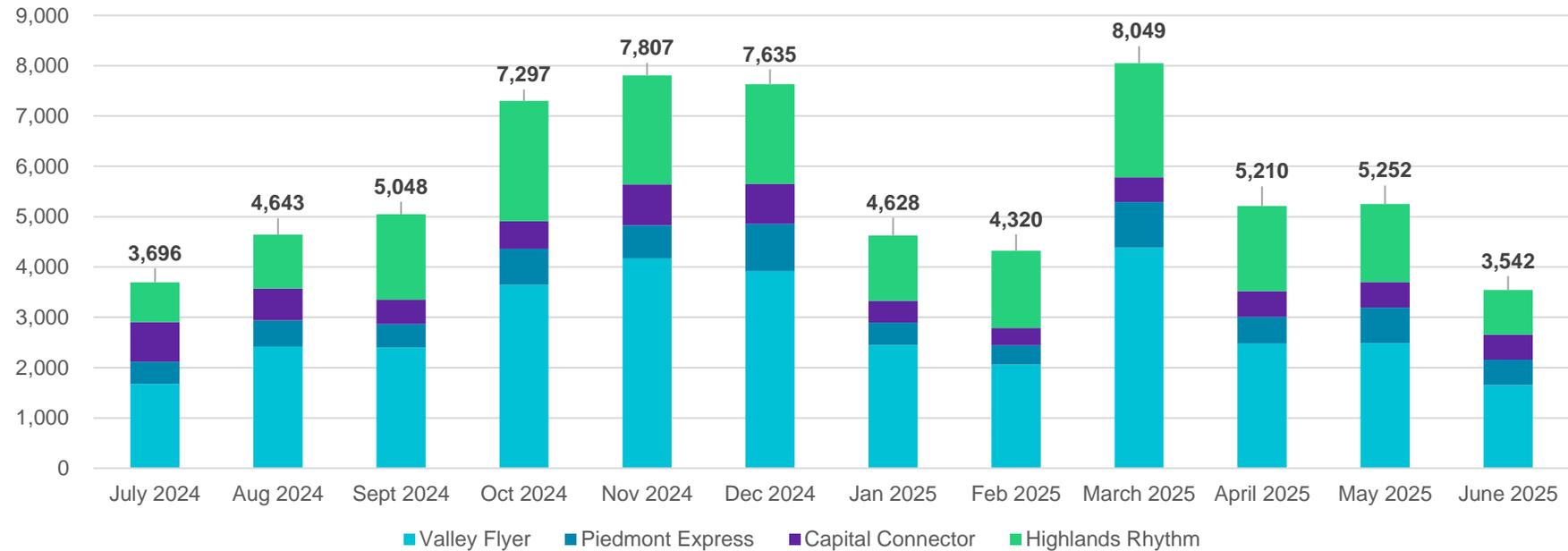
Capital Connector:

- Ridership – 35% lower than June 2024
- Farebox Rev. – 31% lower than June 2024

Highlands Rhythm:

- Ridership – 2% higher than June 2024
- Farebox Rev – 0% change from June 2024

Virginia Breeze Ridership by Route – FY2025



Route	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	Total
Valley Flyer	1,676	2,421	2,399	3,645	4,171	3,920	2,448	2,057	4,385	2,475	2,489	1,655	33,741
Piedmont Express	440	518	467	717	656	940	448	384	908	531	702	499	7,210
Capital Connector	789	631	483	545	816	790	432	345	490	513	508	504	6,846
Highlands Rhythm	791	1,073	1,699	2,390	2,164	1,985	1,300	1,534	2,266	1,691	1,553	884	19,330
All Routes	3,696	4,643	5,048	7,297	7,807	7,635	4,628	4,320	8,049	5,210	5,252	3,542	67,127

Summer 2025 Highlights

Create a positive impact on the Commonwealth

- On June 30, DRPT staff met with the Board Chair of the Franklin County Non-Emergency Transportation Services. This newly formed nonprofit is interested in exploring the feasibility of bringing public transportation to Franklin County for the first time.
- DRPT has reviewed final FY 2025 ridership numbers. Statewide ridership was 144.7 million for FY 2025, a 14% increase year-over-year.
 - WMATA transported 84 million people in Virginia in FY 2025, a 16% increase year-over-year.
 - VRE transported 2 million people in FY 2025, a 45% increase year-over-year.
 - Virginia Agencies (non-WMATA or VRE) transported over 58 million people in FY 2025, a 12% increase year-over-year.
- The Virginia Breeze transported 67,000 people in FY 2025, a 9% increase year-over-year.
 - Three of the four Virginia Breeze routes saw year-over-year increases and subsequently route ridership records.

Foster innovative practical solutions

- On July 21, DRPT Rail Division delivered two presentations at the American Planning Association – Virginia Chapter Conference in Portsmouth. Rail Planning and Data Manager Taylor Holden presented Next Stop: The 2026 Virginia Statewide Rail Plan, and Rail Programs Director Mike Todd presented Making Memorable PowerPoints.
- On August 13, DRPT hosted a compliance webinar, *Closing the Gaps in Compliance*, to provide an overview of nine recurring compliance issues identified during DRPT's recent reviews. Staff outlined targeted corrective actions to help improve our transit partners' audit readiness and strengthen overall program compliance
- DRPT Rail Programs division was recognized in the Office of Regulatory Management's July 2025 issue of *Regulatory Modernization Highlights* for consolidating three separate rail grant guidance documents into a single manual. This change allowed DRPT to cut the overall length of documents by 73% or 56 pages.
- On July 23, DRPT staff attended HRT's unveiling of their new "Smart Stop" bus signs that have been installed at more than 2,600 bus stops in the Hampton Roads region. The new signs include a QR code which, after scanning, displays real-time bus arrival information.

Summer 2025 Highlights

Convene with partners and stakeholders

- On July 23, Director Robinson presented a transit update to the Virginia Municipal League's Infrastructure Committee.
- From August 18 to 21, DRPT staff attended the Community Transportation Association of Virginia Annual Conference. Staff gave presentations on the underway Coordinated Human Services Mobility Plan update, the Rural Transit Program Strategy and addressing Section 5311 funding for rural transit providers, and updates for the Virginia Breeze intercity bus service.
- In July, the PRTC (July 10) and NVTC (July 17) boards approved the VRE 2050 System Plan, allowing VRE to officially adopt its vision and strategy for the next 25 years.
- On July 29 and August 27, DRPT hosted meetings of the Transit Service Delivery Advisory Committee to review findings from the agency's MERIT analysis.

Cultivate a sustainable well-managed organization

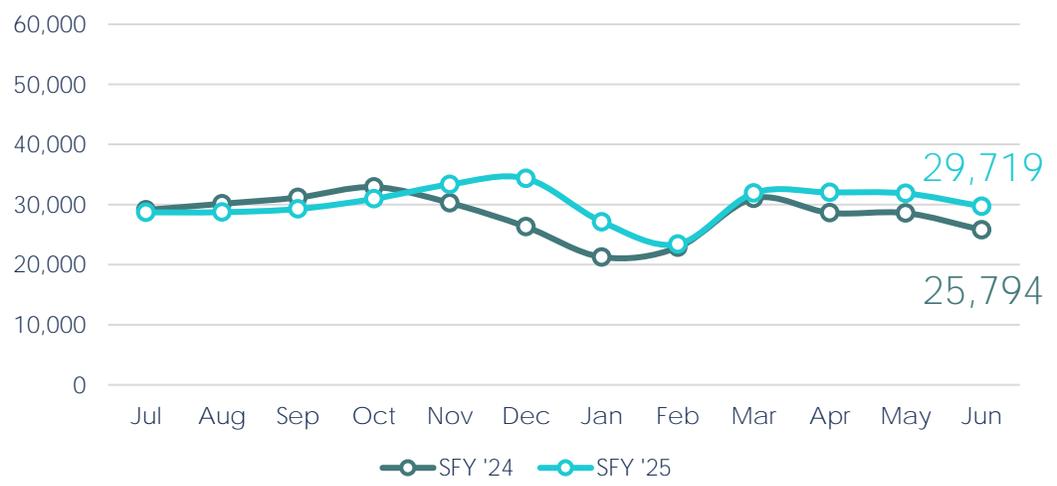
- On July 8, DRPT joined GRTC and others at Richmond Main Street Station for a ribbon cutting for the new articulated buses and the debut of the Transit Access Partnership. Director Robinson provided remarks during the ribbon cutting.
- DRPT's Rail Capital Programs Manager completed site visits and inspections for RIA grantee(s) Smyth County Economic Development Authority, Queen City Logistics Center in Staunton, and Hershey Chocolate of Virginia in Augusta County.

Virginia-Supported Monthly Ridership by Route SFY '25 vs. SFY '24

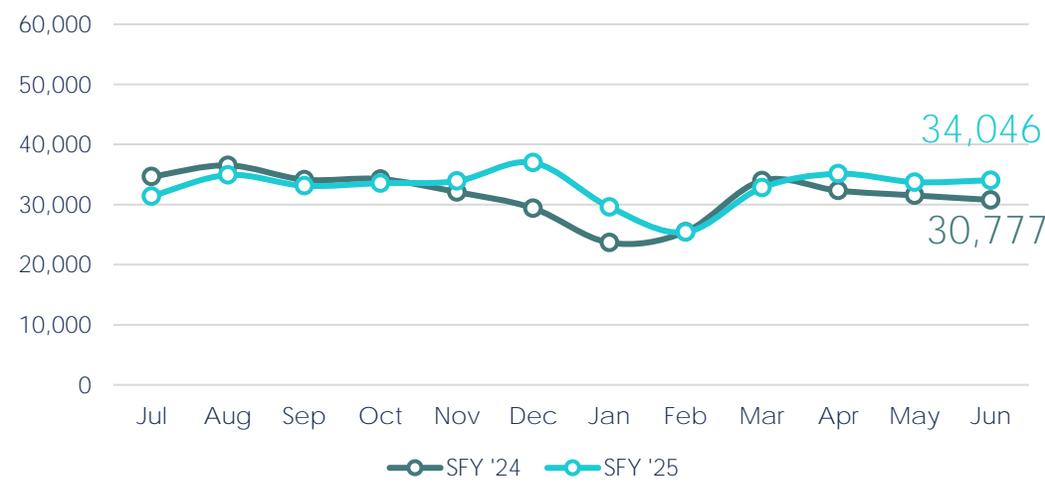
Eight trains were canceled due to track & infrastructure replacement in SW VA.

Two trains were canceled due to diesel engine shortages. Buses were secured to transport passengers on northbound train.

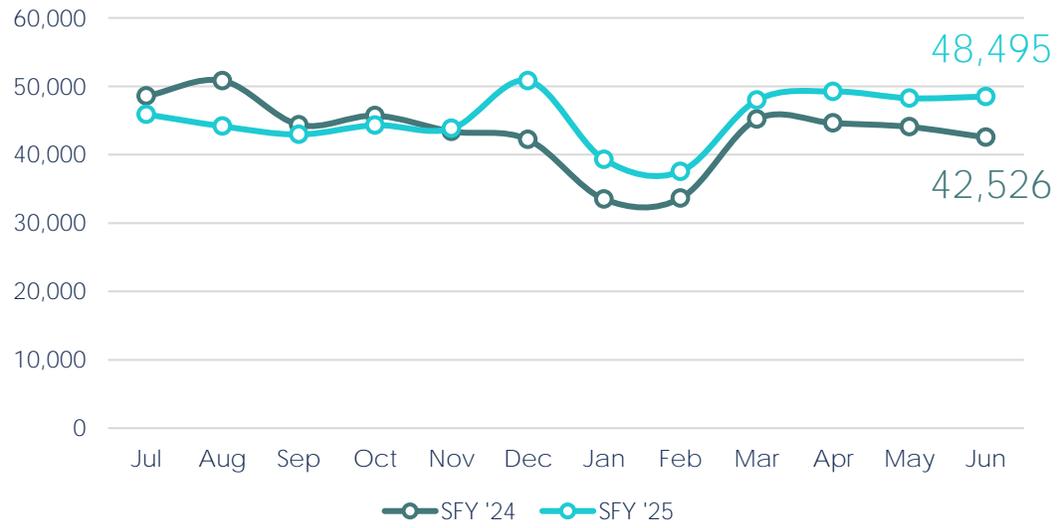
Route 46: Roanoke (+15.2%)



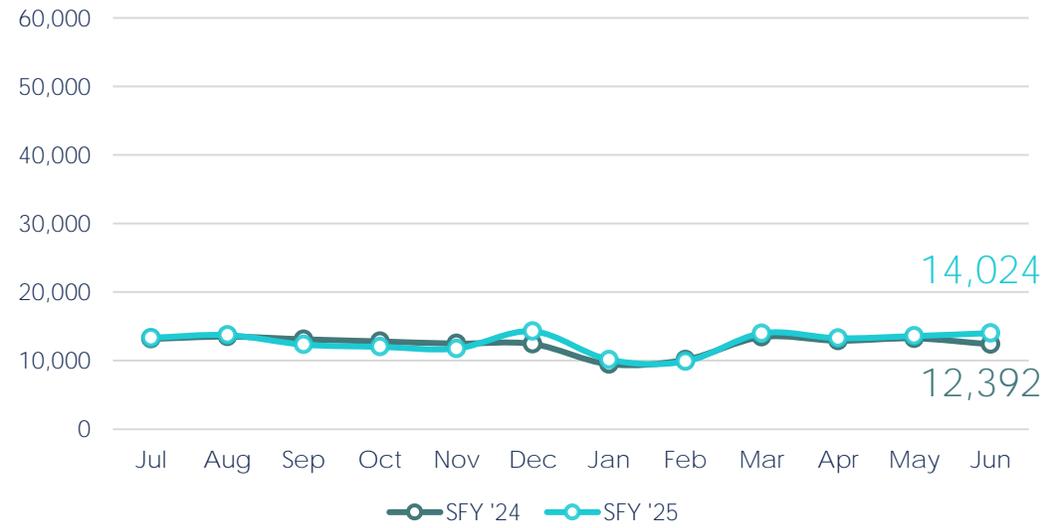
Route 47: Newport News (+10.6%)



Route 50: Norfolk (+14.0%)

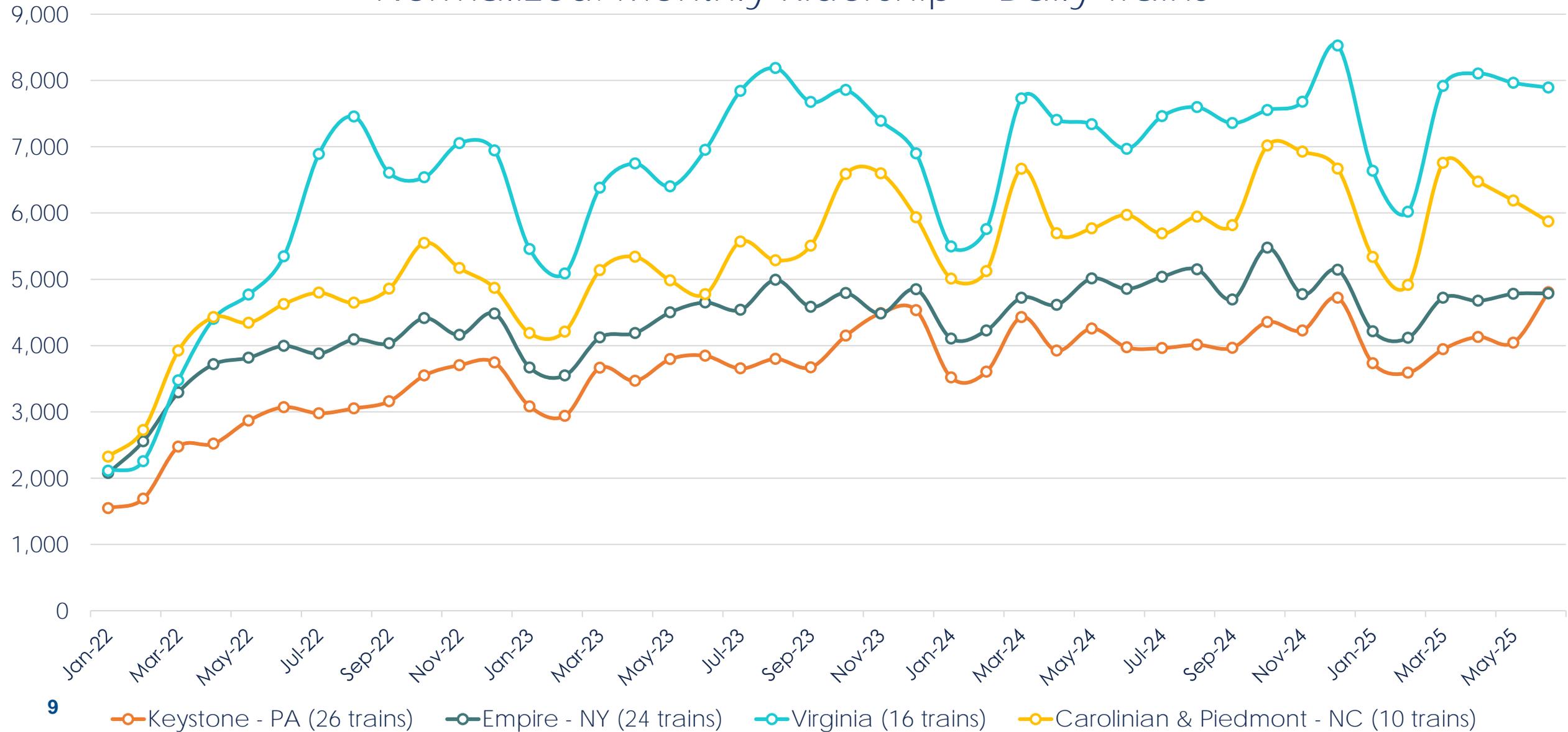


Route 51: Richmond (+13.2%)



Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains





Director's Report

October 2025



DRPT Next Stop: 2030

DRPT's Strategic Plan

Create a positive impact on the Commonwealth

- July 2025 statewide transit ridership (including WMATA and VRE) was 12.7 million, up 8% over July 2024.
 - WMATA Virginia ridership was 7.7 million in July 2025, 10% higher.
 - VRE ridership was just under 240,000 in July 2025, 77% higher.
 - Virginia Agencies (all non-WMATA or VRE) ridership was 4.7 million in July 2025, 5% higher.
- The Virginia Breeze transported over 3,800 people in July 2025, 3% higher than in July 2024.

Foster innovative practical solutions

- From August 18 to 21, DRPT staff attended the Community Transportation Association of Virginia Annual Conference and Expo in Roanoke. As part of the event programming, DRPT staff facilitated discussions on the Coordinated Human Service and Mobility plan, the planned expansion of the Virginia Breeze, and the fiscal health of the FTA 5311 (Rural Transit) program.
- On August 28, the Office of Regulatory Management informed DRPT that the Agency will be exempt from the requirements of EO 51. This is due to DRPT already meeting the Governor's requirements to reduce its guidance documents by more than 25 percent.

DRPT Next Stop: 2030

DRPT's Strategic Plan

Convene with partners and stakeholders

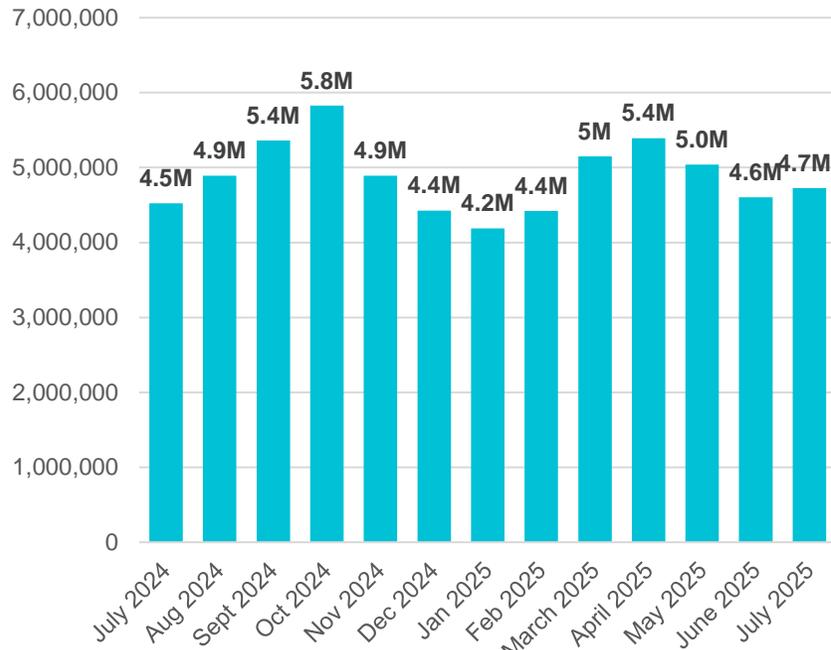
- DRPT hosted two meetings of the Transit Service Delivery Advisory Committee on August 27 and October 6 to discuss the ongoing review of the MERIT Operating Assistance and Capital Assistance programs.
- DRPT's Rail Team presented a workshop at the Virginia Railroad Association's Annual Fall Meeting, covering administrative changes to grant programs, the State Rail Plan Kick-off, data collection, and our Geographic Information System work.

Cultivate a sustainable well-managed organization

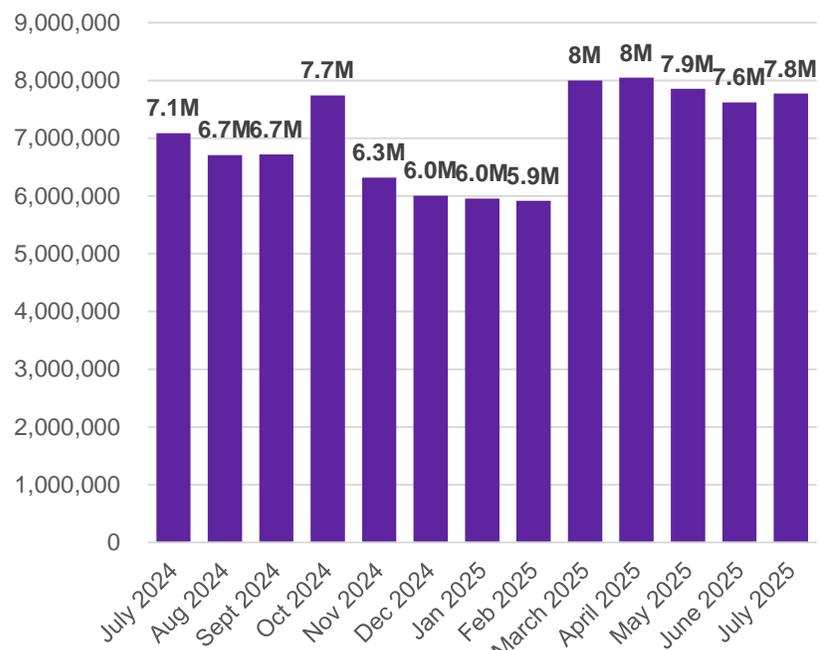
- DRPT has hired Sandeep Paruchuri as the agency's Database Administrator and SQL Programmer.
- On September 15-16, DRPT hosted a two-day training with the National Transit Institute (NTI) on State and Metropolitan Transportation Programming in Richmond, VA at the PlanRVA offices.

Statewide Transit Ridership

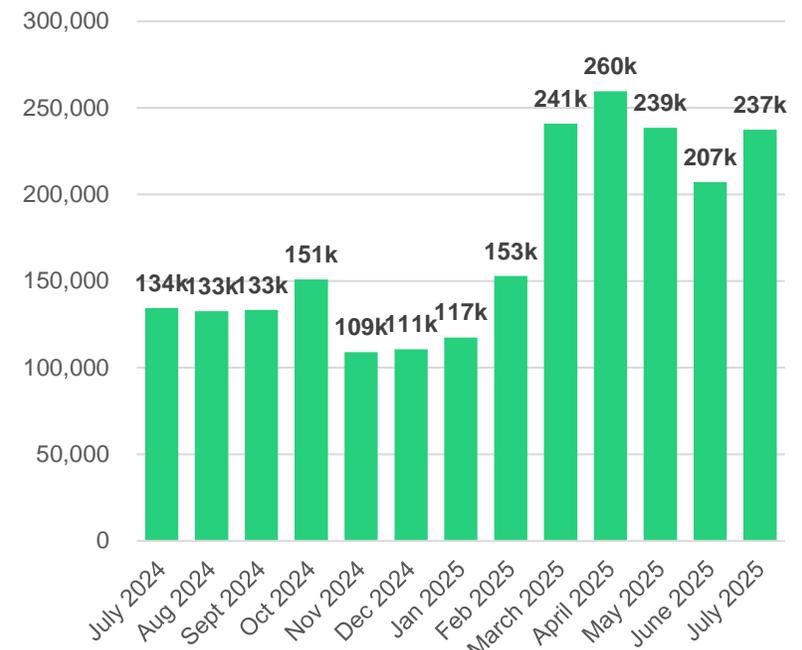
Statewide Transit Ridership – July 2024 to July 2025



Virginia Agencies



WMATA



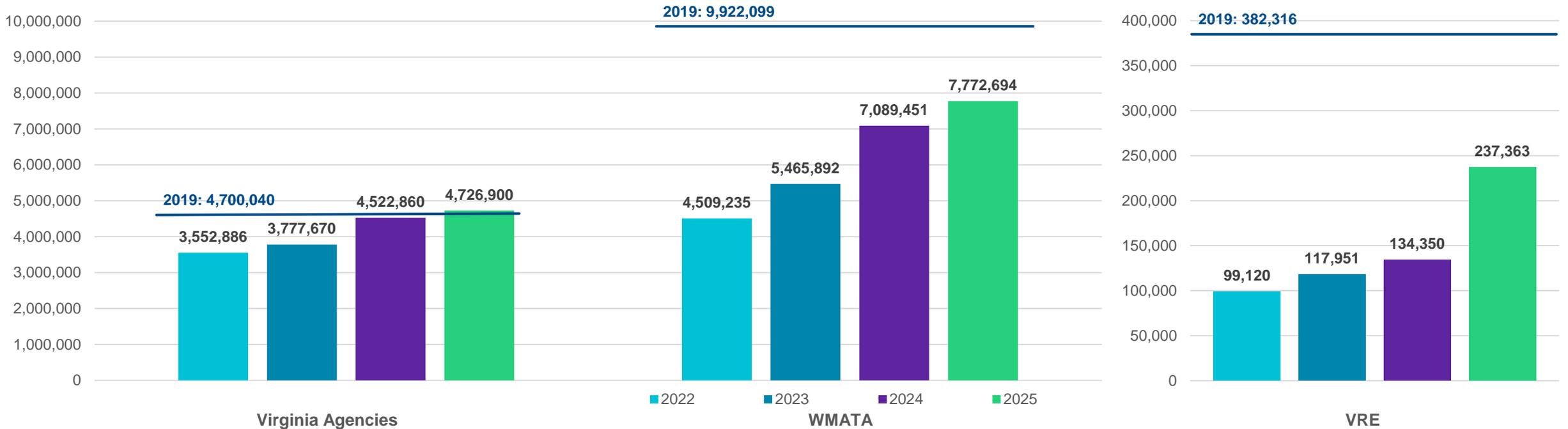
VRE

Agencies	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Total*
Virginia Agencies	4,522,860	4,891,914	5,360,434	5,828,176	4,889,995	4,427,193	4,190,344	4,422,095	5,149,919	5,392,036	5,038,705	4,605,627	4,726,900	58,923,338
VRE	134,350	132,607	133,247	150,972	109,026	110,625	117,466	152,882	240,794	259,585	238,518	207,130	237,363	2,090,215
WMATA	7,089,451	6,710,201	6,717,554	7,742,372	6,320,579	6,005,122	5,957,138	5,915,679	8,001,329	8,047,711	7,856,235	7,621,634	7,772,694	84,668,248
All Agencies + VRE + WMATA	11,746,661	11,734,722	12,211,235	13,721,520	11,319,600	10,542,940	10,264,948	10,490,656	13,392,042	13,699,332	13,133,458	12,434,391	12,736,957	145,681,801

*Last 12 Months

Statewide Ridership Comparison: July Year-to-Year

Ridership Comparison: Year-to-Year
2022 – 2025



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	3,552,886	3,777,670	4,522,860	4,726,900	33%	25%	5%
VRE	99,120	117,951	134,350	237,363	139%	101%	77%
WMATA	4,509,235	5,465,892	7,089,451	7,772,694	72%	42%	10%
All Agencies + VRE + WMATA	8,161,241	9,361,513	11,746,661	12,736,957	56%	36%	8%

Virginia Breeze Ridership – July

In July 2025, ridership on VA Breeze routes totaled 3,815 which was:

- 133% higher than original estimates, and
- 3% higher than July 2024

For the month of July 2025, the VA Breeze contributed to a reduction of 110 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 0% change from July 2024
- Farebox Rev. – 1% lower than July 2024

Piedmont Express:

- Ridership – 31% higher than July 2024
- Farebox Rev. – 29% higher than July 2024

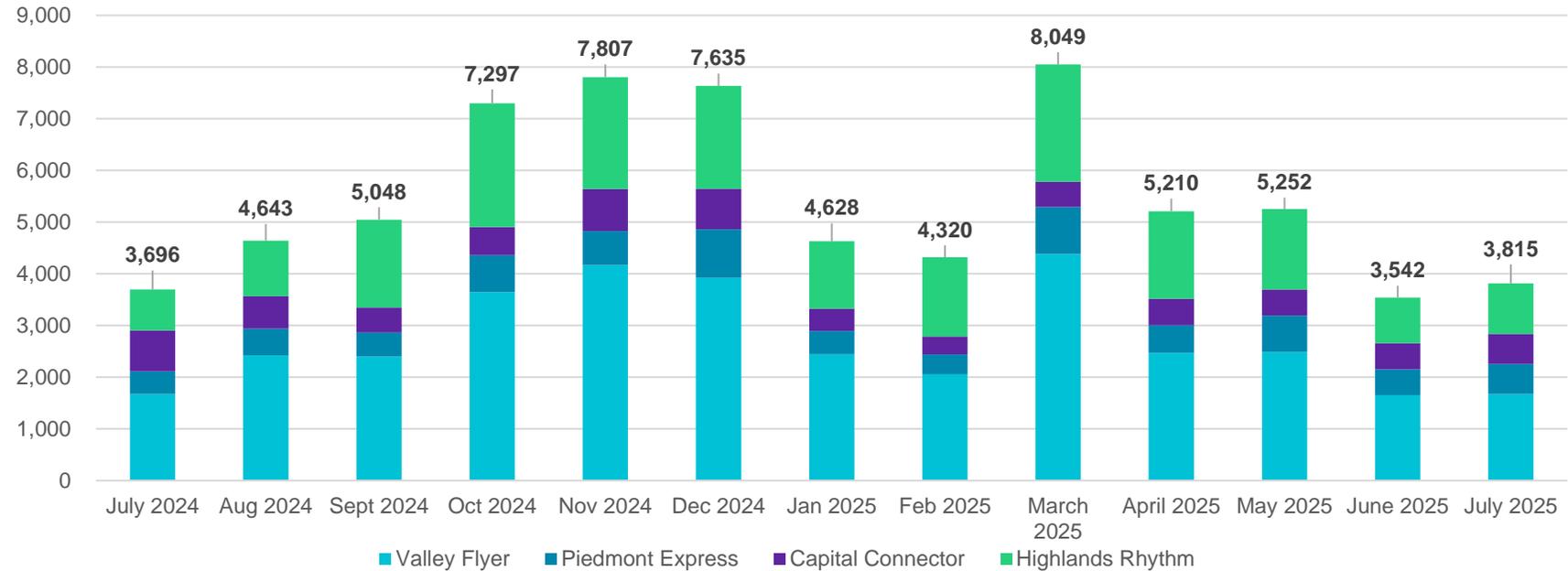
Capital Connector:

- Ridership – 26% lower than July 2024
- Farebox Rev. – 23% lower than July 2024

Highlands Rhythm:

- Ridership – 24% higher than July 2024
- Farebox Rev – 17% higher than July 2024

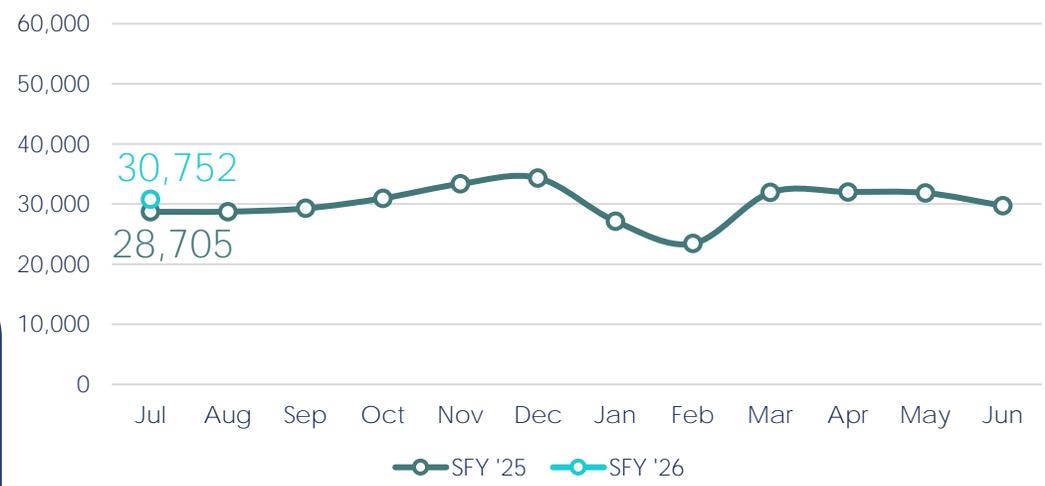
Virginia Breeze Ridership by Route – July 2024 to July 2025



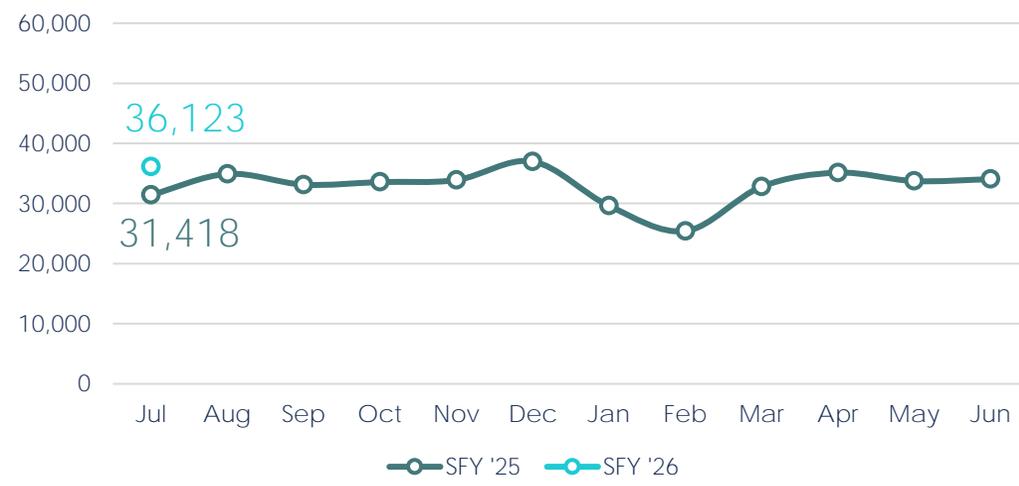
Route	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Total
Valley Flyer	1,676	2,421	2,399	3,645	4,171	3,920	2,448	2,057	4,385	2,475	2,489	1,655	1,675	35,416
Piedmont Express	440	518	467	717	656	940	448	384	908	531	702	499	577	7,787
Capital Connector	789	631	483	545	816	790	432	345	490	513	508	504	585	7,431
Highlands Rhythm	791	1,073	1,699	2,390	2,164	1,985	1,300	1,534	2,266	1,691	1,553	884	978	20,308
All Routes	3,696	4,643	5,048	7,297	7,807	7,635	4,628	4,320	8,049	5,210	5,252	3,542	3,815	70,942

Virginia-Supported Monthly Ridership by Route SFY '25 vs. SFY '24

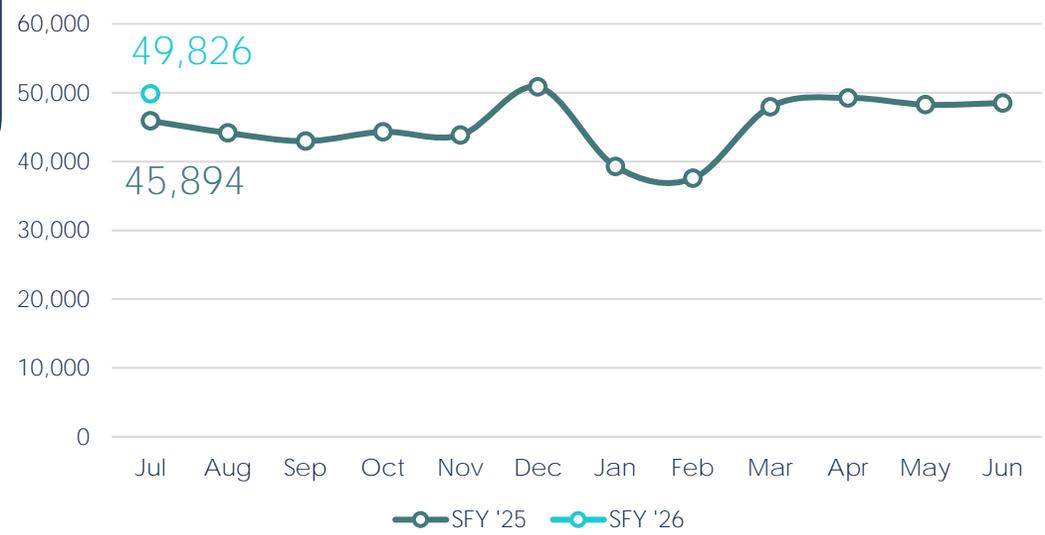
Route 46: Roanoke (+7.1%)



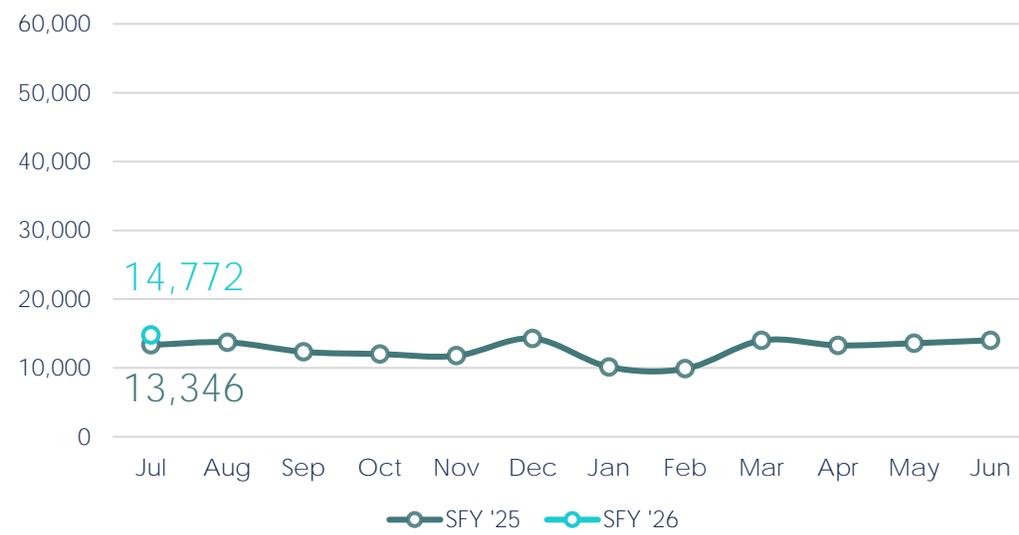
Route 47: Newport News (+15.0%)



Route 50: Norfolk (+8.6%)



Route 51: Richmond (+10.1%)



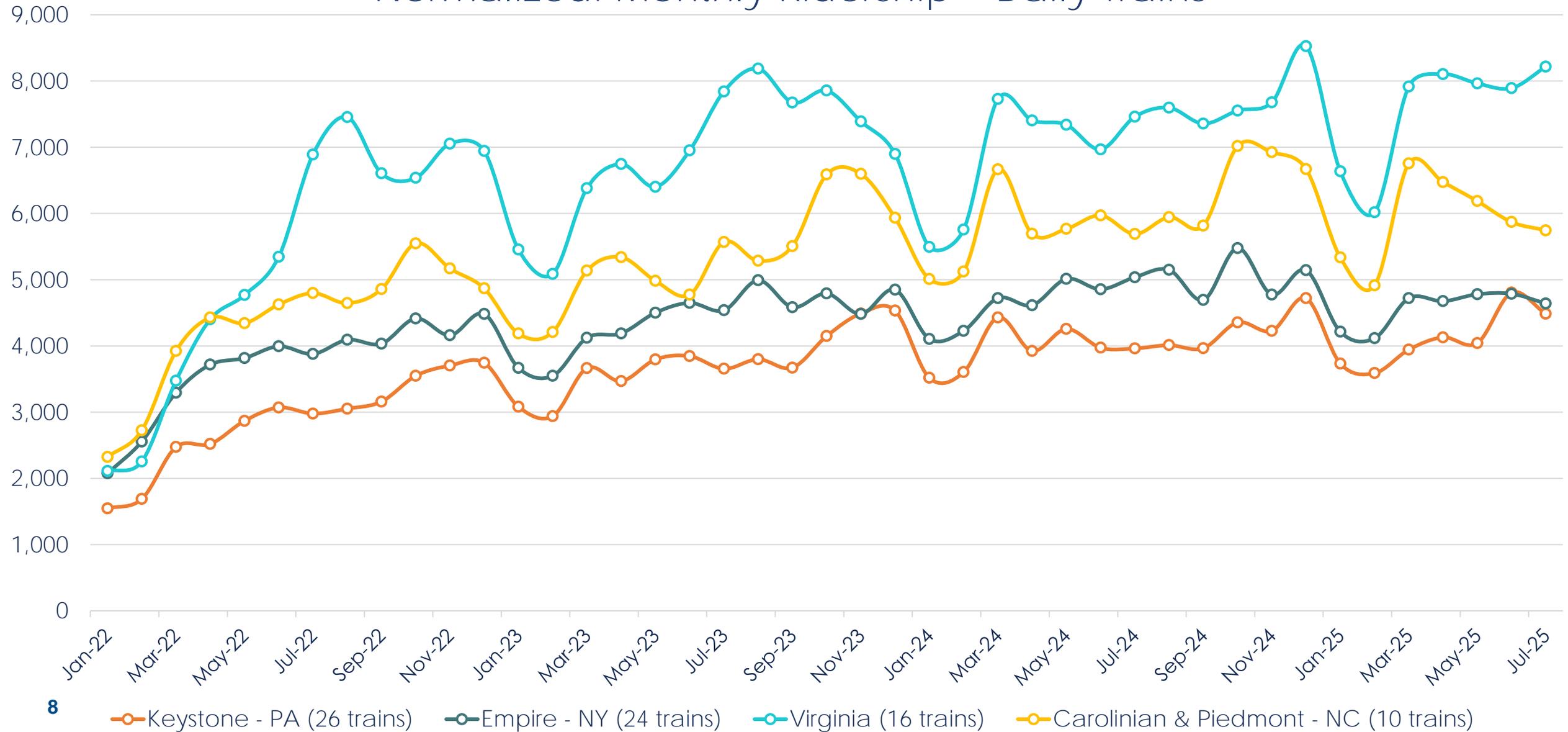
Eight trains were canceled due to track & infrastructure replacement in SW VA.

All four routes saw ridership growth year over year.



Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains



TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice
DATE: October 30, 2025
SUBJECT: Executive Director Report

At the November 2025 meeting, the executive director will give her report.

A. Executive Director Newsletter

NVTC's Executive Director Newsletter provides updates on specific NVTC projects and programs and highlights items of interest at the federal and state levels and among jurisdictional and regional partners.

The [October 2025 Executive Director Newsletter](#) is posted online. The November 2025 Executive Director Newsletter will be provided to Commissioners at the Commission meeting and posted online at <https://novatransit.org/news-and-media/newsletter/>.

B. NVTC Communications Metrics Report

NVTC is introducing a new [Communications Metrics Report](#) this month reflecting the fact that NVTC delivers content that gives Northern Virginia's transit leaders, policymakers and legislators the timely, relevant information they need to advance regional transportation solutions. NVTC's Communications Team produces daily, weekly, monthly and annual content shared through news releases, email, social media, website postings and in-person events. This new report seeks to quantify the successes of each effort and identify areas for improvement.

This report covers the first three quarters of 2025. Moving forward, the report will be provided on a quarterly basis.

C. NVTC Financial Reports

The [August 2025 Financial Reports](#) and the [September 2025 Financial Reports](#) are provided as information.

D. NVTC Letter of Support

At the request of the Virginia Railway Express, the executive director sent a [letter of support](#) expressing NVTC's support for the City of Manassas' Northern Virginia Transportation Authority (NVTA) Six-Year Program (FY2026-2031) Grant Application for Phase I of the Manassas Line Trail Project.

The City of Manassas, as the lead applicant, and Prince William County and the City of Manassas Park, as co-applicants, have identified a project to study a Rail-with-Trail adjacent to a portion of the VRE Manassas Line from downtown Manassas to Bull Run in Fairfax County.

The project has been separated into two phases. The proposed Rail with Trail study is considered Phase I of the overall VRE Manassas Line Trail: Landmark to City of Manassas Project identified in NVTA's Long-Range Transportation Plan, known as TransAction (ID 439). The first phase of this multi-jurisdictional project will span across the Cities of Manassas and Manassas Park and Prince William County. The project originates in Old Town Manassas, and its terminus is at the connection to the Bull Run Trail in Fairfax County. Phase II of the effort will extend from the Bull Run Trail to Landmark in Alexandria which, when complete, would extend more than 20 miles and connect five jurisdictions in Northern Virginia.

This trail project will enhance safe walking and bicycle access to VRE's Manassas and Manassas Park Stations, effectively putting more households within a short walk or bike ride to a high-capacity transit opportunity. Trail access to these two stations will also allow VRE to minimize future capital expenditures through avoided parking expansions, as high-quality pedestrian and bicycle access to rail stations can decrease the vehicle access mode share at these facilities.



Communications Metrics Report

Q1-Q2-Q3 2025

(January 1, 2025-September 30, 2025)

Overview

NVTC delivers content that gives Northern Virginia's transit leaders, policymakers and legislators the timely, relevant information they need to advance regional transportation solutions.

NVTC's Communications Team produces daily, weekly, monthly and annual content shared through news releases, email, social media, website postings and in person events. This new report seeks to quantify the successes of each effort and identify areas for improvement.

NVTC's media strategy emphasizes impact over impressions. Our Communications Team focuses on securing targeted coverage of substantive transit issues in outlets that reach policymakers and elected officials in our member jurisdictions.

This document covers quarters one through three of 2025. We intend to produce these reports quarterly moving forward.

Media Coverage

NVTC has received 24 substantive media mentions since the start of 2025. They include NVTC initiatives such as the Guiding Principles for Future Transit Funding and the I-395/95 Commuter Choice Program of Projects; coverage of Commission meetings and efforts toward establishing long-term, sustainable funding for public transit.

We published news releases that reached reporters and news organizations in the Greater Washington region, while also targeting key statewide and national publications interested in governance and public transit issues.

Local outlets ARL/ALX/FFXnow regularly published articles on the work of NVTC, while national publications Mass Transit and Metro Magazine highlighted our funding principles and Commuter Choice funding awards. We maintain an updated list of media mentions at novatransit.org.

Social Media Metrics

The communications team has significantly grown NVTC's social media presence in the last six years, building audiences on existing platforms and adding new ways to reach followers with the establishment of Instagram, Threads and Bluesky accounts. The Communications Team regularly posts NVTC content to X, Facebook, Instagram, Threads and Bluesky. We also use YouTube to share Commission and committee meetings, as well as other video content. NVTC has built a highly curated social media presence. Our key followers are NVTC Commissioners, jurisdictional staff and transit partners, giving us a direct line to transit decision-makers in Northern Virginia.

NVTC has 5,460 followers across all social media platforms and demonstrated audience growth of 11.67% year-over-year (excluding Bluesky and Threads).

Paid Advertising

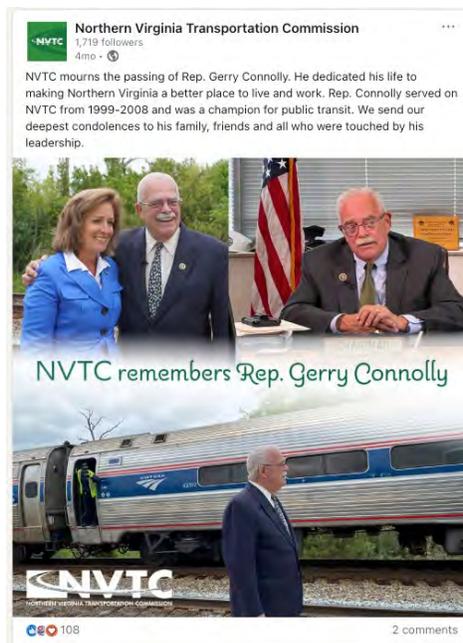
We used paid advertising to promote the I-395/95 Commuter Choice public comment period and survey from March to April. We spent \$470 on a mix of video and animated graphics posts which were shown on Facebook and Instagram.

- Reach: 27,374
- Impressions: 54,574
- Engagements: 18,700
- Engagement Rate: 34%
- Survey Completions: 454

Organic Social Media Posts

Organic social media posts are those that spread “organically” and are not paid advertising. Top performing posts of 2025:

1. [Remembering Gerry Connolly](#): 110 Interactions; 2,623 Impressions



2. [Commuter Choice-ART Route 87](#): 48 Interactions; 902 Impressions
3. [Remembering Cathy Hudgins](#): 47 Interactions; 1,095 Impressions
4. [I-395/95 Commuter Choice program approval](#): 43 Interactions; 1,181 Impressions

Executive Director Reports

We share the monthly Executive Director Reports on social media and by email. Through September, the newsletter received an average email open rate of 38%. According to general email benchmarks, open rates above 35% are considered excellent and typically indicate a highly engaged, targeted email list. The September newsletter received 427 impressions, 22 interactions and 13 clicks across Facebook, X and LinkedIn.

NoVaTransit Headlines

NVTC's compiles news stories highlighting public transit and other transportation topics and delivers them by email every Monday through Friday. During a typical week in September, NoVaTransit headlines notched an average 32% click-through rate, meaning the percentage of people who received the email and clicked on the enclosed links.

Website Analytics

NVTC launched five new pages over the past three quarters. Of those, the new [Transit Funding](#) page garnered the most attention with 1251 views.

NVTC's top 5 pages:

1. NVTC homepage—a 24% increase in views over the same 3 quarters in 2024.
2. Commuter Choice
3. Commission Meetings
4. Commuter Choice Comments
5. Employment Opportunities

Most visitors interact with our website via desktop/laptop computers vs. mobile devices.

There were large increases in visitors from Facebook ads and LinkedIn compared to the same period last year:

- 437% increase in visitors from Facebook visitors from paid ads.
- 71% increase in visitors from LinkedIn.

Key Takeaways & Next Steps

Strengths: NVTC's investment in audience growth and high-quality targeted content have resulted in strong social media engagement and web traffic and email open rates that far exceed public sector benchmarks.

Challenges: Like other similarly situated organizations, NVTC faces frequent changes to social media algorithms (especially on X and Meta) and email fatigue among readers. Continued commitment to fresh, valuable communications helps the organization overcome such obstacles.

Next Actions: NVTC will establish a quarterly cadence for metrics reports, continue to grow its successful paid social strategy and build on web traffic momentum by continuing to highlight timely, high-interest content on its homepage.



Northern Virginia Transportation Commission

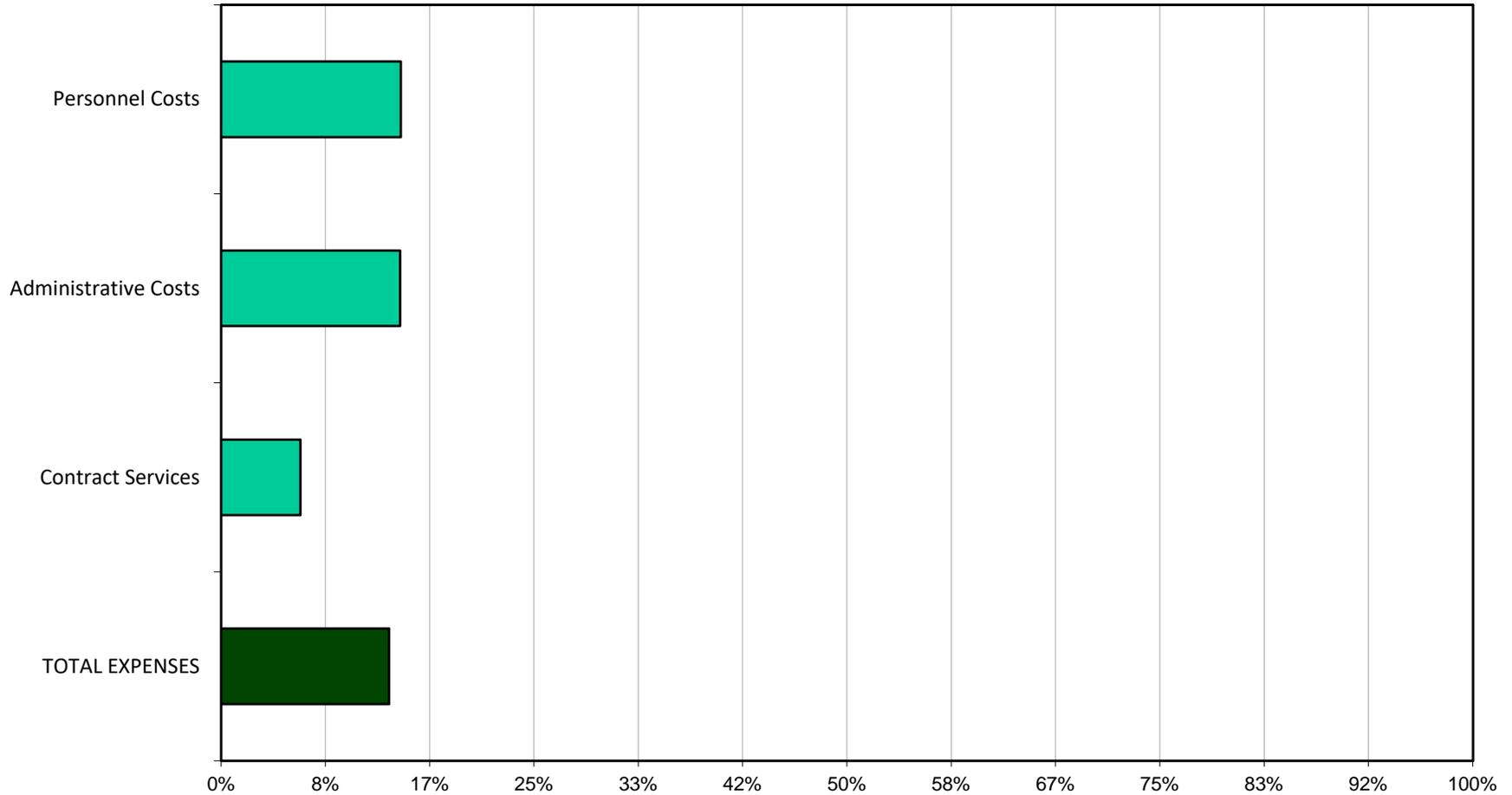
Financial Reports

August 2025

PERCENTAGE OF FY 2026 NVTC ADMINISTRATIVE BUDGET USED

August 2025

(TARGET 16.6% OR LESS)



Note: Refer to pages 2 and 3 for details

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
August 2025**

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<u>Personnel Costs</u>					
Salaries and Wages	\$ 180,154.29	\$ 417,894.97	\$ 2,934,000.00	\$ 2,516,105.03	85.8%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	180,154.29	417,894.97	2,934,000.00	2,516,105.03	85.8%
<u>Benefits</u>					
Employer's Contributions:					
FICA	13,932.21	36,449.56	205,000.00	168,550.44	82.2%
Group Health Insurance	16,600.08	32,234.25	255,000.00	222,765.75	87.4%
Retirement	18,113.00	36,226.00	238,000.00	201,774.00	84.8%
Workmans & Unemployment Compensation	118.87	234.87	6,400.00	6,165.13	96.3%
Life Insurance	23.26	165.44	6,700.00	6,534.56	97.5%
Long Term Disability Insurance	1,373.86	2,747.72	18,800.00	16,052.28	85.4%
Total Benefit Costs	50,161.28	108,057.84	729,900.00	621,842.16	85.2%
<u>Administrative Costs</u>					
Commissioners Per Diem	50.00	850.00	15,000.00	14,150.00	94.3%
<i>Rents:</i>	<i>37,020.77</i>	<i>74,415.97</i>	<i>474,500.00</i>	<i>400,084.03</i>	<i>84.3%</i>
Office Rent	36,311.85	72,382.05	454,000.00	381,617.95	84.1%
Parking & Transit Benefits	708.92	2,033.92	20,500.00	18,466.08	90.1%
<i>Insurance:</i>	<i>425.00</i>	<i>750.00</i>	<i>8,900.00</i>	<i>8,150.00</i>	<i>91.6%</i>
Public Official Bonds	100.00	100.00	2,600.00	2,500.00	96.2%
Liability and Property	325.00	650.00	6,300.00	5,650.00	89.7%
<i>Travel:</i>	<i>6,509.06</i>	<i>6,718.57</i>	<i>76,500.00</i>	<i>69,781.43</i>	<i>91.2%</i>
Conference / Professional Development	6,494.36	6,534.36	54,500.00	47,965.64	88.0%
Non-Local Travel	-	-	2,500.00	2,500.00	100.0%
Local Travel, Meetings and Related Expenses	14.70	184.21	19,500.00	19,315.79	99.1%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
August 2025

	<u>Current</u> <u>Month</u>	<u>Year</u> <u>To Date</u>	<u>Annual</u> <u>Budget</u>	<u>Balance</u> <u>Available</u>	<u>Balance</u> <u>%</u>
<i>Communication:</i>	1,498.13	2,819.81	19,400.00	16,580.19	85.5%
Postage	-	-	1,400.00	1,400.00	100.0%
Telephone and Data	1,498.13	2,819.81	18,000.00	15,180.19	84.3%
<i>Publications & Supplies</i>	2,047.26	3,178.96	35,700.00	32,521.04	91.1%
Office Supplies	243.79	462.84	2,000.00	1,537.16	76.9%
Duplication and Paper	284.46	400.00	8,700.00	8,300.00	95.4%
Public Engagement	1,519.01	2,316.12	25,000.00	22,683.88	90.7%
<i>Operations:</i>	4,026.27	7,688.72	55,900.00	48,211.28	86.2%
Furniture and Equipment (Capital)	1,450.57	1,621.56	18,400.00	16,778.44	91.2%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computer Operations	2,575.70	6,067.16	36,500.00	30,432.84	83.4%
<i>Other General and Administrative:</i>	1,592.42	3,339.13	11,900.00	8,560.87	71.9%
Memberships	83.33	265.89	1,600.00	1,334.11	83.4%
Fees and Miscellaneous	910.06	1,762.46	8,800.00	7,037.54	80.0%
Advertising (Personnel/Procurement)	599.03	1,310.78	1,500.00	189.22	12.6%
Total Administrative Costs	<u>53,168.91</u>	<u>99,761.16</u>	<u>697,800.00</u>	<u>598,038.84</u>	<u>85.7%</u>
<u>Contracting Services</u>					
Auditing	7,800.00	7,800.00	26,400.00	18,600.00	70.5%
Contract Services and Support					
Commuter Choice	-	1,099.00	146,500.00	145,401.00	99.2%
Research Support (excludes carryover)	-	-	250,000.00	250,000.00	100.0%
Other Technical	11,166.67	22,363.34	120,000.00	97,636.66	81.4%
Legal	2,500.00	5,000.00	30,000.00	25,000.00	83.3%
Total Contract Services	<u>21,466.67</u>	<u>36,262.34</u>	<u>572,900.00</u>	<u>536,637.66</u>	<u>93.7%</u>
 Total Gross G&A Expenses	 <u>\$ 304,951.15</u>	 <u>\$ 661,976.31</u>	 <u>\$ 4,934,600.00</u>	 <u>\$ 4,272,623.69</u>	 <u>86.6%</u>

NVTC
 RECEIPTS and DISBURSEMENTS
 August 2025

Date	Payer / Payee	Purpose	Virginia LGIP				
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
8	DRPT	Capital and Operating Assiatance - WMATA					\$ 19,786,064.33
8	VDOT	Commuter Choice toll revenue				2,759,532.25	
11	FTA	Grant receipt - Alexandria			14,233.00		
13	NVTC	Commuter Choice reimbursement			17,984.00		
13	NVTC	Commuter Choice reimbursement			61,761.00		
15	DRPT	Operating Assistance - Alexandria					2,612,697.77
15	DRPT	Capital and Operating Assiatance - VRE			4,349,894.00		
21	DRPT	Capital grants receipts - Fairfax					41,365.96
21	DRPT	Capital grant receipt - Alexandria			3,558.17		
22	FTA	Grant receipt - Alexandria			108,479.00		
22	DRPT	Capital and Operating Assiatance - WMATA					19,786,064.33
27	DRPT	Capital grant receipt - City of Fairfax					15,193.68
28	IRS	Payroll tax refund		18.33			
31	Banks	Investment earnings		112.01	1,671.42	494,228.50	1,435,578.53
TOTAL RECEIPTS			-	130.34	4,557,580.59	3,253,760.75	43,676,964.60

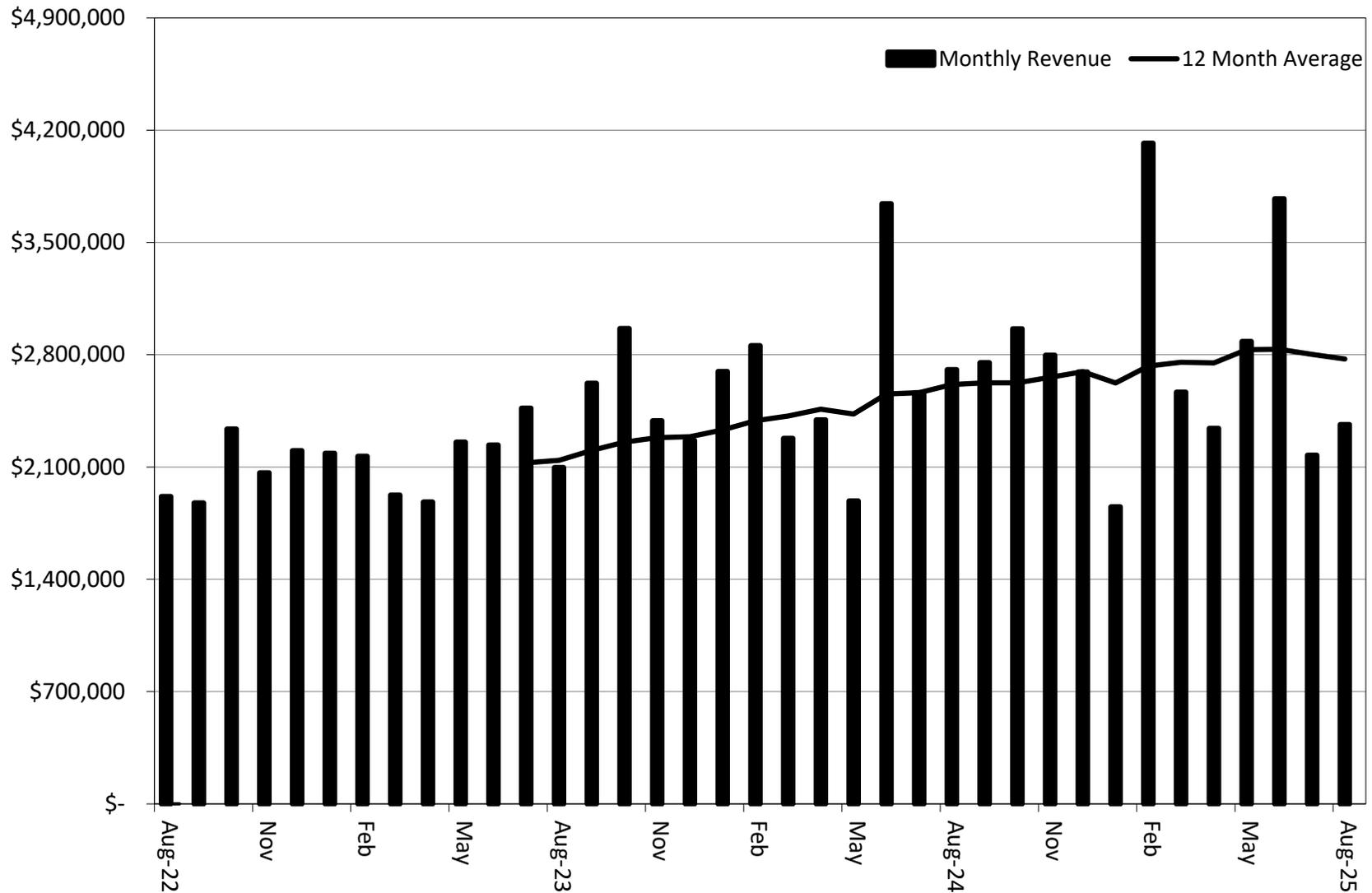
NVTC
RECEIPTS and DISBURSEMENTS
August 2025

Date	Payer / Payee	Purpose	Virginia LGIP					
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts	
DISBURSEMENTS								
1-31	Various	G&A expenses	(457,048.84)					
5	Kimley-Horn	Consulting - NTD project	(12,969.04)					
5	Kimley-Horn	Consulting - I-66 corridor assessment	(9,147.08)					
5	Kimley-Horn	Consulting - Envision Route 7	(13,930.17)					
5	Stantec	Consulting - NTD project	(114,912.28)					
7	PRTC	I-395/95 Commuter Choice reimbursement					(1,313,252.00)	
7	PRTC	I-66 Commuter Choice reimbursement					(97,450.00)	
7	Fairfax	I-395/95 Commuter Choice reimbursement					(170,927.00)	
7	Prince William Co.	I-395/95 Commuter Choice reimbursement					(144,159.00)	
12	Alexandria	Costs incurred			(14,233.00)			
13	Prince William Co.	I-66 Commuter Choice reimbursement					(986,662.00)	
13	NVTC	I-66 Commuter Choice administration					(17,984.00)	
13	NVTC	I-395/95 Commuter Choice administration					(61,761.00)	
15	VRE	Grant revenue			(4,349,894.00)			
20	Manassas Park (VRE)	I-66 Commuter Choice reimbursement					(2,500,000.00)	
21	Alexandria	Costs incurred			(3,558.17)			
25	Alexandria	Costs incurred			(108,479.00)			
27	City of Fairfax	Other capital						(15,193.68)
31	Banks	Bank charge	(42.14)	(191.41)				
TOTAL DISBURSEMENTS			<u>(608,049.55)</u>	<u>(191.41)</u>	<u>(4,476,164.17)</u>		<u>(5,292,195.00)</u>	<u>(15,193.68)</u>
TRANSFERS								
6	Transfer	From LGIP to checking	340,000.00		(340,000.00)			
6	Transfer	From LGIP to LGIP (NTD project)			198,444.18			(198,444.18)
22	Transfer	From LGIP to checking	180,000.00		(180,000.00)			
NET TRANSFERS			<u>520,000.00</u>	<u>-</u>	<u>(321,555.82)</u>		<u>-</u>	<u>(198,444.18)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ (88,049.55)</u>	<u>\$ (61.07)</u>	<u>\$ (240,139.40)</u>		<u>\$ (2,038,434.25)</u>	<u>\$ 43,463,326.74</u>

**NVTC
INVESTMENT REPORT
August 2025**

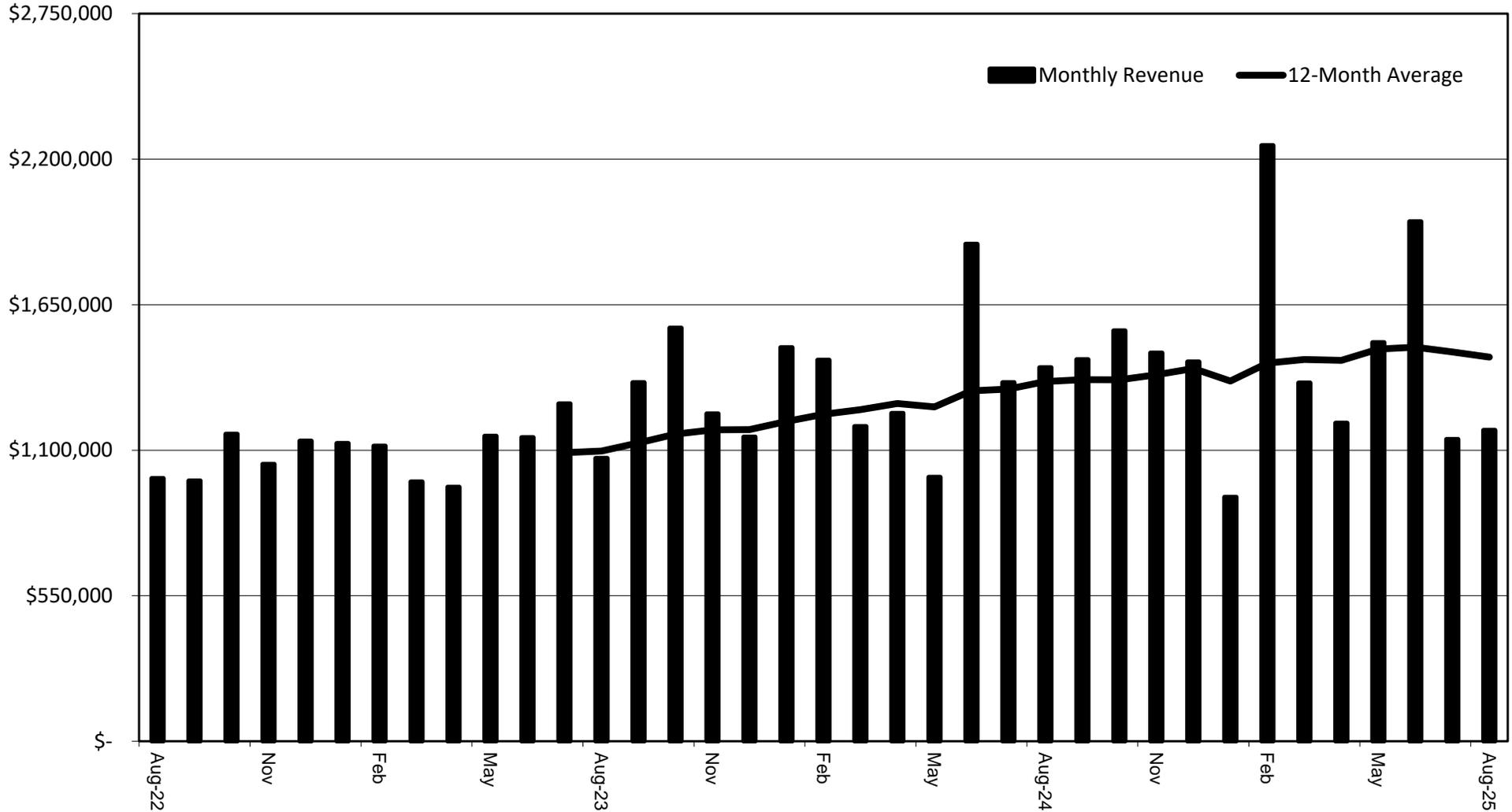
<u>Type</u>	<u>Rate</u>	<u>Balance 7/31/2025</u>	<u>Increase (Decrease)</u>	<u>Balance 8/31/2025</u>	<u>Balance</u>			
					<u>NVTC G&A/Project</u>	<u>Commuter Choice</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Gas Tax Trust Fund</u>
<u>Cash Deposits</u>								
Wells Fargo: NVTC Checking	N/A	\$ 184,889.18	\$ (88,049.55)	\$ 96,839.63	\$ 247,798.20	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.680%	194,017.68	(61.07)	193,956.61	193,956.61	-	-	-
<u>Investments</u>								
Bank of America: Virginia Local Government Investment Pool	4.502%	493,326,642.95	41,184,753.09	534,511,396.04	302,999.82	130,603,111.48	358,544,363.14	45,060,921.60
		<u>\$ 493,705,549.81</u>	<u>\$ 41,096,642.47</u>	<u>\$ 534,802,192.28</u>	<u>\$ 744,754.63</u>	<u>\$ 130,603,111.48</u>	<u>\$ 358,544,363.14</u>	<u>\$ 45,060,921.60</u>

NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2023-2026



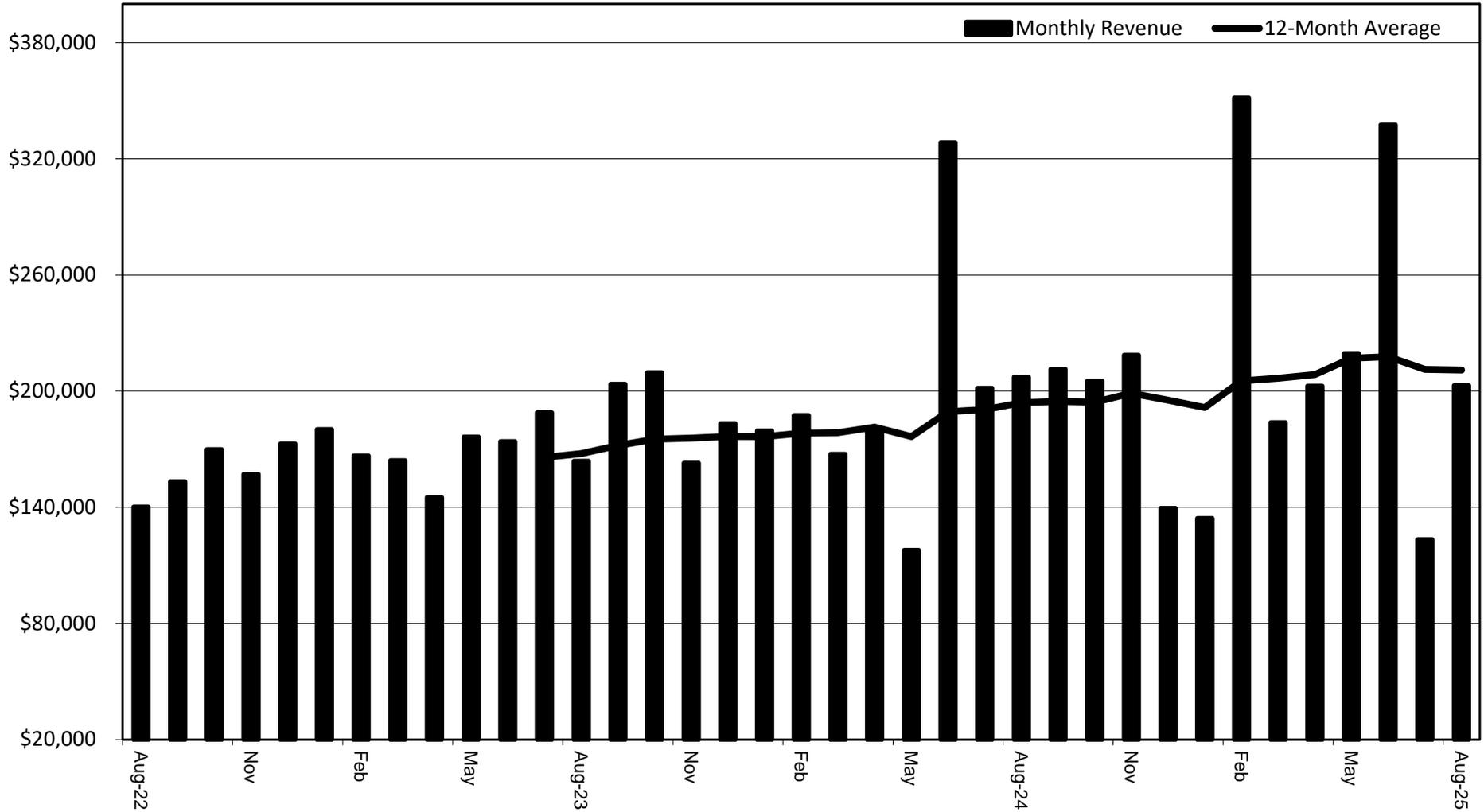
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2023-2026



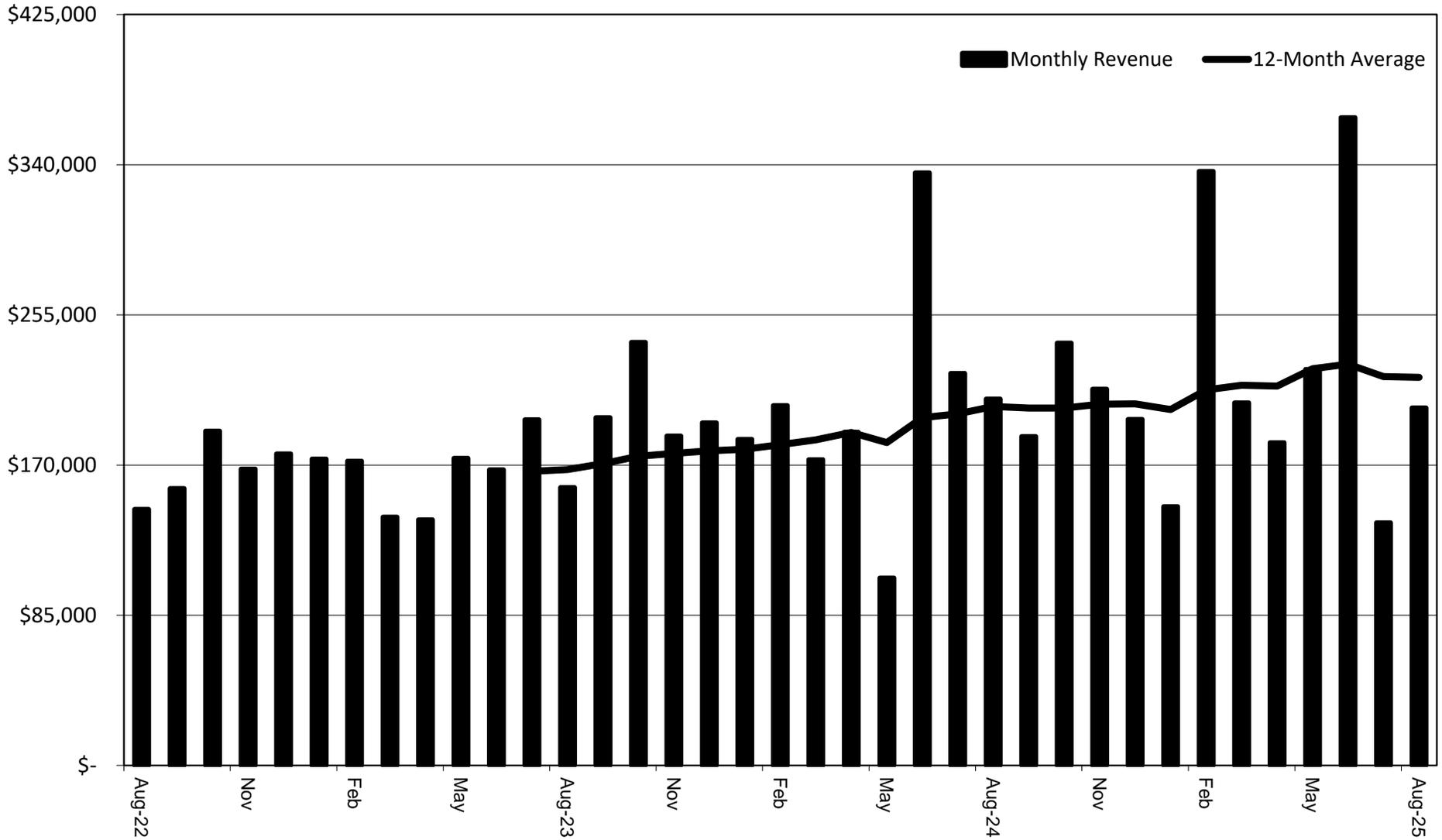
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2023-2026



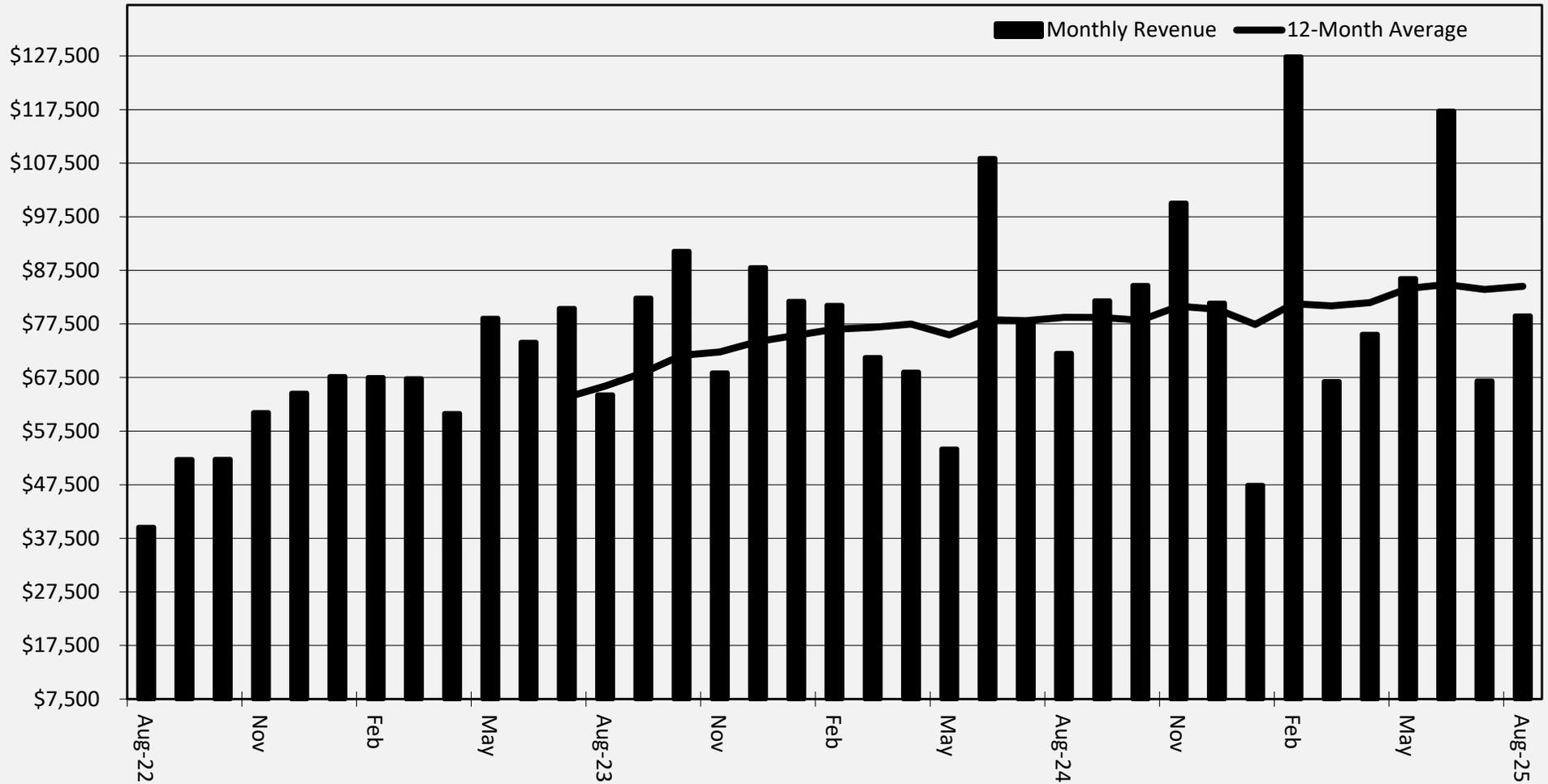
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2023-2026



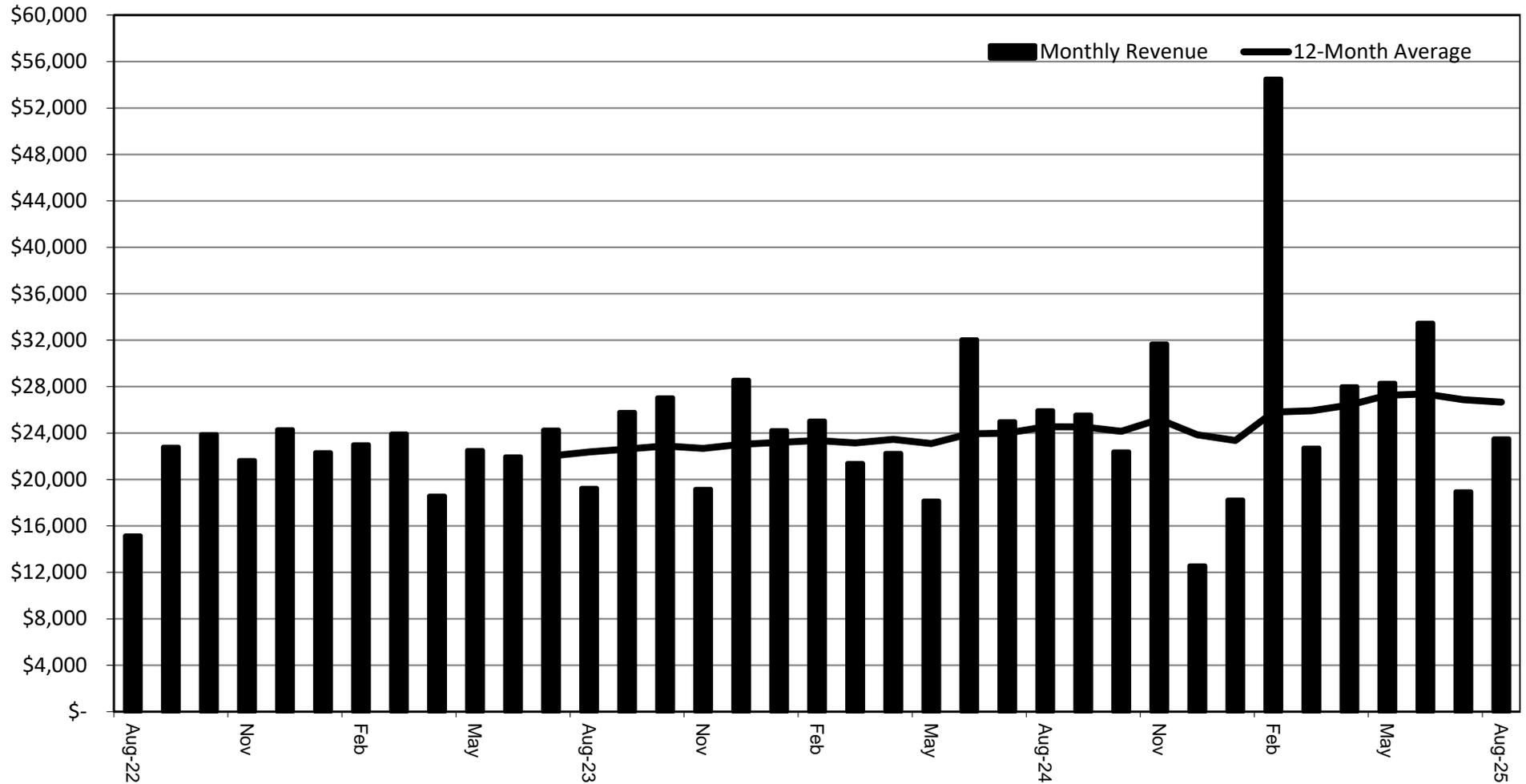
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2023-2026



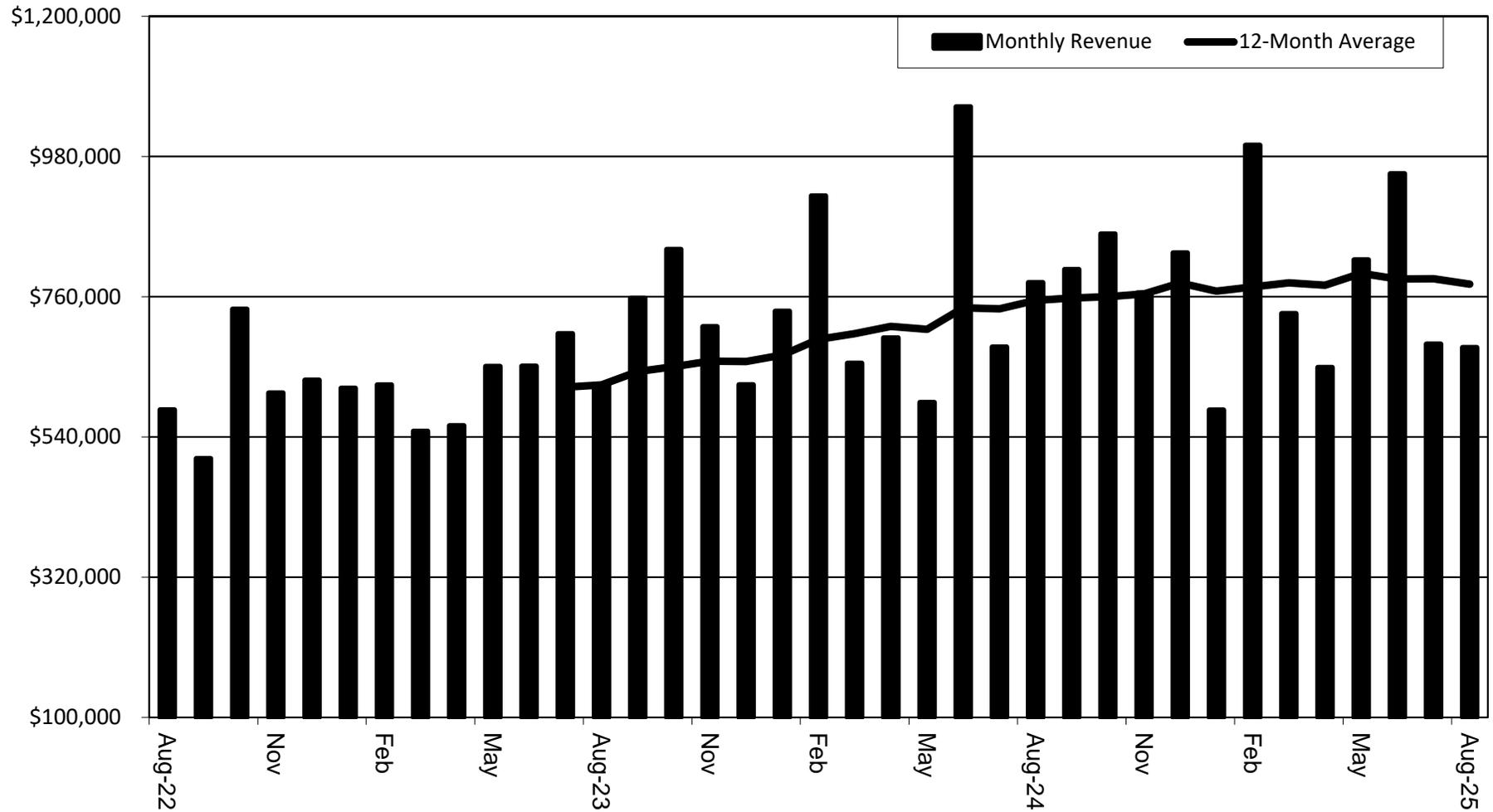
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2023-2026



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier .

NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2023-2026



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.



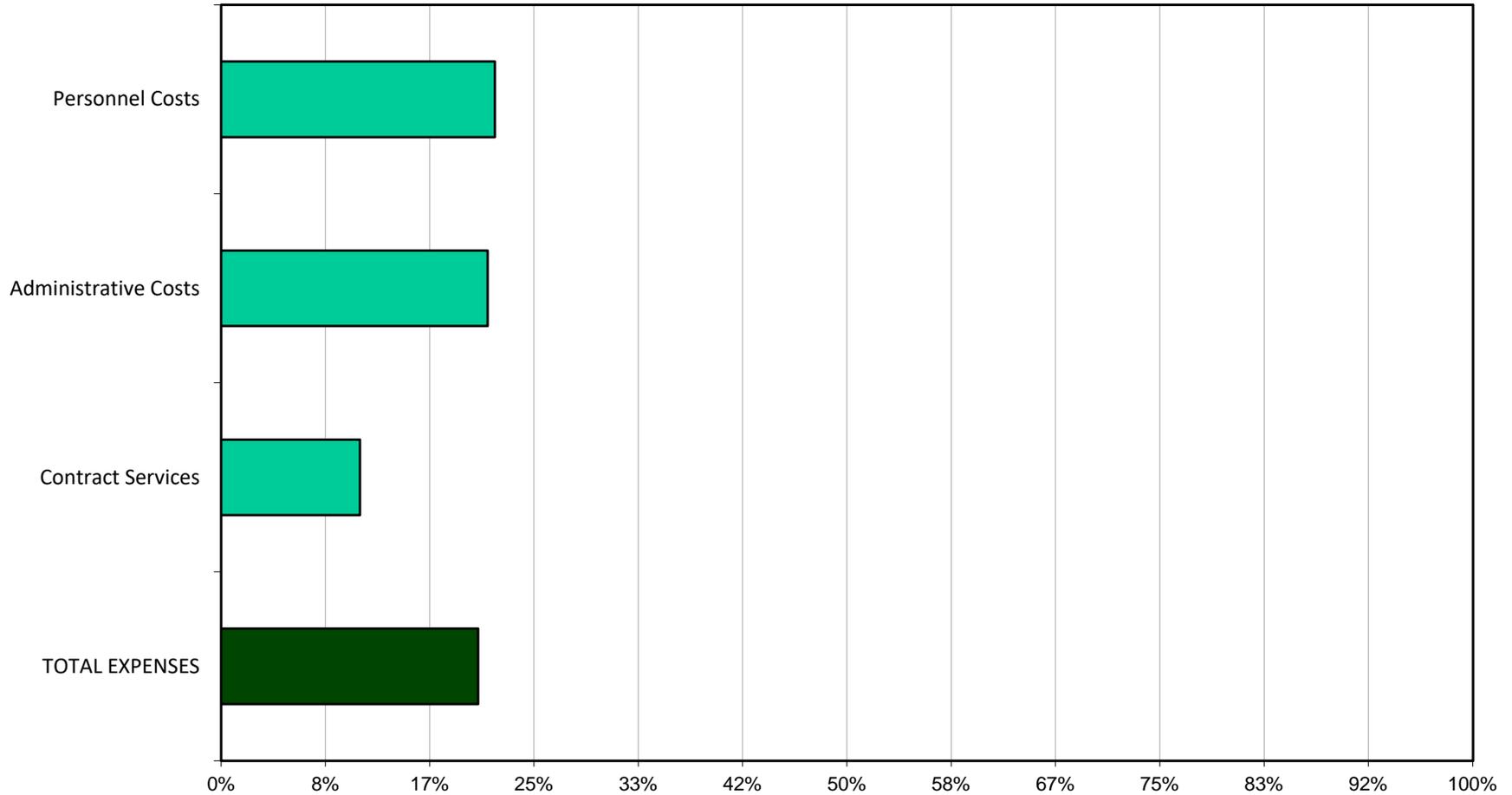
Northern Virginia Transportation Commission

Financial Reports
September 2025

PERCENTAGE OF FY 2026 NVTC ADMINISTRATIVE BUDGET USED

September 2025

(TARGET 25% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 2025

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<u>Personnel Costs</u>					
Salaries and Wages	\$ 225,426.53	\$ 643,321.50	\$ 2,934,000.00	\$ 2,290,678.50	78.1%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	225,426.53	643,321.50	2,934,000.00	2,290,678.50	78.1%
<u>Benefits</u>					
Employer's Contributions:					
FICA	13,266.51	49,716.07	205,000.00	155,283.93	75.7%
Group Health Insurance	16,600.08	48,834.33	255,000.00	206,165.67	80.8%
Retirement	18,113.00	54,339.00	238,000.00	183,661.00	77.2%
Workmans & Unemployment Compensation	121.05	355.92	6,400.00	6,044.08	94.4%
Life Insurance	105.78	271.22	6,700.00	6,428.78	96.0%
Long Term Disability Insurance	1,348.85	4,096.57	18,800.00	14,703.43	78.2%
Total Benefit Costs	49,555.27	157,613.11	729,900.00	572,286.89	78.4%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,300.00	2,150.00	15,000.00	12,850.00	85.7%
<i>Rents:</i>					
Office Rent	37,172.95	111,588.92	474,500.00	362,911.08	76.5%
Office Rent	36,070.20	108,452.25	454,000.00	345,547.75	76.1%
Parking & Transit Benefits	1,102.75	3,136.67	20,500.00	17,363.33	84.7%
<i>Insurance:</i>					
Public Official Bonds	425.00	1,175.00	8,900.00	7,725.00	86.8%
Public Official Bonds	100.00	200.00	2,600.00	2,400.00	92.3%
Liability and Property	325.00	975.00	6,300.00	5,325.00	84.5%
<i>Travel:</i>					
Conference / Professional Development	2,256.45	8,975.02	76,500.00	67,524.98	88.3%
Conference / Professional Development	1,411.05	7,945.41	54,500.00	46,554.59	85.4%
Non-Local Travel	254.00	254.00	2,500.00	2,246.00	89.8%
Local Travel, Meetings and Related Expenses	591.40	775.61	19,500.00	18,724.39	96.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 2025

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<i>Communication:</i>	1,312.40	4,132.21	19,400.00	15,267.79	78.7%
Postage	-	-	1,400.00	1,400.00	100.0%
Telephone and Data	1,312.40	4,132.21	18,000.00	13,867.79	77.0%
<i>Publications & Supplies</i>	1,574.81	4,753.77	35,700.00	30,946.23	86.7%
Office Supplies	559.91	1,022.75	2,000.00	977.25	48.9%
Duplication and Paper	472.90	872.90	8,700.00	7,827.10	90.0%
Public Engagement	542.00	2,858.12	25,000.00	22,141.88	88.6%
<i>Operations:</i>	3,485.01	11,173.73	55,900.00	44,726.27	80.0%
Furniture and Equipment (Capital)	125.00	1,746.56	18,400.00	16,653.44	90.5%
Repairs and Maintenance	56.28	56.28	1,000.00	943.72	94.4%
Computer Operations	3,303.73	9,370.89	36,500.00	27,129.11	74.3%
<i>Other General and Administrative:</i>	1,261.34	4,600.47	11,900.00	7,299.53	61.3%
Memberships	83.33	349.22	1,600.00	1,250.78	78.2%
Fees and Miscellaneous	788.79	2,551.25	8,800.00	6,248.75	71.0%
Advertising (Personnel/Procurement)	389.22	1,700.00	1,500.00	(200.00)	-13.3%
Total Administrative Costs	<u>48,787.96</u>	<u>148,549.12</u>	<u>697,800.00</u>	<u>549,250.88</u>	<u>78.7%</u>
<u>Contracting Services</u>					
Auditing	-	7,800.00	26,400.00	18,600.00	70.5%
Contract Services and Support					
Commuter Choice	2,925.01	4,024.01	146,500.00	142,475.99	97.3%
Research Support (excludes carryover)	11,056.24	11,056.24	250,000.00	238,943.76	95.6%
Other Technical	10,791.67	33,155.01	120,000.00	86,844.99	72.4%
Legal	<u>2,500.00</u>	<u>7,500.00</u>	<u>30,000.00</u>	<u>22,500.00</u>	<u>75.0%</u>
Total Contract Services	27,272.92	63,535.26	572,900.00	509,364.74	88.9%
 Total Gross G&A Expenses	 <u>\$ 351,042.68</u>	 <u>\$ 1,013,018.99</u>	 <u>\$ 4,934,600.00</u>	 <u>\$ 3,921,581.01</u>	 <u>79.5%</u>

NVTC
 RECEIPTS and DISBURSEMENTS
 September 2025

Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	Virginia LGIP		
					NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
2	DMV	Motor Vehicle Fuels Sales tax					\$ 2,364,444.13
2	DMV	CROC			1,250,000.00		
4	DRPT	Commuter Choice I-66 toll revenue				5,519,064.00	
4	DRPT	Capital grants receipts - Arlington					349,814.88
5	Fairfax County	Local contribution - Envision Route 7			250,000.00		
9	DRPT	Capital grant receipt - Arlington					157,426.74
11	FTA	Grant receipt - Envision Route 7			82,114.00		
18	DRPT	Capital grants receipts - Fairfax					519,491.41
24	FTA	Grant receipt - Alexandria			26,729.00		
24	DRPT	Capital and operating assistance - WMATA					19,786,064.33
24	DRPT	Capital grant receipt - Arlington					20,707,500.00
25	DRPT	Capital grant receipt - Alexandria					138,706.75
29	DRPT	Capital grant receipt - Arlington					2,568,702.27
30	DMV	Motor Vehicle Fuels Sales tax					3,805,104.55
30	DMV	CROC			1,250,000.00		
30	Banks	Investment earnings		101.47	8,619.09	473,972.90	1,479,167.10
TOTAL RECEIPTS			-	101.47	2,867,462.09	5,993,036.90	51,876,422.16

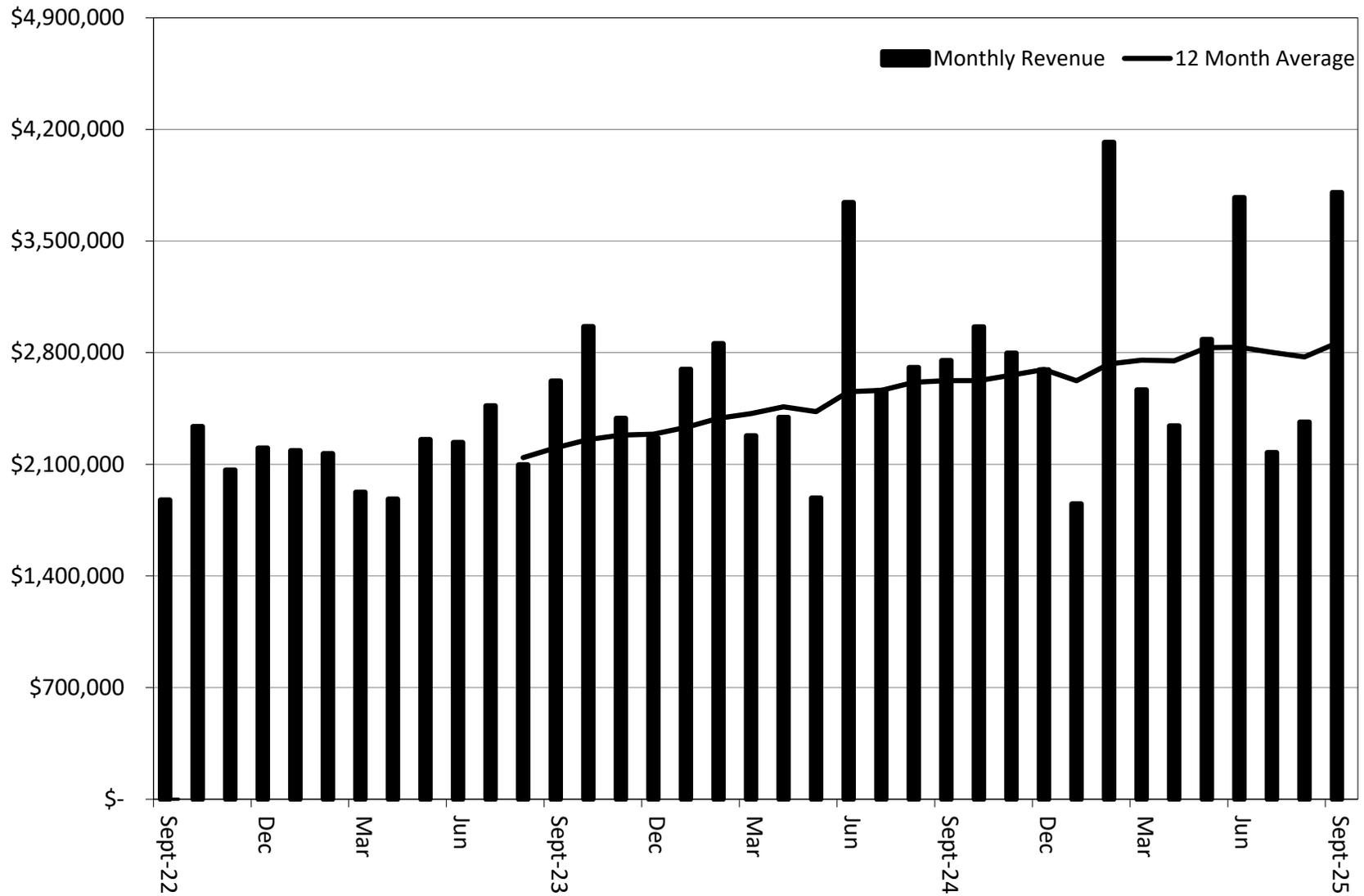
NVTC
RECEIPTS and DISBURSEMENTS
September 2025

Date	Payer / Payee	Purpose	Virginia LGIP				
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-30	Various	G&A expenses	(283,168.05)				
2	VRE	CROC			(1,250,000.00)		
3	City of Fairfax	Other operating					(231,000.00)
3	Alexandria	Costs incurred			(40,433.20)		
4	Kimley-Horn	Consulting - Envision Route 7	(88,712.60)				
4	City of Fairfax	Other operating					(728,000.00)
5	Fairfax County	Other operating					(250,000.00)
11	Alexandria	I-395/95 Commuter Choice reimbursement				(4,847,185.00)	
11	Loudoun	I-66 Commuter Choice reimbursement				(291,038.00)	
11	City of Fairfax	I-66 Commuter Choice reimbursement				(34,390.00)	
23	Kimley-Horn	Research - SJ28	(11,056.24)				
23	Kimley-Horn	Consulting - NTD project	(30,436.92)				
23	Kimley-Horn	Consulting - Commuter Choice	(5,393.95)				
23	Kimley-Horn	Consulting - Envision Route 7	(82,891.68)				
25	Alexandria	Costs incurred			(26,729.00)		
30	VRE	CROC			(1,250,000.00)		
30	Banks	Bank charge		(151.12)			
TOTAL DISBURSEMENTS			(501,659.44)	(151.12)	(2,567,162.20)	(5,172,613.00)	(1,209,000.00)
TRANSFERS							
3	Transfer	From LGIP to LGIP (NTD project)			12,969.04		(12,969.04)
5	Transfer	From LGIP to checking	250,000.00		(250,000.00)		
11	Transfer	From LGIP to checking	200,000.00		(200,000.00)		
12	Transfer	From LGIP to LGIP (G&A contribution)			3,550,153.00		(3,550,153.00)
23	Transfer	From LGIP to checking	150,000.00		(150,000.00)		
NET TRANSFERS			600,000.00	-	2,963,122.04	-	(3,563,122.04)
NET INCREASE (DECREASE) FOR MONTH			\$ 98,340.56	\$ (49.65)	\$ 3,263,421.93	\$ 820,423.90	\$ 47,104,300.12

**NVTC
INVESTMENT REPORT
September 2025**

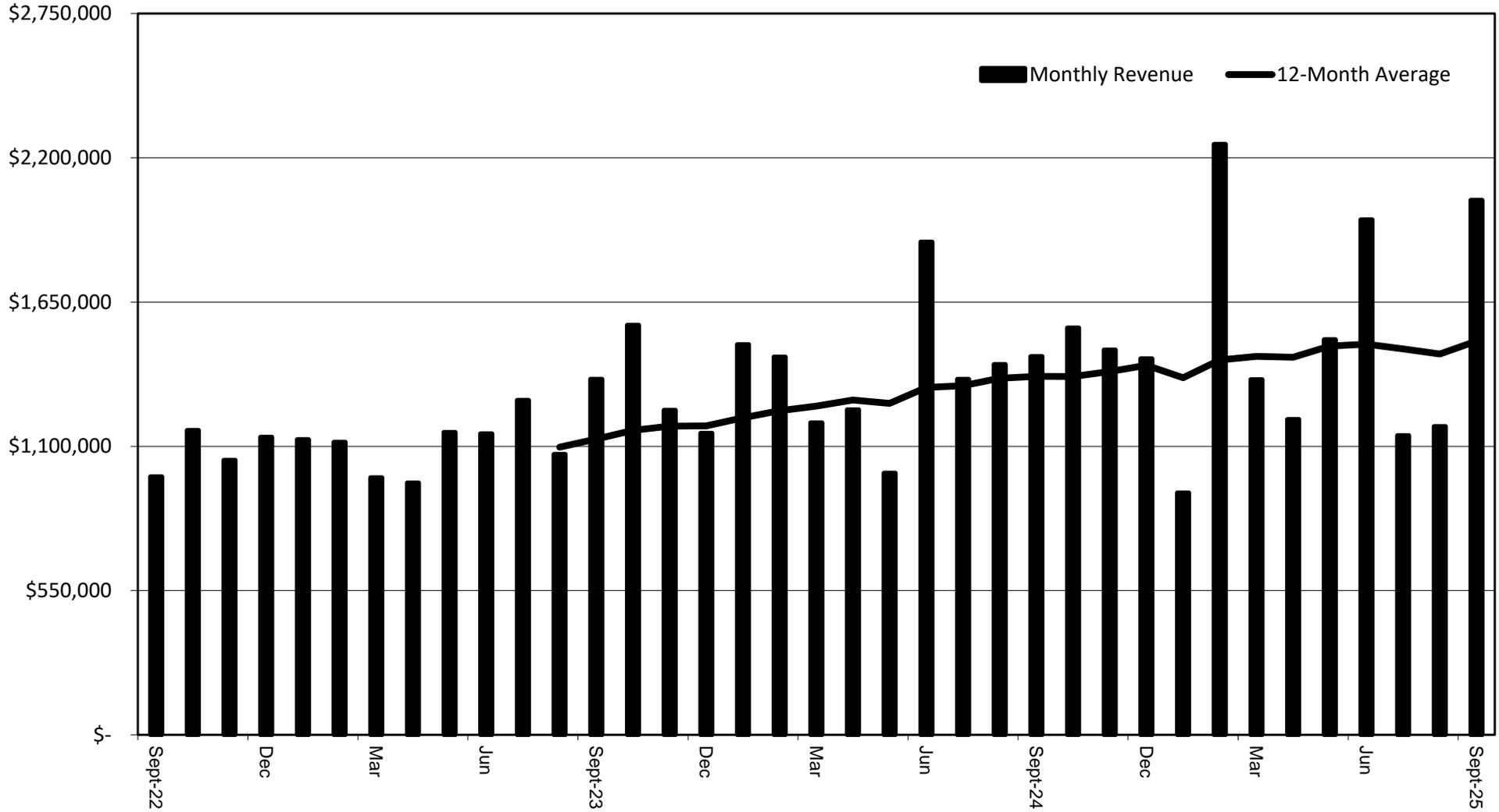
<u>Type</u>	<u>Rate</u>	<u>Balance 8/31/2025</u>	<u>Increase (Decrease)</u>	<u>Balance 9/30/2025</u>	<u>Balance</u>			
					<u>NVTC G&A/Project</u>	<u>Commuter Choice</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Gas Tax Trust Fund</u>
<u>Cash Deposits</u>								
Wells Fargo: NVTC Checking	N/A	\$ 247,798.20	\$ 98,340.56	\$ 346,138.76	\$ 346,138.76	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.640%	193,956.61	(49.65)	193,906.96	193,906.96	-	-	-
<u>Investments</u>								
Bank of America: Virginia Local Government Investment Pool	4.447%	534,511,396.04	51,188,145.95	585,699,541.99	3,566,421.75	131,423,535.38	403,693,735.52	47,015,849.34
		<u>\$ 534,802,192.28</u>	<u>\$ 51,286,436.86</u>	<u>\$ 586,239,587.71</u>	<u>\$ 4,106,467.47</u>	<u>\$ 131,423,535.38</u>	<u>\$ 403,693,735.52</u>	<u>\$ 47,015,849.34</u>

NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2023-2026



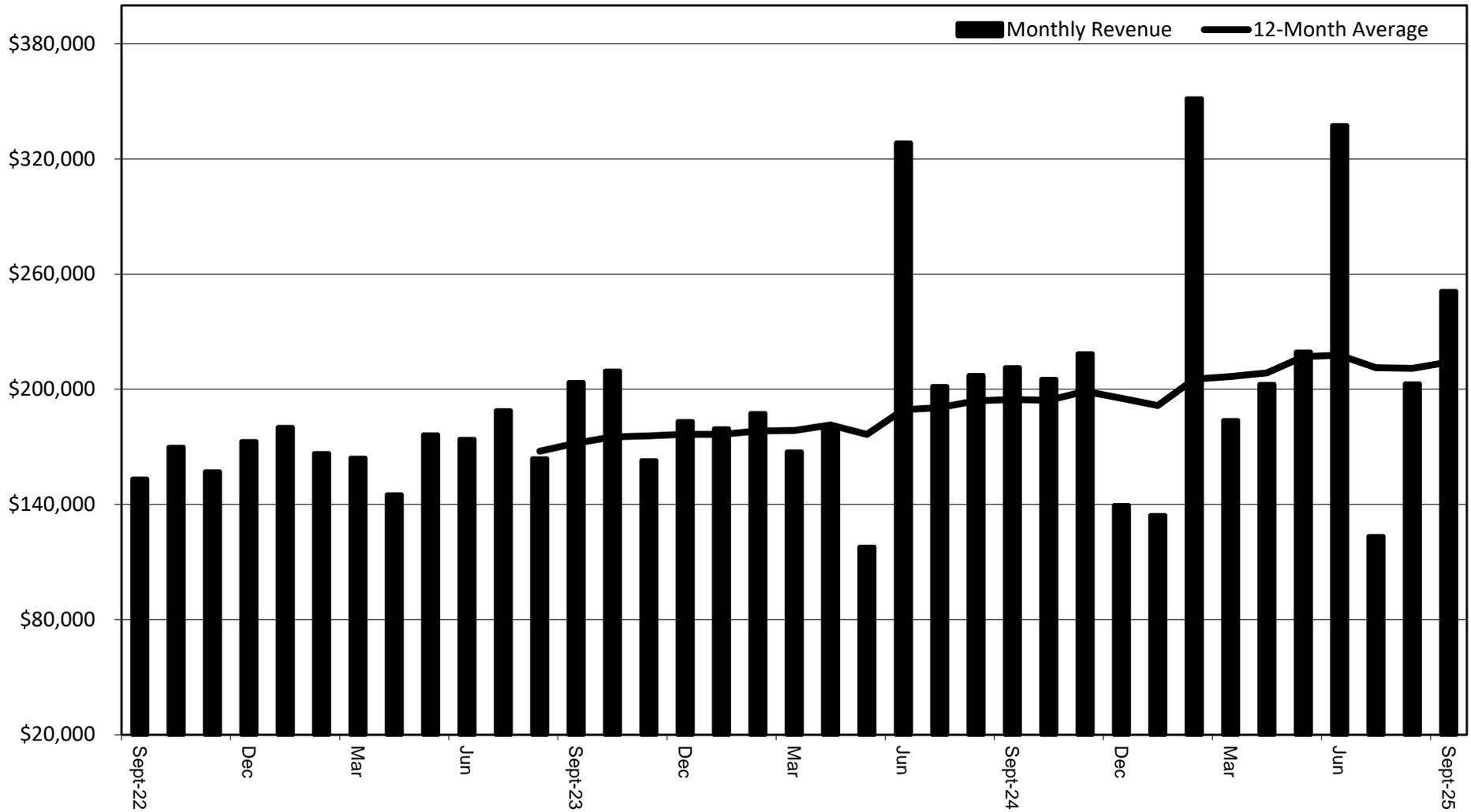
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2023-2026



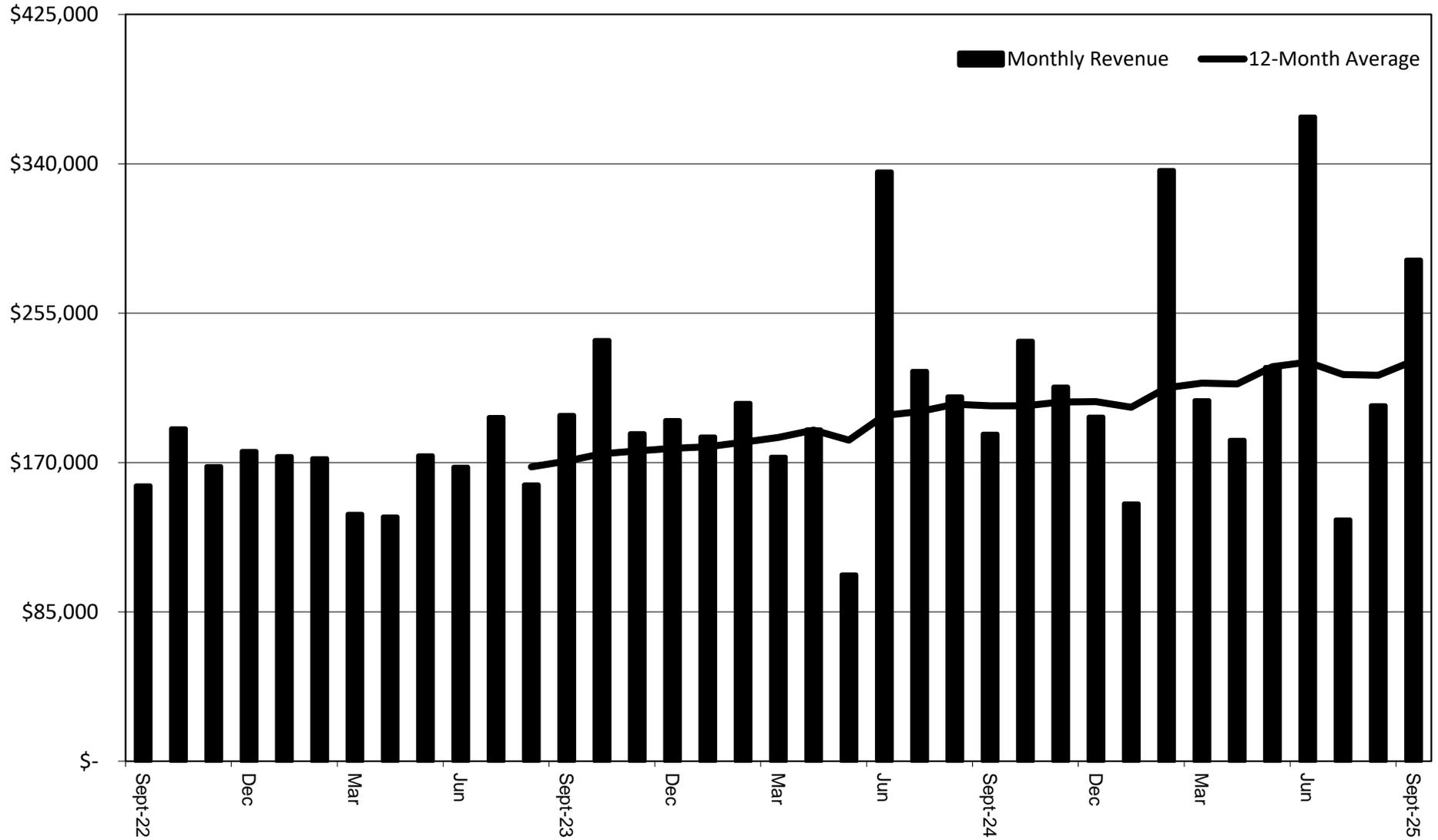
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2023-2026



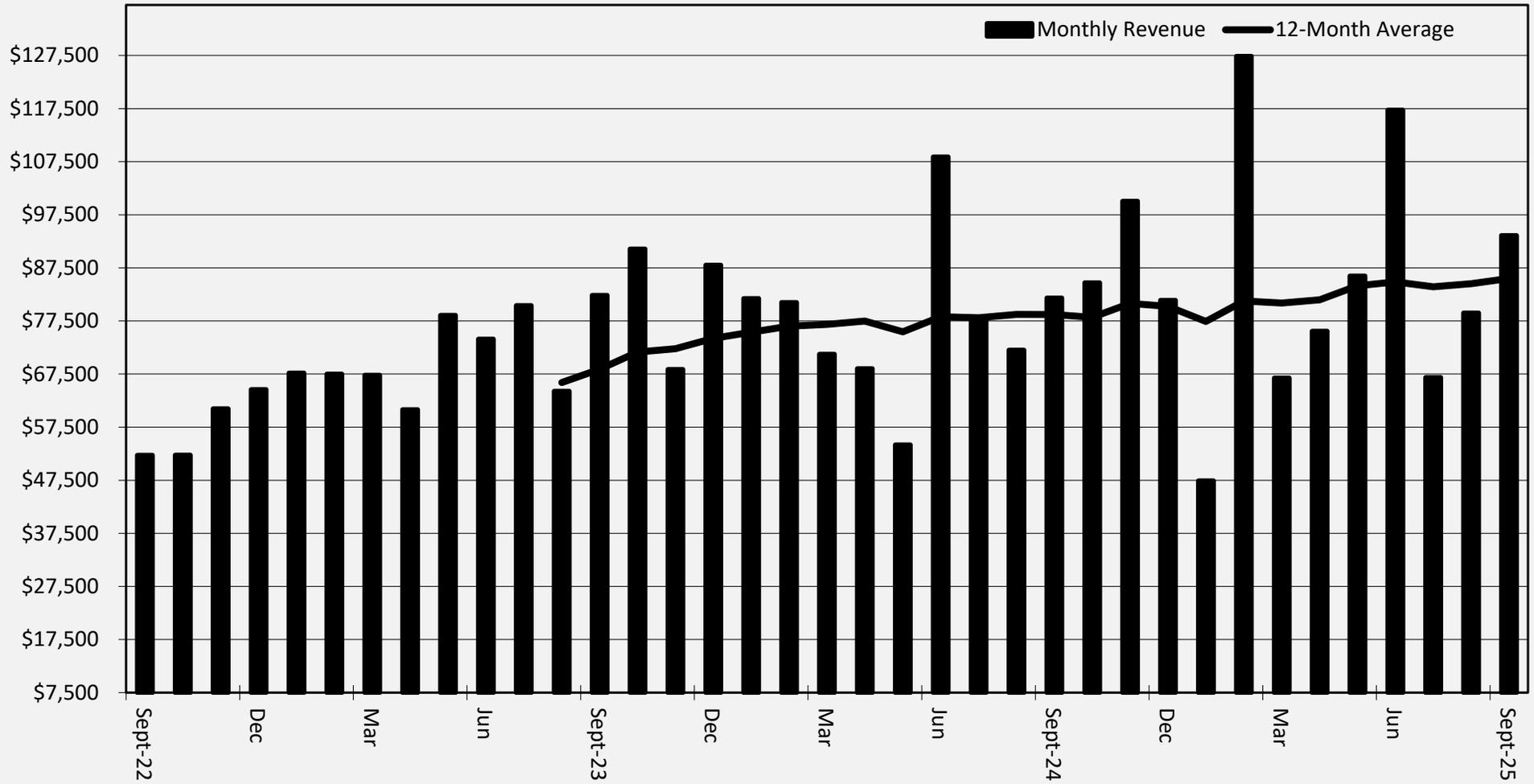
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2023-2026



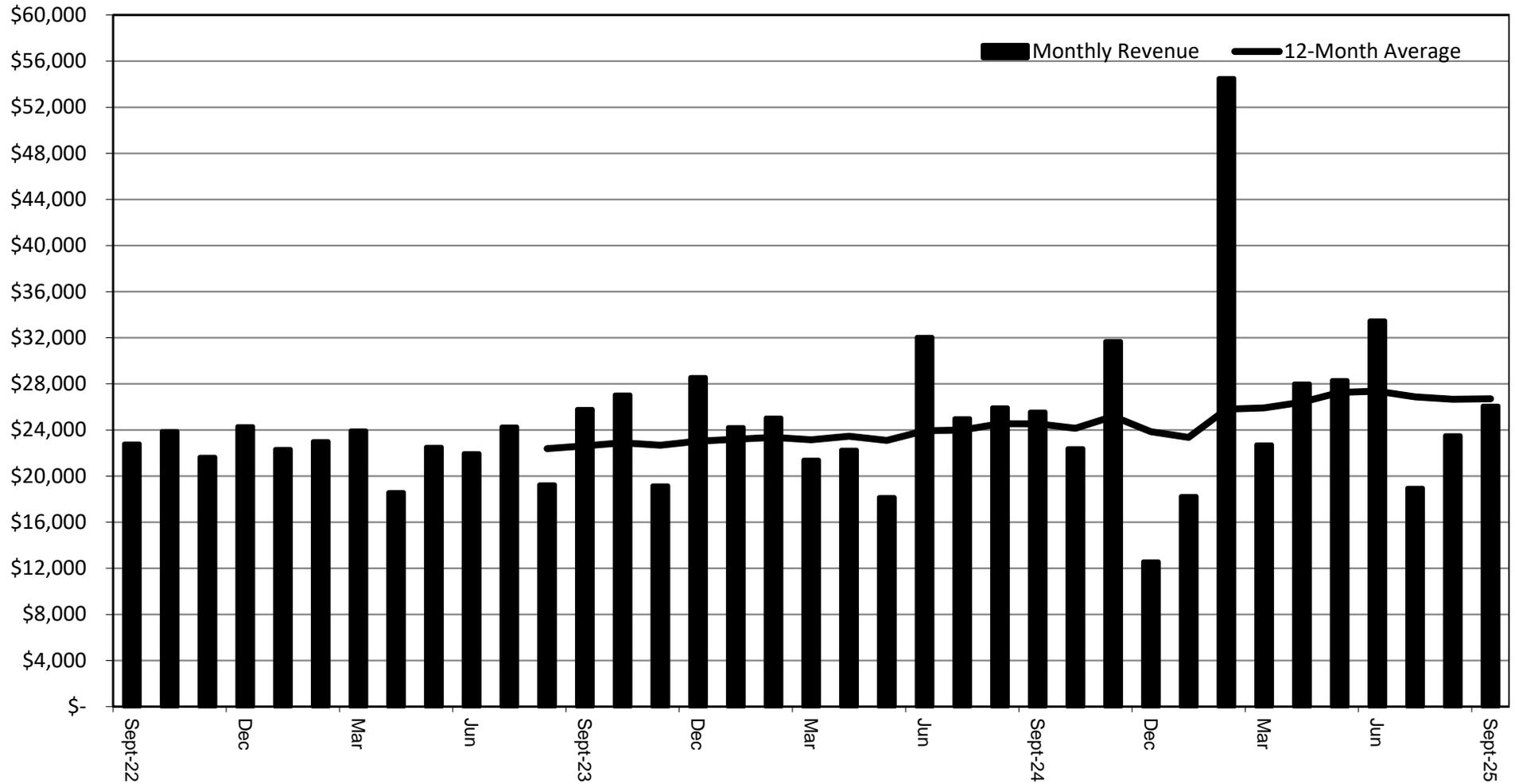
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2023-2026



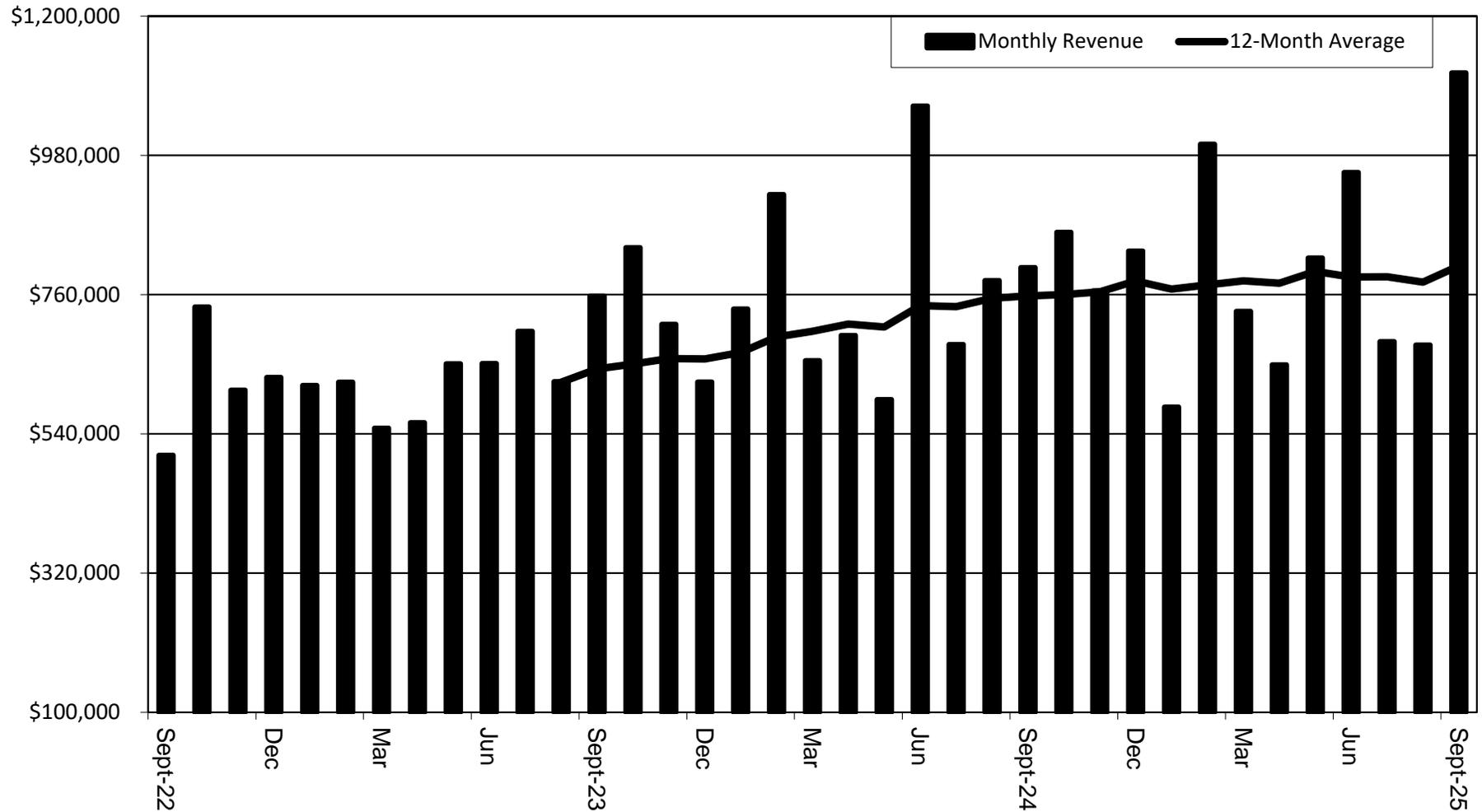
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2023-2026



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier .

NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2023-2026



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.



October 27, 2025

Chair

Hon. David F. Snyder

Vice-Chair

Hon. Sarah Bagley

Secretary-Treasurer

Hon. Matthew F. Letourneau

City of Alexandria

Hon. Canek Aguirre

Hon. Sarah Bagley

Arlington County

Hon. Maureen Coffey

Hon. Matt de Ferranti

Hon. Takis Karantonis

Fairfax County

Hon. Walter L. Alcorn

Hon. James N. Bierman, Jr.

Hon. Dalia A. Palchik

Hon. Daniel G. Storck

City of Fairfax

Hon. Catherine S. Read

City of Falls Church

Hon. David F. Snyder

Loudoun County

Hon. Juli E. Briskman

Hon. Matthew F. Letourneau

Commonwealth of Virginia

Hon. Paul C. Smedberg

Virginia General Assembly**Senate**

Hon. Adam Ebbin

Hon. Saddam A. Salim

House of Delegates

Hon. Paul Krizek

Hon. Alfonso Lopez

Hon. David Reid

Hon. Mark Sickles

Executive Director

Katherine A. Mattice

Monica Backmon
 Chief Executive Officer
 Northern Virginia Transportation Authority
 2600 Park Tower Drive, Suite 601
 Vienna, VA 22180

RE: Letter of Support for Manassas Line Trail Phase I

Dear Ms. Backmon:

As the Executive Director of the Northern Virginia Transportation Commission (NVTC) and co-owner of the Virginia Railway Express (VRE), I am pleased to offer this letter of support for the application by the City of Manassas to the Northern Virginia Transportation Authority's (NVTA) FY 2026-2031 Six-Year Program. The City's application, if successful, will support a Rail with Trail project adjacent to a portion of the VRE Manassas Line extending from Downtown Manassas to Bull Run in Fairfax County.

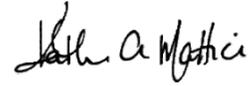
The project has been separated into two phases. The proposed Rail with Trail Study is considered Phase I of the overall VRE Manassas Line Trail: Landmark to City of Manassas Project identified in NVTA's Long-Range Transportation Plan, known as TransAction (ID 439). The first phase of this multi-jurisdictional project will span across the Cities of Manassas and Manassas Park and Prince William County. The project originates in Old Town Manassas, and its terminus is at the connection to the Bull Run Trail in Fairfax County. Phase II of the effort will extend from the Bull Run Trail to Landmark in Alexandria which, when complete, would extend more than twenty miles and connect five jurisdictions in Northern Virginia.

NVTC and VRE are enthusiastic about and supportive of this trail project, as it will enhance safe walking and bicycle access to VRE's Manassas and Manassas Park stations, effectively putting more households within a short walk or bike ride to a high-capacity transit opportunity. Trail access to these two stations will also allow VRE to minimize future capital expenditures through avoided parking expansions, as high-quality pedestrian and bicycle access to rail stations can decrease the vehicle access mode share at these facilities.

Please give full and fair evaluation of this project, which will provide significant regional investments and provide benefits to VRE riders, as well as to the residents of the Cities of Manassas, Manassas Park and Alexandria, and Fairfax

and Prince William Counties. Should you have any questions regarding this project, please feel free to contact me at katemattice@novatransit.org.

Sincerely,

A handwritten signature in black ink that reads "Kate A. Mattice". The signature is written in a cursive style with a large initial 'K'.

Kate Mattice,
Executive Director

cc: Chloe Delhomme, AICP, City of Manassas
Nick Ruiz, AICP, VRE

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice
DATE: October 30, 2025
SUBJECT: Closed Session

At the November meeting, the Commission will convene a Closed Session to discuss two personnel matters.

Motion to Enter into Closed Session:

Pursuant to the Virginia Freedom of Information Act, Section 2.2-3711.A.1 of the Code of Virginia, I move that the Northern Virginia Transportation Commission convene a closed meeting for discussion of two personnel matters concerning an appointee of the Commissions and the annual performance review of the executive director.

Motion for Certification Coming out of Closed Session:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.