

MINUTES
NVTC COMMISSION MEETING –NOVEMBER 6, 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 7:07 p.m.

Members Present

Canek Aguirre
Walter Alcorn
Sarah Bagley
James Bierman, Jr.
Maureen Coffey
Matt de Ferranti
Adam Ebbin
Andres Jimenez (Alternate, Fairfax County)
Takis Karantonis
Paul Krizek
Alfonso Lopez
Dalia Palchik
Catherine Read
Saddam Azlan Salim
Mark Sickles
Paul Smedberg
David Snyder
Daniel Storck

Members Absent

Juli Briskman
Matt Letourneau
David Reid

Staff Present

Kate Mattice, Executive Director	
Jason Adle	Tenley O’Hara
Shannon Bacon	Aimee Perron Seibert
Genoveva Cutrell	Vikram Sinha
Andrew D’huyvetter	Sophie Spiliotopoulos
Matt Friedman	Colie Touzel
Rhonda Gilchrest	Melissa Walker
Sarah Godfrey	Henry Watkins
Adam Hager	Owen Williams
Meg Johnston	James Walkinshaw (U.S. House of Representatives)
Scott Kalkwarf	Minh Chau Corr (VRE)
Hwajung Kim	Dallas Richards (VRE)
Daniel Knickelbein	Mark Schofield (VRE)
Ann McGrane	Joe Swartz (VRE)

Opening Remarks

Chair Snyder welcomed everyone to the November 6, 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.

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

Minutes of the September 4, 2025 Meeting

Mr. de Ferranti moved, with a second by Mr. Krizek, to approve the Minutes of the September 4, 2025 meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Palchik, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Recognition of New and Departing Commissioners

Chair Snyder introduced Fairfax County Supervisor Andres Jimenez, who is a NVTC Alternate, who will now be attending since James Walkinshaw is no longer on NVTC. The chair administered the ceremonial oath of office to Mr. Jimenez and Commissioners welcomed him with a round of applause. (Mr. Jimenez was officially sworn in prior to the meeting.)

Chair Snyder welcomed U.S. Representative James Walkinshaw and expressed the Commission's appreciation for his service on NVTC and VRE. Chair Snyder stated that a Resolution of Commendation has been prepared honoring James Walkinshaw for his service on NVTC and the VRE Operations Board. Mr. Walkinshaw joined 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. He led VRE during a challenging time as it responded to a post-pandemic world, but also an exciting time as they developed their new system plan. This past September, Mr. Walkinshaw won the special election in Virginia's 11th Congressional District to replace the late Gerry Connolly. Chair Snyder congratulated Rep. Walkinshaw and stated that NVTC looks forward to working with him in his new role in the United States Congress.

Mr. Alcorn moved, with a second by Ms. Palchik, to approve the Resolution of Commendation for the Honorable James R. Walkinshaw on his departure from NVTC.

Mr. Alcorn personally thanked Rep. Walkinshaw and observed that many of the things Mr. Walkinshaw worked on over the last few years are now reaching resolution, such as the SJ 28 work. Also, his insights, knowledge and accountability will be helpful to WMATA and the region.

Chair Snyder stated that it is important to have Congress members with local government experience. Rep. Gerry Connolly had that experience, as does Rep. Walkinshaw. Chair Snyder noted that the loss of Gerry Connolly was shared by everyone present at this meeting, but they also know James Walkinshaw will be an asset in Congress as he represents this region.

The Commission then voted on the motion and it unanimously passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Palchik, Read, Salim, Sickles, Smedberg, Snyder and Storck.

Rep. Walkinshaw thanked the Commission and expressed his regret that he could not attend his last meeting as a Commissioner in September. He expressed his deep respect for all the NVTC Commissioners and their respective roles across the region. Local and state government are so important. Transportation is also so important and can change lives, which he cited an example. He is honored to have served on NVTC. Commissioners congratulated him with a round of applause and Chair Snyder presented Rep. Walkinshaw with the resolution and a trophy award.

Consent Agenda

Ms. Mattice stated that there are two action items on the Consent Agenda, which include appointing James Bierman to the Legislative and Policy Committee and approving the 2026 Meeting Schedule.

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

Transit Performance Trends and Ridership

Chair Snyder asked NVTC's Data Visualization Program Manager Sophie Spiliotopoulos to provide highlights on the status of transit ridership and success stories. Ms. Spiliotopoulos reported that buses and trains are no longer empty, but in actuality transit ridership is strong. Northern Virginia is moving 2.1 million transit riders each week and that ridership is 15% higher than it was last year. For reference, the rest of the Commonwealth cumulatively increased 11%. She noted that these are FY 2025 ridership numbers which will end June 30, 2025. The federal government shutdown has impacted ridership, which isn't included in these statistics. Staff will keep tracking this as data comes out regarding the impact of the shutdown.

Ms. Spiliotopoulos stated that overall, bus ridership is the highest it has been in a decade. This includes all the local transit agencies, OmniRide and Virginia Metrobus. She gave three examples of local bus agencies who have not just recovered from the pandemic but have gone above 2019 ridership. CUE, DASH and Fairfax Connector represent three different

types of local bus agencies (small, medium and large agencies) who serve different parts of Virginia, different types of service, and different needs of riders. Regarding long haul commuter service, with the return to office directives and service enhancements, commuter bus ridership is now back strong. It's the same with VRE, which is predominantly long-distance riders.

Ms. Spiliotopoulos stated that weekend ridership is strong and has been exceptional for Virginia Metrorail stations. She noted that overall, the ridership success is because of the reliable service and hard work that has been done by the transit agencies. Through full network redesigns or tactical restructures, service enhancements that reflect rider needs, and free and reduced fare programs that increases access to the bus system, transit agencies are innovating and adapting to the needs of their riders and the region.

Ms. Spiliotopoulos concluded that ridership in this region is doing really well but funding uncertainty puts all this hard work and progress at risk. The Commission is going to discuss solutions and recommendations later in the agenda.

Ms. Palchik asked for an update at a future meeting on Loudoun County's micromobility project.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Snyder asked Virginia WMATA Board Members Paul Smedberg and Walter Alcorn to give their report. Mr. Smedberg reported that WMATA will release its FY 2027 Budget and FY 2027-2032 Capital Improvement Program at its December 11 Board meeting. There are two capital plan scenarios: one 'austere' scenario that does not assume additional capital funding and one DMVMoves scenario that adds \$460 million to the capital program from the District, Maryland and Virginia beginning in FY 2028. A capital fiscal cliff is anticipated in FY 2029 without additional funding. On the operating side, an annual subsidy growth is expected at 3% and to maintain current fares. As everyone knows, Virginia needs to identify an operating funding solution to sustain its current levels of investment in FY 2027; otherwise, the local jurisdictions will face significantly higher subsidy bills upon the expiration of Commonwealth General Fund support. It's understood that it is difficult to budget with these uncertainties, but jurisdictions should be preparing to meet their financial obligations to WMATA. Mr. Smedberg noted that as always, WMATA management continues to identify one-time and recurring cost savings through automatic train operation (ATO), bus efficiencies, vacancy management and improved ridership.

Mr. Smedberg reported that the public comment period for WMATA's Strategic Transformation Plan (STP) update closed earlier this week. WMATA staff briefed the NVTC WMATA Committee a couple weeks ago and received positive feedback from Commissioners. The plan refresh emphasizes WMATA's desire to be a world-class transit operator, continued focus on cost efficiency as a core goal, and doubles down on 'continuous improvement' as a guiding value.

Mr. Smedberg announced that WMATA plans to launch Tap.Ride.Go. on Metrobus in mid-November, which means that, like the rail system, a rider will be able to use a contactless debit or credit card to pay their bus fare. Mr. Alcorn stated that the next phase of the launch will be at Metrorail station parking garages.

Mr. Alcorn gave a review of today's WMATA Board committee meetings, where they were briefed on internal controls, focusing on risk management and safety. They also received quarterly key performance indicators (KPI), which covers many topics. Most indicators are moving in the right direction.

Mr. Storck asked if the key performance indicators are accessible to the public. Mr. Alcorn stated that they are available on WMATA's website. Ms. Palchik stated that she was pleased to see that the DMVMoves vision and goals includes Goal #3 "Grow ridership through transit-oriented development and expanded connections to economic opportunities." Mr. Smedberg stated that WMATA has a real estate team that interacts and coordinates with jurisdictions. Ms. Palchik asked the Virginia WMATA Board members to monitor this and continue to update the Commission.

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

Chair Snyder stated that this section of tonight's agenda will be focused on discussion and potential action on legislative recommendations included in the approved resolutions by the DMVMoves and the SJ 28 Joint Subcommittee effort. There are a few minor housekeeping items to move quickly through first prior to the legislative discussions.

Annual Report on the Performance and Condition of WMATA. WMATA Committee Chair Matt de Ferranti reported that since the last Commission meeting, the WMATA Committee met with their Legislative and Policy Committee colleagues twice to tackle a number of WMATA issues. At the most recent meeting, staff briefed them on this year's NVTC Report on the Performance and Condition of WMATA.

Mr. de Ferranti stated that this year's report satisfies state Code requirements and details the Commission's support for a long-term, sustainable funding solution for WMATA. The draft report documents the DMVMoves and SJ 28 initiatives and continues to advance other Commission priorities beyond long-term funding that will enable WMATA to control costs and grow revenue. Those priorities include managing labor cost growth, a coordinated jurisdictional audit, establishing a reserve fund at WMATA, and a better working relationship with the Washington Metrorail Safety Commission, among others. He encouraged Commissioners to provide any feedback to staff by November 14 so they can incorporate comments into a final report for consideration at the December meeting. Once approved by the Commission, the report will be submitted to the governor and General Assembly by the December 15 deadline.

NVTC and Regional Work on Long-Term Dedicated Funding. Legislative and Policy Committee Chair Canek Aguirre stated that he would like to touch on just a small number of

Legislative and Policy Committee items. The rest of the items are included in the written materials.

2026 Legislative and Policy Agenda. Mr. Aguirre noted that NVTC's proposed 2026 Legislative and Policy Agenda is included in the meeting materials. Similar to previous years, the agenda is divided into state priorities and federal priorities. Major categories for state activities include:

- Long-Term Sustainable Funding that Supports Northern Virginia's Transit Needs
- Sound Financial Management and Good Governance
- Future Transit Innovation and Improvements

Major categories for federal activities include:

- Surface Transportation Reauthorization that Supports Transit
- Grant Funding Programs that Enhance Transit's Future
- Policy and Regulations that Strengthen Transit

Mr. Aguirre noted that staff will accept comments on the draft Legislative and Policy Agenda until November 14.

Transit Service Delivery Advisory Committee (TSDAC). Mr. Aguirre reported that NVTC staff have been working with the jurisdictions as well as the Virginia Transit Association (VTA), the Community Transportation Association of Virginia, the Virginia Association of Counties (VACO), and the Virginia Municipal League (VML) on comments in response to DRPT's proposed changes to the MERIT program. These comments will be due on November 21 and will be included in the meeting materials next month.

Federal Update. Mr. Aguirre stated that the written meeting materials include a federal update as it relates to public transit funding.

NVTC Response to DMVMoves and SJ 28 Recommendations. Chair Snyder stated that NVTC has the opportunity to make a bold statement on the steps to ensure long-term sustainable funding for the transit network that not only serves the local communities but boosts the regional and statewide economies. Earlier this year, NVTC approved two foundational resolutions articulating key principles to securing long-term sustainable funding through the efforts of DMVMoves and SJ 28. It was important to ensure that, as DMVMoves and SJ 28 were deliberating, they recognized the priorities of the NVTC jurisdictions – the primary funders of our transit systems - as they develop both a vision for public transit in the region, but also how to identify and secure funding.

Chair Snyder stated that NVTC has the ability to respond to what these 18 plus-month efforts have yielded. He stated that he is pleased with what has been presented by DMVMoves and the SJ 28 Joint Subcommittee in their resolutions. He asked Director of Programs and Policy Andrew D'huyvetter to provide an overview of what was endorsed by both.

Mr. D’huyvetter summarized the recommendations of DMVMoves and SJ 28. The DMVMoves recommendation, which was approved on October 29, provides a funding framework for additional WMATA capital. For Virginia, Maryland and DC, the need is \$460 million before FY 2029 that would grow at 3% per year, which would sustain a revolving bond fund. Also recommended is a regional bus priority network. For SJ 28, Northern Virginia transit agencies need an additional \$400 million per year growing with inflation to maintain current service levels and state of good repair. An important tenet is that there should be regional and statewide funds that contribute to the solution.

Mr. Lopez joined the discussion at 7:44 p.m.

Mr. D’huyvetter reviewed the SJ 28 assumptions and considerations:

- Funding grows at 3% per year or with inflation and, in the case of WMATA and VRE, is structured so that those agencies can bond it. To be bondable, funds must come from regional revenues.
- Revenue sources are net new revenues and do not reduce funding to or uses of existing sources of transportation funding.
- Tax reform could change the amount of revenue to be generated; for example, changes to the retail sales and use tax could provide additional revenue to the Commonwealth Transportation Fund (CTF).
- Timing of revenue is an important consideration. New taxes or fees have a longer lead time for implementation, while increasing existing taxes or fees could happen faster. Also need flexibility to add more revenue to Commuter Rail Operating and Capital (CROC) fund after Long Bridge opens.
- Tax rates should remain competitive across the region and consider the entire effective state and regional rate for each source.

Mr. D’huyvetter explained that SJ 28 recommends establishing a NVTC Regional Transit Fund, which would fund WMATA (capital) and VRE (CROC) needs through off-the-top allocations; provide fiscal tools to NVTC localities for local bus funding and WMATA and VRE subsidies; supplement the regional gas tax with a regional surcharge for the highway use fee (HUF); and provide up to 2% of funds for regional technical assistance and coordination. To ensure this money can be used for WMATA and VRE, this fund must be bondable.

He reviewed cost efficiencies and accountability, as well as additional revenue sources to study. He stated that the SJ 28 recommendations are a strong framework but noted that this type of funding concept is like playing three-dimensional chess, so that the recommendation will provide a structure to allow the General Assembly flexibility in revenues discussions to get a legislative solution.

Chair Snyder acknowledged all the staff work that has gone into this process.

Mr. Smedberg stated that it is significant that the region has come together thru DMVMoves to develop this framework. Key elected and administrative leaders have been engaged and present throughout this process. The WMATA and Metropolitan Washington Council of

Governments Boards will jointly meet at the end of the month to vote on a final recommendation.

Mr. Bierman asked who will decide on the options for the regional transit fund. Mr. Ebbin stated that it will be something the General Assembly will need to enact legislation. Ms. Coffey asked about the timing of legislation with the new fiscal year starting for jurisdictions on July 1, 2026. Mr. Ebbin explained that if it's an existing source of revenue, it can be ramped up quickly by July 1. If it is a new source, it could take longer to implement. He also stated the proposed legislation would not include the need for a referendum, as it would be a solution implemented by the General Assembly. Mr. Karantonis expressed his appreciation for all the hard work on these issues. Mr. Alcorn expressed his strong opinion that the region needs to be unified and work from a regional approach, especially the NVTC jurisdictions.

Mr. Ebbin thanked Mr. D'huyvetter, as chair of the SJ 28 Technical Advisory Committee, and the rest of the NVTC staff for their hard work. He noted that the SJ 28 recommendations are flexible enough to attempt to be able to get something passed this upcoming Session and will benefit other areas of the Commonwealth. Ms. Bagley asked if the vision is to consider different options for the NVTC and PRTC funds. She asked if there will be opportunities for NVTC Commissioners to lobby and coordinate these issues as NVTC does not want to be at cross purposes with PRTC. Ms. Mattice stated that the yields of different revenue sources are different for NVTC and PRTC. By providing flexibility, it works to keep options open and respond to the unique characteristics of each district. NVTC staff have been working closely with PRTC staff on these issues. Mr. Ebbin encouraged Commissioners to reach out to him if there is something in the resolution that is of concern. Mr. Sickles asked for a breakdown of the \$400 million.

Chair Snyder stated that Commissioners were provided with a copy of the *DMVMoves* Resolution passed last week, which includes a vision and a regional commitment for a major capital investment in WMATA to help maintain its state of good repair and modernize its system, as well as the SJ 28 Resolution passed just yesterday, which supports the *DMVMoves* capital funding levels for Virginia, as well as endorses funding levels for Virginia's WMATA operating subsidy, VRE, local bus systems, and PRTC so that they, too, can realize their visions.

Chair Snyder thanked Paul Smedberg, co-chair of the *DMVMoves* Task Force, and Senator Adam Ebbin, chair of the SJ 28 Joint Subcommittee, for their leadership of these two major multi-year efforts. The chair also recognized the other members of NVTC who served on one or both of these efforts – Mark Sickles, Walter Alcorn, Tiffany Robinson and Matt de Ferranti. Finally, he thanked the entire NVTC staff as well as jurisdictional staff for their incredible hard work in supporting both *DMVMoves* and the SJ 28 Joint Subcommittee.

Chair Snyder noted that it is important to not to lose sight of the necessary General Assembly actions that will need to occur for these efforts to be successful. To have NVTC priorities reflected in these actions, he proposed NVTC take action to endorse the *DMVMoves* Task Force Resolution and the SJ 28 Joint Subcommittee resolution.

Mr. Alcorn moved, with a second by Ms. Palchik, to endorse the DMVMoves Task Force Resolution dated October 29, 2025 and the SJ 28 Joint Subcommittee on the Northern Virginia Growing Needs of Public Transportation Resolution dated November 5, 2025 and inclusion by reference in NVTC's 2026 Legislative and Policy Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Palchik, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Report from the Chair of the Program Advisory Committee

Chair Snyder encouraged Commissioners to read the written report, which includes updates on the Envision Route 7 BRT project and the I-66 Inside the Beltway Commuter Choice program Call for Projects. There were no questions.

Virginia Railway Express (VRE)

Chair Snyder introduced MinhChau Corr who is the new VRE general counsel as well as NVTC general counsel. He then asked VRE Acting CEO Dallas Richards to give his CEO Report, followed by VRE Operations Board Chair Sarah Bagley to introduce the action items.

VRE CEO Report. Mr. Richards reported that on-time performance reached 88% for the month of October. Ridership is down about 25% due to the federal government shutdown. VRE has reinitiated the incentive program with Amtrak that when VRE trains depart on-time (92% or above), Amtrak will receive an incentive. Also, the Amtrak step-up ticket program has been reinitiated. The Seminary Yard maintenance work will be completed on November 7, with test trains running on November 8. There was also a ribbon cutting ceremony for the Manassas Park parking garage a few weeks ago.

VRE FY 2027 Budget. Ms. Bagley stated that Resolution #2583 will authorize the Acting VRE CEO to refer the preliminary FY 2027 VRE Operating and Capital Budget to the jurisdictions for review and comment.

VRE Chief Financial Officer Mark Schofield provided a brief update on the budget. 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 current 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. VRE is currently in the public comment phase regarding the proposed fare increase.

Mr. Schofield reported that 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. It was determined that the drop-dead date to conduct the survey would be Wednesday, November 12, thereby the shutdown ending would need to be

announced by Friday, November 7. Therefore, it looks like VRE will not do the survey and will use last year's survey results to calculate jurisdictional subsidies.

Mr. Schofield stated that 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.

Mr. Alcorn asked when VRE's pandemic relief funding will be exhausted. Mr. Schofield replied that it is expected to be used up during FY 2028. Mr. Alcorn encouraged VRE to communicate this information to legislators.

First Amendment to the CSX Transportation (CSXT) Amended and Restated Operating Access Agreement. Ms. Bagley stated that Resolution #2584 will approve the first amendment to the CSX Transportation Amended and Restated Operating Access Agreement and authorize the Acting VRE CEO to execute the agreement on behalf of the Commissions. She explained that when the Transforming Rail in Virginia (TRV) transaction occurred in 2021, it resulted in separate VRE lease agreements for stations being divided between CSXT and DRPT. Inadvertently, the west platform at the Alexandria Station was not included in either the CSXT or DRPT agreements. All parties recognize that the west platform should be included as one of leased facilities. This action will add the west platform into the CSXT agreement. Ms. Bagley stated that this 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.

Lease Agreement for the North Parking Lot at the VRE Broad Run Station. Ms. Bagley stated that Resolution #2585 will approve extending the term of the Lease Agreement with the City of Manassas, through its airport director, for a parcel of land adjacent to the VRE Broad Run Station platform in the amount of \$25,217 for a period of 12-months.

Chair Snyder suggested a block vote for the three VRE action items. There were no objections.

Ms. Coffey moved, with a second by Mr. Storck, to approve the following action items:

- Resolution #2583 to Authorize the Acting VRE CEO to Forward the VRE FY 2027 Budget to the Participating and Contributing Jurisdictions
- Resolution #2584 to Approve the First Amendment to the CSX Transportation Amended and Restated Operating Access Agreement and Authorize the Acting VRE CEO to Execute the Agreement on Behalf of the Commissions
- Resolution #2585 to 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

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

Draft VRE 2026 Legislative Agenda. Ms. Bagley stated that VRE's Legislative Agenda aligns closely with NVTC's Legislative Agenda, which was discussed earlier. For both state and federal, VRE will be focused on legislation to secure sustainable funding to support both current operations and future service expansion outlined in its System Plan 2050. The Commissions will be asked to approve the VRE Legislative Agenda at their respective December meetings.

Other VRE News. Ms. Bagley announced a groundbreaking event on November 13 for a portfolio of projects in Alexandria which will improve and expand passenger rail service in Alexandria and Northern Virginia. The projects include the Alexandria Fourth Track project, VRE Alexandria Station improvements, King and Commonwealth bridges replacement and the King and Commonwealth Streetscape Improvements.

VRE CEO Search Committee Update. Ms. Bagley reported the search process is moving along at pace and it is anticipated that a candidate name will be presented for Commission consideration the December meeting.

Department of Rail and Public Transportation

Chair Snyder noted that DRPT Director Tiffany Robinson had a last-minute conflict and could not attend. He encouraged Commissioners to read the written DRPT Report.

Executive Director Report

Ms. Mattice encouraged Commissioners to read the newsletter. She introduced a new staff member, Hwajung Kim, who is NVTC's new senior accountant. Ms. Mattice also reviewed upcoming meetings:

- Joint WMATA Committee/Legislative and Policy Committee all-virtual meeting on November 20 at 6:00 p.m. (This meeting may not be needed.)
- Next Commission meeting is December 4 at 7:00 p.m., with the Executive Committee at 6:00 p.m.
- Joint Legislative Forum is Monday, December 15 at 8:30 am at the George Mason University Arlington Campus.

Ms. Mattice announced the launch of the new NVTC Communications Metric Report, which tracks the content NVTC is delivering to Northern Virginia's transit leaders, policymakers and legislators to help them advance regional transportation solutions. This report will be presented to the Commission on a quarterly basis.

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

Chair Snyder reported that Executive Director Kate Mattice was recently announced as the WTS-DC Woman of the Year. This award honors a woman who is an outstanding role model

and has contributed to the advancement of women and minorities in transportation. WTS-DC is the largest chapter of WTS – an international organization that promotes the advancement of women in the transportation sector. The WTS-DC will be celebrating this honor at their event on December 2 at the National Press Club in Washington, DC.

Closed Session

Chair Snyder stated that the Commission needs to go into Closed Session for two personnel matters. 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.

Ms. Bagley moved, with a second by Mr. Lopez, 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 two personnel matters concerning an appointee of the Commissions and the executive director’s annual performance evaluation.”

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

The Commission entered into Closed Session at 8:36 p.m. and returned to Open Session at 9:00 p.m. The live stream feed was restored for public viewing.

Mr. Ebbin moved, with a second by Ms. Palchik, 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, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Palchik, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Ms. Bagley moved, with a second by Mr. Ebbin, to approve the amendment to the executive director’s contract as discussed in Closed Session.

Chair Snyder stated that Commissioners conducted a survey on Ms. Mattice's performance and the results reflect that it would be hard for her to do any better on her performance across the board in all the different categories.

Ms. Bagley agreed and stated that it is a real reflection on Ms. Mattice's worth on how comfortable Commissioners are working with her and the rest of her staff. She personally relies so much on the work NVTC does to inform what she does in her jurisdiction. She expressed her appreciation for Ms. Mattice's positive reflection on the culture she is building at NVTC and the strength of her staff.

Mr. Alcorn stated that the work done earlier tonight endorsing the DMVMoves and SJ 28 resolutions reflects all the work Ms. Mattice has done to make this happen and to methodically go through the process, identifying the need, making sure WMATA did everything possible to reduce costs and make efficiencies, and to bring together all the parties needed to make this happen. It encapsulates all the things Ms. Mattice brings to her job.

Ms. Palchik observed that Ms. Mattice's leadership, which is proactive preparation, made it possible to have the right people in the room for the transit funding discussions. She thanked Ms. Mattice for her work. Mr. de Ferranti observed that great leaders stay attuned to what they need to do in a specific year, and Ms. Mattice has done that well. Ms. Mattice's work on finding a solution for long-term sustainable transit funding is a huge accomplishment.

Chair Snyder stated that the performance of Ms. Mattice and her staff are hard to beat. He thanked her for her hard work. The Commission then voted on the motion and it passed unanimously. 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.

Adjournment

Mr. Lopez moved, with a second by Mr. de Ferranti, to adjourn the meeting. The vote in favor was unanimous and Chair Snyder adjourned the meeting at 9:08 p.m.

Approved this 4th day of December 2025.

Matthew F. Letourneau
Secretary-Treasurer

David F. Snyder
Chair



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.

A handwritten signature in blue ink, appearing to read "D. 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 #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.



Matthew F. Letourneau
Secretary-Treasurer



David F. Snyder
Chair



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.



Matthew F. Letourneau
Secretary-Treasurer



David F. Snyder
Chair



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