

Combined  
Blue Items/Handouts/  
Presentations  
for  
January 8, 2026  
NVTC Meeting



## RESOLUTION #2591

**SUBJECT:** Approve the Appointments of NVTC Representatives to Various Boards for 2026

**WHEREAS:** NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE) and the Virginia Transit Association (VTA);

**WHEREAS:** Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January 2026 meeting and some may not be ready with recommendations for appointment to various boards; and

**WHEREAS:** Virginia Secretary of Transportation W. Sheppard Miller III designated Darien B. Flowers to be the secretary's designee on NVTC and the WMATA Board, which became effective January 6, 2026 with the term expiring January 1, 2030.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principals and alternates to the WMATA Board of Directors, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2026 and their recommendations for members of the various boards:

### **WMATA Board of Directors**

**Principals:**

*Darien B. Flowers*  
*Commonwealth Appointee*  
*(term expires 01-01-2030)*

Walter L. Alcorn  
*NVTC Appointee*  
 (term expires 01-05-2029)

**Alternates:**

Matt de Ferranti  
*Alternate to Commonwealth Principal*  
 (term expires 01-04-2028)

Canek Aguirre  
*Alternate to NVTC Principal*  
 (term expires 01-05-2027)

**BE IT FURTHER RESOLVED** that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2026 and their recommendations for members of the various boards:

**Virginia Railway Express (VRE) Operations Board**

**Principals:**

Fairfax County:

Daniel Storck

Rachna Sizemore Heizer

City of Alexandria:

Sarah Bagley

Arlington County:

Takis Karantonis

**Alternates:**

Fairfax County:

James Bierman

City of Alexandria:

Canek Aguirre

Arlington County:

Maureen Coffey

**BE IT FURTHER RESOLVED** that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2026 and their recommendations for members of the various boards:

**Virginia Transit Association Board:**

**Principals:**

David F. Snyder

Katherine A. Mattice

**Alternates:**

Sarah Bagley

Canek Aguirre

Approved this 8<sup>th</sup> day of January, 2026.

\_\_\_\_\_

Chair

\_\_\_\_\_

Secretary-Treasurer



## RESOLUTION #2592

**SUBJECT:** Approve the 2026 NVTC Committee Membership

**WHEREAS:** Every January, the Northern Virginia Transportation Commission approves the appointments to its four committees, including the Executive Committee, the WMATA Committee, the Program Advisory Committee, and the Legislative and Policy Committee;

**WHEREAS:** The NVTC By-Laws determine the membership of the Executive Committee and also speak to the make-up of the other committees;

**WHEREAS:** For the other three NVTC committees, membership is drawn from the member jurisdictions in a representative manner; and

**WHEREAS:** Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January 2026 meeting and, therefore, subsequent action may be needed at a future date to update the committee membership roster.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the following Commissioners to serve on the four NVTC committees, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2026:

### **NVTC Executive Committee**

Chair, Sarah Bagley\*

Vice-Chair, Matt Letourneau\*

Secretary-Treasurer, Maureen Coffey\*

WMATA Committee Chair, Matt de Ferranti

Program Advisory Committee Chair, Dalia Palchik

Legislative and Policy Committee Chair, Canek Aguirre

Immediate Past Chair, David F. Snyder

General Assembly Member, Adam Ebbin

*Non-Voting Members:*

WMATA Principal Member, Walter Alcorn

WMATA Principal Member, **Darien B. Flowers**

\*nominated

### **NVTC WMATA Committee**

Chair, WMATA Alternate Member, Matt de Ferranti     Arlington County

Vice-Chair, Matt Letourneau     Loudoun County

WMATA Principal Member, Walter Alcorn     Fairfax County

WMATA Principal Member, **Darien B. Flowers**     Commonwealth

WMATA Alternate Member, Canek Aguirre     City of Alexandria

David Snyder     City of Falls Church

**NVTC Legislative and Policy Committee**

Chair, Canek Aguirre

Vice-Chair, James Bierman, Jr.

Maureen Coffey

Matt Letourneau

Catherine Read

David Snyder

*Non-Voting Member:*

General Assembly Member, Adam Ebbin

City of Alexandria

Fairfax County

Arlington County

Loudoun County

City of Fairfax

City of Falls Church

**NVTC Program Advisory Committee**

Chair, Dalia Palchik

Vice-Chair, Juli Briskman

Sarah Bagley

Takis Karantonis

David Snyder

Fairfax County

Loudoun County

City of Alexandria

Arlington County

City of Falls Church

Approved this 8<sup>th</sup> day of January, 2026.

\_\_\_\_\_

Chair

\_\_\_\_\_

Secretary-Treasurer



# Advancing Transit

2025 YEAR IN REVIEW



# Advancing Transit

## 2025 YEAR IN REVIEW

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# Executive Summary

2025 was a standout year for the Northern Virginia Transportation Commission. We celebrated record-breaking ridership across the region's public transit agencies, including key bus routes funded through NVTC's Commuter Choice program. The Envision Route 7 project, planning for bus rapid transit connecting Tysons and Alexandria, engaged hundreds of people to hear how they want to improve bus service along one of the busiest transit corridors in Northern Virginia.

Perhaps, most importantly for the future strength of the public transit network, NVTC Commissioners and staff played integral roles in two generational efforts to establish sustainable, long-term funding for public transit. While DMVMoves provided a roadmap for transit across the Greater Washington Region, SJ 28, the General Assembly's Growing Needs of Northern Virginia Public Transit Joint Subcommittee, drilled down to the practical, examining the sources of funding that could be most effectively used to maintain a safe and reliable system and keep it effectively moving people through the region.

We supported this critical work and other NVTC projects and programs by producing timely reports and online explorers to provide deeper understanding of the complex way public transit is funded, how bus priority measures can improve the overall rider experience, how agencies can work together to plan for zero-emission bus infrastructure and other studies designed to offer functional transit-focused research.

NVTC also provided leadership at the state, national and regional levels, meeting regularly with lawmakers, administration officials and agency senior staff to ensure NVTC's policies and regional position remain strong.

I'm proud of NVTC's dedicated staff. Their expertise and dedication shines through in the work we do to tie the region together. I'm confident that NVTC will build on the successes of 2025 and remain the premier transit agency in Northern Virginia.



**Kate Mattice**  
*Executive Director*



**David F. Snyder**   
*Chair*  
*City of Falls Church*

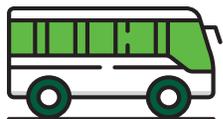
# NVTC Supports Efforts to Establish Sustainable Transit Funding

*NVTC endorsed two bold efforts in 2025 to strengthen the financial security of the region's public transit network and ensure that Northern Virginia's 2.1 million weekly riders will enjoy safe and reliable transit for years to come.*

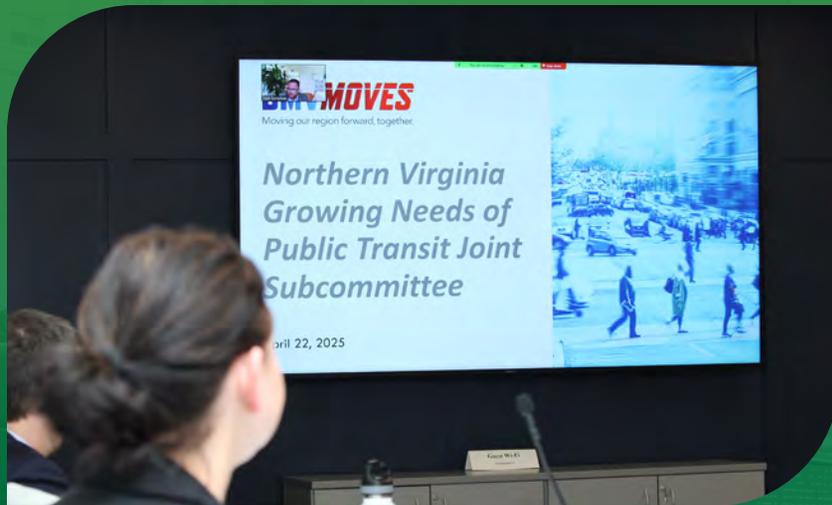
Despite recent ridership successes, transit in the region is at risk of serious service cuts as temporary funding expires and inflation outpaces existing transit funding sources.

DMVMoves, the task force convened by Metro and the Metropolitan Washington Council of Governments, looked at sustainable funding for the Greater Washington region. The General Assembly's SJ 28 Northern Virginia Growing Needs of Public Transit Joint Subcommittee focused on identifying ways Virginia can solve its share of funding needs for Metro, Virginia Railway Express and local transit operators. While separate efforts, these two groups shared some members, coordinated efforts and developed complementary recommendations.

NVTC worked closely with the two committees over a nearly two-year period.



**2.1 million**  
weekly riders



*NVTC supports a long-term funding solution that provides approximately \$400M a year, growing annually and split between the Commonwealth and Northern Virginia, to address our region's transit needs.*



### **Metro**

NVTC and the Commonwealth need to identify funding to permanently sustain the Metro operating subsidy and Virginia's share of the DMV MOVES capital funding to maintain and modernize the Metro system.



### **Virginia Railway Express**

Virginia is making once-in-a-generation investments in rail in Virginia, but VRE cannot leverage these investments without additional money to sustain and expand service after Long Bridge opens.



### **Local Bus Systems**

Northern Virginia's local bus systems struggle with the same financial stressors as transit agencies across the nation. With additional funding these agencies can maintain their current service levels while providing some financial relief to local governments.

**NVTC further supports appropriate oversight to ensure the cost effectiveness of all new funding and cost controls for each public transit agency.**

# Northern Virginia Public Transit Ridership Thrives

*Northern Virginia's transit network thrived in FY 2025, showing that public transit remains strong and growing, while moving 2.1 million people each week.*

All transit ridership was 15% higher in FY 2025 compared to FY 2024. Metro and Virginia Railway Express (VRE) led the nation in ridership growth, compared to their peers. Within the Northern Virginia region, VRE had the strongest ridership increase over the past fiscal year, growing 25% year-over-year.

The region's bus ridership has grown considerably in the last few years. Northern Virginia buses experienced the highest ridership levels in a decade. Major efforts to revise bus networks in Alexandria and across the Metrobus system increased efficiency and realigned routes to better serve passengers.

CUE, DASH and Fairfax Connector represent three different sized agencies that serve different rider bases and land use patterns. Even with these differences, all three agencies have surpassed 2019 ridership numbers. Long-haul commuter routes experienced the largest jump in riders. In the first quarter of 2025, ridership doubled for Loudoun County Transit and OmniRide, while VRE ridership soared 76% in the first half of 2025, largely driven by federal return-to-office directives.



# NVTC Continues to Urge Metro to Find Cost Savings, Increase Efficiency

*NVTC maintains a close relationship with Metro that dates to the Commission's founding in 1964, providing oversight and appointing members of the Metro Board of Directors.*

NVTC appointed Waltern Alcorn as a principal director to the Metro Board to facilitate jurisdictional rotation and ensure the interests of all NVTC Commissioners are represented on the Board.

Metro enjoyed best-in-class ridership growth, a 50% reduction in crime and \$532 million in cost savings and cost avoidance in the last two years and was honored as the Outstanding Public Transit Agency of the Year by the American Public Transportation Association in 2025. Following close coordination with NVTC staff and partner jurisdictions, Metro launched the Better Bus Network in June, offering new connections across the region without any additional cost to operate the network.

## Report on the Performance and Condition of WMATA

Beyond supporting the Virginia members of the Metro Board of Directors, NVTC publishes the “**Report on the Performance and Condition of WMATA**,” as mandated by Virginia law. In addition to highlighting key priorities of the Commission. The report offers strategies for Metro to continue its efforts toward reducing cost growth and increasing revenues as well as safety, reliability and financial performance data.

This year's report details NVTC's support for a long-term, sustainable funding solution for Metro. It also recommends controlling labor cost and overtime, creating a reserve fund, streamlining Metro reporting requirements, coordinating a jurisdictional audit, encouraging collaboration with the Washington Metrorail Safety Commission and other opportunities to reduce costs and increase revenues.



# Commuter Choice Program Achieves Record Ridership

*The Commuter Choice program reinvests toll revenues into public transit and other transportation improvements along the I-66 and I-395/95 corridors in Northern Virginia. Commuter Choice funded projects hit a new ridership record in 2025, supporting over 65,000 trips each workweek.*

Each weekday in FY 2025, Commuter Choice funded projects recorded over 13,000 daily trips, saving commuters a total of:

 **2,400**  
Hours Travel Time Saved

 **231,000**  
Fewer Vehicle Miles Traveled

 **\$28,000**  
in Fuel Saved



**Commuter Choice**  
2025 ANNUAL REPORT  
[NoVaTransit.org/CC](http://NoVaTransit.org/CC)

- 178 million investment in projects has improved Northern Virginians.
- 197M fewer vehicle miles traveled
- 293 automobile crashes avoided
- \$67.7M in regional economic benefit from reduced travel delay
- \$25.9M in fuel cost savings for commuters



Following similar trends across the region, Commuter Choice funded bus routes saw significant ridership gains over the previous fiscal year. Commuter Choice funded bus routes recorded ridership increases compared to the same period in FY 2024:



**34%**

increase in ridership on Commuter Choice funded bus routes in the I-66 Corridor

**25%**

increase in ridership on Commuter Choice funded bus routes in the I-395/95 Corridor



The I-95/395 Program of Projects adopted in 2025 funded 15 projects totaling \$39.5 million, which included a second award of \$10 million for Fairfax County's Richmond Highway bus rapid transit project. Other funded projects included:

**\$7.4 million**

for DASH to continue enhanced service on Line 35, the busiest route in the DASH system, running every 10 minutes on weekdays between Alexandria's West End and the Pentagon.

**\$2.3m**

for Metro to start new bus service (Route A29) running between the Van Dorn Street Metro, Shirlington and downtown Washington, D.C.

**\$2.1m**

for VRE to complete final design of future improvements to the Leeland Road Station.

Each year, NVTC calculates the cumulative successes of Commuter Choice. Since its inception in 2017, investments in Commuter Choice funded projects have resulted in over 10.5 million trips across both corridors, saving commuters 197 million fewer vehicle miles traveled, 1.9 million hours of travel time savings, and nearly \$26 million in fuel cost savings.

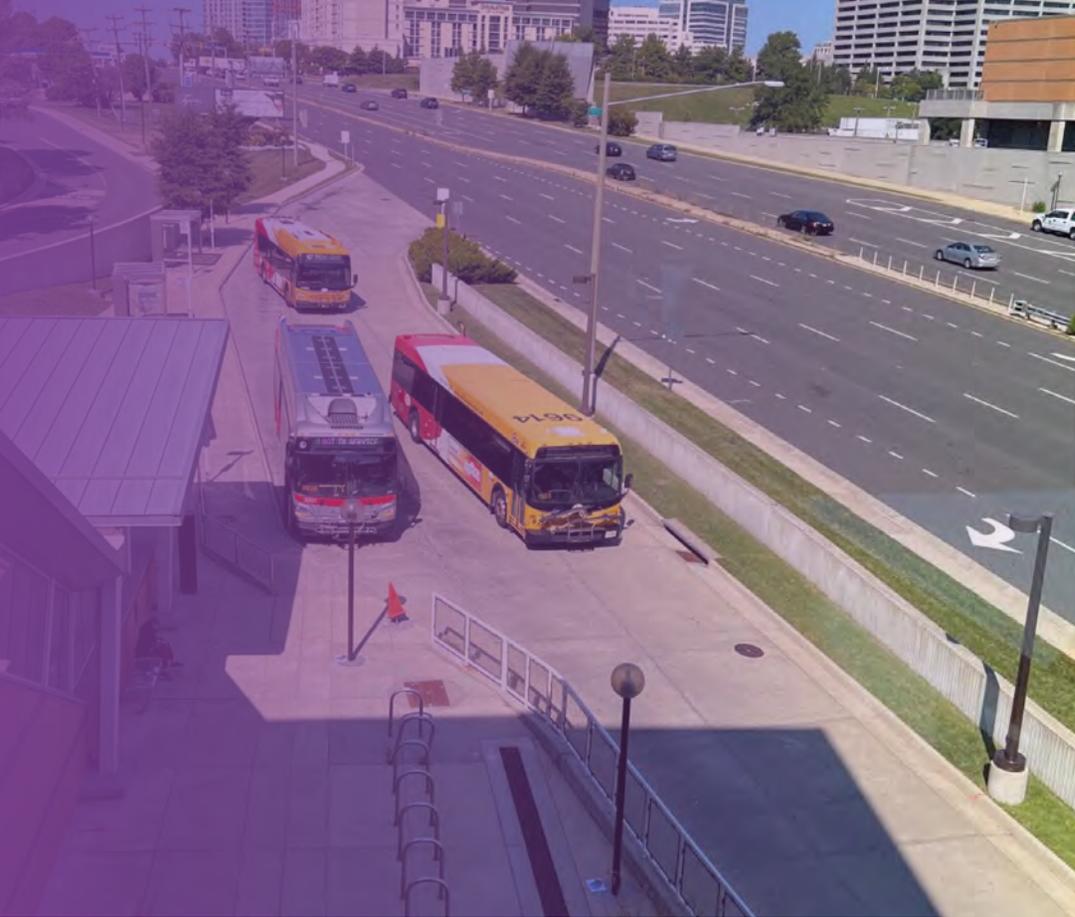
# Envision Route 7 Advances Detailed Study, Community Outreach

*The Envision Route 7 bus rapid transit (BRT) system connecting Tysons and Alexandria completed a significant study and public outreach phase in 2025.*

Supported by a Community Project Funding Grant championed by Rep. Don Beyer and the late Rep. Gerry Connolly, NVTC began a detailed analysis of the proposed route between Seven Corners and the Mark Center/Southern Towers in Alexandria. The study aims to both identify issues related to traffic congestion and examine infrastructure improvements that will help buses move more easily through the corridor.

NVTC hosted a well-attended open house in October as well as bus stop chats and pop-up events to reach a broader section of people who live and work along Route 7. Members of the public were asked to complete a survey about how they travel through the corridor and what public transit improvements they would like to see come to fruition.





## Explore Envision Route 7

Bus Rapid Transit connecting  
Tysons to the Mark Center

**Northern Virginia Transportation Commission**

Envision Route 7 also launched a community newsletter designed to provide regular updates on the project and launched an online [explorer](#) to explain the project and potential bus priority infrastructure improvements.

NVTC also held critical meetings with project partners in the Cities of Alexandria and Falls Church, Arlington and Fairfax Counties, Metro, the Department of Rail and Public Transportation and the Virginia Department of Transportation.

NVTC will analyze the study data and survey responses and present results in 2026.



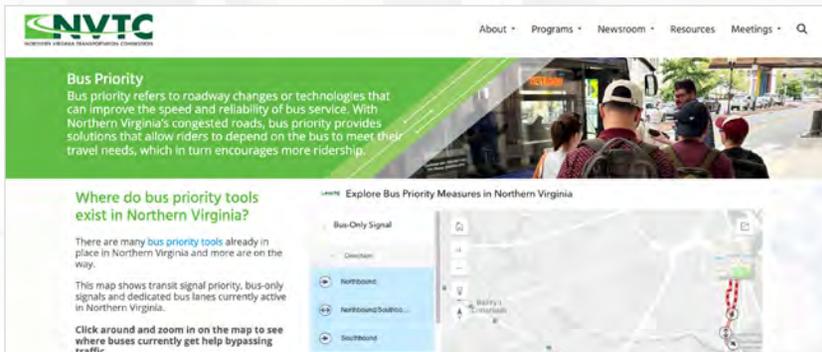
# Making Buses Faster and Cleaner

*NVTC's program staff coordinate with regional transit agencies and local governments to explore and implement methods to improve public transit.*

## How Bus Priority Can Improve Service

Bus priority infrastructure can improve bus speeds and overall cost of service by freeing buses from traffic congestion. NVTC created a bus priority [website](#) to help the public understand where bus priority treatments currently exist in Northern Virginia and how they work.

Transit signal priority (TSP) helps buses move more easily through traffic by giving buses a head start over other traffic. Queue jumps provide additional space for buses to move around traffic at intersections. Dedicated bus lanes on highly traveled corridors provide a smoother, more reliable ride for bus riders while improving safety and traffic flow around bus stops.

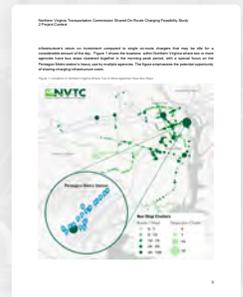


## Shared Infrastructure for Battery Electric Buses

NVTC released its [Shared On-Route Charging Feasibility Study](#), which studied the feasibility of sharing on-route chargers for battery electric buses (BEBs), in March.

Sharing BEB infrastructure could reduce the overall capital costs of transitioning to BEBs.

The study identified 18 shared layover locations used by ART, DASH, Fairfax Connector or Metro that have the potential for installation of shared charging infrastructure, providing guidance to agencies and localities that wish to expand electric-bus efficiency.



## Regional Coordination for Zero-Emission Buses

NVTC recently selected a firm to provide technical assistance and guidance to NVTC's Zero-Emission Bus (ZEB) Working Group over a two-year period, continuing NVTC's emphasis on regional coordination established in its Northern Virginia ZEB Strategic Plan.

# Using Data to Tell the Public Transit Story

*The Transit Data and Analysis program uses data to tell the story of public transit in Northern Virginia in easy-to-understand formats.*

## Transit Funding Guide

In 2025, NVTC debuted the [Transit Funding Guide](#), an interactive tool created as an informational guide to how transit is funded in Northern Virginia at the federal, state, regional and local levels. The guide also details how Metro is funded and how Virginia funds Metro.



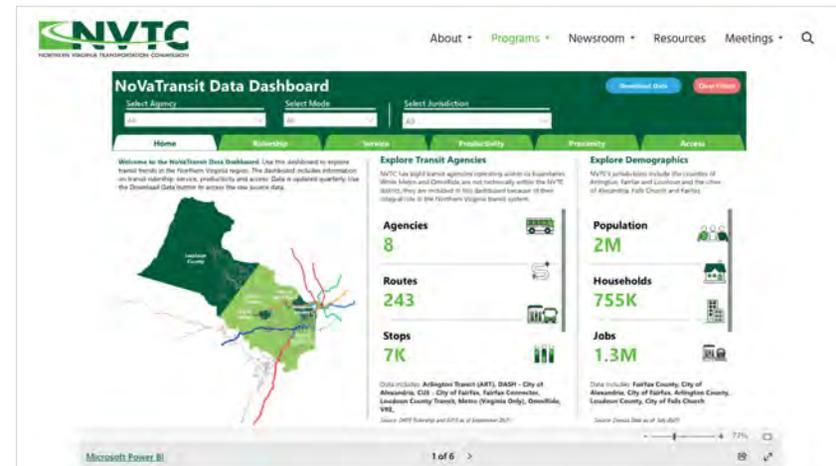
## Transit Data Dashboard

NVTC overhauled the [Transit Data Dashboard](#), which was first introduced in 2022, to provide a more streamlined and user-friendly experience. The dashboard tracks the eight transit agencies serving Northern Virginia and allows users to explore data points including ridership, how much service the agencies provide, and proximity, a measure of how well transit provides coverage to homes and jobs.

The access tab, showing how many jobs people can reach using transit, was updated with new methodology and can now be viewed using an interactive map.

## Online Explorers and Interactive Maps

The Transit Data and Analysis program works closely with the other NVTC programs to develop effective visuals and graphics. This year, work included the development of the Envision Route 7 Explorer and the Bus Priority Interactive Map.





# Virginia Railway Express Looks to the Future

*NVTC helped found Virginia Railway Express (VRE) and co-owns the commuter railroad with the Potomac and Rappahannock Transportation Commission (PRTC). Both Commissions appoint members of the VRE Operations Board and must approve VRE's annual budgets, policy and fare changes, major investments and legislative initiatives.*

VRE undertook significant forward-looking steps in 2025 designed to guide and implement system improvements and expansions.

## Manassas Line Funding Agreement

VRE and the Virginia Passenger Rail Authority (VPRA) executed a five-year, \$155 million agreement to acquire four property interests along the line that are critical to VRE's current and future commuter rail operations.

## System Plan 2050 Adoption

VRE adopted its System Plan 2050 in July, the long-term plan and vision for the commuter rail system's evolution over the next 25 years. The System Plan 2050 outlines an ambitious future that pivots VRE from a commuter-focused rail service to a regional rail system, with frequent bi-directional, weekend and late-night service for the first time in VRE's history.

## Alexandria Station Improvements

VRE and VPRA broke ground in November on a suite of projects in and around Alexandria Station. VRE's \$133.7 million investment will significantly improve the passenger experience at the station through upgrades that modernize and rehabilitate the platforms for safety and efficiency.



# Legislative Forum Looks Ahead to Long-Term Transit Funding

*NVTC celebrated a decade of hosting its Legislative Forum in December. The event, held jointly with the Potomac and Rappahannock Transportation Commission (PRTC) and Virginia Railway Express (VRE), explored the challenges and opportunities facing the transit agencies that serve the region.*

It also reviewed the work done by the General Assembly's SJ 28 Growing Needs of Northern Virginia Public Transit Joint Subcommittee and DMVMoves in preparation for the 2026 General Assembly Session.

More than 200 attendees heard a lively discussion from leaders at ART, Metro, OmniRide and VRE, elected officials, appointees and community leaders. NVTC's Legislative Agenda is integral to the Legislative Forum. The 2026 [Legislative Agenda](#) reflects a drive toward long-term sustainable funding that supports Northern Virginia's transit needs. It also calls for funding to provide adequate growth to meet current operating and capital needs for Metro, VRE and local bus providers.

The Legislative Forum also furthers NVTC's goal to serve as a regional entity, bringing people and organizations together to coordinate efforts to advance public transit in Northern Virginia.



# NVTC in the News

*National and local news media covered the actions of the Commission and staff throughout the year. News stories reported on efforts to establish long-term funding for public transit, the Commuter Choice and Envision Route 7 programs, votes related to Virginia Railway Express investments and federal return-to-office effects on transit ridership.*

## WJLA

- › Proposed changes to bus commute along congested Route 7 gets public feedback from riders [bit.ly/4oToPNn](https://bit.ly/4oToPNn)

## Virginia Mercury

- › Virginia commissions approve \$155 million Manassas rail line agreement [bit.ly/4pOF9Mo](https://bit.ly/4pOF9Mo)

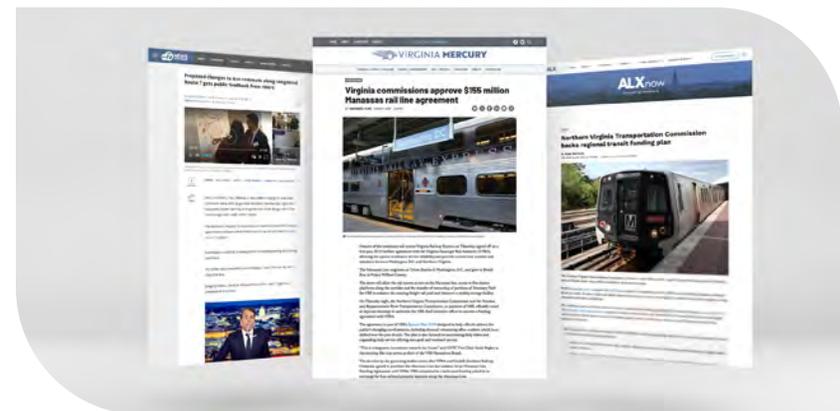
## ALXnow

- › Northern Virginia Transportation Commission backs regional transit funding plan [bit.ly/48yBaAM](https://bit.ly/48yBaAM)
- › New rush-hour bus route would connect Shirlington to Alexandria and Metro Center [bit.ly/4rqivyH](https://bit.ly/4rqivyH)

## FFXnow

- › Richmond Highway BRT, other bus lines set to receive regional transit funding [bit.ly/4ohuY50](https://bit.ly/4ohuY50)

Read more: [novatransit.org/news-and-media/nvtc-in-the-news/](https://novatransit.org/news-and-media/nvtc-in-the-news/)



# Awards and Honors

## NVTC 60th anniversary documentary receives excellence award

NVTC's 60th Anniversary Documentary was honored by The Communicator Awards in the category of General-Documentary, Excellence 2025 from the Academy of Interactive & Visual Arts.



## Mass Transit magazine recognizes NVTC's Ann McGrane

Mass Transit magazine honored Deputy Director of Programs and Policy Ann McGrane as one of its 40 Under 40. Ann joined NVTC in 2022 as transit technology senior program manager, overseeing our work on the Value of Transit and zero-emission bus technology. In her current role, Ann manages our team of analysts, supports transit funding efforts and is the liaison to the communications team.



## WTS-DC honors Kate Mattice as Woman of the Year

WTS-DC selected Executive Director Kate Mattice as Woman of the Year, an honor that recognizes a woman who is an outstanding role model and has contributed to the advancement of women and minorities in transportation.



Photo Courtesy of WTS-DC

## Virginia Transit Leadership Institute

Senior Program Manager Adam Hager graduated from the second class of the Virginia Transit Leadership Institute (VTLI), presented by the Virginia Transit Association.



# NVTC in the Community



*NVTC Commissioners and staff embraced the “public” part of public transit, remaining engaged in regional, state and national events throughout the year.*

From speaking at national conferences, to attending Virginia Transit Association Day in Richmond to marching alongside DASH in the World Pride parade, Commissioners and staff shared the work of NVTC and celebrated milestones for the local governments and transit agencies in Northern Virginia.





# Commission Officers



**David F. Snyder** [▶](#)  
*Chair*  
*City of Falls Church*



**Sarah Bagley** [▶](#)  
*Vice-Chair*  
*City of Alexandria*



**Matthew F. Letourneau** [▶](#)  
*Secretary-Treasurer*  
*Loudoun County*

## NVTC Committee Chairs



**Canek Aguirre** [▶](#)  
*Legislative and  
 Policy Committee*  
*City of Alexandria*



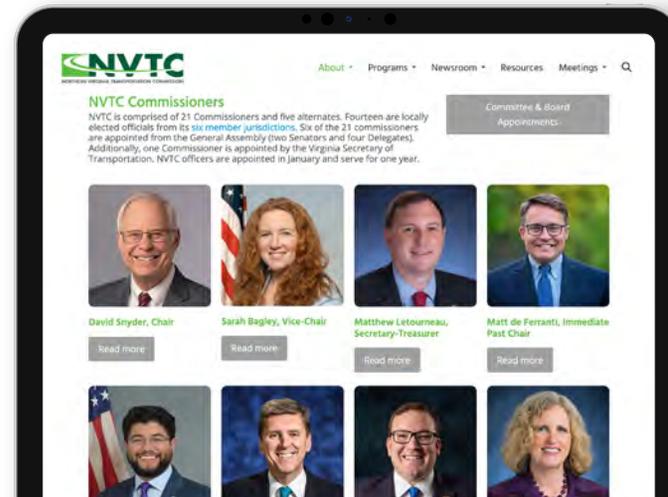
**Dalia Palchik** [▶](#)  
*Program Advisory  
 Committee*  
*Fairfax County*



**Matt de Ferranti** [▶](#)  
*WMATA Committee*  
*Arlington County*

## Meet Our Commissioners Online

[View All Commissioners Here](https://novatransit.org/commissioners) [▶](#)  
 (novatransit.org/commissioners)



# Remembering Gerry Connolly and Cathy Hudgins

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

Rep. Connolly served nine years as a member of the Northern Virginia Transportation Commission when he was Chair of the Fairfax County Board of Supervisors.

A tireless advocate for public transit, he championed Metro's Silver Line, calling out the importance of connecting Dulles International Airport by rail, while also supporting Virginia Railway Express and our local bus systems.

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

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

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



# Member Jurisdictions

NVTC thanks our local, state, regional, federal and non-governmental partners for their valuable contributions toward advancing public transit.



# Our Partner Organizations



# Financial Management

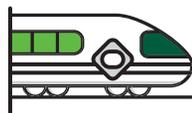
*NVTC fiscal year 2025 financial and compliance reports received clean audit opinions. The two opinions covered the financial position of NVTC's activities and the internal control over financial reporting and compliance with laws, contracts, regulations, grant agreements and other matters.*

**Total NVTC Fiscal Year 2025 Revenue**  
**\$402 million**



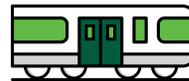
**\$33.4 million**  
**Revenues**

Net revenues from the regional gas tax, which NVTC received for Metro operating and capital requirements, equaled \$33.4 million.



**\$19.5 million**  
**State Assistance**

DRPT assistance to VRE, for which NVTC served as grantee, totaled \$19.5 million.



**\$220 million**  
**State Assistance**

State assistance for Metro operating and capital commitments of the NVTC jurisdictions, contracted through NVTC with the Department of Rail and Public Transportation (DRPT), came to \$220 million.



**\$79.7 million**  
**State Assistance**

State assistance for local operating and capital needs, which NVTC applied for on behalf of its member jurisdictions' transit systems, came to \$79.7 million.



**\$15.0 million**  
**CROC Funding**

\$15 million annual Commuter Rail Operating and Capital funding, derived from regional gas tax revenues, received by NVTC on behalf of VRE.



**\$33.4 million**  
**Commuter Choice**

\$33.4 million in toll-related revenues received for the I-66 and I-95/395 Commuter Choice programs.

# Advancing Transit

2025 YEAR IN REVIEW

*The 2025 Year in Review is a product of the Northern Virginia Transportation Commission*

## Contact Us

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Northern Virginia Transportation Commission  
[linkedin.com/company/northern-virginia-transportation-commission](https://linkedin.com/company/northern-virginia-transportation-commission)



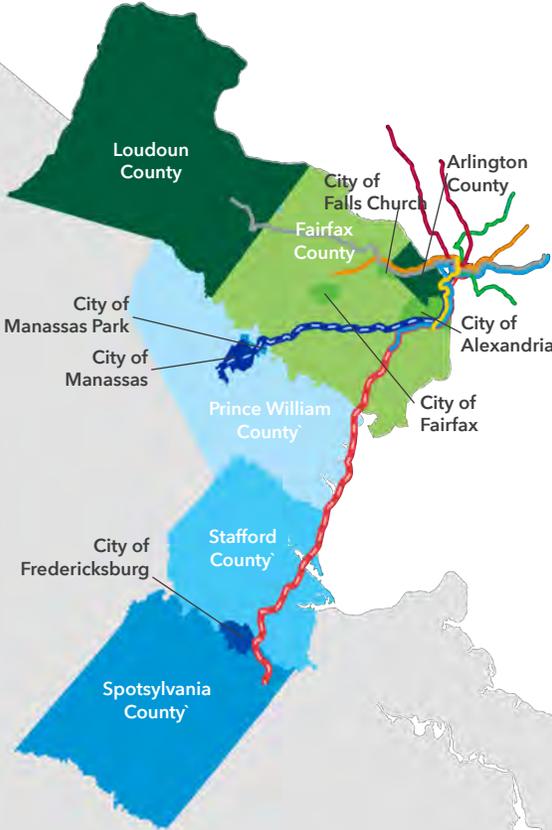
@novatransit\_ig  
[instagram.com/novatransit\\_ig](https://instagram.com/novatransit_ig)



Northern Virginia Transportation Commission  
[youtube.com/@NoVaTransit](https://youtube.com/@NoVaTransit)

# NVTC's Metro Budget Comment Letter - Proposed Themes

- Support legislative efforts in Virginia, Maryland and the District of Columbia to advance the Capital Improvement Program (CIP) scenario that includes DMVMoves funding.
- Advance rail modernization on the Red Line and continue to refine the costs and benefits of a systemwide modernization program.
- Ensure that funding is secured to allow Option 1 of the 8000-series railcar contract to be executed to avoid production disruptions or delays.
- Until legislation obviates the need to address the current 3% cap on growth in Virginia's operating assistance to WMATA, ensure Virginia's proposed subsidy does not conflict with the 3% cap thereby causing the withholding of state aid to NVTC jurisdictions.
- Continue to look for opportunities to identify one-time and recurring cost savings in the operating and capital budgets.



# Transit Keeps Northern Virginia Moving

NoVa transit **moves**

# 2.1M

riders each week

NoVa transit **generates**

# \$1.5B

annually to the  
Virginia general fund

**Transit reduces roadway congestion and  
connects people to work, school and play.**

**Now is the time to invest in transit**

Learn how long-term sustainable funding is key to protecting the future of transit [novatransit.org/funding](http://novatransit.org/funding)





NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Advancing Transit in Northern Virginia

[novatransit.org](http://novatransit.org)

**SAVE**  
— THE —  
**DATE**

Thursday, February 5, 2026  
4:45 p.m. - 7:00 p.m.

Commonwealth Strategy Group  
118 North 8th Street  
Richmond, Virginia 23219



Washington Dulles  
International Airport

**NVTC & CSG PRESENT:**

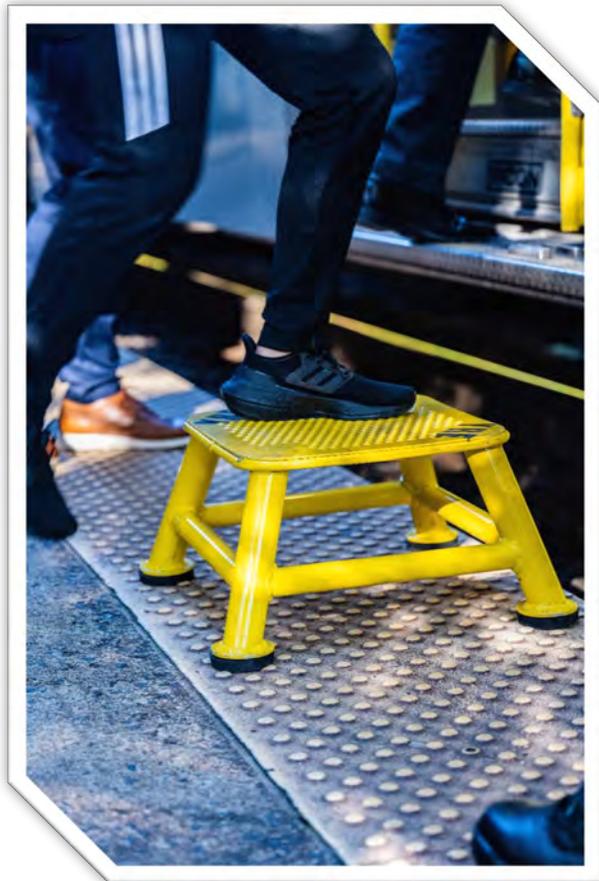
# LEGISLATIVE RECEPTION

Join the Northern Virginia Transportation Commission  
& Commonwealth Strategy Group for  
refreshments & conversation  
about the value of transit.

RSVP TODAY:



# FY 2027 RECOMMENDED OPERATING BUDGET



- Total operating budget: **\$115.1 million**
- Includes all operations, maintenance, and existing debt service
- Down \$0.1 million vs. FY 26 approved budget
- Supports existing 32 daily weekday trains

***Budget is balanced – all projected expenses supported by reasonably expected revenues***

# JURISDICTIONAL SUBSIDY UNCHANGED

Jurisdiction	FY 2026		FY 2027 Recommended		Change FY26 to FY27
	Subsidy	Percent	Subsidy	Percent	
Fairfax County	\$6,133,470	31.0%	\$6,133,470	31.0%	0.0%
Prince William County	5,842,154	29.6%	5,842,154	29.6%	0.0%
Stafford County	2,818,619	14.3%	2,818,619	14.3%	0.0%
Spotsylvania County	2,658,250	13.4%	2,658,250	13.4%	0.0%
Manassas	752,457	3.8%	752,457	3.8%	0.0%
Fredericksburg	680,457	3.4%	680,457	3.4%	0.0%
Manassas Park	482,676	2.4%	482,676	2.4%	0.0%
Arlington	235,677	1.2%	235,677	1.2%	0.0%
Alexandria	161,083	0.8%	161,083	0.8%	0.0%
<b>TOTAL</b>	<b>\$19,764,843</b>	<b>100.0%</b>	<b>\$19,764,843</b>	<b>100.0%</b>	<b>0.0%</b>

# PASSENGER FARE INCREASE OF 5%

- Will go into effect on or about July 1, 2026
- Expected to generate additional **\$1.1 million** of revenue



## Public feedback:

- 20 comments received
- Opposition to fare increase expressed due to overall economic challenges, VRE reliability, and desire for additional services (e.g., WiFi)
- Some comments requesting changes to \$5 flat fare and Kids Ride Free

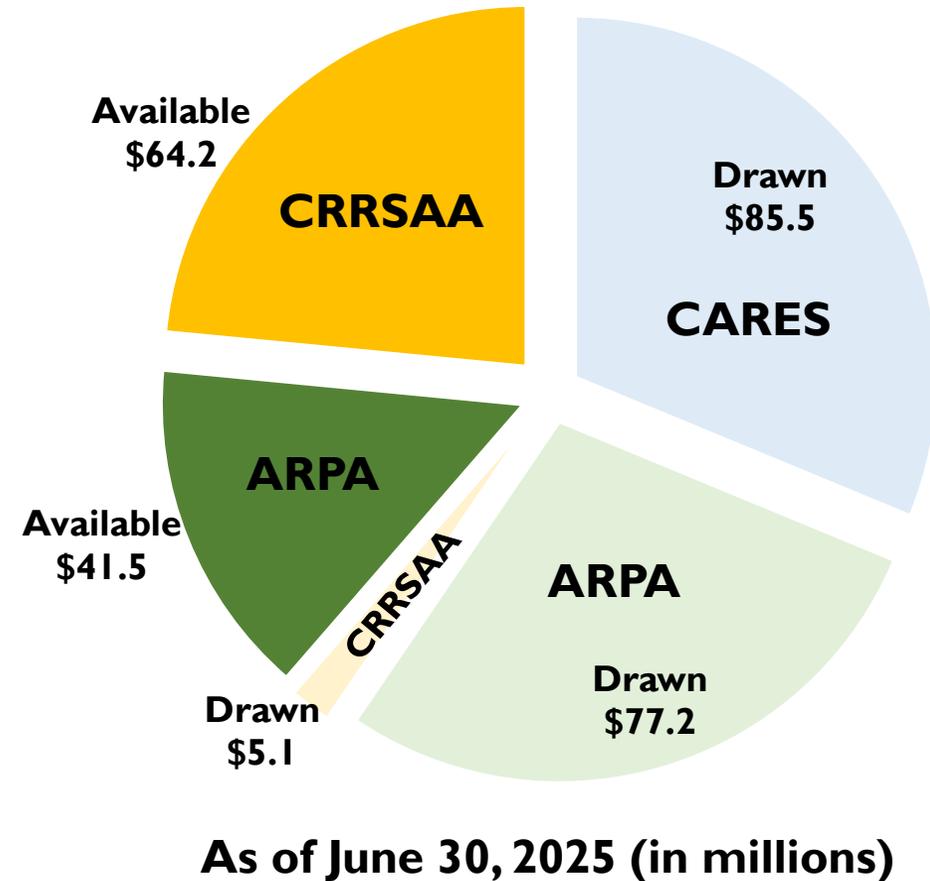
# RIDERSHIP AND FARE REVENUE

- Ridership remains hard to project in rapidly changing environment (RTO, government shutdown, economic uncertainty, work windows)
- Average daily ridership for FY27 projected at **9,300**
- Total fare revenue of **\$22.7 million**



# PANDEMIC RELIEF FUNDS

- Preliminary projection of \$36.7 million in funds needed in FY27
- Expect to bring that figure down through expense savings and alternative approaches to grant matching (more below)
- Still on trend for late FY 2028 for exhaustion of funds – action on SJ28 recommendations is critical



# FY 2027-2032 CAPITAL IMPROVEMENT PROGRAM

- 22 major projects and programs
- \$1.27 billion total project costs (including life to date)
- \$1.01 billion funded (79%)



# CIP BY PROGRAM AREA

Program	Cost of Projects	Funded	Unfunded
Asset Management/SGR	\$ 92.4	\$ 92.4	
IST	4.5	4.5	
Maintenance & Storage Facilities	278.1	230.7	47.5
Passenger Station Facilities	494.8	434.1	60.7
Property Acquisition	155.0	150.0	5.0
Rolling Stock	95.5	95.5	
Station Parking	2.7	2.7	
Track & Structures	151.8		151.8
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 1,274.9</b>	<b>\$ 1,009.8</b>	<b>\$ 265.0</b>