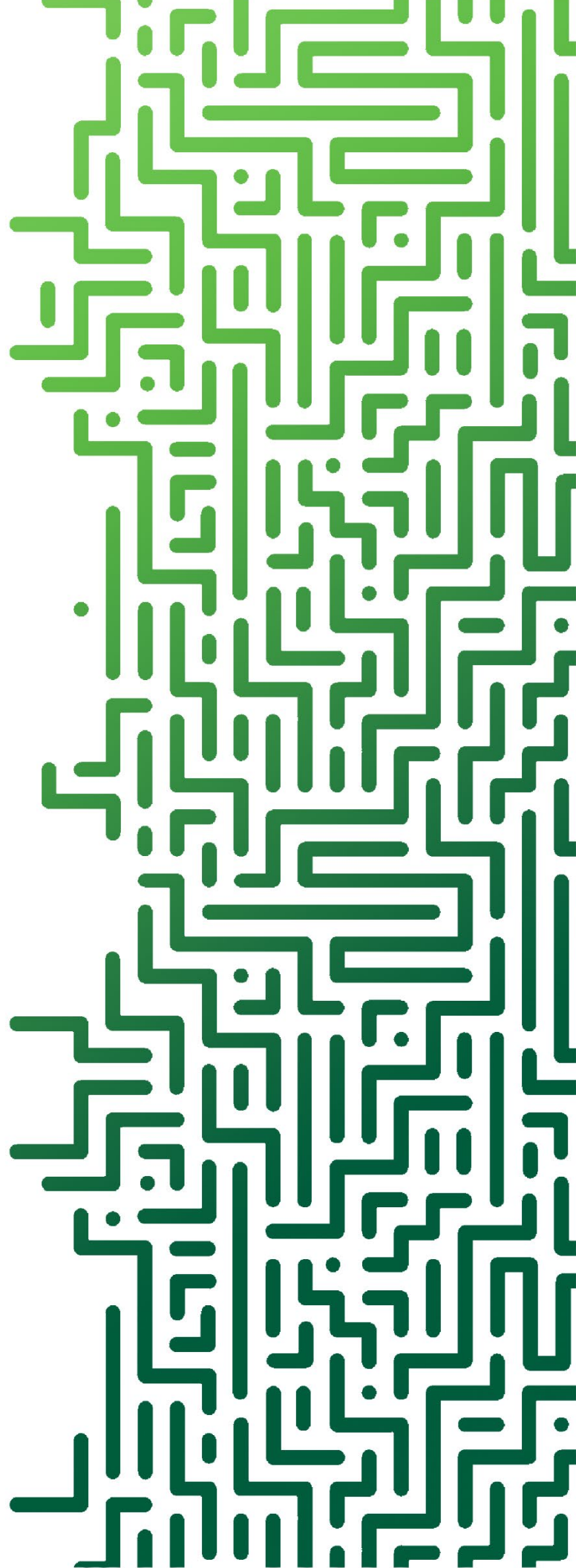




Commission Meeting Materials

January 8, 2026

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



Meeting Overview

NVTC's January 8, 2026 meeting is an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

Action Items

- Annual Governance (slate of officers, board and committee appointments, signatories)
- Resolution of Commendation for 2025 Chair Snyder
- Resolutions of Commendation for Departing Commissioners
- DRPT Technical Assistance Grant for NVTC Strategic Planning
- Authorization for WMATA Committee Chair to Submit Comments on WMATA FY 2027 Proposed Budget
- NVTC FY 2027 G&A Budget and 2026-2027 Work Plan
- VRE's FY 2026 Revised and FY 2027 Budgets to the Jurisdictions
- Three VRE Capital Project Funding Addenda with VPRA

Other Meeting Highlights

- Recognition of New and Departing Commissioners
- 2025 Year in Review and 2026 Look Ahead
- Reports from NVTC Committee Chairs
- General Assembly Update
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director

Table of Contents

NVTC January 8, 2026 Meeting Agenda	3
Agenda Item 1 Opening Remarks	
Agenda Item 2 Recognition of New and Departing Commissioners	6
Agenda Item 3 Minutes and Meeting Summary	12
Agenda Item 4 Annual Leadership and Governance	36
Agenda Item 5 Consent Agenda	47
Agenda Item 6 2025 Year in Review and 2026 Look Ahead	48
Agenda Item 7 Washington Metropolitan Area Transit Authority (WMATA).....	74
Agenda Item 8 Report from the Chairs of the WMATA Com/Legislative and Policy Com.....	91
Agenda Item 9 NVTC FY 2027 G&A Budget and Work Plan	96
Agenda Item 10 Report from the Chair of the Program Advisory Committee	135
Agenda Item 11 Virginia Railway Express (VRE).....	140
Agenda Item 12 Department of Rail and Public Transportation (DRPT)	300
Agenda Item 13 Executive Director Report	311

**NVTC COMMISSION MEETING
THURSDAY, JANUARY 8, 2026
FIRST FLOOR CONFERENCE ROOM
2300 Wilson Blvd., Arlington, VA 22201
[Public Streaming Via YouTube](#)
7:00 p.m.**

AGENDA

5:45 p.m. Boxed Dinners Available for Commissioners
6:00 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, January 8, 2026 via [NVTC's website](#). Comments will be provided to Commissioners prior to the January 8 meeting.

1. Opening Remarks

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

2. Recognition of New and Departing Commissioners

A. Oath of Office for New Commissioners

B. Recognition of Departing Commissioners

- **ACTION: Approve a Resolution of Commendation for the Honorable Paul C. Smedberg on His Departure from the Northern Virginia Transportation Commission**
- **ACTION: Approve a Resolution of Commendation for the Honorable Mark R. Sickles on His Departure from the Northern Virginia Transportation Commission**

3. Minutes and Meeting Summary

- A. **ACTION: Approve the Minutes of the December 4, 2025 NVTC Meeting**
- B. **ACTION: Approve the Meeting Summary of the December 15, 2025 Joint NVTC-PRTC-VRE Legislative Forum**

4. Annual Leadership and Governance

- A. ACTION: Approve the Recommended Slate of Officers for 2026**
- B. ACTION: Approve a Resolution Commending the Honorable David F. Snyder for His Service as Chair of the Northern Virginia Transportation Commission for 2025**
- C. ACTION: Approve Resolution #2591: Approve the Selection of NVTC Representatives to Various Boards for 2026**
- D. ACTION: Approve Resolution #2592: Approve the NVTC Committee Membership for 2026**
- E. ACTION: Approve Resolution #2593: Approve the Designation of NVTC Signatories and Pension Trustees**

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

- A. ACTION: Authorize the Executive Director to Submit a DRPT Technical Assistance Grant for NVTC Strategic Planning**

6. NVTC Year in Review 2025 and 2026 Look Ahead

7. Washington Metropolitan Area Transit Authority (WMATA)

- A. Proposed FY 2027 WMATA Budget
- B. Report from the Virginia WMATA Board Members
- C. Other WMATA News

8. Report from the Chairs of the WMATA Committee and the Legislative and Policy Committee

- A. ACTION: Authorize the Chair of the WMATA Committee to Submit FY 2027 Proposed Budget Comments to WMATA**
- B. 2026 General Assembly Legislative Session
- C. Transit Service Delivery Advisory Committee (TSDAC) Update
- D. Federal Update

9. NVTC FY 2027 General and Administrative Budget and 2026-2027 Work Plan

- A. ACTION: Approve the FY 2027 General and Administrative Budget**
- B. ACTION: Approve the 2026-2027 Work Plan**

10. Report from the Chair of the Program Advisory Committee

- A. Commuter Choice Program
- B. Envision Route 7 Bus Rapid Transit (BRT)

11. Virginia Railway Express (VRE)

- A. VRE CEO Report and Minutes
- B. ACTION: Approve Resolution #2594: Adopt and Refer VRE's Amended FY 2026 and the Recommended FY 2027 VRE Operating and Capital Budgets to the Jurisdictions**
- C. ACTION: Approve Resolution #2595: Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Woodbridge Station Platform Extension**
- D. ACTION: Approve Resolution #2596: Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Rolling Road Platform Extension Project**
- E. ACTION: Approve Resolution #2597: Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Backlick Road Platform Extension Project**
- F. 2026 VRE Operations Board Officers
- G. Proposed VRE 2026 Meeting Schedule

12. Department of Rail and Public Transportation (DRPT)

13. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Financial Reports
- C. NVTC Letters of Support

AGENDA ITEM #2

Recognition of New and Departing Commissioners

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

At the January 2026 meeting, the Commission will recognize new and departing Commissioners.

A. Oath of Office for New Commissioners

At the January meeting, the ceremonial oath of office will be administered to new Commissioners appointed to NVTC. On December 19, NVTC was notified that Fairfax County has appointed Supervisor Rachna Sizemore Heizer to NVTC. If there are any further appointments, NVTC will recognize other new Commissioners at the January meeting.

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. Recognition of Departing Commissioners

At the January meeting, the Commission will recognize departing Commissioners. Any additional resolutions of commendations will be provided to Commissioners prior to the meeting.

- **ACTION: Approve the Resolution of Commendation for the Honorable Paul C. Smedberg on His Departure from the Northern Virginia Transportation Commission**

The Commission will be asked to approve a Resolution of Commendation recognizing Paul Smedberg's service on NVTC and the WMATA Board. Mr. Smedberg's second term as the Commonwealth appointee on the WMATA Board of Directors expires on January 5, 2026.

Mr. Smedberg has served as a member of the Northern Virginia Transportation Commission since June 2005, first representing the City of Alexandria during his tenure as a city councilmember through 2018 and then as the Commonwealth representative on NVTC from December 2018 to January 2026. He was first appointed to the WMATA Board of Directors as an alternate director in January 2016 representing the City of Alexandria and then served two terms as a principal director beginning in January 2019 representing the Commonwealth of Virginia. Mr. Smedberg served with distinction as the WMATA Board chair from June 2019 – June 2024 and as 1st Vice Chair from June 2024 – December 2025.

- **ACTION: Approve the Resolution of Commendation for the Honorable Mark R. Sickles on His Departure from the Northern Virginia Transportation Commission**

The Commission will be asked to approve a Resolution of Commendation recognizing Mark Sickles' service on NVTC. Governor-elect Abigail Spanberger has selected Mark Sickles to serve in her cabinet as secretary of finance.

Delegate Sickles has served as a member of the Northern Virginia Transportation Commission since April 2024 representing the Virginia House of Delegates. He has served in the House of Delegates for 22 years representing the 17th House District which encompasses Kingstowne, Franconia, Huntington and Lorton. Delegate Sickles was the second-highest-ranking Democrat and vice chair of the House Appropriations Committee and served as a member of the House-Senate budget conference committee since 2018.

RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable Paul C. Smedberg on His Departure from the Northern Virginia Transportation Commission
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network and demonstrating that effective and efficient public transit fosters economic vitality in the region and the Commonwealth;
- WHEREAS:** Mr. Smedberg has served as a member of the Northern Virginia Transportation Commission since June 2005, first representing the City of Alexandria where he served as a city councilmember through 2018 and then becoming the Commonwealth representative on NVTC in December 2018;
- WHEREAS:** NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA);
- WHEREAS:** NVTC first appointed Mr. Smedberg to serve as an alternate director to the WMATA Board of Directors from January 2016 through December 2018 representing the City of Alexandria;
- WHEREAS:** In December 2018, Virginia Secretary of Transportation Shannon Valentine designated Paul C. Smedberg to be the Secretary's designee on NVTC and the WMATA Board, which became effective January 1, 2019 with the term expiring January 4, 2022, and designated him again for a term starting on January 4, 2022 and expiring January 5, 2026;
- WHEREAS:** Mr. Smedberg served with distinction on the WMATA Board as chair from June 2019 to June 2024 and as 1st vice chair from June 2024 to January 2026;
- WHEREAS:** Mr. Smedberg led the WMATA Board through the effects of the COVID-19 pandemic, demonstrating leadership during times of economic uncertainty and ensuring continuity of operations for the region's riders who rely on Metrorail, Metrobus and MetroAccess services;
- WHEREAS:** Under Mr. Smedberg's leadership, the WMATA Board selected Randy Clarke as WMATA's general manager and chief executive officer in May 2022, paving the way for a new chapter in the organization's history as ridership continued to rebound after the pandemic;

WHEREAS: During Mr. Smedberg's tenure as WMATA Board Chair, WMATA celebrated the opening of two major investments in the Metrorail system including a new station at Potomac Yard in the City of Alexandria and Phase 2 of the Silver Line, providing the region its first rail connection to Washington Dulles International Airport;

WHEREAS: Mr. Smedberg led the development of several initiatives that will benefit Northern Virginia and the region for years to come including the first major redesign of the Metrobus network and the restructuring of WMATA's subsidy allocation formulas that better align investment and service;

WHEREAS: In 2023, as a credit to his leadership and dedicated service, Mr. Smedberg was honored as Board Member of the Year by the American Public Transportation Association (APTA); and

WHEREAS: Most recently, he served as co-chair of DMVMoves, a historic initiative that developed a unified vision and sustainable funding model for public transit in the region, and as a member of the General Assembly's Joint Subcommittee on the Growing Needs of Public Transit in Northern Virginia, which identified ways to fund Northern Virginia transit.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Paul C. Smedberg for his service to NVTC, WMATA, the citizens of Northern Virginia and the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Smedberg as an expression of its gratitude and in appreciation of his work on NVTC and the WMATA Board of Directors.

Approved this 8th day of January, 2026.

Chair



RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable Mark R. Sickles on His Departure from the Northern Virginia Transportation Commission

WHEREAS: The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network and demonstrating that effective and efficient public transit fosters economic vitality in the region and the Commonwealth;

WHEREAS: On April 4, 2024, Virginia Speaker of the House Don Scott appointed Delegate Mark R. Sickles to serve as a member of the Northern Virginia Transportation Commission;

WHEREAS: Delegate Sickles has served in the Virginia House of Delegate for 22 years representing the 17th House District which encompasses Kingstowne, Franconia, Huntington and Lorton;

WHEREAS: Delegate Sickles was the second-highest-ranking Democrat and vice chair of the House Appropriations Committee and served as a member of the House-Senate budget conference committee since 2018;

WHEREAS: Governor-elect Abigail Spanberger has selected Mark Sickles to serve in her cabinet as secretary of finance;

WHEREAS: During his tenure on NVTC, Delegate Sickles worked tirelessly with local and regional officials to propose long-term sustainable transit funding that will provide adequate growth to meet current and future operating and capital needs for WMATA, VRE and Northern Virginia's local bus providers;

WHEREAS: Delegate Sickles served on the Task Force of the DMVMoves initiative and played a leading role on the Northern Virginia Growing Needs of Public Transit Joint Subcommittee, advocating for sustainable funding, cost containment measures and strategies to move the region toward a more integrated, seamless transit network; and

WHEREAS: As a testament to his vision and commitment, Delegate Sickles offered early and consistent vocal support in both regional transit funding initiatives and worked closely with colleagues in Maryland and the District of Columbia to ensure the broader region could collectively develop a long-term transit funding solution.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Mark R. Sickles for his service to NVTC, WMATA, the citizens of Northern Virginia and the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Sickles as an expression of its gratitude and in appreciation of his work on NVTC.

Approved this 8th day of January, 2026.

Chair

AGENDA ITEM #3

Minutes and Meeting Summary

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice, Rhonda Gilchrest and Genoveva Cutrell
DATE: December 30, 2025
SUBJECT: NVTC Minutes and Meeting Summary

At the January 2026 meeting, the Commission will be asked to approve the minutes of the December 4, 2025 Commission meeting and the meeting summary of the December 15, 2025 Joint Legislative Forum.

A. ACTION ITEM: Approve the Minutes of the December 4, 2025 NVTC Meeting

The Commission will be asked to approve the [Minutes of the December 4, 2025 NVTC Meeting](#).

B. ACTION ITEM: Approve the Meeting Summary of the December 15, 2025 Joint NVTC-PRTC-VRE Legislative Forum

The Commission will be asked to approve the [Meeting Summary of the December 15, 2025 Joint NVTC-PRTC-VRE Legislative Forum](#).

NVTC, PRTC and VRE had another successful Legislative Forum with over 200 people attending including legislators, elected officials and transit partners. For those Commissioners who could not attend, the event was recorded and can be viewed on [NVTC's YouTube page](#).

MINUTES
NVTC COMMISSION MEETING – DECEMBER 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 7:08 p.m.

Members Present

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

Members Absent

Paul Smedberg

Staff Present

Kate Mattice, Executive Director	Tenley O'Hara
Jason Adle	Aimee Perron Seibert (<i>via electronic participation</i>)
Shannon Bacon	Vikram Sinha
Genoveva Cutrell	Sophie Spiliotopoulos
Andrew D'huyvetter	Colie Touzel
Matt Friedman	Melissa Walker
Rhonda Gilchrest	Henry Watkins (<i>via electronic participation</i>)
Sarah Godfrey	Owen Williams
Adam Hager	MinhChau Corr (VRE)
Meg Johnston	Dallas Richards (VRE)
Scott Kalkwarf	Mark Schofield (VRE)
Hwajung Kim	Joe Swartz (VRE)
Daniel Knickelbein	Dwight Buraker (PBMares)
Ann McGrane	Hunter Simmons (PBMares)

Opening Remarks

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

Chair Snyder stated that Ms. Briskman and Mr. Salim requested electronic participation for personal reasons as they are both out of state on travel. Mr. Ebbin requested electronic participation for a personal reason as he is in Richmond for legislative meetings. Ms. Palchik moved, with a second by Mr. Letourneau, to approve Commissioners Briskman, Ebbin and Salim's electronic participation requests. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Jimenez, Karantonis, Krizek, Letourneau, Palchik, Read, Reid, Snyder and Storck. The motion passed.

Chair Snyder noted that as 2025 comes to a close, it's time to be thinking about next year's NVTC leadership team. Each January, NVTC approves a slate of officers, committee memberships and board appointments. He encouraged Commissioners to reach out to either him or the executive director if they wish to change their committee participation or wish to be considered for an officer or board appointment role. Proposed nominations for the 2026 slate of officers and appointments will be included in the January 8 meeting materials.

Chair Snyder announced that tonight's agenda includes a public hearing to solicit comments on NVTC's proposed Work Plan for the coming year. He encouraged those in the audience who would like to speak to add their name to the sign-up list. Each speaker will have three minutes to speak. NVTC will continue to accept public comments on the Work Plan through Friday, December 19.

Ms. Mattice reported that no general public comments were received this month. She did note that two comments were received on the Work Plan, which will be discussed later in the agenda.

Minutes of the November 6, 2025 Meeting

Mr. de Ferranti moved, with a second by Ms. Bagley, to approve the Minutes of the November 6, 2025 meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Jimenez, Karantonis, Krizek, Palchik, Read, Reid, Snyder and Storck. Mr. Letourneau abstained. A roll call vote followed for those Commissioners participating electronically and Mr. Ebbin and Mr. Salim voted in the affirmative and Ms. Briskman abstained. The motion passed.

Consent Agenda

Ms. Mattice stated that there is only one action on the Consent Agenda to authorize the executive director to execute the Zero-Emission Bus (ZEB) technical assistance contract with AECOM.

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, Coffey, de Ferranti, Jimenez, Karantonis, Krizek, Letourneau, Palchik, Read, Reid, Snyder and Storck. A roll call vote followed for those Commissioners participating electronically and Ms. Briskman, Mr. Ebbin and Mr. Salim voted in the affirmative. The motion passed.

NVTC's FY 2025 Audited Financial Statements and Compliance Reports

Chair Snyder reported that the auditors from PBMares met with the Executive Committee, serving as the Audit Committee, prior to this meeting to review the FY 2025 audit in more detail. Mr. Kalkwarf introduced Dwight Buraker and Hunter Simmons from PBMares to give their presentation.

Mr. Buraker reported that PBMares issued an unmodified opinion on NVTC audited financial statements. This means it is a clean audit, which is the best outcome possible. PBMares also issued a clean report on NVTC Internal Control and Compliance. He also noted that the federal government recently released the Compliance Supplement and PBMares was able to finalize the audit and issue the separate Single Audit and Compliance reports dated December 3, 2025. This audit is also an unmodified opinion. There were no questions from Commissioners.

Chair Snyder recognized the importance of a clean audit, which NVTC has continued to have clean audits throughout Director of Finance and Administration Scott Kalkwarf's 25-year tenure. NVTC's financial management is exceptional. On behalf of the Commission, the chair thanked Mr. Kalkwarf and his team – Colethia Quarles, Meg Johnston and Hwajung Kim – for all their hard work dealing with very complicated allocation models, grant management, and internal controls to keep NVTC's finances strong.

Ms. Bagley moved, with a second by Mr. Karantonis, to accept and authorize distribution of NVTC's FY 2025 Audited Financial Statements and Compliance Reports and the separately issued Single Audit and Compliance Reports. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Jimenez, Karantonis, Krizek, Letourneau, Read, Reid, Snyder and Storck. A roll call vote followed for those Commissioners participating electronically and Ms. Briskman, Mr. Ebbin and Mr. Salim voted in the affirmative. The motion passed. (Ms. Palchik did not participate in the vote as she had stepped out of the room.)

Washington Metropolitan Area Transit Authority (WMATA)

Recognition of Matt Letourneau's Service on the WMATA Board of Directors. Chair Snyder noted that since Mr. Letourneau was not able to attend the last Commission meeting, NVTC will take some time at this meeting to recognize his past service on the WMATA Board. Chair Snyder observed that Mr. Letourneau's impact on the WMATA Board cannot be overstated. It takes a team effort, but Mr. Letourneau played a critical role in some major Metro projects like the Silver Line Phase II and the Potomac Yard Station. He represented Northern Virginia in crucial times for WMATA during the pandemic and searching for a new general manager. On behalf of the entire Commission, Chair Snyder thanked Mr. Letourneau for the way he advocated for all of Northern Virginia, not just Loudoun County, as he served on the WMATA Board. Beyond that, stepping down to allow another jurisdiction the chance to serve as principal director is telling of Mr. Letourneau's ability to serve regional interests. Chair Snyder thanked Mr. Letourneau for representing NVTC over the last six years on the WMATA Board and his commitment to ensuring the region has an efficient, safe and financially sound Metro system. As a reminder, a resolution of commendation for Mr. Letourneau was passed at a previous Commission meeting.

Mr. Alcorn thanked Mr. Letourneau for his length of service on the WMATA Board and his contribution to the region and the Commonwealth. Ms. Palchik recognized Mr. Letourneau's breadth of knowledge on WMATA issues and thanked him for being an incredible regional partner. Mr. de Ferranti observed that Mr. Letourneau has great judgement on when and where to press on issues and when to let go and he thanked him for his service. Ms. Briskman stated that even though she and Mr. Letourneau come from different political parties and do not always agree on issues, she knew she could trust Mr. Letourneau on anything related to WMATA. With deep respect, she thanked Mr. Letourneau for his many years of service on the WMATA Board and for representing Loudoun County and the region well.

Chair Snyder presented the resolution of commendation to Mr. Letourneau. Mr. Letourneau thanked the Commission for the kind words. He stated that he has complete and total confidence in Mr. Alcorn to represent NVTC and the region well on the WMATA Board. Mr. Letourneau observed that when he joined the Board, there was a shift at NVTC to change the mindset that a Board member was no longer only representing their jurisdiction, but making it where the member was representing all the NVTC jurisdictions where "your issues became mine." When he started on the WMATA Board, there was nowhere to go but up and WMATA has come a long way. He is proud of the system that Metro has become. Commissioners expressed their appreciation to Mr. Letourneau with a round of applause.

Report from the Virginia WMATA Board Members. Chair Snyder asked Virginia WMATA Board Member Walter Alcorn to give the report. Mr. Alcorn encouraged Commissioners to read the written report, which includes a FY 2027 budget preview, first quarter financial and performance results, and information on the rail modernization program.

Mr. Alcorn stated that the general manager/CEO proposed budget for FY 2027 will be released next week. In the final preview that came to the Board on November 20, staff shared several key initiatives that will be featured in the budget including rail and bus service improvements, initial steps toward rail modernization, and two capital program scenarios – one with DMVMoves funding and one without. In terms of service improvements, WMATA is assessing opportunities to improve weekday frequencies in the Blue/Orange/Silver corridor and some peak-period bus service in Virginia.

Mr. Alcorn stated that as the budget rolls out, there will be some key decision points, including rolling out rail modernization on the Red Line and the first option on the 8000-series railcar contract. As a reminder, Virginia’s legislative 3% cap returns from a temporary suspension and is back in force in FY 2027. As always, there will be a public comment period this winter before budget adoption in the spring. Related to the budget, Mr. Alcorn stated that the WMATA Board was scheduled to discuss the rail modernization program, but this item was deferred to a future meeting due to time constraints.

Mr. Alcorn also reminded Commissioners of the planned Yellow and Blue Line track work between Pentagon City and National Airport that will support construction of the new east entrance at Crystal City. There will be 10 weekend shutdowns in total between February and June, three of which will extend to Potomac Yard. WMATA is finalizing shuttle bus plans and information for the public. He asked Commissioners to help get the word out to their constituents prior to February.

Mr. Sickles arrived at 7:27 p.m. and joined the discussion.

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

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

NVTC’s 2025 Report on the Performance and Condition of WMATA to the Governor and the General Assembly. Mr. de Ferranti stated that action is being requested on the 2025 Report on the Performance and Condition of WMATA. Following the briefing last month, staff received minor feedback from partners and incorporated several technical and administrative edits into the report. As a reminder, this year’s report satisfies state Code requirements and details the Commission’s support for a long-term, sustainable funding solution for WMATA. The report documents the DMVMoves and SJ 28 initiatives and continues to advance other Commission priorities including managing labor cost growth, a coordinated jurisdictional audit, and establishing a reserve fund at Metro, among others. Working with the WMATA Committee, NVTC staff will continue to examine these items in 2026 and look to include findings and recommendations in next year’s report.

Mr. de Ferranti moved, with a second by Ms. Bagley, to authorize the executive director to send NVTC’s 2025 Report on the Performance and Condition of WMATA to the governor and the General Assembly. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Jimenez, Karantonis, Krizek, Letourneau, Palchik, Read, Reid,

Sickles, Snyder and Storck. A roll call vote followed for those Commissioners participating electronically and Ms. Briskman, Mr. Ebbin and Mr. Salim voted in the affirmative. The motion passed.

NVTC and Regional Work Toward Long-Term Sustainable Transit Funding. Mr. Aguirre stated that last month the Commission endorsed the DMVMoves Task Force resolution and the SJ 28 Joint Subcommittee recommendations. Since then, the WMATA Board of Directors and the Metropolitan Council of Governments Board of Directors held a joint meeting on November 17 to approve a resolution endorsing the entire DMVMoves Plan. With these endorsements, the legislative phase begins in an effort to obtain long-term sustainable transit funding for the region.

NVTC 2026 Legislative and Policy Agenda. Mr. Aguirre stated that the NVTC 2026 Legislative and Policy Agenda is largely the same as the version reviewed by the Commission last month, with a couple of additions referencing NVTC's support for the DMVMoves Task Force resolution and the final recommendations of the SJ 28 Joint Subcommittee as endorsed by the Commission at its November meeting. Similar to previous years, the Legislative and Policy Agenda is divided into state priorities and federal priorities.

Mr. Aguirre also noted that the NVTC Legislative Agenda parallels and incorporates many of the same issues that are included in VRE's Legislative Agenda. Once adopted, the Legislative and Policy Agenda will guide NVTC's advocacy work at both the state and federal levels, ensuring staff can provide timely feedback to legislators, stakeholders and partners as legislation is filed.

Mr. Aguirre moved, with a second by Ms. Coffey, to approve the NVTC 2026 Legislative and Policy Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Jimenez, Karantonis, Krizek, Letourneau, Palchik, Read, Reid, Sickles, Snyder and Storck. A roll call vote followed for those Commissioners participating electronically and Ms. Briskman, Mr. Ebbin and Mr. Salim voted in the affirmative. The motion passed.

General Assembly State of Play. Mr. Aguirre invited Legislative Liaison Aimee Perron Siebert to give an update on the General Assembly state of play. Ms. Perron Siebert reported that Governor-Elect Spanberger's team is busy selecting cabinet positions and transition teams, as well as getting policy items in place. Ms. Perron Siebert stated that she was appointed to the transportation policy committee. The General Assembly Session runs from January 14 through March 14. Currently there are four bills being drafted regarding transit funding. Senator Ebbin and Delegate Sickles are working hard on drafting this legislation (two House versions and two Senate versions).

Mr. Sickles gave some insights on getting transit funding legislation passed and noted that it will be a "hard sell" but hopefully something can get passed. In response to a question from Mr. de Ferranti about timing, Mr. Sickles stated that it is important to start way before the Session starts and begin having discussions about the proposed legislation. They have already started having those conversations. It is important for people to understand that this is one of the most important issues in Northern Virginia. He noted that Loudoun County has

endorsed the DMVMoves recommendations. All the jurisdictions are being asked to endorse it. Every little bit adds up and helps to educate the public about the big picture. Chair Snyder stated that an endorsement will be included in Falls Church's legislative package. Mr. Karantonis expressed his appreciation for all the work. He noted that funding transit keeps the economy growing.

Chair Snyder stated that it is impossible to meet housing goals, climate goals and service goals for constituents, without a good effective transit system. There is also the impact on the economy. He thanked all those who have worked on this effort, especially Senator Ebbin and Delegate Sickles. He asked them to let Commissioners know what they can do to help. Commissioners spent some time discussing the benefits of transit to the region. Ms. Mattice reminded everyone that two million people take transit in this region every week. Transit is being used for many other reasons, and not just a way to get to work. NVTC has great stories and data, including analysis on transit and the economic value it brings to the Commonwealth. Mr. Sickles suggested NVTC produce a postcard-size fact sheet with these types of transit "nuggets."

Mr. Aguirre announced that both WMATA and DASH were recently awarded Federal Transit Administration bus grants, a program funded under the Infrastructure Investment and Jobs Act (IIJA). He then asked Ms. Mattice to speak on the remaining legislative items.

Transit Service Delivery Advisory Committee (TSDAC). Ms. Mattice reported that at last week's TSDAC meeting, the committee voted to defer any action on changing the MERIT operating and capital grant programs until no later than June 2026 to allow time for additional public feedback and explanation of the proposed changes. There is a MERIT update at the next Commonwealth Transportation Board (CTB) meeting in December but it's not clear how CTB will proceed.

Ms. Mattice explained that the TSDAC action reflected more than a dozen public comments received by DRPT prior to the close of the public comment period on November 21, 2025. NVTC signed on to a letter submitted by the Virginia Transit Association (VTA) and the Community Transportation Association of Virginia (CTAV).

Federal Update. Ms. Mattice encouraged Commissioners to read the written report.

Mr. Lopez arrived at 7:43 p.m.

Joint NVTC/PRTC/VRE Legislative Forum. Ms. Mattice reminded everyone of the Legislative Forum on Monday, December 15 at the George Mason University Arlington Campus. Tyson's Community Alliance Executive Director (and former NVTC Commissioner) Katie Cristol will be a featured guest, speaking to the important intersection of transit, industry and community. There will be two panels: Transit Leaders on What's Next for Northern Virginia and Virginia's Path to Sustainable Transit Funding.

NVTC Legislative Reception. Ms. Mattice announced that there will be no February Commission meeting, but NVTC will be holding a Legislative Reception in Richmond on Thursday, February 5 at the Commonwealth Strategy Group offices.

NVTC Budget and Work Plan

Chair Snyder stated that staff are presenting the preliminary FY 2027 General and Administrative Budget and 2026-2027 Work Plan, which both will come back for action at the January meeting. NVTC will continue to receive public comments on the Work Plan through December 19. All the comments will be compiled and included in the meeting materials for the January meeting.

Proposed FY 2027 General and Administrative Budget. Ms. Mattice explained that the proposed FY 2027 General and Administrative Budget includes resources to accomplish the NVTC Work Plan, including financial management of NVTC's Jurisdiction Trust Fund and other accounts, the administration of the I-66 and the I-395/95 Commuter Choice programs, oversight of WMATA, the management of the Envision Route 7 Bus Rapid Transit (BRT), and the administration of the Commission and committees along with managing internal affairs. The proposed budget focuses on the resources necessary to meet the needs of the Commission priorities and address key cost drivers. This proposed budget supports the work NVTC is currently doing, but if something changes in the General Assembly, the budget could be modified at a future meeting.

Mr. Kalkwarf stated that the proposed budget totals \$5,074,850 including \$639,300 for the administration of the Commuter Choice program, which is funded entirely with toll related revenue, and the management of the Envision Route 7 BRT project, which includes \$60,300 in revenue from the related project budget. The balance of the general and administrative budget is funded primarily by the member jurisdictions through direct contributions and state aid received by NVTC. In FY 2026, NVTC expects to manage \$314 million in state aid on behalf of the jurisdictions. Other revenue sources include interest earnings, project chargebacks, grant billings, and a carryover of prior period favorable net budget variances in excess of minimum operating requirements. Total expenses are proposed to increase by \$141,050, or 2.9% over the FY 2026 Budget, which is the second consecutive year with a less than 3% increase. Staff levels are held constant from the prior year, and a provision for cost-of-living (COLA) and performance-based increases are included for existing staff.

Proposed 2026-2027 Work Plan. Ms. Mattice stated that the proposed NVTC 2026-2027 Work Plan provides an overview of the programmatic and operational work conducted by staff to support the goals and objectives of the Commission. The proposed Work Plan covers the period from January 2026 to June 2027. The Work Plan has been updated to include a new section which outlines organizational priorities and initiatives and separates programs and cross-cutting technical assistance support into separate categories. Ms. Mattice stated that the FY 2027 Budget and Work Plan will come back at the January meeting for Commission action.

Public Hearing on the Work Plan

Chair Snyder opened the public hearing and stated that each year NVTC provides the public with the opportunity to submit comments via an online form, video recording, email, audio recording or in person.

Ms. Mattice reported that two written comments on the Work Plan were received before 3:00 p.m. today and they were provided to Commissioners prior to the meeting. One comment was related to VRE service and the other comment suggested providing more information in the Work Plan about NVTC in general. She stated that all comments will be compiled together and provided prior to the Commission taking action on the Work Plan at the January meeting.

As there were no members of the public wishing to comment, Chair Snyder closed the public hearing. He noted that NVTC will continue to receive comments through December 19.

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 Commuter Choice Call for Projects. In response to Chair Snyder, Ms. Mattice provided brief highlights of each project. Mr. D'huyvetter gave a quick status of the I-66 Needs Assessment, which will be discussed at the February Program Advisory Committee meeting.

Virginia Railway Express (VRE)

Chair Snyder asked Acting VRE CEO Dallas Richards to give his report, followed by VRE Operations Board Chair Sarah Bagley to introduce the action items. He suggested doing a block vote on the four VRE actions after they are presented. There were no objections.

VRE CEO Report. Mr. Richards reported that on-time performance reached 88% for the month of November, which is close to the 90% target. For comparison, it was 75% last year at the same time. Half of the delays are related to train congestion. Ridership continues to increase compared to last year's numbers; however, ridership was impacted by the federal government shutdown.

Mr. Richards announced that a new train started on the Manassas Line. Also, the Seminary Road Yard is now open. This is transformational in how VRE will run service and mid-day storage. Mr. Richards also noted that VRE will be participating in the Alexandria Scottish Walk Christmas Parade this coming Saturday and will also be running Santa Trains on December 13.

Contract with Keolis Rail Services (KRSV), LLC for Train Operations and Maintenance Services. Ms. Bagley reported that Resolution #2586 will authorize the Acting VRE CEO to

execute a contract with Keolis Rail Services Virginia, LLC of Manassas, Virginia, for Train Operations and Maintenance Services in an amount not to exceed \$179,179,190 for the Base Period of the contract. Contract extensions and options will be brought back to the Operations Board for referral to the Commissions for approval. She stated that both VRE's two current Train Operations and Maintenance contracts are set to expire at the conclusion of the current fiscal year on June 30, 2026. This action will consolidate Train Operations and Maintenance Services into a single, comprehensive agreement.

VRE 2026 Legislative Agenda. Ms. Bagley stated that Resolution #2587 will approve the VRE 2026 Legislative Agenda and authorize the VRE CEO to actively pursue the elements set forth in the document. There were no significant changes made to the version presented at last month's Commission meeting.

VRE Application for Design of the Broad Run Lead to the I-66 Commuter Choice FY 2027-2028 Funding Program. Ms. Bagley reported that Resolution #2588 will authorize the Acting VRE CEO to submit, on behalf of the Commissions, a VRE application for Design of the Broad Run Lead to the I-66 Commuter Choice FY 2027-2028 funding program. VRE staff have identified the VRE Broad Run Lead Design Phase project for a \$5 million capital funding request to the Commuter Choice Program that supports and implements planned service enhancements consistent with VRE's System Plan as well as the Transforming Rail in Virginia initiative.

VRE's FY 2025 Annual Comprehensive Financial Report. Ms. Bagley reported that Resolution #2589 will accept VRE's FY 2025 Annual Comprehensive Financial Report and associated information from the auditors and authorize the VRE CEO to distribute the report. PBMAres completed the audit of VRE's FY 2025 financial statements and has issued an unmodified opinion. The opinion letter states that the VRE financial statements, in all material respects, fairly and accurately present the financial position of the organization. This opinion is the best outcome of a financial audit. The auditors met with the VRE Audit Committee on November 21, 2025 to review the statements and their opinion, which was followed by a presentation at the full Operations Board meeting.

Ms. Bagley moved, with a second by Mr. Karantonis, to approve the following four actions:

- Resolution #2586: Authorize the Acting VRE CEO to Execute a Contract with Keolis Rail Services for Train Operations and Maintenance Services
- Resolution #2587: Approve the VRE 2026 Legislative Agenda
- Resolution #2588: Authorize the Acting VRE CEO to Submit, on Behalf of the Commissions, a VRE Application for Design of the Broad Run Lead to the I-66 Commuter Choice FY 2027-2028 Funding Program
- Resolution #2589: Accept and Authorize Distribution of VRE's FY 2025 Annual Comprehensive Financial Report

Mr. Karantonis noted that this Keolis contract is a big deal. VRE has a remarkable culture of safety. VRE conducted a long and thorough procurement process which has resulted in this contract. He noted that good infrastructure is so important and he thanked VRE for their hard work. Mr. Storck agreed and observed that the Keolis contract is competitive in terms of cost

and VRE already has a good relationship with Keolis. VRE will continue to grow and become more than just a commuter rail system. In response to a question from Ms. Briskman, Mr. Richards explained that Keolis labor employees are unionized and management is not.

The Commission then voted on the motion. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Jimenez, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Sickles, Snyder and Storck. Chair Snyder conducted a roll call for those Commissioners participating electronically and Ms. Briskman, Mr. Ebbin and Mr. Salim voted in the affirmative. The motion passed. (Copies of the resolutions are attached.)

VRE FY 2027 Budget. Ms. Bagley introduced VRE Chief Financial Officer Mark Schofield to give a presentation on the budget.

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. He stated that VRE's preliminary FY 2027 Operating Budget totals \$115.3 million, which includes operations, maintenance and existing debt service. This is an increase of \$100,000 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 did not conduct the annual Master Agreement Survey due to the federal government shutdown. VRE will use last year's survey results to calculate jurisdictional subsidies.

Ms. Bagley reiterated that the budget is only increasing by \$100,000 compared to last year's budget and she stated that the work VRE staff have done to keep the budget basically flat is impressive.

VRE CEO Search Committee Update. Ms. Bagley reported the search process has been completed and a candidate recommendation will be presented during Closed Session for Commission consideration.

Mr. Sickles asked about outreach to PRTC jurisdictions concerning the transit funding legislation. It will be important to beef up outreach in the outer jurisdictions. Ms. Mattice stated that she is working closely with PRTC Executive Director Bob Schneider. She also noted that one of the questions being asked to the transit leaders at the Legislative Forum is what it will mean to their systems, including OmniRide, if transit funding legislation is passed. Mr. Sickles stated that it is important to convey to the riders how their lives will be improved. Mr. Richards stated that the VRE System Plan spells out a lot of this in what service improvements VRE is planning. Chair Snyder stated that, as discussed earlier, producing a postcard will be helpful.

In response to a question from Mr. Alcorn, Mr. Schofield stated that the remaining \$30 million in pandemic relief funding will run out in FY 2028.

Ms. Bagley stated that one of the goals of communicating beyond transit riders and educating the public on how they are also benefitting from transit even if they don't use it. Mr. Richards updated the Commission about some of the outreach VRE is doing. Mr. Karantonis stated that it cannot be overstated that the transit funding will be a game changer. The story needs to be told over and over again.

Department of Rail and Public Transportation

Chair Snyder noted that DRPT Director Tiffany Robinson could not attend and he encouraged Commissioners to read the written DRPT Report.

Executive Director Report

Chair Snyder announced that on December 2 Executive Director Kate Mattice was awarded 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. Commissioners congratulated her with a round of applause. Ms. Mattice stated that she was humbled to receive this award.

Ms. Mattice encouraged Commissioners to read the newsletter. She recognized Director of Finance and Administration Scott Kalkwarf's 25 years of service at NVTC. Commissioners congratulated Mr. Kalkwarf with a round of applause.

Ms. Mattice reviewed upcoming meetings:

- Next Commission meeting is January 8 at 7:00 p.m. (Executive Committee at 6:00 p.m.)
- Joint WMATA Committee/Legislative and Policy Committee meeting on January 29 at 6:00 p.m.
- No February Commission meeting, but there will be a Legislative Reception will be in Richmond on Thursday, February 5 (4:45-7:00 p.m.) at Commonwealth Strategy Group.
- Program Advisory Committee will meet in late February.

Ms. Mattice also informed Commissioners about the Virginia Transit Association (VTA) Transit Day on Monday, January 26 in Richmond. It is a great opportunity to engage with legislators.

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

Closed Session

Chair Snyder stated that the Commission needs a Closed Session to discuss 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, Jimenez, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Sickles, Snyder and Storck. A roll call was conducted for those Commissioners participating electronically and Ms. Briskman, Mr. Ebbin and Mr. Salim voted in the affirmative. The motion passed.

The Commission entered into Closed Session at 8:40 p.m. and returned to Open Session at 9:05 p.m. (Mr. Ebbin left the meeting during the Closed Session.) There were technical difficulties in restoring the live stream feed. NVTC legal counsel advised that the Commission could continue the public meeting.

Ms. Palchik moved, with a second by Mr. Aguirre, 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, Jimenez, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Sickles, Snyder and Storck. A roll call was conducted for those Commissioners participating electronically and Ms. Briskman and Mr. Salim voted in the affirmative. The motion passed.

Mr. Alcorn moved, with a second by Ms. Bagley, to approve the amendment to the executive director’s contract as discussed in Closed Session. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Jimenez, Karantonis,

Krizek, Letourneau, Lopez, Palchik, Read, Reid, Sickles, Snyder and Storck. A roll call was conducted for those Commissioners participating electronically and Ms. Briskman and Mr. Salim voted in the affirmative. The motion passed.

Ms. Bagley moved, with a second by Mr. Storck, to approve Resolution #2590 to appoint Katie Choe as the new VRE Chief Executive Officer. The resolution also approves her employment agreement and authorizes the chair to execute it on behalf of the Commission.

Ms. Bagley introduced Katie Choe, who was in the audience. Ms. Bagley stated as current chair of the VRE Operations Board and the leader of the search committee, she expressed how excited they are to welcome Ms. Choe to the organization. It was a national search with an impressive array of resumes. She is very excited for Ms. Choe's appointment.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Coffey, de Ferranti, Jimenez, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Sickles, Snyder and Storck. A roll call was conducted for those Commissioners participating electronically and Ms. Briskman and Mr. Salim voted in the affirmative. (A copy of the resolution is attached.)

On behalf of the Commission, Chair Snyder welcomed Ms. Choe.

Adjournment

Mr. de Ferranti moved, with a second by Ms. Bagley, to adjourn the meeting. The vote in favor was unanimous and Chair Snyder adjourned the meeting at 9:11 p.m.

Approved this 8th day of January 2026.

Secretary-Treasurer

Chair



RESOLUTION #2586

SUBJECT: Authorize the Acting VRE CEO to Execute a Contract with Keolis Rail Services, LLC (KRSV) for Train Operations and Maintenance Services

WHEREAS: The Virginia Railway Express (VRE) currently maintains two separate contracts: one for Train Operations, which provides train and engine crews, and another for Maintenance Services, which encompasses rolling stock maintenance and repair, as well as the operation and maintenance of VRE's yard facilities;

WHEREAS: These contracts will expire at the end of the current fiscal year on June 30, 2026;

WHEREAS: The VRE Operations Board, in January 2025, authorized the issuance of a Request for Proposals (RFP) to competitively procure a single, consolidated contract for Train Operations and Maintenance Services;

WHEREAS: The RFP was publicly advertised on April 4, 2025, and two proposals were received by the submission deadline of July 23, 2025;

WHEREAS: Following comprehensive technical evaluations, interviews, negotiations and receipt of a Best and Final Offer from each offeror, Keolis Rail Services Virginia, LLC (KRSV) was determined to provide the proposal representing the best value to VRE;

WHEREAS: VRE staff has determined that the price offered by KRSV is fair and reasonable based on comparison to its independent cost estimate;

WHEREAS: The Operations Board's approval of this procurement does not represent its independent assessment of the candidates' responses to the solicitation or of each step in the procurement process followed by staff; rather, the Operations Board's action is premised upon its conclusion, after review of the information before it, that the process used by staff was in accordance with law and that the staff recommendation appears to be reasonable; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Acting Chief Executive Officer to execute a contract with Keolis Rail Services Virginia, LLC of Manassas, Virginia for Train Operations and Maintenance Services in an amount not to exceed \$179,179,190 for the Base Period of the contract. The term of the contract,

exclusive of the Mobilization Period, shall be for a Base Period of five years, commencing July 1, 2026 through June 30, 2031, with the option to extend for two additional five-year periods, not to exceed 15 years. At the completion of the Base Period, recommendation to exercise the first five-year option period will be brought back to the Operations Board for referral to the Commissions for approval.

Approved this 4th day of December, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2587

SUBJECT: Approve the 2026 VRE Legislative Agenda

WHEREAS: VRE is an essential part of the regional transportation network for Northern Virginia and the Washington, DC Metropolitan region;

WHEREAS: VRE serves residents throughout the Commonwealth of Virginia to provide a meaningful public transportation option;

WHEREAS: It is essential for VRE to educate and advocate for desired legislative and regulatory outcomes with members of Congress and their staff, with staff of federal entities, in the Virginia General Assembly, and with the Governor and the Administration; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the 2026 VRE Legislative Agenda and authorize the VRE Chief Executive Officer to actively pursue the elements set forth in the document.

Approved this 4th day of December, 2025.

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

David F. Snyder
Chair

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

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2588

SUBJECT: Authorize the Acting VRE CEO to Submit a Grant Application for the Broad Run Lead Design Phase to the NVTC I-66 Commuter Choice FY 2027-2028 Funding Program

WHEREAS: On October 6, 2025 the Northern Virginia Transportation Commission opened a Call for Projects for the I-66 Commuter Choice FY 2027-2028 funding program;

WHEREAS: VRE staff have identified a project, the VRE Broad Run Lead Design Phase, for a \$5,000,000 capital funding request to the Commuter Choice Program that supports and implements planned service enhancements consistent with the System Plan 2050's 2030 and 2050 service plans as well as the Transforming Rail in Virginia initiative;

WHEREAS: VRE staff considers the proposed capital project a strong candidate for Commuter Choice funding due to the ability to move more people more efficiently through the I-66 corridor and expand commuters' travel options; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the Acting VRE Chief Executive Officer to submit, on behalf of the Commissions, an application to the I-66 Commuter Choice FY 2027-2028 Funding Program, to make any necessary corrections to the project amount or descriptions in the application, and to execute all project funding agreements that may result from consideration of VRE's application.

BE IT FURTHER RESOLVED that the Commission's action does not constitute approval of any VRE applications or eliminate the need for the VRE applications to qualify for funding based on an objective evaluation using criteria established for the adopted I-66 Commuter Choice project selection process.

Approved this 4th day of December, 2025.



Matthew F. Letourneau
Secretary-Treasurer



David F. Snyder
Chair



RESOLUTION #2589

SUBJECT: Accept and Authorize Distribution of VRE's FY 2025 Annual Comprehensive Financial Report

WHEREAS: The VRE Operations Board has contracted with the firm of PBMares, LLP for the audit of VRE's financial statements;

WHEREAS: The audit of the VRE Fiscal Year 2025 financial statements has been completed;

WHEREAS: The auditors have issued an unmodified opinion that the VRE statements, in all material respects, fairly and accurately present the financial position of the commuter rail operation; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby accepts the Fiscal Year 2025 Annual Comprehensive Financial Report (ACFR) and associated information from the auditors and hereby authorize the Acting Chief Executive Officer to forward this information to the Commissions for their consideration.

Approved this 4th day of December, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2590

SUBJECT: Appointment of VRE Chief Executive Officer

WHEREAS: Richard Dalton, the previous VRE CEO, retired from his position and tendered his resignation, effective October 3, 2025;

WHEREAS: The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the "Commissions") delegated to the Virginia Railway Express Operations Board responsibility to recruit and recommend to the Commissions candidates for appointment to the position at its September 4, 2025 meeting;

WHEREAS: The Virginia Railway Express Operations Board established a nationwide VRE CEO recruitment and selection process utilizing the services of a recruitment contractor, and appointed a VRE CEO selection committee to manage the process;

WHEREAS: Sixty-one candidates submitted applications for the position, and three finalists were selected by the selection committee for interview; and

WHEREAS: Having concluded its recruitment and selection process, the Virginia Railway Express Operations Board recommends the appointment of Katie Choe as the VRE CEO in accordance with the terms of the employment agreement agreed upon by the Operations Board and Ms. Choe and presented to the Commission (the "Employment Agreement").

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints Katie Choe as the VRE Chief Executive Officer effective upon action by each of the Commissions and execution of the aforesaid Employment Agreement by the Commissions and Ms. Choe.

BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission hereby approves the Employment Agreement and authorizes the chair to execute it on behalf of the Commission.

Approved this 4th day of December, 2025.



Matthew F. Letourneau
Secretary-Treasurer



David F. Snyder
Chair

MEETING SUMMARY
JOINT NVTC-PRTC-VRE LEGISLATIVE BRIEFING
DECEMBER 15, 2025

George Mason University, Mason Square 3351 Fairfax Drive Arlington, Virginia
8:30 A.M.

NVTC Members Present

Canek Aguirre
Walter Alcorn
Sarah Bagley
James Bierman, Jr.
Juli Briskman
Maureen Coffey
Adam Ebbin
Matt de Ferranti
Dalia Palchik
Catherine Read
Mark Sickles
Paul Smedberg
David Snyder

NVTC Members Absent

Takis Karantonis
Paul Krizek
Matt Letourneau
Alfonso Lopez
David Reid
Saddam Azlan Salim
Daniel Storck

NVTC Staff Present

Kate Mattice, Executive Director
Jason Adle
Shannon Bacon
Genoveva Cutrell
Andrew D'huyvetter
Matt Friedman
Rhonda Gilchrest
Sarah Godfrey
Adam Hager
Meg Johnston
Scott Kalkwarf
Hwajung Kim
Daniel Knickelbein
Ann McGrane
Becky Merriner
Tenley O'Hara
Aimee Perron Seibert
Vikram Sinha
Sophie Spiliotopoulos
Colethia Quarles
Colie Touzel
Melissa Walker
Henry Watkins
Owen Williams

PRTC Members Present

Victor Angry
Andrea Bailey
Kenny Boddy
Sarah Husain (Alternate)
Darryl Moore

PRTC Members Absent

Tinesha Allen
Margaret Franklin
Deborah Frazier
Tom Gordy
Lori Hayes
Rozia A. Henson, Jr.
Jannan Holmes
Deshundra Jefferson
Jeremy McPike
Tiffany Robinson
Ralph Smith
Josh Thomas
R. Pamela Yeung

PRTC Staff Present

Bob Schneider, Executive Director
Althea Evans
Alyson Foster
Declan Goslen
Giann Kim
Ben Matters
Susan McGowan
Becky Merriner
Kimberly Mitchell
Perrin Palistrant
William Phillips
Cynthia Porter-Johnson
Joe Stainsby

VRE Operations Board Members Present

Canek Aguirre (Alternate)
Victor Angry (Alternate)
Sarah Bagley
Andrea Bailey
James Bierman, Jr. (Alternate)
Kenny Boddy (Alternate)
Maureen Coffey (Alternate)
Darryl Moore (Alternate)
Pamela Yeung (Alternate)

VRE Operations Board Members Absent

Meg Bohmke
Margaret Franklin
Tom Gordy
Lori Hayes
Jannan Holmes
Takis Karantonis
Sonia Vasquez Luna
Alanna Mensing
Tiffany Robinson

VRE Staff Present

Julianne Bar
MinhChau Corr
Lindsey Martin
William Montgomery
Nicolas Ruiz
Mark Schofield
Joe Swartz
Detrius Williams

Opening Remarks: Northern Virginia Transportation Commission (NVTC) Executive Director Kate Mattice

Ms. Mattice welcomed attendees into the George Mason University Van Metre Hall Multipurpose Room at approximately 9:15 a.m. She acknowledged several familiar faces, elected officials, and transit professionals. After a few housekeeping items, Ms. Mattice passed the microphone to PRTC Chair Victor Angry to provide welcoming remarks.

Welcoming Remarks: Potomac and Rappahannock Transportation Commission (PRTC) Chair Victor Angry

PRTC Chair Victor Angry provided welcoming remarks. He noted that commuter bus ridership in Northern Virginia doubled between January and March 2025.

Introduction of Special Guest Speaker: Northern Virginia Transportation Commission (NVTC) Chair Dave Snyder

NVTC Chair Dave Snyder introduced Special Guest Speaker, Tysons Community Alliance CEO Katie Cristol. He noted that Ms. Cristol has been a champion for Northern Virginia transit and a voice for the importance of bus and rail in helping local businesses and our economy thrive. She has been recognized by multiple trade organizations and received several accolades and awards for her work in community and business building.

Special Guest Remarks: Tysons Community Alliance CEO Katie Cristol

Ms. Cristol spoke to the importance of business and transit and noted that 86% of all new development in Tysons has occurred within a half mile of transit stations -- exceeding expectations of the plan's vision to add 200,000 jobs and 100,000 residents without adding to single occupancy vehicle traffic.

Transit Leaders on What's Next for Northern Virginia: Washington Metropolitan Area Transit Authority (WMATA) General Manager/CEO Randy Clarke, Virginia Railway Express (VRE) Chief Financial Officer Mark Schofield, Potomac and Rappahannock Transportation Commission (PRTC)/OmniRide Executive Director Bob Schneider, Chief of Arlington Transit Pierre Holloman

This panel was moderated by Washington Post reporter Rachel Weiner. Ms. Weiner directed the questions around encouraging trends in transit ridership and growth, as well as challenging economic headwinds and planning for the future.

Virginia's Path to Sustainable Transit Funding Panel: Senator Adam Ebbin, Delegate Adele McClure, Delegate Mark Sickles, Fairfax County Board Chair Jeff McKay, and WMATA Board of Directors Vice-Chair Paul Smedberg

This panel was moderated by Kate Mattice filling in for Nick Donohue, Principal at Capitol Transportation Consultants and who recently served as the facilitator for DMVMoves.

Panelists shared updates on two key transit funding initiatives: DMVMoves and the General Assembly’s SJ 28 Northern Virginia Growing Needs of Public Transit Joint Subcommittee.

Closing Remarks: VRE Chair Sarah Bagley

VRE Chair Bagley closed out the forum by thanking those attending. She highlighted that Northern Virginia transit serves nearly 10 million people a month, adding that transit gets people to their destination safely and connects people to the economy and the community in an efficient way.

The 2025 Legislative and Policy Forum concluded at approximately 11:05 a.m.

Approved this 8th day of January 2026.

Chair

Secretary-Treasurer

AGENDA ITEM #4

Annual Leadership and Governance

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice
DATE: December 30, 2025
SUBJECT: Annual Leadership and Governance

At the January 2026 meeting, the Commission will be asked to take actions to appoint new officers, committee and board appointments, and signatories and pension trustees. Chair Snyder will be recognized for his outstanding service over the last year as chair of NVTC.

A. ACTION ITEM: Approve the Recommended Slate of Officers for 2026

At the January meeting, the Commission will be asked to approve the recommended slate of officers for 2026:

Sarah Bagley, Chair*
Matt Letourneau, Vice-Chair*
Maureen Coffey, Secretary-Treasurer*
*nominated

Following approval, outgoing Chair Snyder will administer the oath of office to the new 2026 officers.

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 an officer of the Northern Virginia Transportation Commission, according to the best of my ability.

B. ACTION ITEM: Approve a Resolution Commending the Honorable David F. Snyder for His Service as Chair of the Northern Virginia Transportation Commission for 2025

Outgoing Chair David Snyder will be recognized at the January meeting for his outstanding leadership during 2025. The Resolution of Commendation will be presented to him at the meeting.

C. ACTION ITEM: Approve Resolution #2591: Approve the Appointments of NVTC Representatives to Various Boards for 2026

The Commission will be asked to approve Resolution #2591, which will approve the appointments to the WMATA Board of Directors, Virginia Railway Express (VRE) Operations Board and Virginia Transit Association (VTA) Board of Directors.

The resolution affirms the appointments of the WMATA Board members and their terms. Member terms and requirements are subject to the [Code of Virginia \(§33.2-1907.4\)](#). Paul Smedberg’s second term expires on January 5, 2026. As of the publication of these meeting materials, neither the current nor incoming Virginia Secretary of Transportation has appointed a Commonwealth designee to NVTC and the WMATA Board, which may require future action by NVTC to appoint the new Commonwealth designee to the WMATA Board.

On December 19, NVTC received Fairfax County’s 2026 appointment letter and Supervisor Rachna Sizemore Heizer is the county’s selection to serve as a VRE Operations Board principal member, which fills the vacancy from James Walkinshaw’s departure. The county’s other selections for the VRE Operations Board remain the same.

Some of these actions may also be contingent on subsequent actions by other local boards and councils as their NVTC appointments may not be known by January 8, 2026. [Resolution #2591](#) reflects the recommended appointments as of December 30, 2025. The resolution will be updated as a blue item if any jurisdiction or the Commonwealth makes appointments between the materials posting date and the January 8 meeting. The recommended appointments are as follows:

NVTC’s WMATA Board of Directors

Principals

Commonwealth Appointee
(term expires 01-xx-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)

Virginia Railway Express (VRE) Operations Board

Principals:

Fairfax County:
Rachna Sizemore Heizer
Daniel Storck
City of Alexandria:
Sarah Bagley
Arlington County:
Takis Karantonis

Alternates:

Fairfax County:
James Bierman
City of Alexandria:
Canek Aguirre
Arlington County:
Maureen Coffey

Virginia Transit Association (VTA) Board of Directors

Principals:

David Snyder
Kate Mattice

Alternates:

Sarah Bagley
Canek Aguirre

D. ACTION ITEM: Approve Resolution #2592: Approve the 2026 NVTC Committee Membership

The Commission will be asked to approve Resolution #2592, which will approve the recommended 2026 NVTC committee membership, including the Executive Committee, WMATA Committee, Legislative and Policy Committee, and Program Advisory Committee. NVTC By-Laws determine the membership of the Executive Committee and also speak to the make-up of the other committees. For the other three NVTC committees, membership is drawn from the member jurisdictions in a representative manner, as seen in the roster below. For 2026, there are two major changes to the committee roster: 1) Takis Karantonis will replace Maureen Coffey on the Program Advisory Committee; and 2) Vice-chairs have been added to help facilitate meetings if the chair cannot be present at a meeting. This will help to keep the continuity of committee work moving forward.

Some of these actions may be contingent on subsequent actions by local boards and councils as their NVTC appointments may not be known by January 8, 2026. The resolution will be updated as a blue-sheeted item if any jurisdiction makes further appointments between the materials posting date and the January 8 meeting. The committee roster for 2026 reflects the recommended appointments as of December 30, 2025:

NVTC Executive Committee

Chair, Sarah Bagley*

Vice-Chair, Matt Letourneau*

Secretary-Treasurer, Maureen Coffey*

WMATA Committee Chair, Matt de Ferranti

Legislative and Policy Committee Chair, Canek Aguirre

Program Advisory Committee Chair, Dalia Palchik

Immediate Past Chair, David F. Snyder

General Assembly Member, Adam Ebbin

Non-Voting Members:

WMATA Principal Member, Walter Alcorn

WMATA Principal Member, _____

*nominated

NVTC WMATA Committee

Chair, WMATA Alternate Member, Matt de Ferranti

Vice-Chair, Matt Letourneau

WMATA Principal Member, Walter Alcorn

WMATA Principal Member, _____

WMATA Alternate Member, Canek Aguirre

David Snyder

Arlington County

Loudoun County

Fairfax County

Commonwealth

City of Alexandria

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

E. ACTION ITEM: Approve Resolution #2593: Approve the Designation of NVTC Signatories and Pension Trustees

The Commission will be asked to approve [Resolution #2593](#), which will designate NVTC signatories and pension trustees. Every January the Commission authorizes the executive director, director of finance and administration, and the newly elected secretary-treasurer to serve as signatories for financial transactions exceeding \$5,000. Also, these persons plus the NVTC comptroller are selected to serve as NVTC's employees' pension trustees. The resolution will be updated to its final version after the election of officers. Maureen Coffey has been nominated to serve as the secretary-treasurer for 2026.



RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable David F. Snyder for His Service as Chair of the Northern Virginia Transportation Commission for 2025
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network and demonstrating that effective and efficient public transit fosters economic vitality in the region and the Commonwealth;
- WHEREAS:** The Honorable David F. Snyder has served with distinction as a NVTC Commissioner since 1994 and served as chair in 2000, 2007, 2015 and 2025;
- WHEREAS:** In 2025, Chair Snyder led NVTC during its 61st year of operations, which was a standout year for the Commission as it celebrated record-breaking ridership across the region's public transit agencies, including key bus routes funded through NVTC's Commuter Choice program;
- WHEREAS:** The year 2025 was pivotal for the building the case to strengthen the public transit network as NVTC Commissioners and staff played integral roles in two initiatives 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, studied long-term, sustainable, dedicated operations and capital funding as well as cost-containment controls and strategies to meet the growing needs of public transit agencies in Northern Virginia including WMATA, VRE, and local, regional and commuter bus operators serving the region;
- WHEREAS:** Under Chair Snyder's leadership, NVTC staff 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;
- WHEREAS:** In 2025, Chair Snyder engaged with the NVTC WMATA Committee, local jurisdictional leaders, regional stakeholders and staff to develop NVTC's 8th Annual Report on the Performance and Condition of WMATA, highlighting key priorities; offering strategies for WMATA to continue its efforts toward reducing cost growth and increasing revenues as well as safety, reliability and financial performance data; and providing a framework to develop longer-term funding and reform solutions;

WHEREAS: Chair Snyder supported the Commuter Choice program, which set records in 2025 with the highest reported ridership numbers in the history of the program, supporting over 65,000 weekday trips on the I-395 and I-66 corridors resulting in 2,400 hours travel time saved and \$28,000 in fuel saved;

WHEREAS: Chair Snyder championed NVTC's Envision Route 7 project to bring better bus service to the to the Route 7 corridor while simultaneously planning for bus rapid transit (BRT) connecting Tysons and Alexandria. During 2025, NVTC engaged hundreds of people to hear how they want to improve bus service along this busy transit corridor;

WHEREAS: Chair Snyder supported NVTC's Transit Data and Analysis program, which in 2025 elevated the use of data to tell the story of public transit in Northern Virginia in easy-to-understand formats, including debuting 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); giving a face-lift to the Transit Data Dashboard to prove a more streamlined and user-friendly experience; and developing the Envision Route 7 Explorer and the Bus Priority Interactive Map; and

WHEREAS: Chair Snyder supported NVTC's ongoing management of vital local, regional, Commonwealth and federal funds, including another clean audit that reflects both NVTC's impeccable financial record and the dedication of NVTC's professional financial team.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable David F. Snyder for his leadership as chair of NVTC for 2025 and 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. Snyder as an expression of its gratitude and in appreciation for his leadership and work on the Commission in promoting and funding public transit in Northern Virginia.

Approved this 8th day of January 2026.

Chair



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: Neither the current nor incoming Virginia Secretary of Transportation has appointed a new Commonwealth designee on NVTC and the WMATA Board, which will require future action by NVTC to appoint the new Commonwealth designee to the WMATA Board.

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:

Commonwealth Appointee
 (term expires 01-xx-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 8th 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, _____

*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, _____ 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 8th day of January, 2026.

Chair

Secretary-Treasurer



RESOLUTION #2593

SUBJECT: Approve the Designation of NVTC Signatories and Pension Trustees

WHEREAS: The Honorable Maureen Coffey (nominated) has been elected secretary-treasurer of NVTC for 2026; and

WHEREAS: NVTC desires that the person holding the office of secretary-treasurer be designated as an official signatory as well as a pension trustee.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby selects the following persons to serve as NVTC signatories (who are eligible to sign individually for any transaction of less than \$5,000 and with one other signatory for transactions of \$5,000 or greater):

Hon. Maureen Coffey (nominated)	Secretary-Treasurer
Katherine A. Mattice	Executive Director
Scott C. Kalkwarf	Director of Finance and Administration

BE IT FURTHER RESOLVED that the individuals listed above shall serve as NVTC employees' pension trustees, with the addition of NVTC's Comptroller Colethia Quarles.

Approved this 8th day of January 2026.

Chair

Secretary-Treasurer

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice, Scott Kalkwarf and Genoveva Cutrell
DATE: December 30, 2025
SUBJECT: Consent Agenda (subject to approval of the chair)

At the January 2026 meeting, the Commission will be asked to approve the Consent Agenda which includes an action to submit a state grant.

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

A. ACTION: Authorize the Executive Director to Submit a DRPT Technical Assistance Grant for NVTC Strategic Planning

The Commission is asked to authorize the executive director to submit a DRPT Technical Assistance Grant for \$150,000 to conduct a strategic plan to reflect the changing roles and responsibilities of the organization and to establish goals for the next five to seven years. If awarded, the grant for this effort will be matched using funds from NVTC's research budget.

NVTC last completed a [Strategic Implementation Plan in 2014](#) that developed the [current mission, vision and values](#) and conducted a strategic retreat in 2018 that led to changes in [NVTC's By-Laws](#). In the past decade, NVTC has grown in scope, responsibilities and research efforts and the time has come to reevaluate NVTC's strategic focus and map out organization goals for the next five to seven years.

Based upon direction from Commissioners prior to the selection of a consultant, the Plan may include the following components:

- Mission, Vision, and Values
- Regional Context and Environmental Scan
- Strategic Goals and Objectives
- Funding Strategy
- Implementation Plan
- Performance/Accountability and Evaluation
- Stakeholder Engagement
- Governance and Accountability
- Future Readiness

Applications to DRPT are due in February 2026. If approved, NVTC will use funding to hire a consulting firm to assist with the necessary facilitation, research and drafting of a comprehensive strategic plan with a goal to present to the Commission for approval in 2027.

AGENDA ITEM #6

NVTC 2025 Year in Review and 2026 Look Ahead

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice
DATE: December 30, 2025
SUBJECT: NVTC 2025 Year in Review and 2026 Look Ahead

At the January 2026 meeting, the executive director will present the Commission's accomplishments during 2025 and also give a look ahead for 2026.

- 2025 Year in Review

This past year, 2025, was a milestone year for public transit in our region and for the work of the Northern Virginia Transportation Commission. The year was marked by record ridership on bus and rail, major progress on bus rapid transit planning, and critical work to secure long-term funding for the region's transit network.

[NVTC's 2025 Year in Review](#) highlights these efforts, detailing the continued success of the Commuter Choice program, major planning and outreach activities for the Envision Route 7 bus rapid transit project, and the role of NVTC staff and Commissioners in DMVMoves and SJ 28 (the General Assembly's Growing Needs of Northern Virginia Public Transit) -- two efforts that provided recommendations for sustainable transit funding. The Year in Review also shares information on NVTC's continued fiscal stewardship, its oversight of WMATA, and the support it provides to the local jurisdictions and transit agencies that move more than two million riders each week.

- 2026 Look Ahead

NVTC expects 2026 to be a critical year for Northern Virginia transit as funding recommendations from DMVMoves and the Virginia General Assembly's SJ 28 Joint Subcommittee guide new legislation in the Virginia General Assembly's 2026 Session. The recommendations, if enacted into law, have the potential to provide long-term financial stability for our regional transit network, which experienced record-breaking ridership last year.

NVTC's [push for dedicated transit funding](#) to not only sustain, but expand and modernize service on Metro, VRE and local bus systems informed the development of [NVTC's 2026 Legislative and Policy Agenda](#) as well as NVTC's [2025 Report on the Performance and Condition of WMATA](#). As the General Assembly proceeds with its 2026 Session, we will be ready to respond to any funding and programmatic changes.

The [Commuter Choice](#) program will also have major milestones in 2026, completing the I-66 needs assessment to identify future transit and transportation projects, adopting another round of I-66 project programming, and then issuing its next Call for Projects for I-395/95.

The [Envision Route 7](#) project, which completed a planning and outreach push in the fall, will go out to the community again this spring to update riders on project progress between Seven Corners and Southern Towers/Mark Center and gather additional input.

NVTC will continue its [strong relationship with the Washington Metropolitan Area Transit Authority \(WMATA\)](#), as it is charged with the funding and stewardship of WMATA, makes appointments to the WMATA Board, manages regional and state funding for WMATA on behalf of NVTC's local jurisdictions, and reports Metro ridership data. We expect these efforts to continue if not strengthen in 2026 as we respond to changing legislative and/or funding responsibilities.

In addition to these large programmatic efforts, NVTC will focus in 2026 on launching its [zero-emission bus technical assistance program](#) available to NVTC jurisdictions and transit systems, expand our Northern Virginia transit story through our [data visualization and analysis](#) program, and continue to [manage federal, state, regional and toll funding](#) that supports our local jurisdictions and transit agencies, helping them meet the region's current and future transit needs.



Advancing Transit

2025 YEAR IN REVIEW



Advancing Transit

2025 YEAR IN REVIEW

3 Executive Summary	14 Virginia Railway Express Looks to the Future
4 NVTC Supports Efforts to Establish Sustainable Transit Funding	15 Legislative Forum
6 Northern Virginia Public Transit Ridership Thrives	16 NVTC in the News
7 NVTC Continues to Urge Metro to Find Cost Savings, Increase Efficiency	17 Awards and Honors
8 Commuter Choice Program Achieves Record Ridership	18 NVTC in the Community
10 Envision Route 7 Advances Detailed Study, Community Outreach	23 Financial Management
12 Making Buses Faster and Cleaner	20 Commission Officers
13 Using Data to Tell the Public Transit Story	21 Remembering Gerry Connolly and Cathy Hudgins
	22 Member Jurisdictions

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





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.



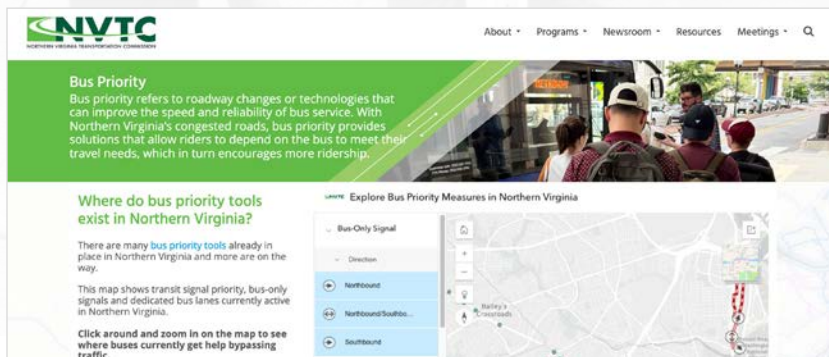
Making Buses Faster and Cleaner

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.

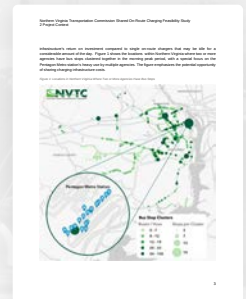


Shared Infrastructure for Battery Electric Buses

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.



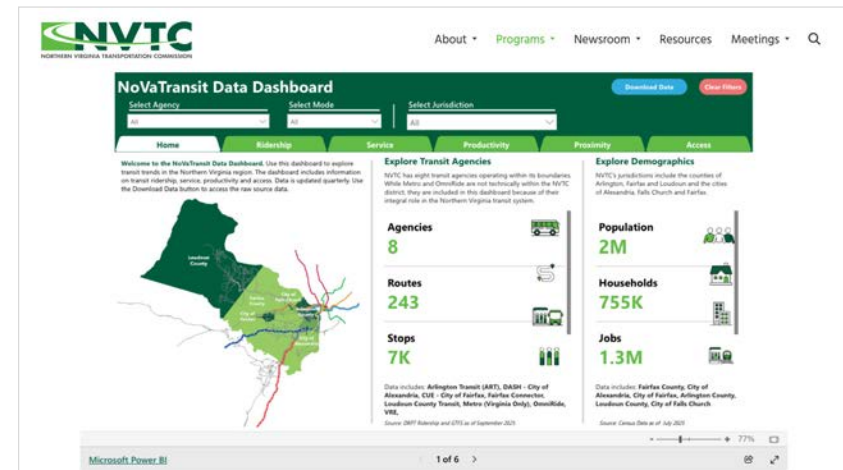
Transit Data Dashboard

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

Virginia Mercury

- › Virginia commissions approve \$155 million Manassas rail line agreement bit.ly/4pOF9Mo

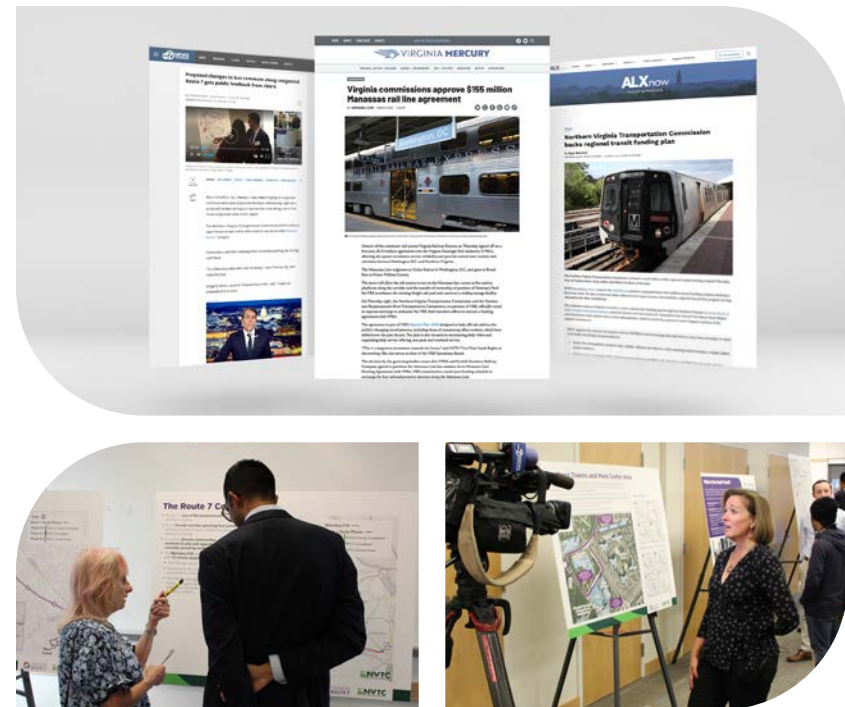
ALXnow

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

FFXnow

- › Richmond Highway BRT, other bus lines set to receive regional transit funding bit.ly/4ohuY50

Read more: 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*

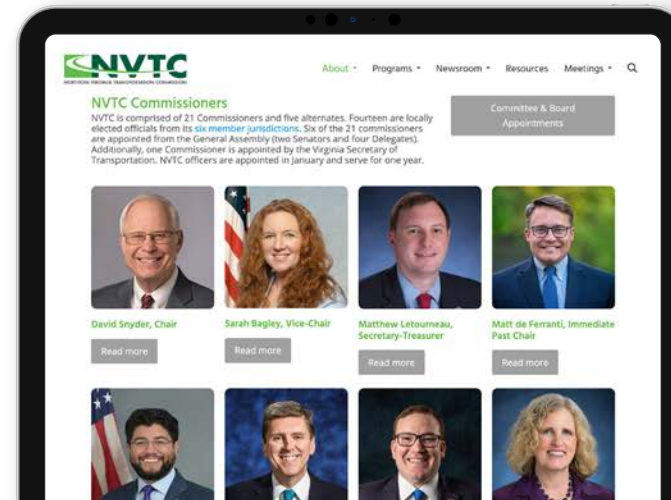


Matt de Ferranti

*WMATA Committee
Arlington County*

Meet Our Commissioners Online

View All Commissioners Here
(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."

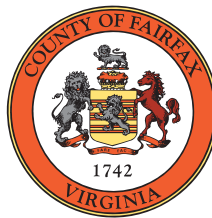
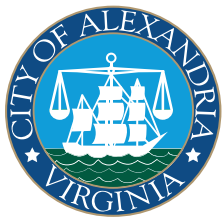
Cathy Hudgins came to the Commission in 2004, serving 16 years and leading NVTC as chair in 2010. Ms. Hudgins played a critical role as a longtime appointee and chair of the Metro Board of Directors. She was also committed to building the Silver Line, ensuring the completion of its first phase to Reston.

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.

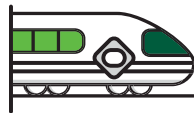
Total NVTC Fiscal Year 2025 Revenue

\$402 million



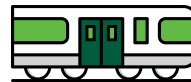
**\$33.4 million
Revenues**

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

**Northern Virginia
Transportation Commission**

2300 Wilson Boulevard

Suite 230

Arlington, VA 22201

(703) 524-3322

nvtc@novatransit.org

novatransit.org

Follow Us



@NoVaTransit

facebook.com/NoVaTransit



@NoVaTransit

x.com/NoVaTransit



Northern Virginia Transportation Commission

linkedin.com/company/northern-virginia-transportation-commission



@novatransit_ig

instagram.com/novatransit_ig



Northern Virginia Transportation Commission

youtube.com/@NoVaTransit

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

At the January 2026 meeting, the Commission will receive a report from Virginia WMATA Board Member Walter Alcorn on several WMATA items as well as provide an overview on WMATA’s FY 2027 General Manager/CEO Proposed Budget released December 11. NVTC’s WMATA Committee will be discussing NVTC’s response to the proposed budget in the next agenda item.

A. Proposed FY 2027 WMATA Budget

The [proposed WMATA FY 2027 Operating Budget](#) features several rail and bus service enhancement concepts, primarily funded through operating efficiencies, and the capital improvement program features two scenarios, one of which includes the \$460 million in funding identified through the DMVMoves initiative and one that does not, limiting WMATA’s ability to reinvest in the system. Legislatures in Virginia, Maryland and the District of Columbia will need to identify additional funding for WMATA to fully address two priority capital priorities: rail modernization on the Red Line and the first option for the 8000-series railcar contract.

On December 11, the Finance and Capital Committee authorized public hearings for the [FY 2027 Operating Budget and the FY 2027-2032 Capital Improvement Program \(CIP\)](#). WMATA expects continued revenue growth to improve service and reduce reliance on preventive maintenance transfers. Relative to earlier forecasts, FY 2026 and FY 2027 combined revenue and expenses are both expected to increase. Preventive maintenance transfers are anticipated to decrease to historical levels of \$60 million per year by FY 2029. For the first time, the operating budget proposal includes a multi-year budget and service plan forecast to foster better planning and predictability for WMATA and its regional partners (Figure 1).

Figure 1: Proposed Operating Budget and 2-Year Forecast

(\$ in millions)	FY2025 Actual	FY2026 Budget	FY2026 Forecast	FY 2027 Proposed Budget	FY2028 Forecast	FY2029 Forecast
Total Revenue	\$594	\$564	\$632	\$651	\$719	\$732
Gross Expenses	\$2,531	\$2,607	\$2,650	\$2,740	\$2,823	\$2,874
Preventive Maintenance Transfer	(\$89)	(\$109)	(\$84)	(\$126)	(\$82)	(\$60)
Net Expenses	\$2,442	\$2,498	\$2,566	\$2,614	\$2,741	\$2,814
Gross Subsidy	(\$1,848)	(\$1,934)	(\$1,934)	(\$1,963)	(\$2,022)	(\$2,082)
Prior Year Savings		\$28	\$28	\$0		
Federal Relief	\$123	\$0	\$0			
Jurisdictional Contribution	\$1,753	\$1,906	\$1,906	\$1,963	\$2,022	\$2,083
Operating Result	\$28	\$0	\$0	\$0	\$0	\$0

Service improvements and reduced PM transfer are contingent on continued revenue growth and effective management of expenses.

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

The WMATA Board faces key decision points regarding priority investments in the proposed capital program (Figure 2). The Board will adopt a CIP by April 2026, the final outcome of which will rely heavily on legislative sessions in Virginia, Maryland and the District of Columbia. Each legislature is anticipated to consider the additional funding proposed by the DMVMoves initiative. As a result, WMATA has developed two CIP scenarios: one with no new regional investment and one with \$460 million in additional regional investment beginning in FY 2028. Due to the timing of legislative sessions, the WMATA Board may need to adopt a CIP before the three legislatures determine if and how they will provide the additional capital funding necessary to advance priority projects and programs.

Figure 2: Two CIP Scenarios Under Consideration

- Metro is maximizing available resources and reducing costs to advance priority projects and programs
- However, without additional funding, Metro risks backsliding on progress enabled due to regional investment, threatening system performance and reliability and impacting customer experience
- Funding uncertainty and continued external challenges require Metro to develop two capital program scenarios

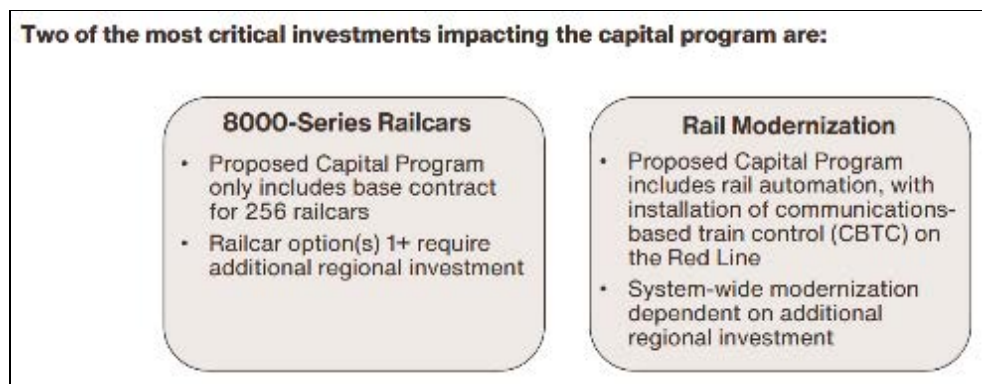


Source: [December 11, 2025 Finance and Capital Committee](#)

Additionally, the Board will need to decide whether to include funding to execute the first option of the 8000-series railcars contract (Figure 3). The deadline for the first option is December 2026, which would provide 104 additional railcars and maintain continuous

production from the base order. The proposed CIP (without additional regional investment) does not include funding for this first option and instead prioritizes rail modernization and communications-based train control (CBTC) on the Red Line to replace aging signaling infrastructure. Without additional capital funding, only one of these projects will be advanced. The 8000-series railcars and rail modernization on the Red Line are detailed in Figure 4 and Figure 5.

Figure 3: GM/CEO Proposed Budget Key Investment Decisions



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

Figure 4: 8000-Series Railcars

8000-Series Railcars

Metro is procuring 8000-series railcars to replace legacy railcars and improve service

- Procurement initiated in 2018 to acquire up to 800 railcars
 - Contract awarded in 2020 for base order (\$905M, 256 railcars)
 - Hitachi building railcars locally at new Hagerstown, Maryland facility
- The proposed Capital Program does not include Option(s) 1+ without additional funding
 - Fewer railcars will limit future service improvements and means potential reductions in efficiency and railcar reliability due to a smaller and comparatively older fleet
- If Metro moves forward, Options must be executed by:
 - Option 1** (\$324M, +104 railcars): December 2026
 - Options 2+** (up to 440 railcars): June 2027 and beyond



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

Figure 5: Advancing Rail Modernization on the Red Line

Proposed FY2027-FY2032 Capital Program will include Red Line Rail Modernization to begin to address Metro's highest priority capital need

Installation of communications-based train control (CBTC) on the Red Line provides the foundation for systemwide rail modernization and future automation investment

Total Red Line Rail CBTC cost is estimated to be \$900M - \$1.1B (\$1B estimated within FY2027-FY2032 CIP); full automation cost is estimated at \$1.8B

To replace the Red Line legacy signaling system with CBTC and consider installation of platform screen doors at select stations:

- FY2025 operating and capital cost savings and projected FY2026 and future capital program cost reductions and deferrals enable reprogramming of approximately \$600M
- Metro intends to apply for Capital Investment Grants Program Core Capacity grant, assuming a 60/40 split (Metro/Federal)
- Local share with Metro's non-federal sources, including dedicated funding



Replace legacy 1970s & 1980s electromechanical train control rooms...



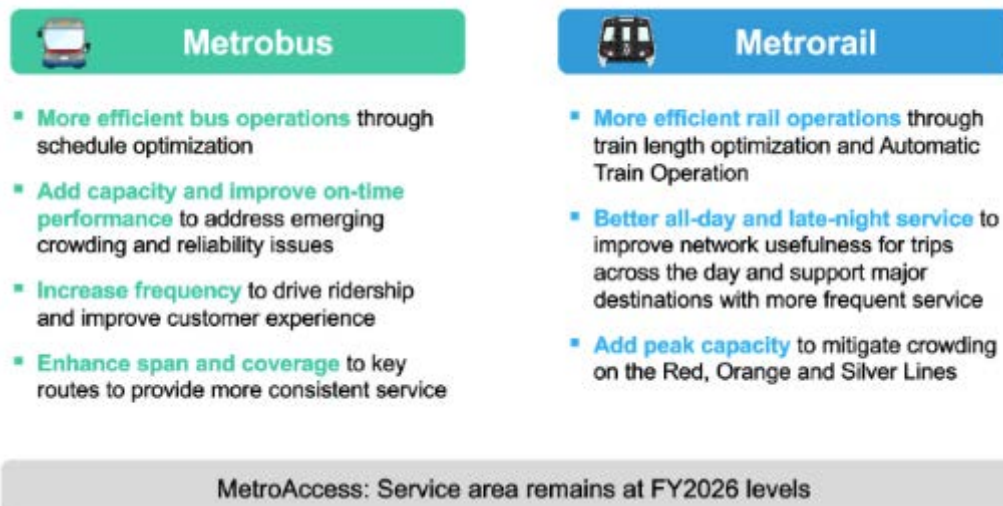
...with modern CBTC, using computers at the Metro Integrated Command and Communications Center running advanced software

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

The FY 2027 GM/CEO Proposed Budget assumes revenue growth and several efficiencies that will produce cost savings, and such savings would be reinvested in service improvements, modernization and reducing the need for preventive maintenance transfers to balance the operating budget. Reinvesting operating savings into additional service is a Board policy decision, and the Board may consider using these savings elsewhere.

The FY 2027 forecast identified several opportunities for ridership and revenue growth without raising fares despite potential headwinds including uncertain economic conditions, regional workforce changes and decreasing levels of tourism and leisure travel. To encourage more ridership, WMATA presented several potential service improvement concepts including schedule optimization, better on-time performance, increased frequency and enhanced span and coverage (Figure 6).

Figure 6: FY 2027 Service Improvement Proposals



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

WMATA will continue working to advance the visionary Better Bus Network by adjusting Metrobus service to attract more customers, save travel time and provide access to more jobs for the region's residents. Concepts in the FY 2027 Proposed Budget would achieve nearly 5% of the visionary network and WMATA expects these improvements to increase ridership to 282 million trips, 5% above FY 2026 forecasted levels. Service improvements on Metrorail include increasing frequencies for Red, Orange, Blue and Silver Lines. The net budget impacts of these changes are based on assumptions of aggressive expense management and cost containment strategies including preventive maintenance transfers (Figure 7). WMATA has not yet shared how these proposals would impact jurisdictional subsidy.

Figure 7: Net Budget Impact of Proposed Service Changes

	Metrobus		Metrorail	
	Lines	Net Budget Impact		Net Budget Impact
DC	9	\$4.7	O S B	\$7.7
MD	7	\$2.8	R	\$1.7
VA	2*	\$1.4	Targeted Eight-Car Train Capacity	\$1.0
Scheduling Efficiencies		(\$2.0)	ATO Efficiencies	(\$9.1)
Total Net Budget Impact		\$6.9 M		\$1.2 M

* Does not include the potential 2 new routes via local grant funding.

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

Specific Virginia Metrobus proposals include additional A76 peak service to reduce headways from 30 to 15 minutes between Ballston and Mark Center and extending the morning and evening peak hours of the A49. WMATA is also considering applying for NVTC I-66 Commuter Choice funding that could support introduction of the A6X, a new peak-period, limited stop service from Dunn Loring to the Pentagon and Crystal City, and F2X, a new peak-period limited stop service from Spring Hill to the Mark Center and West Alexandria to complement F20 service. Rail service improvements in Virginia would include trains every 10 minutes (down from 12) on the Orange, Silver and Blue lines and additional peak-period capacity.

During the FY 2027-2032 Capital Program outlook presentation in November, WMATA staff explained that estimates are based on various assumptions; the forecasts assume that current federal grants will continue at similar levels, that \$500 million of existing dedicated funding will continue, that jurisdictional subsidies will grow at 3% annually and that the capacity to issue debt will expire in approximately FY 2029. This scenario identifies an \$11.3 billion FY 2027-2032 funding outlook. Funding capacity for investment in the capital program will continue to rely on cost savings and schedule adjustments (Figure 8).

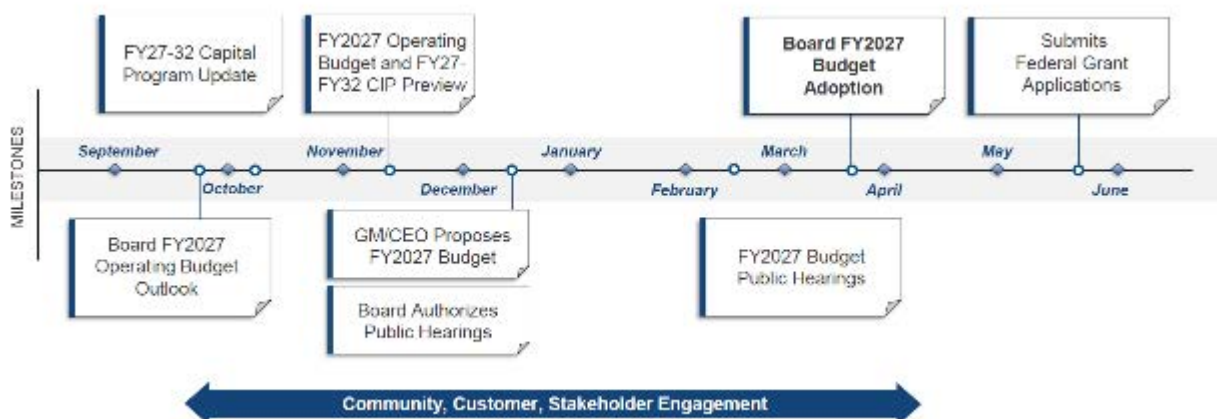
Figure 8: Cost Savings and Scheduling Enable Capital Investment



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

Public hearings and outreach regarding both the budget and the CIP will occur in February (Figure 9). An [in-person hearing](#) will occur on Tuesday, February 3 at 6:00 p.m. at the Arlington County Board Room, followed by two virtual hearings on February 4 at 12:00 p.m. and February 5 at 6:00 p.m. NVTC staff will work with the NVTC WMATA Committee to submit comments on WMATA's FY 2027 Proposed Budget and CIP.

Figure 9: Key Budget Milestones



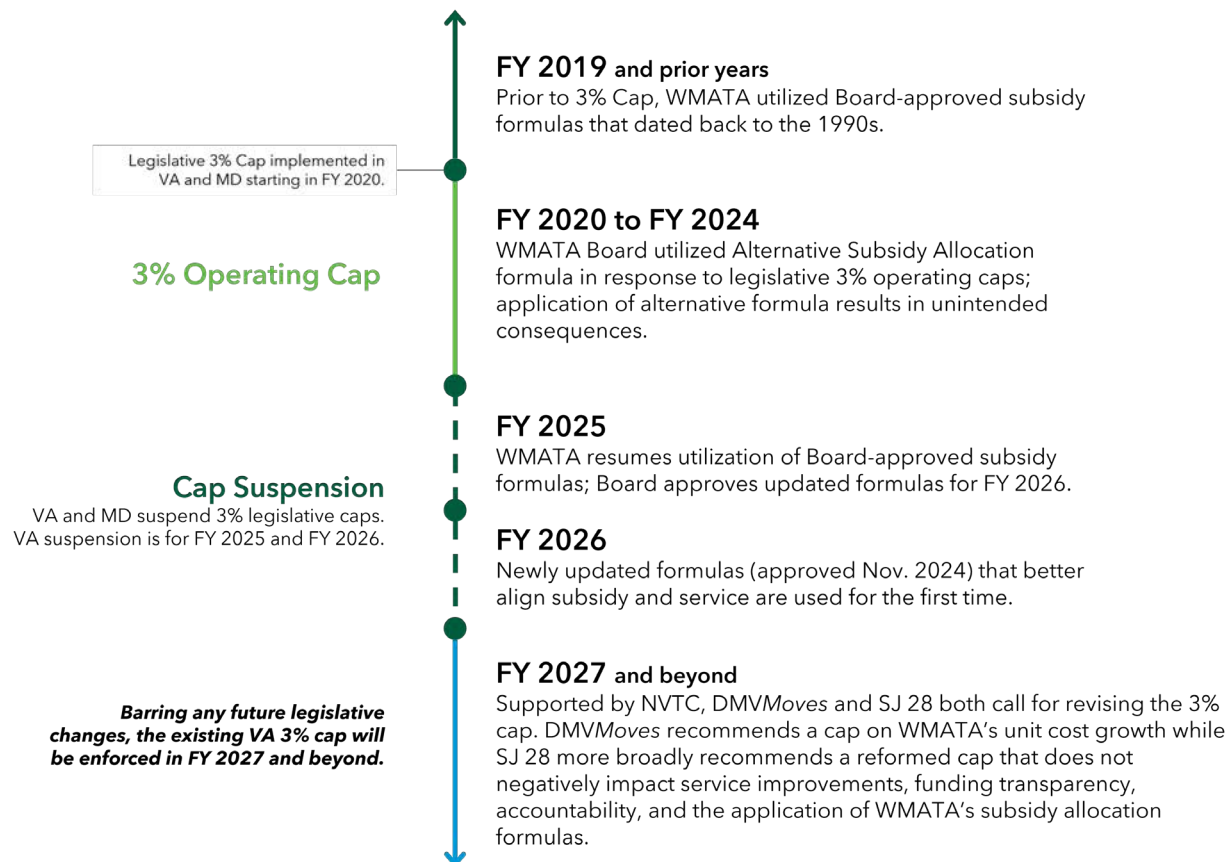
Source: [December 11, 2025 Finance and Capital Committee](#)

WMATA's FY 2027 Budget and the 3% Cap in Virginia

WMATA indicated that the FY 2027 jurisdictional subsidy table would be released publicly in mid-January. In earlier briefings to the WMATA Board, staff anticipated a 3% total annual growth in jurisdictional subsidies, which may or may not result in a 3% growth for Virginia depending on subsidy allocation formula outputs (subsidy allocation formulas were updated last year and first used in the FY 2026 Budget). Virginia's legislative 3% operating cap was suspended in FY 2025 and FY 2026 and resumes in FY 2027 (Figure 10). If Virginia's operating subsidy grows by more than 3% from FY 2026 to FY 2027 and the 3% operating assistance growth cap ([Code §33.2-1526.1\(K\)](#)) is not changed by the General Assembly, the Commonwealth would withhold 35% of the state's operating assistance to WMATA. This

assistance is used by NVTC jurisdictions to meet their subsidy obligations to WMATA and this could have a potentially devastating impact on Northern Virginia jurisdictions.

Figure 10: Recent 3% Cap History in Virginia



Source: [Virginia Budget Bills](#)

NVTC endorsed DMVMoves and SJ 28 resolutions which call for a revised 3% cap that does not interfere with WMATA's subsidy allocation formulas. NVTC staff will work with the Virginia WMATA Board members and the NVTC WMATA Committee as necessary to ensure that the outcome of WMATA's budget process and Virginia's General Assembly session do not result in any withholdings of state support for WMATA to NVTC jurisdictions. NVTC staff are reviewing the GM/CEO Proposed Budget and will monitor any legislation that might impact Commonwealth operating assistance for Northern Virginia jurisdictions in WMATA's FY 2027 Budget.

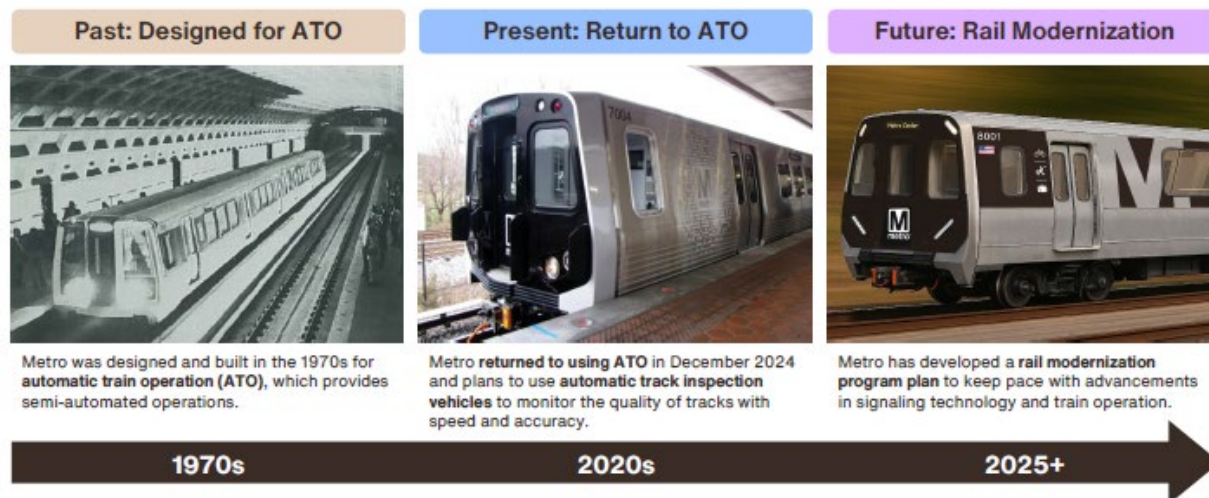
B. Report from the Virginia WMATA Board Members

▪ Rail Modernization Program

On December 11, the Finance and Capital Committee received a briefing on [WMATA's Rail Modernization Program](#), including the vision for modernizing and automating the Metrorail system, a summary of the elements of the program and how they build upon each other, as well as the business case for modernization, showing how the potential benefits to WMATA and the region exceed the costs of the program. This item was previously scheduled to go to the Board on November 20 and as such, was covered in November Commission materials.

The Metrorail signaling system was first built in the 1970s and while still safe, is increasingly prone to failures, driving up costs and causing millions of minutes in passenger delays each year. Although Metrorail was designed to run on Automatic Train Operation (ATO, Grade of Automation 2), ATO technology has advanced since the design of Metrorail and investments are necessary to run the system to its full potential (Figure 11). Enhancing infrastructure and capability including modern signaling, new and retrofitted railcars, platform and station upgrades and new operational approaches will improve service for 21st century needs (Figure 12).

Figure 11: History of ATO on Metrorail



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

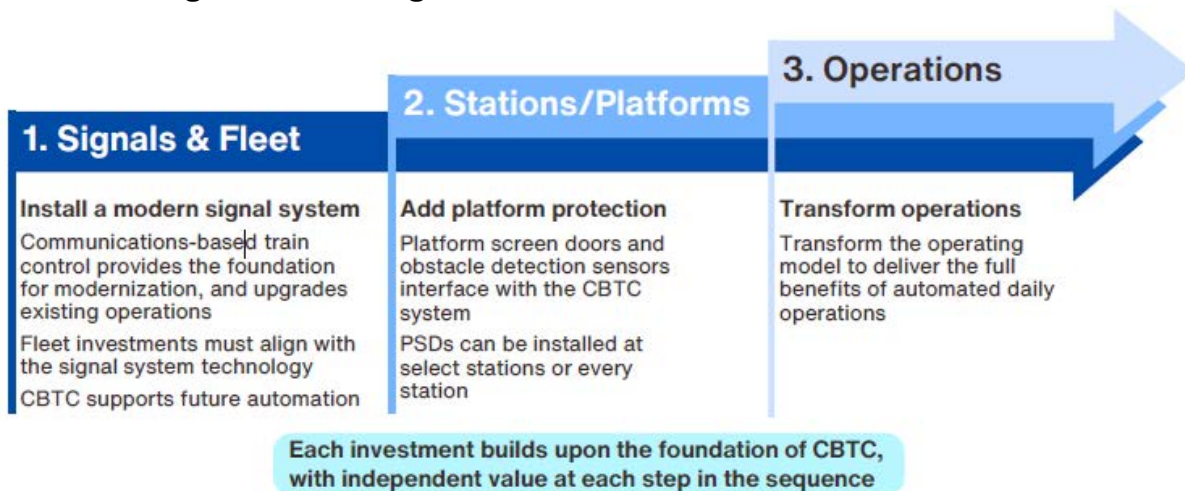
Figure 12: Elements of Rail Modernization



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

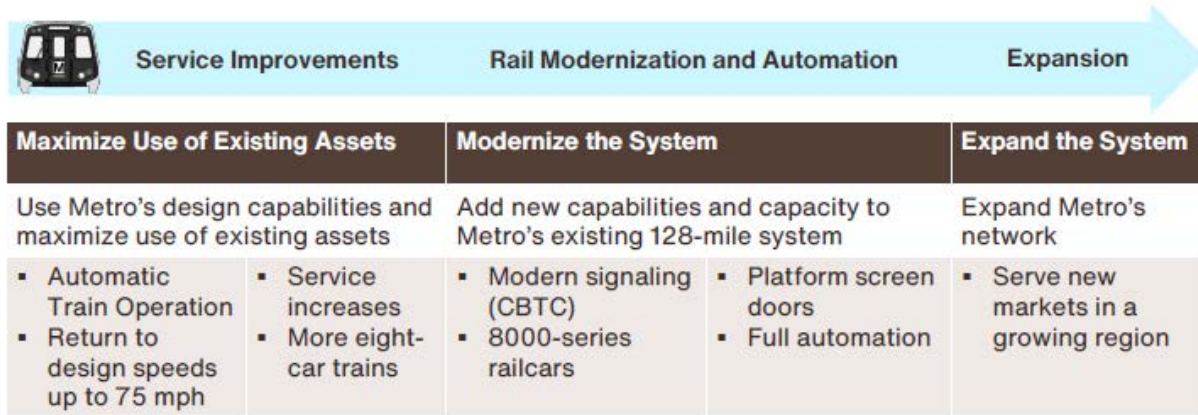
Modernization investments may be phased based on available resources and regional priorities. Communications-based train control (CBTC) has been identified as the foundational and first phase, as further investments would rely on accurate, modern signals (Figure 13). CBTC would modernize the communications available between track, train and operator, and may have the capability to control all aspects of train operations, including detection of obstacles on the track. WMATA can work toward incremental investments starting with CBTC, rather than investing in the entire ATO ecosystem at the same time, in order to maximize financial capacity (Figure 14).

Figure 13: Building Blocks of Modernization and Automation



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

Figure 14: Rail Modernization Incremental Strategy



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

Modernization of the Metrorail system would address four core goals in alignment with the Strategic Transformation Plan (STP): safety, reliability, capacity and cost efficiency. Platform screen doors and automated operations would reduce human error including acceleration and braking issues, track intrusions, trespassing and fatalities from persons struck by trains. Automation also improves on-time performance with consistent and optimized dwell times, higher speeds and faster recovery from delays.

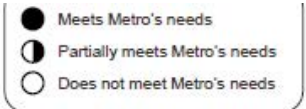
Reduced reliance on operator availability and fewer critical incidents also increase the reliability of the system. Capacity is increased using existing infrastructure by enabling faster turnbacks and increased throughput for optimized operations. Each of these achievements in turn enhances financial efficiency of the system.

Additionally, automated train coupling and uncoupling enables more effective train sizes based on demand, improving fleet utilization and reducing strain on railcars. Finally, better service attracts higher ridership and passenger revenue potential. Compared to the alternatives of maintaining the existing signaling system or expanding the Metrorail system, modernization is the only option which addresses all four of the identified benefits (Figure 15).

Figure 15: Modernization Addressing STP Goals

Only Modernization addresses each of Metro's needs

Metro considered three major investment options to address Metro's multiple challenges, including aging infrastructure and capacity constraints.



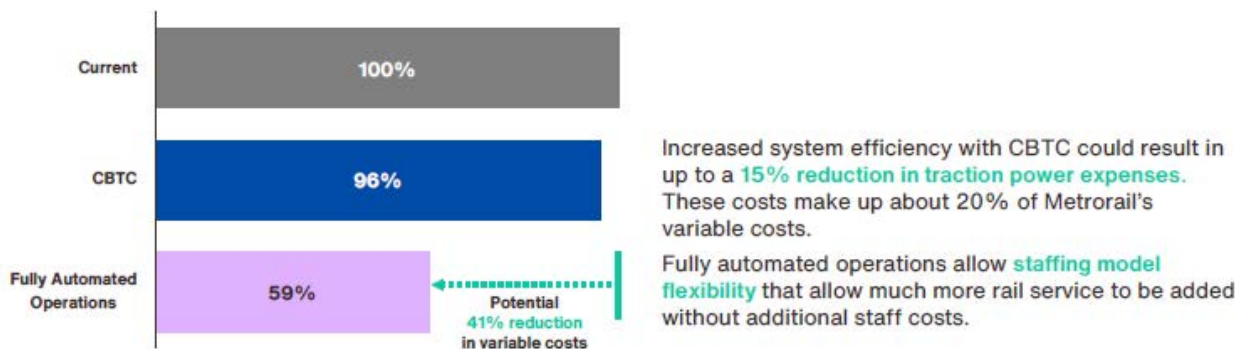
Alternatives	⊕ Safety	🕒 Reliability	📊 Capacity	💰 Efficiency
1. Maintain the Existing Signal System: Attempt to sustain operation of existing system.	○	●	○	○
2. Expand the Metrorail System: Build a new Metro line to add capacity and coverage.	○	◐	●	○
3. Modernize the System: Upgrade to Communications-Based Train Control (CBTC), integrate with new railcars, and install platform screen doors.	●	●	●	●

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

WMATA anticipates that the rail modernization program would provide consistent speeds, physical barriers to trespassing, more efficient signaling and better utilization of resources, among other benefits. Fully automated operations would reduce marginal operating costs by up to 41%, enabling efficient operation of high-frequency service all day to maximize ridership (Figure 16). CBTC would provide significant benefits on its own, particularly increasing capacity and reliability, but needs more ATO infrastructure to provide efficiency and safety gains (Figure 17).

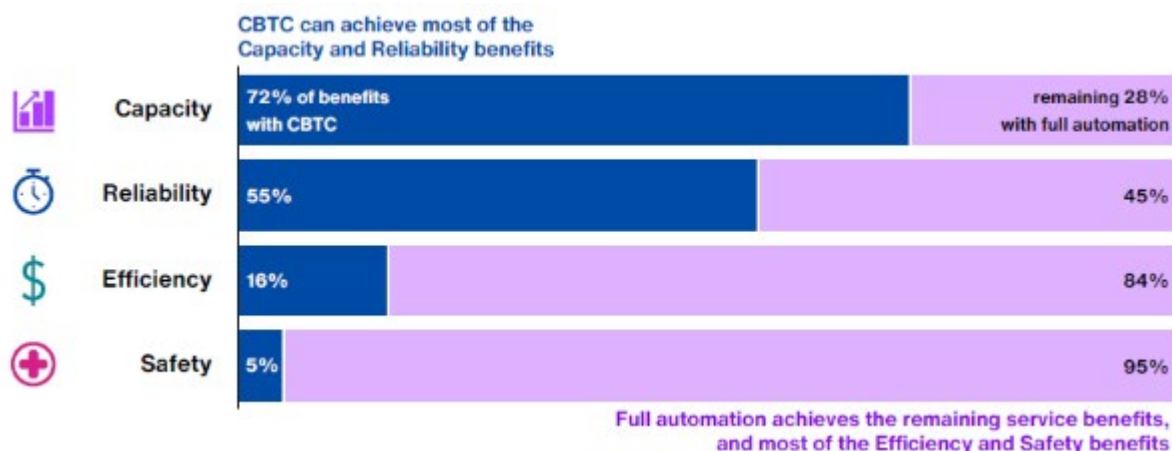
Figure 16: Incremental Cost Savings from ATO

Incremental Cost to Add Rail Service



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

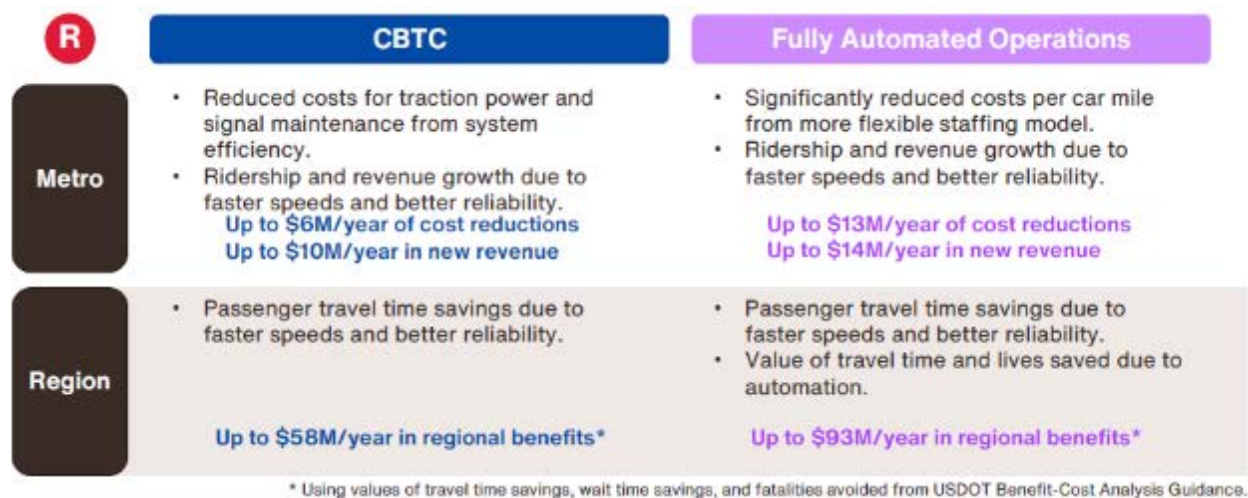
Figure 17: Benefits of CBTC and Automation



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

In such a program, systemwide implementation of CBTC and other ATO investments would occur in a phased approach, and CBTC would first be implemented on the Red Line. Full automation on the Red Line would generate long-term cost savings that would offset the upfront costs of new infrastructure (Figure 18).

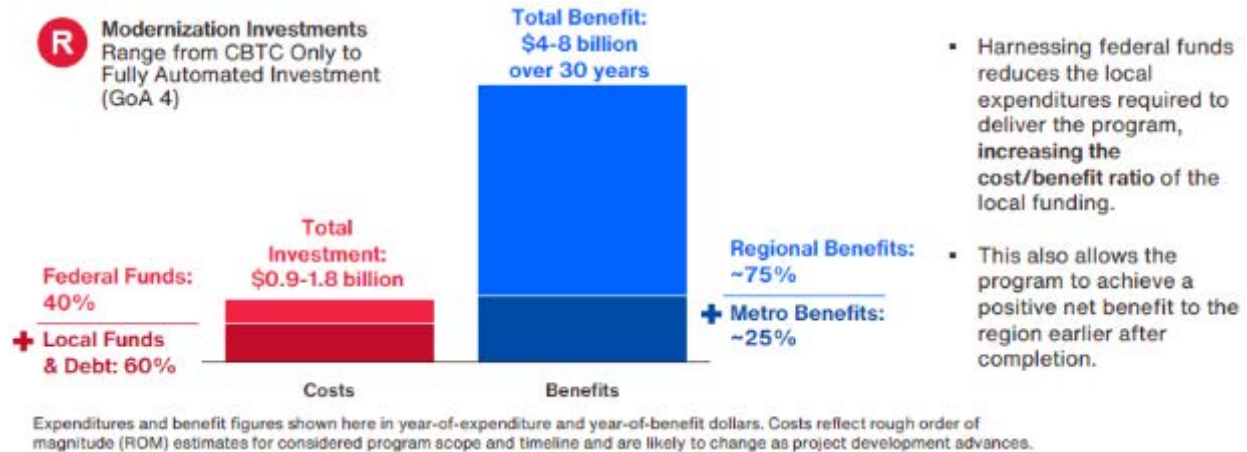
Figure 18: How Red Line Modernization Delivers Value



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

Federal Capital Investment Grants could support the rail modernization program. With a split of 60% local funds and 40% federal funds through these competitive grants, the return on investment for localities is significant—a total benefit of up to \$8 billion over 30 years (Figure 19). Benefits extend to the capital program as well. Optimized service, decreased redundancy and higher performing infrastructure reduce the need for railcar purchases, lower lifecycle maintenance costs and minimize pressure on rail yards and shops.

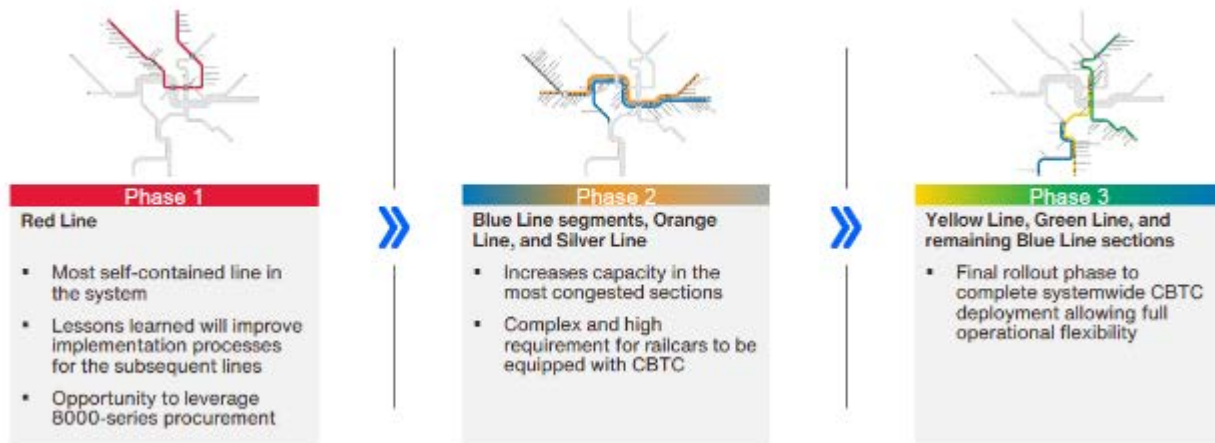
Figure 19: Red Line Investment Benefits and Returns



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

The phased, incremental implementation approach aims to minimize risk and maximize learning opportunities across lines. The Red Line's lack of interlining makes it the preferred choice for the first phase, as was done with ATO in December 2024. It would be followed by the Orange, Silver and Blue Lines (note: for the Blue Line, this phase would only include areas of highest congestion). Finally, Phase 3 would then be completed with the Yellow, Green and remaining Blue Line sections (Figure 20). Lessons learned during the Red Line installation would be applied to more complex sections on other lines, aiming for maximum efficiency in overall project delivery.

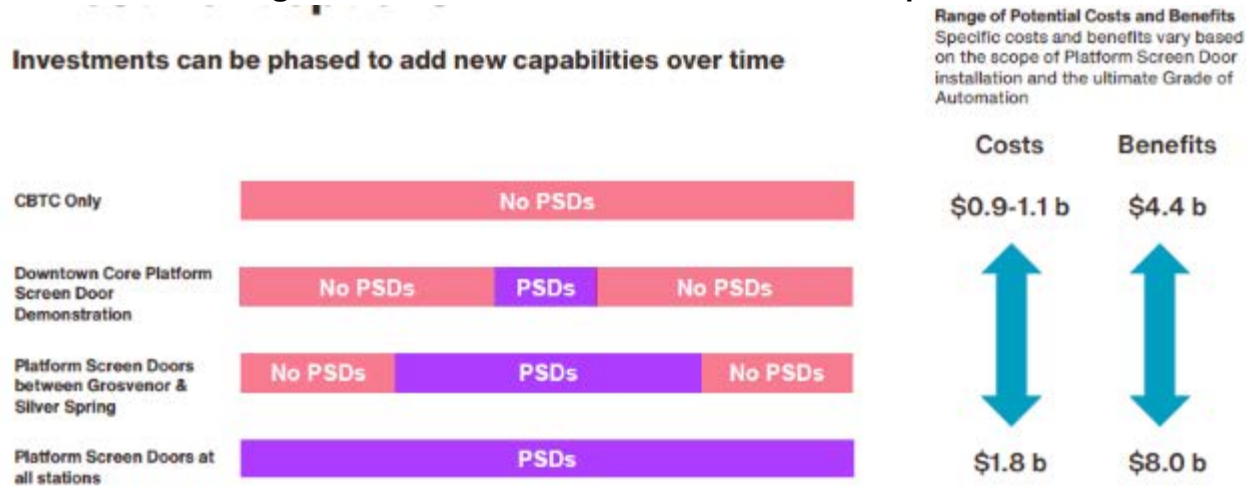
Figure 20: System Migration Strategy



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

The Red Line installation also presents an opportunity for incremental investment in platform screen doors (PSDs). Constructing PSDs only in downtown core stations, for example, would provide marginally lower costs and benefits than PSDs on all stations, as described in Figure 21 below.

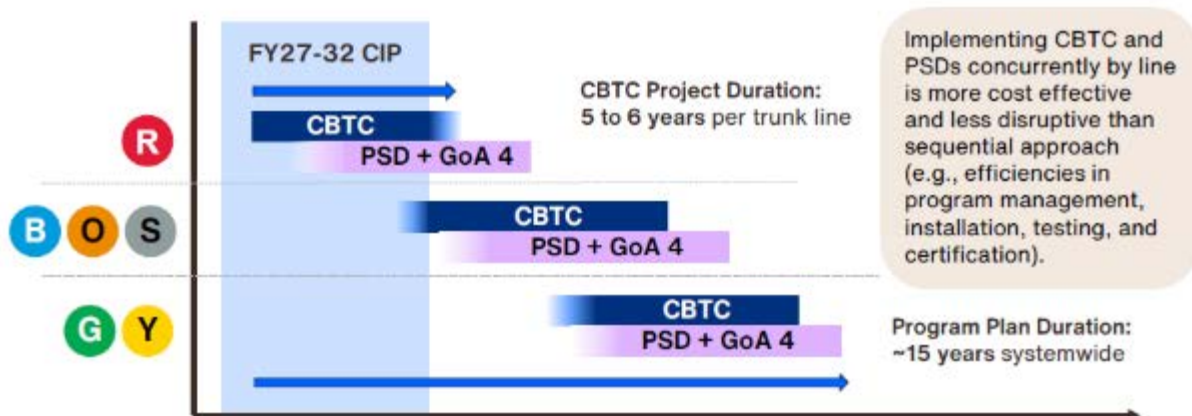
Figure 21: Red Line Incremental Investment Options



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

Rail modernization is a long-term program at an estimated five to six years per trunk line, or 15 years to install systemwide, dependent on funding availability (Figure 22). Investments toward modernization may be made incrementally on lines relative to capital program capacity. However, implementing CBTC and PSDs concurrently by line is more cost effective and less disruptive than a sequential approach.

Figure 22: Roadmap to Modernize Metrorail



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

Next steps toward rail modernization include the approval of the FY 2027-2032 CIP, including Red Line advanced signaling. Technical and functional requirements for the modernization program would follow with stakeholder engagement regarding PSD design. When appropriate, grant applications for federal funding would be prepared for submission.

▪ Strategic Transformation Plan

On December 11, the WMATA Board approved the updated [Strategic Transformation Plan \(STP\)](#) following extensive stakeholder outreach. Staff also presented the [Public Participation](#)

[Report](#), detailing WMATA’s strategy for communications and outreach regarding the STP update, including one public hearing hosted at NVTC, nine staff town halls, 519 completed surveys and 379 written comments regarding the updated plan (Figure 23). The Public Participation Report also includes written comments and analysis of customer feedback.

Figure 23: Public and Staff Outreach for STP Update



Source: [December 11, 2025 Executive Committee](#)

WMATA updated the STP to ensure the plan’s Goals, Objectives and Key Results target world-class transit service (Figure 24). 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 24: Strategic Transformation Plan Framework Update



Source: [December 11, 2025 Executive Committee](#)

▪ FY 2025 External Audit

On December 11, the Executive Committee heard a report on the FY 2024 and FY 2025 [independent financial statement audit by the Office of the Inspector General](#) (OIG). The firm contracted by OIG to conduct the audit provided an unmodified opinion.

▪ Authorization to Apply for Commuter Choice Grant

On December 11, the WMATA Board approved [a proposal to apply for an NVTC Commuter Choice grant](#). The NVTC I-66 Commuter Choice FY 2027-2028 call for projects anticipates \$100 million in available funding for transit projects on the I-66 corridor. WMATA staff developed two applications: \$11.4 million in operating funding for new F2X limited stop service and \$3.1 million in operating funding for new service on proposed A6X. If awarded, these projects would provide funding for two years beginning in the December 2026 time frame.

The proposed F2X route would provide weekday rush hour service from the Spring Hill Station in Tysons to the Mark Center and West Alexandria Transit Center in Alexandria along Virginia Route 7, supporting the NVTC Envision Route 7 BRT project. The new A6X route establishes a rush hour limited-stop service from Dunn Loring Station and the Arlington Blvd corridor, connecting to the Pentagon Transit Center and Crystal City Station, building upon the Better Bus Visionary Network and could support future BRT planning efforts.

▪ Public Sector Employee Pass Product

On December 11, the WMATA Board approved a [new unlimited monthly pass product](#) priced at \$144 for eligible public sector employees. The new product would substantially mirror the existing Monthly Unlimited Pass structure and provide access to unlimited Metrobus and Metrorail service. The single, uniform price requires that participating agencies require all

employees receiving a public transportation benefit used to pay for trips on Metrobus and Metrorail to purchase the unlimited pass product offered through the program.

C. Other WMATA News

- Yellow/Blue Lines: Buses Replace Trains between Pentagon City and National Airport Stations on Weekends Starting February 14, 2026, for Capital Improvement Project
 - Crystal City Station will be closed across 10 weekends in spring 2026.
 - Ronald Reagan Washington National Airport Station will also be closed on three of those weekends.
 - Free shuttle buses will replace trains between Pentagon City and National Airport (or Potomac Yard) Stations during the affected weekends.

Figure 25: Blue and Yellow Line Weekend Closures in 2026

Planned work will require weekend closures of Crystal City Station (and Ronald Reagan National Airport station for three affected weekends):

- February 14-16, 2026**
- February 21-22, 2026
- February 28-March 1, 2026
- March 7-8, 2026*
- May 9-10, 2026*
- May 16-17, 2026*
- May 30-31, 2026
- June 6-7, 2026
- June 13-14, 2026
- June 19-21, 2026**



*Weekend closures extend to also include Ronald Reagan Washington National Airport station

**Planned long weekend closures (three-day)

Source: WMATA

Beginning the weekend of February 14, 2026, Metro will close the Crystal City Station on the Blue and Yellow Lines during specific weekends through June 2026. The closures are necessary for passenger and crew safety during construction for the Crystal City Metro Station East Entrance (CCEE) project, which broke ground in July 2024. The second entrance is expected to open in spring 2027 and will improve accessibility, transfers and rider distribution as well as provide a second emergency exit. For more information about the CCEE project, please visit arlingtonva.us/ccee.

AGENDA ITEM #8

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

TO: Chair Snyder and NVTC Commissioners

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

DATE: December 30, 2025

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

At the January 2026 meeting, NVTC WMATA Committee Chair Matt de Ferranti will seek action for authorization to submit comments regarding WMATA’s FY 2027 Proposed Budget. Legislative and Policy Committee Chair Canek Aguirre will provide updates on the upcoming 2026 General Assembly Session and efforts related to the Transit Service Delivery Advisory Committee and proposed modifications to the state funding allocations for public transit.

A. ACTION: Authorize the Chair of the WMATA Committee to Submit FY 2027 Proposed Budget Comments to WMATA

The Commission will be asked to authorize the chair of NVTC’s WMATA Committee to submit comments to WMATA regarding its [FY 2027 Proposed Budget](#). Due to its anticipated public outreach schedule, WMATA’s proposed budget details will be released following NVTC’s January meeting and the public comment period will close before the next Commission meeting in March. Based upon preliminary information, staff recommend the letter reflect the following 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.

After Commission action, staff will work with the chair of NVTC’s WMATA Committee to finalize and submit a letter from NVTC to WMATA regarding its FY 2027 Proposed Budget and Capital Improvement Program prior to the close of the public comment period. The NVTC WMATA Committee is scheduled to meet at 6:00 p.m. on Thursday, January 29 at NVTC.

B. 2026 General Assembly Legislative Session

At NVTC's January meeting, NVTC Legislative Liaison Aimee Perron-Seibert will provide updates on the upcoming General Assembly Session. NVTC staff will also provide the latest information on any NVTC-related bills that have been introduced in the Virginia General Assembly as we are closely watching several options for sustainable and dedicated funding for public transit.

The Virginia General Assembly will convene on January 14, 2026, and public transit funding is expected to remain a topic of discussion throughout the Session. Additionally, [Governor-elect Spanberger nominated Nick Donohue](#), who recently served as the facilitator for DMVMoves, as Virginia's next secretary of transportation and [NVTC Commissioner Delegate Mark Sickles](#), who served on DMVMoves and co-chaired the SJ28 Joint Subcommittee on the Growing Needs of Public Transportation in Northern Virginia, as secretary of finance.

For the 2026 Session, [NVTC is focused on advancing long-term, sustainable funding solutions for transit systems](#) that support reliable service, capital reinvestment and continued growth, as well as other priorities in our [2026 Legislative and Policy Agenda](#). Of particular interest is ensuring that action is taken in the 2026 Session to identify sustainable funding to address the expiration of two-year general funding provided to NVTC's jurisdictions to support payment of their WMATA's operating subsidy.

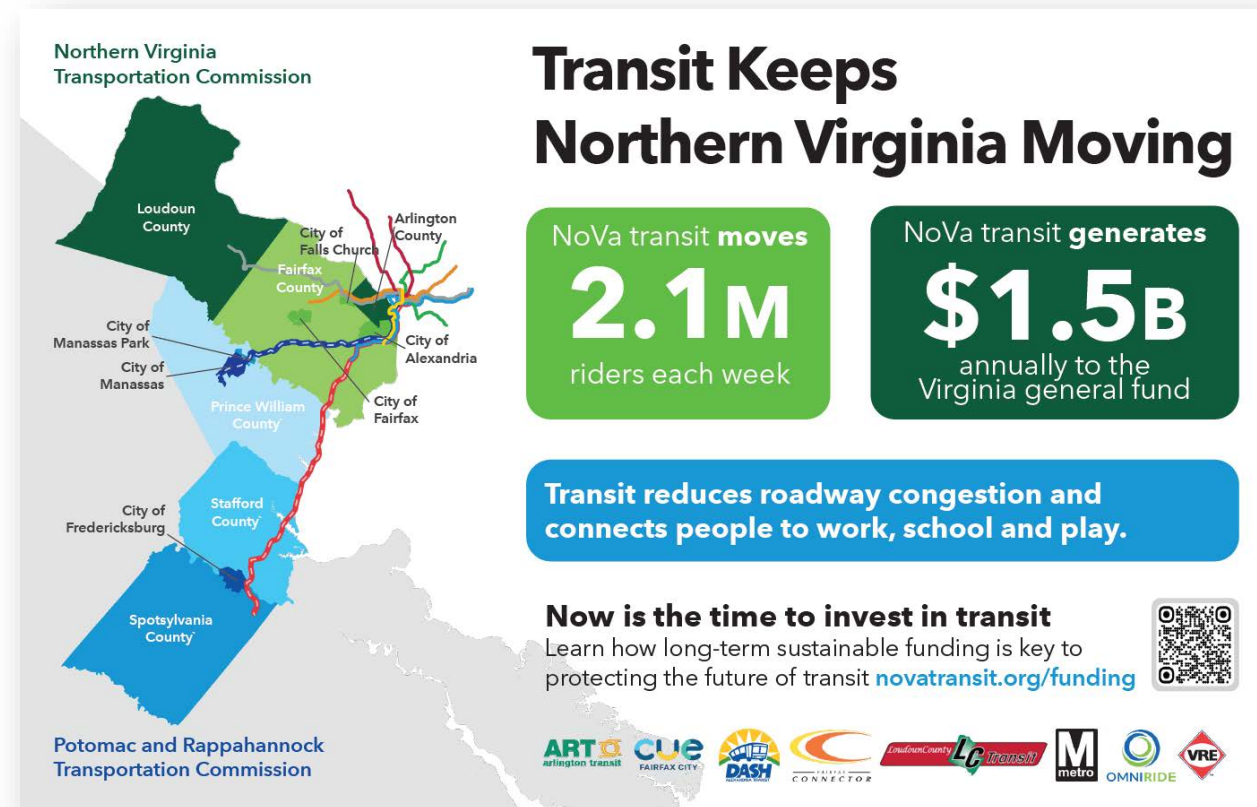
Below are highlights of NVTC's 2026 legislative priorities with regards to long-term sustainable transit funding.

- 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 \(Resolution #2571\)](#), and supports the DMVMoves Task Force [Resolution](#) and the [recommendations](#) of the SJ 28 Joint Subcommittee.
 - 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 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.

NVTC staff provided an information card (Figure 1) to all participants of the Joint Legislative Forum articulating the value of investing in public transit in Northern Virginia. In addition to

coordinating with the [Virginia Transit Association](#) and transit systems across the Commonwealth, NVTC plans to conduct a targeted media campaign in and around Richmond during the 2026 General Assembly Session.

Figure 1: Information Card on the Value of Northern Virginia's Public Transit Network



On December 17, Governor Youngkin presented his [budget](#) and [economic outlook](#) for the 2026–2028 biennium to the General Assembly, highlighting strong near-term fiscal performance. General Fund revenues are up 5.2% year-over-year and are running ahead of forecast, driven primarily by growth in individual income tax withholding. Administration officials characterized the outlook as strong, citing continued revenue growth and conservative forecasting assumptions in the out-years to maintain structural balance and preserve the Commonwealth's AAA bond rating, while some legislators raised concerns regarding signs of slowing economic activity and Virginia's exposure to federal employment downturns.

The introduced budget represents the starting point for the General Assembly's budget deliberations and is expected to undergo significant revision during the 2026 General Assembly Session. With respect to transportation, the proposal includes only modest new General Fund support, most notably a one-time allocation in FY 2027, and largely maintains existing funding frameworks. Longer-term transportation and transit funding issues are not addressed in the introduced budget and would require separate legislative action or future budget amendments.

NVTC will continue to engage with its partners and policymakers to elevate the importance of stable, dedicated transit funding and will share additional updates as the Session progresses.

C. Transit Service Delivery Advisory Committee (TSDAC) Update

At the November 24 [Transit Service Delivery Advisory Committee \(TSDAC\)](#) meeting, the committee voted to recommend that the Commonwealth Transportation Board (CTB) defer action on any changes to the MERIT operating and capital assistance programs until no later than June 30, 2026 (Figure 2). The recommendation was intended to allow additional time for public feedback, clearer explanation of proposed changes, and joint evaluation of operating and capital revisions as a unified package. The TSDAC recommendation was informed by [public comments and letters received](#) from individual transit agencies, local governments, and by members of the two largest transit associations in Virginia, Virginia Transit Association and Community Transportation Association of Virginia.

Figure 2: Summary of TSDAC Comments Provided to the Commonwealth Transportation Board

TSDAC Resolution and Context

Resolution:

“The Transit Service Delivery Advisory Committee, in order to provide a full evaluation of proposed adjustments in the MERIT operating and capital programs, requests that the Commonwealth Transportation Board delay consideration of any changes to the MERIT program until no later than June 30, 2026 so that TSDAC has the opportunity to review and comment on any proposed revisions.”

Additionally, TSDAC:

- Commended DRPT leadership, staff and consultants on the analysis and outreach
- Desires to review and make recommendations on operating and capital program changes as a package

20

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Source: [Commonwealth Transportation Board](#)

At the December 9 CTB meeting, [DRPT briefed the Commonwealth Transportation Board on proposed changes to the MERIT program](#), recommending CTB delay action until June 2026. Looking ahead, DRPT is expected to conduct additional analysis and stakeholder engagement, including expanded data collection through a consultant procurement currently underway. TSDAC and the CTB are anticipated to revisit the MERIT review in early 2026 and provide more details. NVTC will continue to monitor the process closely and keep jurisdictions informed as next steps are defined.

D. Federal Update

Congress has not yet passed the FY 2026 spending bill for programs authorized through the Transportation, Housing and Urban Development (THUD) appropriations process, which includes transportation and public transit programs housed at USDOT. Those programs are currently funded at FY 2025 levels through the continuing resolution passed on November 12 that ended the 43-day government shutdown. That continuing resolution will expire on January 30, 2026.

This year is expected to be a busy year for surface transportation policy and funding, as programs authorized through the Infrastructure Investment and Jobs Act (IIJA) expire on September 30, 2026. In December 2025, a coalition of advocacy groups including the American Public Transportation Association (APTA), American Society of Civil Engineers (ASCE), National League of Cities, AFL-CIO, and U.S. Chamber of Commerce launched the [Move America Coalition](#), a group of transportation and infrastructure stakeholders urging the timely reauthorization of federal surface transportation programs and the advancement of long-term investment in America's infrastructure. Among the reauthorization principles supported by the coalition are authorizing funding for transit programs at or above IIJA levels, stabilizing the Highway Trust Fund, and modernizing project delivery, goals that align with the federal legislative priorities outlined in [NVTC's 2026 Legislative and Policy Agenda](#).

USDOT released a modified [Notice of Funding Opportunity \(NOFO\)](#) for FY 2026 Better Utilizing Investments to Leverage Development (BUILD) grants. BUILD grants provide funding for a variety of project types, including transit capital investments. For projects in urbanized areas, funding awards for capital projects are between \$5 and \$25 million. Applications to USDOT are due on February 24, 2026. To request a letter of support for an upcoming application, contact [Commuter Choice and Policy Program Manager Daniel Knickelbein](#).

AGENDA ITEM #9 NVTC FY 2027 Budget and 2026-2027 Work Plan

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice, Scott Kalkwarf and Genoveva Cutrell
DATE: December 30, 2025
SUBJECT: NVTC FY 2027 General and Administrative Budget and 2026-2027 Work Plan

At the January 2026 meeting, the Commission will be asked to approve the FY 2027 General and Administrative (G&A) Budget and the 2026-2027 Work Plan, as presented at the December Commission meeting. NVTC solicited public comments on the Work Plan from November 24 through December 19, 2025. A compilation of the comments received on the Work Plan is included below.

A. ACTION: Approve the FY 2027 General and Administrative Budget

The Commission will be asked to approve the [FY 2027 General and Administrative Budget](#). As presented to the Commission at the December meeting, the FY 2027 General and Administrative Budget includes resources to accomplish the NVTC Work Plan, including the administration of the I-66 and the I-395/95 Commuter Choice programs, oversight of WMATA, and management of the Envision Route 7 Bus Rapid Transit (BRT) project. The proposed budget focuses on the resources necessary to meet the needs of the Commission priorities (Figure 1) and address key cost drivers (Figure 2).

Figure 1: FY 2026 NVTC General and Administrative Budget Approach

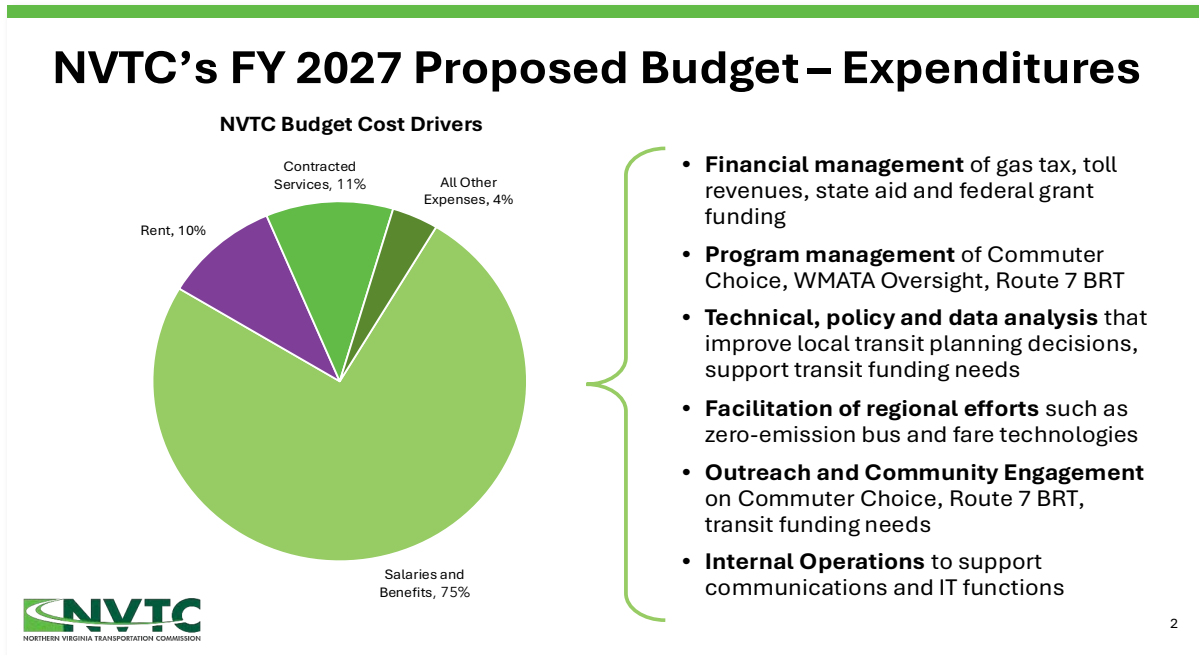
FY 2027 General and Administrative Budget Approach

Proposed FY 27 budget focuses on retaining highly skilled, highly technical staff, communication of Commission priorities and addressing key cost drivers.

- ✓ Continue strong support of Commission priorities
- ✓ Fulfill state and federal reports and requirements
- ✓ Reduce financial management exposure
- ✓ Align COLA/merit expectations with peers, jurisdictions
- ✓ Retain and train highly skilled staff
- ✓ Continue robust regional technical and coordination efforts
- ✓ Continue staff coordination of WMATA efforts including support to WMATA Board members
- ✓ Be able to immediately conduct policy research and leverage opportunities for addition federal and/or state funding
- ✓ Sustain human resources, legal and legislative support

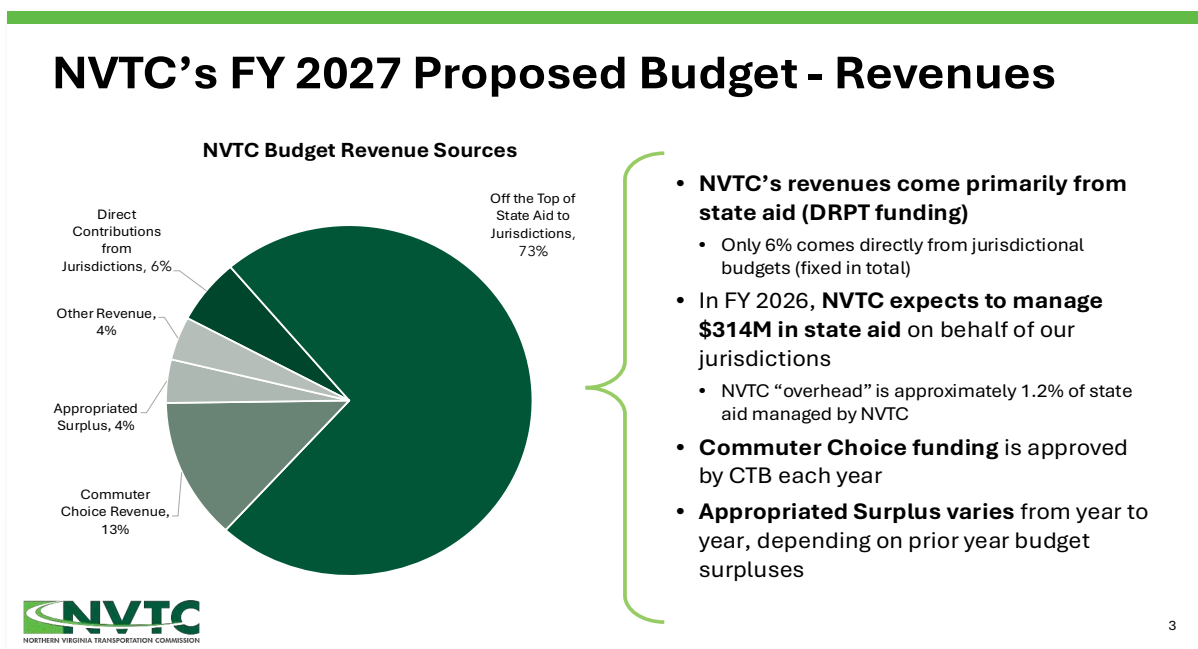


Figure 2: NVTC FY 2026 Budget Cost Drivers



The proposed budget totals \$5,074,850 including \$639,300 for the administration of the Commuter Choice program, which is funded entirely with toll related revenue, and the management of the Envision Route 7 BRT project, which includes \$60,300 in revenue from the related project budget. The balance of the general and administrative budget is funded primarily by the member jurisdictions through direct contributions and state aid received by NVTC. Other revenue sources include interest earnings, project chargebacks, grant billings and a carryover of prior period favorable net budget variances in excess of minimum operating requirements (Figure 3).

Figure 3: NVTC FY 2026 Budget Revenue Sources

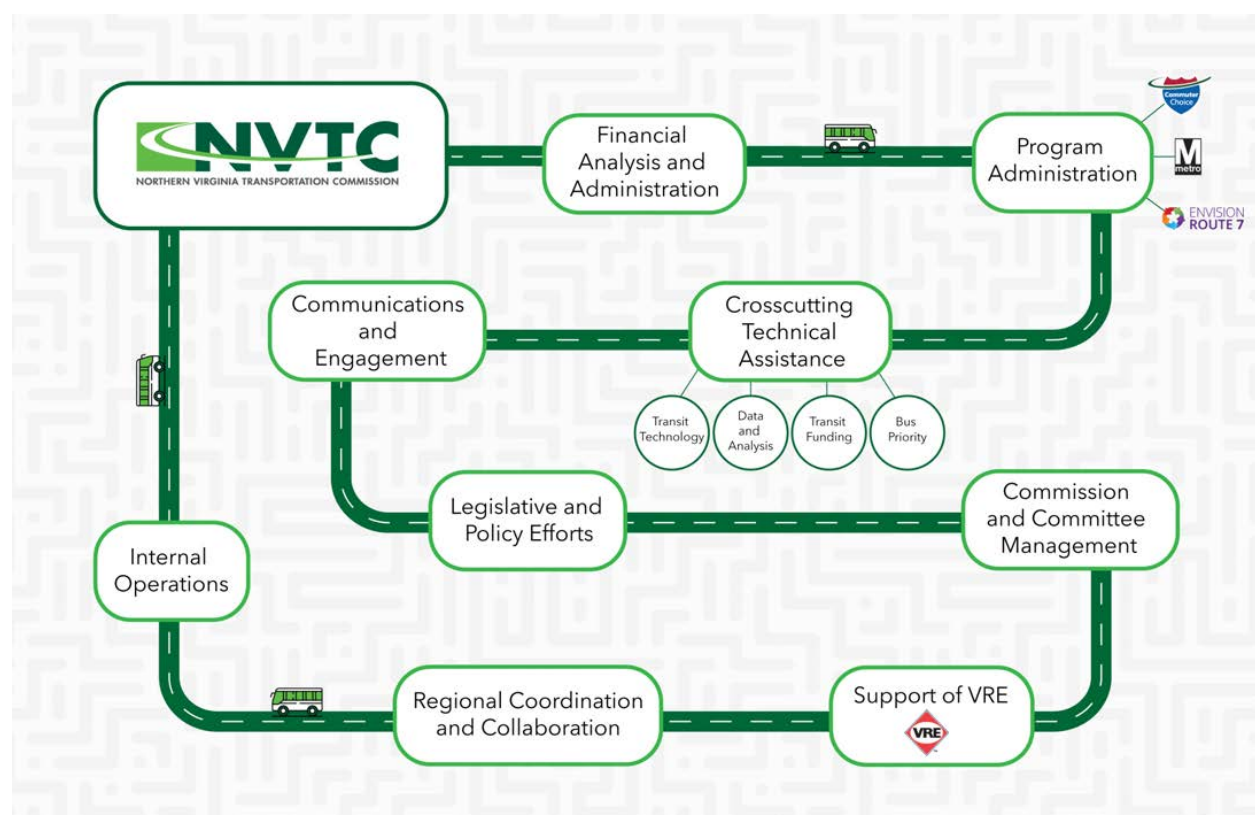


Total expenses are proposed to increase by \$141,050, or 2.9% over the FY 2026 Budget, which is the second consecutive year with a less than 3% increase. Staff levels are held constant from the prior year, and a provision for cost-of-living (COLA) and performance-based increases are included for existing staff.

B. ACTION: Approve the 2026-2027 Work Plan

The Commission will be asked to approve the 2026-2027 Work Plan. NVTC's Work Plan provides an overview of the programmatic and operational work conducted by staff to support the goals and objectives of the Commission. The proposed Work Plan covers the period from January 2026 to June 2027. The Work Plan has been updated to include a new section which outlines organizational priorities and initiatives and separates programs and cross-cutting technical assistance support into separate categories.

Figure 4: NVTC Organizational Structure



The evolution of transit funding and possible major changes to legislative priorities could provide an opportunity to review and revisit NVTC's current mission, vision and strategic goals. In addition, the maturity of NVTC as an organization provides the opportunity for NVTC to undertake some major initiatives in the coming 18 months that include:

- Embarking on a strategic planning process to refine NVTC's mission, vision and goals
- Implementing legislative changes to build on the work of transit funding initiatives
- Long-term planning/hiring to support successful career transitions

The proposed NVTC staff deliverables for 2026 and 2027 include the following:

NVTC 2026-2027 Work Plan Highlights

NVTC Oversight of WMATA

- Annual Report on the Performance and Condition
- WMATA Board of Directors and WMATA Committee support
- Lead jurisdictional and regional collaboration efforts and communications

Commuter Choice

- I-66 Scoring and Programing
- I-395/95 Call for Projects
- I-66 Corridor Needs Assessment Study

Envision Route 7 BRT

- Manage Phase 4-2 Mobility Study
- Facilitate and manage FTA and DRPT Grants
- Coordinate with jurisdictional partners on outreach efforts

Work Toward Long-Term Transit Funding

- Implementation of SJ28 Joint Subcommittee Recommendations
- Support DMVMoves Action Groups
- Coordinate with legislative partners

Transit Data and Analysis

- Collect and manage regional transit and related data
- Provide timely research, visuals and presentations
- Manage NVTC FTA's National Transit Database Technical Assistance

Transit Technology

- Regional Zero-Emission Bus Coordination
- Support Fare Collection and Policy Coordination
- Implement recommendations of the Zero-Emission Bus Strategic Plan

Bus Priority

- Engage on TSP and other bus priority efforts
- Collect, maintain and publish regional data on existing and planned bus priority infrastructure

Communications & Engagement

- Program specific outreach and marketing
- Maximize NVTC's online presence
- Serve as the key point of contact on NVTC issues
- Develop and leverage partnerships with key stakeholders and community members

Legislative and Policy Efforts

- Plan, coordinate, implement legislative and policy strategies that support NVTC's mission
- Draft NVTC Legislative Agenda
- Coordinate with key lawmakers and policy and trade organizations

Financial Analysis & Administration

- Administer annual WMATA subsidy and local transit funding
- Annual allocation of regional gas tax
- Annual updates to SAM formula
- Financial projections and analysis

- DRPT grant applications and grant agreements
- Commuter Choice reimbursements
- Federal grant management and reporting
- Title VI certification to FTA
- Manage NVTC procurement activities

NVTC Support of VRE

- Technical and Communications Support
- Operations board support

Regional Coordination & Collaboration

- Ensure transit research compliments other regional analyses and work through the Management Advisory Committee and coordination with MWCOG, PRTC, NVTA, DRPT, VDOT, VRE and WMATA

Commission and Committee Management

- Monthly meeting materials and logistics
- Committee scheduling, materials, and logistics
- Annual agenda and meeting schedule

Internal Operations

- General and Administrative Budget and Work Plan
- Telework and IT support
- Ongoing website content development and updates
- HR Support
- Procedures and policy management



4

NVTC received [three public comments on the Work Plan](#) and incorporated additional introductory information in the Work Plan to reflect one of the public comments received. The other comments were not relevant to the content of the Work Plan.



PROPOSED BUDGET

**FISCAL YEAR
2027**

(July 1, 2026 – June 30, 2027)

December 4, 2025

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SCHEDULE OF REVENUE**

	FY 2025 <u>Actual</u>	Approved Budget <u>FY 2026</u>	Proposed Budget <u>FY 2027</u>	Increase (Decrease)
Local Share from State Aid (Note 1)	\$ 3,367,003	\$ 3,550,153	\$ 3,706,003	\$ 155,850
Local Direct Contributions (Note 1)				
Alexandria	43,542	62,454	40,887	(21,567)
Arlington	65,623	59,397	62,334	2,937
City of Fairfax	4,486	4,256	4,278	22
Fairfax County	155,168	141,166	155,458	14,292
Falls Church	2,128	1,947	2,284	337
Loudoun	13,300	15,027	19,006	3,979
Total Local Direct	<u>284,247</u>	<u>284,247</u>	<u>284,247</u>	<u>-</u>
Total Contributions	3,651,250	3,834,400	3,990,250	155,850
Interest and Other Revenue	88,555	35,000	40,000	5,000
Project Chargebacks (Note 2):				
Commuter Choice Program	730,373	666,400	639,300	(27,100)
VRE	80,000	80,000	80,000	-
Envision Route 7 BRT	158,711	168,000	60,300	(107,700)
Project Grant Billings (Note 3)	9,542	40,000	40,000	-
Appropriated Surplus (Note 4)	(331,623)	110,000	225,000	115,000
Total Revenue	<u>\$ 4,386,808</u>	<u>\$ 4,933,800</u>	<u>\$ 5,074,850</u>	<u>\$ 141,050</u>

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SCHEDULE OF EXPENDITURES

	<u>FY 2025 Actual</u>	<u>Approved Budget FY 2026</u>	<u>Proposed Budget FY 2027</u>	<u>Budget Increase (Decrease)</u>
<u>Personnel Costs</u>				
Salaries and Wages (Note 5)	\$ 2,452,447	\$ 2,883,200	\$ 2,964,000	\$ 80,800
Fellow Program (Note 5)	11,928	50,000	50,000	-
Total Personnel Costs	2,464,375	2,933,200	3,014,000	80,800
<u>Benefits</u>				
Employer's Contributions				
FICA and Medicare (Note 6)	174,575	205,000	208,000	3,000
Group Health Insurance (Note 7)	181,399	255,000	273,000	18,000
Retirement (Note 8)	219,300	238,000	265,000	27,000
Workers & Unemployment Comp.	1,580	6,400	2,800	(3,600)
Life Insurance	3,543	6,700	6,600	(100)
Long Term Disability Insurance	15,536	18,800	19,500	700
Total Benefit Costs	595,933	729,900	774,900	45,000
<u>Administrative Costs</u>				
Commissioners Per Diem (Note 9)	11,300	15,000	14,500	(500)
Rents:	425,929	474,500	493,400	18,900
Office Rent (Note 10)	409,544	454,000	471,400	17,400
Transit Benefits / Parking	16,385	20,500	22,000	1,500
Insurance:	6,312	8,900	8,800	(100)
Public Official Bonds	2,400	2,600	2,500	(100)
Liability and Property (Note 11)	3,912	6,300	6,300	-
Travel, Training and Development	67,980	76,500	79,200	2,700
Prof. Devel./ Conference (Note 12)	50,790	54,500	58,200	3,700
Non-Local Travel	1,010	2,500	2,500	-
Local Travel, Meetings (Note 13)	16,180	19,500	18,500	(1,000)
Communication:	16,045	19,400	18,400	(1,000)
Postage (Note 14)	1,194	1,400	1,400	-
Telephone and Data (Note 15)	14,851	18,000	17,000	(1,000)
Publications & Supplies	31,652	35,700	37,300	1,600
Office Supplies (Note 16)	3,491	2,000	3,000	1,000
Duplication and Printing (Note 17)	4,051	8,700	9,300	600
Public Engagement (Note 18)	24,110	25,000	25,000	-
Operations:	52,219	55,900	59,300	3,400
Furn.and Equip. (Capital) (Note 19)	13,401	18,400	19,200	800
Repairs and Maintenance	642	1,000	1,000	-
Computer Operations (Note 20)	38,176	36,500	39,100	2,600
Other General and Administrative	16,220	11,900	11,900	-
Memberships	1,786	1,600	1,600	-
Fees and Miscellaneous	9,440	8,800	8,800	-
Personnel Recruiting (Note 21)	4,994	1,500	1,500	-
Total Administrative Costs	627,657	697,800	722,800	25,000
<u>Contracting Services and Other</u>				
Auditing (Note 22)	17,750	26,400	26,900	500
Contract Services & Support (Note 23)				
Commuter Choice	224,688	146,500	136,250	(10,250)
Research Support (Note 24)	302,845	250,000	250,000	-
Other Technical	123,561	120,000	120,000	-
Legal (Note 25)	30,000	30,000	30,000	-
Total Contract Services	698,844	572,900	563,150	(9,750)
Total Operating Program	\$ 4,386,809	\$ 4,933,800	\$ 5,074,850	\$ 141,050

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Notes to Fiscal Year 2027 Proposed

1. Revenue: Jurisdictional Contributions

Revenue from Local Direct Contributions

Each NVTC jurisdiction is assigned a share of the local portion of NVTC's administrative budget based on its share of revenue received by NVTC on behalf of jurisdictions from all sources in the previous year. This procedure is required by state statute and results in changes in contributions from one year to another that vary for each jurisdiction depending on relative shares of revenue received. The allocation in this FY 2027 budget is based on the FY 2025 revenue and Subsidy Allocation Model (SAM) formula.

Revenue from State Assistance

NVTC receives state operating and capital assistance as partial reimbursement for its WMATA compact members' annual commitments to WMATA and those jurisdictions' local transit systems. NVTC allocates this revenue among the jurisdictions based on NVTC's SAM and holds the funds in trust for the jurisdictions' transit use. Before the funding is allocated, NVTC's SAM resolution states that amounts are to be applied to certain NVTC projects, and a portion of the general and administrative budget of NVTC. The amount used for NVTC's general and administrative expenses is determined each year by NVTC's approved budget.

2. Revenue: Project Chargebacks

Commuter Choice Program

The general and administrative budget is reimbursed by the Commuter Choice program for costs incurred in administering the program in both the I-66 and I-395/95 corridors.

Virginia Railway Express

NVTC receives revenue from VRE as reimbursement for staff support and other expenses.

Envision Route 7 BRT

Included in the general and administrative budget is a line for reimbursements from the Envision Route 7 BRT project budget for payroll related expenses that are expected to be incurred in managing the next phase of the project. The project budget includes Federal, state, and local funding sources, although only state and local sources will be available to reimburse the general and administrative budget.

3. Revenue: Project Grant Billings

The FY 2027 budget assumes funding from DRPT's Workforce Development Program that covers 80% of payroll and related costs of NVTC's Transit Fellows program.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Notes to Fiscal Year 2027 Proposed

4. Revenue: Appropriated Surplus

The FY 2027 budget recognizes projected excess accumulated surplus as a revenue source to offset budgeted expenditures. This balance, generated from favorable budget variances in prior fiscal years, is available in excess of the Commission's minimum operating reserve requirements.

5. Personnel Costs

Salaries and Wages

The FY 2027 budget includes a provision for merit and COLA increases for existing staff.

Fellows Program

The budget continues the NVTC Fellows Program, which began in FY 2015, by building NVTC's technical capacity and strengthening its ties with members of the research network. The budget assumes grant funds from DRPT's Workforce Development Program will be available to provide 80% of payroll and related costs of this program.

The Fellows Program provides a cost efficient and flexible way to employ new graduates and mid-career professional to complete specific short-term projects generally over a one- to six-month period. The program has served as a valuable recruitment tool and created opportunities to connect with university programs within Virginia and nationally.

6. FICA and Medicare

NVTC's share of FICA and Medicare taxes is a function of budgeted payroll and the current tax rates and estimated wage ceiling.

7. Group Health Insurance

A provision for health insurance coverage is included for all NVTC staff positions, regardless of whether the current employees in those positions participate in NVTC's plan. Unless all eligible employees participate in NVTC's health insurance program, actual expenditures will be less than budgeted. The budget is based on known actual rates with a provision for increasing premiums. Beginning with the May 2024 renewal, NVTC began offering two plans through Kaiser Permanente, allowing staff to choose the plan which best suits their needs with a cost savings to NVTC.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Notes to Fiscal Year 2027 Proposed

8. Retirement

The NVTC Target Benefit Pension Trust functions as a defined contribution plan and is fully funded each fiscal year. The budgeted employer contributions are calculated by actuarial formulas using budgeted staff and salary levels. The estimated annual liability is reduced by non-vested funds that were forfeited by former plan participants and are expected to be available during the fiscal year. Because the actuarial calculations consider factors in addition to payroll costs, such as years to retirement and investment return, changes in budgeted contributions do not necessarily correlate directly with budgeted payroll.

The increase in the budgeted contribution from FY 2026 to FY 2027 is the result of an increase in the number of plan participants, and a greater percentage of senior staff participating in the plan, offset in part by forfeited funds that are expected to be available.

9. Commissioners' Per Diem

The FY 2026 budget is based upon the FY 2024 actual expenditures for Commission and committee meeting attendance, with a contingency for increased attendance. Commissioners, other than senators and delegates, are paid by NVTC at the statutory rate of \$50.

10. Office Rent

NVTC's office lease was renewed effective March 15, 2019, and includes additional space beyond the previous lease to accommodate NVTC's increasing staff levels. The budgeted rent amount is based on the fixed costs of the lease, which increases at 2.5% per year, plus an estimate of pass-through expenses and real estate taxes.

The lease contains an abatement provision for 29% of the leased space for the first twelve months of the lease ending March 14, 2020. The lease also contains a provision for the abatement of the first month's rent for each of the first seven annual periods of the lease, which is amortized over twelve months for each of those periods. The final abatement took place in March 2025 and is amortized over the twelve months ending February 2026.

Off-site file storage is also included in this budget line.

11. Insurance: Liability and Property

The FY 2027 budget is based on the most recent premium year with an allowance for increasing costs and coverage.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Notes to Fiscal Year 2027 Proposed

12. Professional Development / Conferences

Included in this line for FY 2027 are the estimated registration fees for professional development, conferences, in-house training, accreditation, and related travel costs. The budget assumes NVTC staff will participate in training opportunities, speaking engagements and panel participation at various events throughout the year, thereby enhancing NVTC's visibility across the region. These funds will also allow staff to maintain required training to keep their professional accreditations and assist in the recruitment and retention of high quality staff. Whenever appropriate, NVTC will continue to minimize travel expenditures through locally sponsored events, online conferences, and events where the registration fee is discounted or waived.

13. Local Travel, NVTC and Other Meetings

This line includes the costs of NVTC Commission and committee meetings, hosting regional meetings and events, and the costs of NVTC staff traveling to meetings elsewhere in the region.

14. Postage

This item is based on an average of prior years' actual costs.

15. Telephone and Data

This line includes the fixed contracted cost for telephone and data services at NVTC's office, and mobile and data service for staff.

16. Office Supplies

The FY 2027 budget for this item is based on the average of prior years' actual costs.

17. Duplication and Printing

The FY 2027 budget is based on the estimated costs of a new copier lease and service contract, taking into account projected usage levels.

18. Public Engagement

The budget includes a provision for costs related to public engagement on WMATA matters as required of NVTC by the Virginia Code, the costs to produce NVTC's annual report, social media, and other public outreach costs, including communication efforts on NVTC projects and dedicated funding efforts.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Notes to Fiscal Year 2027 Proposed

19. Furniture and Equipment

This budget category provides for the anticipated replacement and acquisition of furniture and office equipment, including computer hardware.

20. Computer Operating Expense

Computer operations includes the cost of a third-party information technology managed services contract, subscription-based software licensing fees, video conferencing and virtual meeting services, web and email hosting fees, and software upgrades and supplies. The FY 2027 budget is based on costs presently under contract and anticipated future needs.

21. Personnel Recruiting

The FY 2027 budget includes a provision for personnel recruitment advertising.

22. Auditing

NVTC entered into a three-year contract for auditing services beginning with the audit of FY 2022, with two, two-year options. The FY 2027 budget is based on the costs included in this contract.

23. Contract Services and Support

Commuter Choice Programs

I-66 Commuter Choice Program

As part of a 40-year agreement with the Commonwealth of Virginia, NVTC has been assigned the authority to administer a program of projects to be funded using revenue generated by the tolling of I-66 Inside the Beltway. In FY 2017 NVTC launched the initial year of the I-66 Commuter Choice Program.

I-395 Commuter Choice Program

In 2017, NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) entered into a 66-year agreement with the Commonwealth of Virginia to fund a program of projects to be funded by revenues generated by the tolling of I-95/I-395.

Other Technical

The FY 2027 budget includes a provision for technical support efforts, specialized analysis, related publications, contracted human resource support, and strategic planning efforts. NVTC's state liaison contract is also funded in this line item.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Notes to Fiscal Year 2027 Proposed

Whenever possible, NVTC intends to leverage other funding sources and utilize contracts of other agencies in an effort to reduce costs.

24. Research Support

This budget line, which was added in FY2023, includes a provision for NVTC funded policy research and the local match for grant funded projects. Due to the nature of the expenditures, available budget balances are carried forward between fiscal years.

Efforts previously and currently funded from this budget line in part or in full include the ZEB Strategic Plan, Value of Transit including outreach, Metro Operating Funding and Reform Working Group Support, Research Strategic Roadmap, SJ 28 Technical Support, and ZEB Technical Assistance. Staff will continue to seek Commission approval for future project procurements funded from this budget line.

25. Legal

In FY 2016, NVTC entered into a new agreement with VRE to receive counsel services on all legal matters.

NVTC Work Plan

January 2026 to June 2027

The Northern Virginia Transportation Commission (NVTC) Work Plan serves as a guiding document for NVTC staff to support the mission of the Commission. This Work Plan identifies specific programs, projects and tasks that NVTC staff intend to perform during the period from January 2026 through June 2027 (FY 2027). It is intended to be a living document that can be updated as priorities and projects change.

This document supports NVTC's Strategic Framework and Implementation Plan and was developed in consultation with the Management Advisory Committee (MAC), the body of professional staff representing NVTC's jurisdictions and partners. The MAC is a forum to facilitate cooperative regional solutions, keep local governments informed and solicit feedback on ongoing programs, projects and initiatives.

Contents

About NVTC.....	2
NVTC'S Mission, Vision and Strategic Goals	2
2026-2027 Organizational Priorities and Key Initiatives	2
NVTC Strategic Planning Process.....	3
Programs and Crosscutting Functions	3
A. Financial Analysis and Administration.....	4
Support for Member Jurisdictions	4
Financial Analysis.....	4
Financial and Grants Management, Trust Funds, Contracts and Compliance.....	5
B. NVTC Program Administration	7
NVTC Oversight of the Washington Metropolitan Area Transit Authority	7
Commuter Choice	10
Envision Route 7	12
C. NVTC Crosscutting Technical Assistance	13
Work Toward Long Term Sustainable Transit Funding	14
Transit Data and Analysis.....	15
Transit Technology.....	16
Bus Priority	17
D. Communications and Engagement	17
E. Legislative and Policy Efforts.....	19
E. Commission and Committee Management.....	21
F. NVTC Support of the Virginia Railway Express	22
G. Regional Coordination and Collaboration.....	23
H. Internal Operations	23

About NVTC

Established in 1964, NVTC was founded to represent Virginia's interest during the formation of the Washington Metropolitan Area Transit Authority (WMATA). Over time, NVTC has evolved to be a regional forum for the discussion and analysis of transit issues that are critical to Northern Virginia's economy and quality of life. In addition to representing Virginia's interest in WMATA, the Northern Virginia Transportation Commission co-owns the Virginia Railway Express and serves as a unified voice and advocate for the six transit systems that serve NVTC jurisdictions.

To learn more about NVTC, our Commissioners and transit projects and research, please visit www.novatransit.org.

NVTC'S Mission, Vision and Strategic Goals

Vision: Northern Virginia businesses and residents are served by a high capacity, high quality network of transit systems that allows our diverse region to thrive economically.

Mission: As the premier transit organization in Northern Virginia, NVTC brings the region together to plan, coordinate and secure funding for transit systems that are financially sustainable and high performing.

Strategic Goals:

- Increase the capacity of the regional transit network by expanding and improving the quality, coverage and frequency of new and existing systems, including Metro, VRE and new transit services.
- Improve access and mobility throughout Northern Virginia by connecting the regional and local transit systems.
- Promote safe, reliable and financially sound performance and management of regional transit systems.

2026-2027 Organizational Priorities and Key Initiatives

The evolution of transit funding and possible major changes to legislative priorities could provide an opportunity to review and revisit NVTC's current mission, vision and strategic goals. In addition, the maturity of NVTC as an organization provides the opportunity for NVTC to undertake some major initiatives in the coming 18 months that include:

1. Embarking on a NVTC strategic planning process to refine NVTC's vision, mission and strategic goals and identify specific and actionable objectives that support NVTC in its mission and goals. (See Strategic Planning, below)
2. Implementing changes to legislation and continue to build on the work of transit funding initiatives such as the Commonwealth's Northern Virginia Growing Needs of Public Transit Joint Subcommittee and the Metropolitan Washington Council of Governments and Metro's DMVMoves initiative. (See Work Towards Long Term Sustainable Funding, page 13)
3. Conduct long term planning and hiring to support successful career transitions at NVTC. (See Internal Operations, page 23)

NVTC Strategic Planning Process

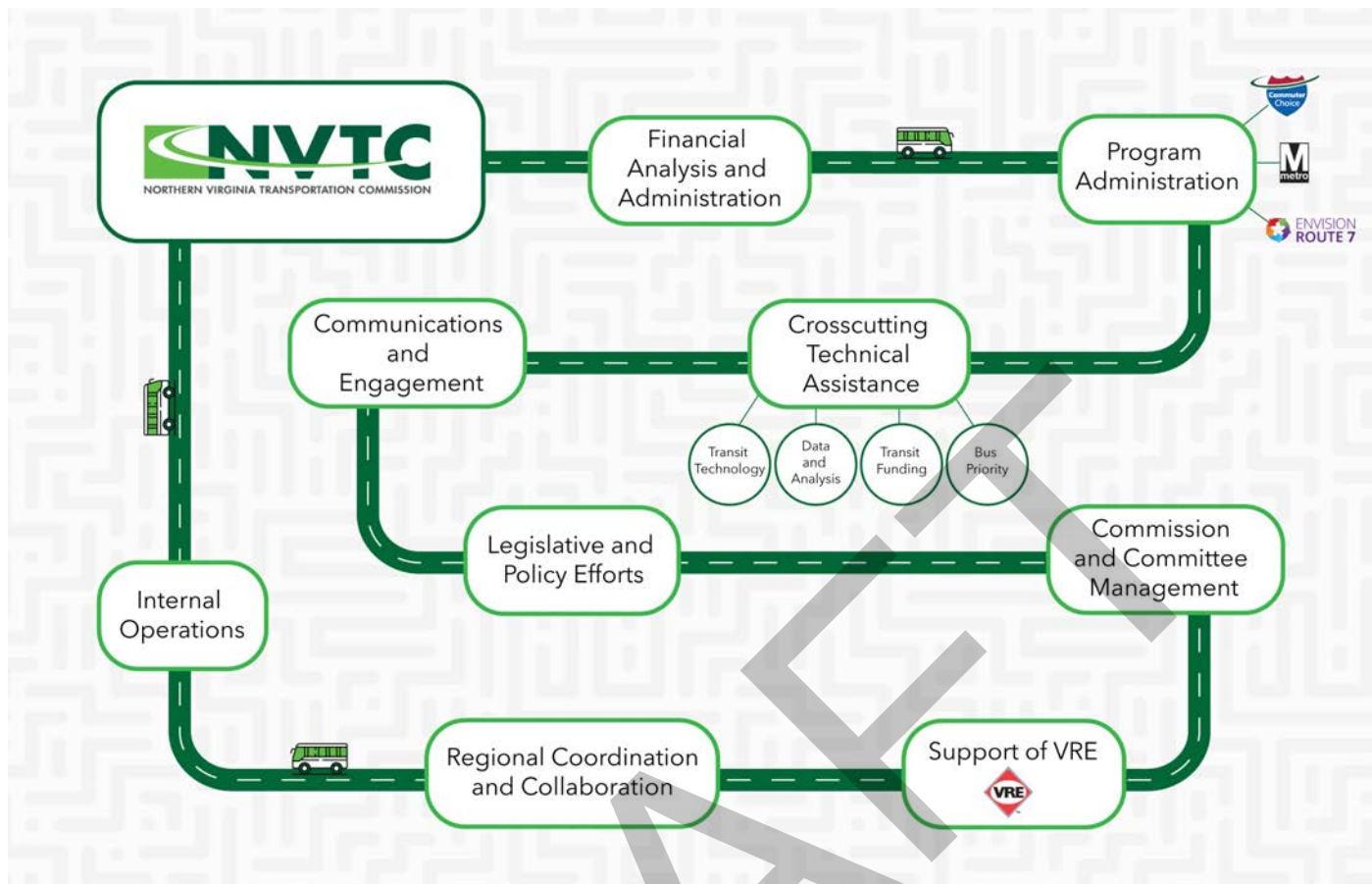
NVTC last conducted a strategic planning retreat following the enactment of the WMATA dedicated capital funding legislation; an effort that reexamined NVTC organizational structure, committee responsibilities, and engagement with WMATA and CTB on new legislative responsibility. That effort reaffirmed a more extensive effort conducted in 2014 to establish NVTC's current vision, mission and strategic goals.

The current vision, mission and strategic goals continue to align with NVTC's current efforts to secure long term sustainable funding for public transit and reflect our important role in the region. However, with the introduction of the Commuter Choice program, major technological and operational advances in public transit, and opportunities that may come from legislative direction, 2026 and 2027 may be the ideal time to embark on a strategic planning effort that will map out the next 5-7 years of NVTC activities. For this effort, NVTC will identify and secure external (DRPT) funding to support a comprehensive strategic planning effort. Based upon feedback from the Commission, the Plan could include the following components:

- Mission, Vision, and Values
- Regional Context and Environmental Scan
- Strategic Goals and Objectives
- Funding Strategy
- Implementation Plan
- Performance/Accountability and Evaluation
- Stakeholder Engagement
- Governance and Accountability
- Future Readiness

Programs and Crosscutting Functions

NVTC has programs and research initiatives that support the implementation of the Commission's mission and vision. These programs and research efforts provide technical assistance, enable data collection and analysis, facilitate regional engagement and jurisdictional coordination as well as manage a groundbreaking funding program. It is important to note that these programs and research activities interact with and support each other on a regular basis, enabling NVTC to provide comprehensive support to member jurisdictions, partner agencies and the Commission. In addition, these programs and research efforts provide the best representation for our jurisdictions and ensure NVTC's work adds value to Northern Virginia, the greater DC region and the Commonwealth.



A. Financial Analysis and Administration

NVTC identifies and implements cooperative strategies with member governments to maximize transit revenues aimed at achieving adequate, dedicated, stable and reliable financial support from the federal government, Commonwealth, region and private sector. Staff facilitate the fair and equitable allocation of transit assistance among governments. In addition, NVTC manages grants, contracts and trust funds fairly and effectively, according to state and federal laws and NVTC's policies.

Support for Member Jurisdictions

1. Ensure the stability of the current sources of transit funding available to NVTC's local governments.
2. Serve as the central point of contact for financial information on Northern Virginia's transit system.
3. Analyze funding proposals produced by regional and statewide studies and identify policy issues for consideration by the Commission.
4. Provide technical and strategic support for efforts in which NVTC staff represent jurisdictional interests or positions on external funding studies, workgroups, or proposals.

Financial Analysis

1. Regional Gas Tax Revenues

- a. Monitor NVTC's regional gas tax receipts from the Division of Motor Vehicles (DMV) for reasonableness of collections in total and by jurisdiction.
- b. Employ database and spreadsheet models to identify unanticipated discrepancies at the taxpayer level by jurisdiction and in total.
- c. Maintain communications with the DMV regarding both unusual activities identified by NVTC and DMV audit activity. Make suggestions for improving the program.
- d. Brief the MAC as needed on processes, issues and solutions.

2. State Transit Revenues

- a. Participate in the Transit Service Delivery Advisory Committee (TSDAC) to assist DRPT in reviewing the distribution process for transit capital and operating funds.

3. Transit Funding Opportunities

- a. Produce financial projections and an analysis of the growing gap between transit operating and capital needs versus available financial resources.
- b. Participate in regional and statewide efforts to define public transit needs and identify funding sources.

Financial and Grants Management, Trust Funds, Contracts and Compliance

1. State Assistance

- a. Review and monitor DRPT calculations of WMATA assistance to NVTC as grantee for NVTC's jurisdictions' share of WMATA operating subsidies and capital requirements.
- b. Report WMATA's annual system ridership and other information requested by DRPT as a requirement for receiving state assistance.
- c. Review and submit state operating and capital assistance applications for local systems through DRPT's WebGrants portal as the agent for the NVTC jurisdictions.
- d. Manage state grants to NVTC and NVTC's jurisdictions, including the preparation, review and submission of timely grant invoicing.
- e. Track project funding activity, submit extension requests and de-obligate projects as needed.
- f. Participate with VRE and NVTC jurisdictions in quarterly project status review meetings with DRPT.
- g. Work with DRPT and grantees to achieve the maximum funding available.

2. I-66 and I-395/95 Commuter Choice

- a. Monitor and reconcile net toll revenue receipts from VDOT with actual collections and Commonwealth Transportation Board (CTB) approved project funding levels.
- b. Review reimbursement requests for adequate support of eligible expenses; approve and transfer funds.
- c. Ensure recipient compliance with project agreement provisions.
- d. Account for direct costs of administering the program.
- e. Account for and report financial activity as separate Special Revenue funds for each corridor.

3. NVTC Subsidy Allocation Model

- a. Maintain NVTC's Subsidy Allocation Model (SAM) utilizing the most recent WMATA and local budget information on transit costs, revenues and subsidies.
- b. Determine each local government's share of NVTC assistance using the annual SAM percentages.
- c. Apportion shares of the direct local contributions to NVTC's administrative budget using the annual SAM percentages.
- d. Provide projections and other analysis of annual transit assistance to NVTC's jurisdictions for planning purposes.

4. NVTC Jurisdiction Trust Funds

- a. Allocate revenue to NVTC's jurisdictions through the NVTC trust fund upon receipt using the annual SAM percentages.
- b. Prepare timely and accurate quarterly cash flow forecasts of available transit assistance sources and uses for NVTC's jurisdictions.
- c. Prepare quarterly reports of actual NVTC trust funds activities for use by NVTC's jurisdictions.
- d. Manage and invest trust funds according to NVTC policy by safeguarding assets while maximizing liquidity and investment return.

5. Commuter Rail Operations and Capital Fund (CROC)

- a. Monitor and direct collections of CROC monies from the Department of Motor Vehicles (DMV).
- b. Provide periodic reports to the Commission about the funds in the CROC Fund, including monthly receipts, amounts expended, the amount of funds held and investment earnings.

6. Financial Reporting, Accounting, Audit, Compliance and Contracting

- a. Prepare the annual financial statements, disclosures, management discussion and analysis and supplementary information for the seven NVTC funds and on an entity-wide basis for NVTC's annual audit.
- b. Prepare the Schedule of Expenditures of Federal Awards and related notes for NVTC's annual federal compliance audit.
- c. Manage a multi-year audit services contract.
- d. Accomplish unqualified auditors' opinions on the fair presentation of the financial statements, internal control over financial reporting and compliance and other matters, and compliance for each major federal program and internal control over compliance.
- e. Provide financial and compliance reports to the appropriate regulatory agencies.
- f. Maintain up-to-date compilations of state and federal grant regulations and ensure staff is adequately trained in grant, contract and project management.
- g. Attend procurement education seminars to remain apprised of state and federal purchasing techniques, theory and best practices.
- h. Maintain NVTC's formal procurement and contracting process to ensure prompt procurements in compliance with state and federal laws.

- i. Perform internal accounting functions, including DRPT and FTA project tracking, Commuter Choice reimbursement request tracking, local match invoicing, accounts receivable, cash receipts, accounts payable, disbursements, internal fund transfers, payroll, general ledger and reconciliations.

7. Federal Grants

- a. Apply for federal grants on behalf of member jurisdictions and manage grants as the designated recipient for FTA funds. NVTC is the grantee and designated recipient of federal grants for the city of Alexandria and is grantee for Federal Community Project Funding for the Envision Route 7 BRT project. For these grants, NVTC will:
 - i. Maintain any subrecipient agreements which outline terms, conditions and expectations.
 - ii. Ensure subrecipient agreements include all the information required by FTA and 2 CFR 200.
 - iii. Review reimbursement requests to ensure costs are reasonable, allocable and allowable in accordance with 2 CFR 200 and terms of the award.
 - iv. Drawdown approved reimbursement requests and transfer funds to subrecipients, if applicable.
 - v. Host quarterly project management meetings with the subrecipient, if applicable, and FTA.
 - vi. File quarterly financial and milestone reports (1/30, 4/30, 7/30, 10/30), semi-annual Disadvantaged Business Enterprise (DBE) reports (6/1, 12/1) and other required documentation in FTA's grants management system (TrAMS).
 - vii. Monitor subrecipients to ensure proper stewardship of federal funds and performance goal attainment.
 - viii. Provide technical assistance as needed.
 - ix. Close out completed grants.
- b. Prepare and submit NVTC's DBE Goal in accordance with 49 CFR Part 26.
- c. Administer and ensure NVTC's compliance with Title VI and DBE programs and provide technical assistance to subrecipients as needed.
- d. Ensure NVTC and subrecipients comply with all relevant FTA regulations and guidelines in numerous areas such as legal, financial management, technical capacity, continuing control, maintenance, procurement, civil rights and the National Transit Database.
- e. Attend workshops and webinars presented by FTA to maintain awareness of changes in federal requirements and processes.
- f. Submit annual certifications and assurances to the FTA and maintain subrecipient's signed annual certifications and assurances on file.

B. NVTC Program Administration

NVTC Oversight of the Washington Metropolitan Area Transit Authority

NVTC exercises leadership through the appointment and support of Virginia's members of the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors to promote safe, reliable and financially sound performance, management and oversight of WMATA. Staff support the NVTC

WMATA Committee to facilitate and represent jurisdictional interests and to ensure access to NVTC's WMATA principal director.

1. WMATA Board of Directors and NVTC WMATA Committee Support

- a. Work with the Committee Chair to develop and implement the committee's annual work plan.
- b. Manage and staff the NVTC WMATA Committee to facilitate committee guidance and feedback on NVTC's priorities for WMATA, leading to committee endorsement and recommendation for the full Commission to approve of the Annual Report on the Performance and Condition of WMATA.
- c. Manage and staff the NVTC WMATA Committee to provide a venue for discussion about WMATA issues directly affecting the NVTC region and NVTC jurisdictions, including but not limited to annual WMATA budget comments, fare policy and comments on any major WMATA studies and long term planning initiatives.
- d. Manage and lead a jurisdictional staff team to provide staff support for NVTC's WMATA Board principal member and members of NVTC's WMATA Committee.
- e. Inform NVTC Commissioners of pending WMATA Board decisions of regional significance.

2. Annual Report on the Performance and Condition of WMATA

- a. Develop and submit to the General Assembly and the Governor by December 15 an annual report on the performance and condition of WMATA that includes information on the following:
 - i. The safety and reliability of the rapid heavy rail mass transportation system and bus network.
 - ii. 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.
 - iii. 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.
 - iv. Potential strategies to reduce the growth in such costs and to improve the efficiency of WMATA operations.
 - v. Use of the funds provided from the Mass Transit Fund to improve the safety and condition of the rapid heavy rail mass transportation system.
 - vi. Ridership of the rapid heavy rail mass transportation system and the bus mass transportation system.
 - vii. Any other areas of WMATA Committee interest for that year's annual report. In 2026-2027, this is anticipated to include a long term funding solution for WMATA developed by DMVMoves and SJ 28 with input from the Commission.
- b. Manage technical staff to ensure that the report will meet the expectations of the Commission, the General Assembly and the administration.
- c. Support executive director's presentation of this report to the Commonwealth Transportation Board, Governor's Office, General Assembly and other interested stakeholders as necessary.

- d. Coordinate with the Communications team to publicize (press, social media, etc.) the recommendations and other relevant elements of the report.
- e. Publish the report and associated information on NVTC's website.

3. Annual Certification of WMATA Documents

- a. Request the following documents annually from WMATA:
 - i. Annual capital budget;
 - ii. Annual independent financial audit;
 - iii. National Transit Data annual profile; and
 - iv. Single audit report issued in accordance with the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (2 C.F.R Part 200).
- b. Certify the receipt of these documents to the Commonwealth Comptroller no later than June 30 of each year.

4. Virginia WMATA Board Member Support

- a. Support the executive director's role in facilitating the Commission's annual appointment of Virginia's two principal and two alternate members of the WMATA Board of Directors.
- b. Provide staff support on WMATA-related meetings and issues to NVTC's WMATA Board principal member or their designated alternate.
- c. Facilitate and lead NVTC WMATA Board member staffing calls in advance of or after WMATA Board and committee meetings.
- d. Ensure communication and coordination between the Commonwealth and NVTC's Principal WMATA Board members and between jurisdictional and DRPT staff as necessary.
- e. Provide staff support and talking points to the WMATA Board members prior to the NVTC Commission meetings.
- f. Provide staff support to NVTC's WMATA Board appointee in preparation for legislatively required annual CTB briefing.
- g. Participate in WMATA's Joint Coordinating Committee (JCC).
 - i. Monitor and report on the development of WMATA's annual operating and capital budgets and multi-year Capital Improvement Program
 - ii. Provide feedback to WMATA consistent with NVTC positions and/or Board member guidance.
 - iii. Coordinate with jurisdictional staff and DRPT on WMATA's compliance with CTB policy guidelines for the implementation of governance and funding reforms for WMATA as needed.
 - iv. Actively participate in the development, negotiations and any updates to the Capital Funding Agreement (CFA).
 - v. Work with NVTC leadership to provide input in regional conversations regarding future jurisdictional audits

5. Support for Northern Virginia Jurisdictions

- a. Participate in JCC meetings and follow WMATA Board actions and share key information with Northern Virginia jurisdictional staff in conjunction with recurring WMATA Board member/staff calls.
- b. Facilitate discussion of jurisdictional issues with WMATA that rise to the attention of the NVTC WMATA Board principal member.
- c. Represent NVTC's interests and coordinate internal communications and comments at key points of WMATA-led planning studies.

Commuter Choice

Commuter Choice is a groundbreaking program that reinvests toll revenue into transit service, transportation demand management and other multimodal improvements along the I-66 Inside the Beltway and I-395/95 toll corridors. NVTC, in partnership with the Potomac and Rappahannock Transportation Commission (PRTC), Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT) and the Commonwealth Transportation Board (CTB), manages this competitive funding program through the tasks outlined in the section below.

1) Program Management and Administration

- a. Provide ongoing administration of I-66 Commuter Choice and I-395/95 Commuter Choice to ensure compliance with relevant Memorandums of Agreement (MOAs).
 - i. Work with staff and legal counsel on policy changes and decisions governing future calls for projects and program administration.
 - ii. Coordinate with PRTC as needed on the ongoing management and administration of I-395/95 Commuter Choice.
 - iii. Work with the NVTC finance team and, if applicable, financial counsel and financial advisors to ensure sufficient cash flow for projects and address any financing arrangements should NVTC issue debt to fund projects.
 - iv. Coordinate with VDOT as needed on I-66 Inside the Beltway revenue projections and monitor VDOT's quarterly payments to NVTC. Coordinate with DRPT to ensure that concessionaire payments from I-66 Outside the Beltway and I-395/95 are transmitted to NVTC in a timely manner.
 - v. Maintain and update the Commuter Choice program website to provide relevant, timely information for applicants, recipients and stakeholders.
 - vi. Monitor program operations and communications with recipients to identify any needed policy changes or updates.
 - vii. Execute Standard Project Agreements (SPA) and ensure the projects comply with all SPA requirements.
 - viii. As needed, prepare and execute any SPA amendments to reflect changes in a project's scope, schedule, and/or budget.
 - ix. Coordinate with NVTC's WMATA program to ensure the appropriate policy framework, integration with WMATA's budget process, and smooth implementation of Commuter Choice funded WMATA projects where WMATA is the primary applicant.
 - x. Support and participate in recipient-led events highlighting major project milestones, such as groundbreakings and ribbon-cuttings.

- xi. Ensure that, for completed projects, Commuter Choice-funded assets remain in use in a manner benefiting corridor toll payers by obtaining annual asset management certifications from the corresponding funding recipients.
- b. Prepare Commuter Choice annual report and program updates.
 - i. Prepare and submit the fiscal year annual report to the CTB as required by the MOAs.
 - ii. Collect ridership and user data from grantees for all active Commuter Choice projects for use in the annual report.
 - iii. Biennially, present an analyses of broader travel trends, such as travel volumes and mode shares, in the I-66 and I395 corridors as part of fiscal year annual reports to the CTB.
- c. Update recipient handbook that provides a comprehensive guide to Commuter Choice program eligibility, policies and procedures, as needed.
- d. Serve as a resource and provide technical guidance on other opportunities to leverage express lane revenues for transit.
- e. As the Washington region explores opportunities to expand express lanes, NVTC will provide guidance and technical assistance on investing toll revenues into transit to partners or other jurisdictions that may be exploring similar opportunities

2) Call for Projects and Project Selection Process

- a. Prepare Commuter Choice application materials and secure Commission(s) approval to open calls for projects.
- b. Hold workshops with eligible applicants while calls for projects are open. Provide technical assistance and guidance during the application process.
- c. Conduct the initial eligibility screening, evaluation and scoring of project applications in coordination with DRPT.
- d. Provide program updates at Commission meetings and present final Program of Projects for Commissions' approval.
- e. Coordinate with DRPT to receive Commonwealth Attorney General project eligibility concurrence and to prepare project list and supporting materials for CTB consideration.
- f. Develop staff-recommended Program of Projects for consideration by the Program Advisory Committee (PAC)/Joint Commission Working Group (JCWG) and consideration by the Commission(s).
- g. Facilitate public outreach efforts that meet the MOA's requirements, with materials available in English and Spanish to detail proposed projects for the public, answer questions about the program and maximize public input.

3) Reimbursement and Financial Reporting

- a. Host quarterly meetings with recipients to receive required project level reports and ensure projects are meeting implementation, reporting and financial milestones.
- b. Review and approve project reimbursement requests.
- c. Track expenses and reimbursements by corridor, fiscal year program, project, recipient, etc.

- d. Coordinate with NVTC financial team to develop policy/programmatic solutions for financial-related questions/issues.

4) I-66 Corridor Needs Assessment Study

- a. Continue development and completion of the I-66 Needs Assessment, in partnership with DRPT, to identify short-and-long term future projects for potential funding in subsequent NVTC I-66 Commuter Choice and DRPT I-66 Outside the Beltway funding rounds.
- b. Synthesize the major components informing the I-66 Needs Assessment, including existing plans and project review, origin-destination pairs with promising travel demand, jurisdictional and transit agency feedback and financial scenarios to create an investment pipeline of projects that are good candidates for funding from one or both funding programs.
- c. Identify potential policy changes for implementation to best support the short- and long term projects identified for funding.
- d. Continued engagement with I-66 corridor jurisdictions and transit operators to ensure local priorities are reflected in the development of eligible projects.
- e. Review and obtain feedback from the Program Advisory Committee (PAC) and Commission prior to acceptance of the Needs Assessment report and adoption of any policy recommendations.
- f. After adoption of the Needs Assessment, review opportunities for policy changes and/or revisions to the MOAs to support Needs Assessment recommendations.
- g. Coordinate with DRPT staff as needed for briefing of the Commonwealth Transportation Board (CTB).

Envision Route 7

1) Envision Route 7 Bus Rapid Transit (BRT) Study

- a. Support development of materials and documentation needed to maintain FTA grant and matching DRPT Grant.
 - i. Lead procurement efforts for the Envision Route 7 BRT study.
 - A. Develop scopes of work for various project phases to fully utilize grant funds.
 - B. Engage with NVTC jurisdictions to obtain stakeholder agreement on full utilization of the grant.
 - ii. Coordinate with Procurement and Grants Manager on grant management.
 - A. Maintain and update grant status for FTA and DRPT.
- b. Manage consultant contract for Phase 4-2 Mobility Study.
 - i. Manage consultant contract and track progress.
 - A. Track consultant progress and contract utilization.
 - B. Ensure timely completion of project deliverables.
 - C. Ensure coordination between consultants and project partners
 - ii. Coordinate with NVTC and jurisdictional staff regarding study related public outreach efforts.
 - A. Work with project partners on open houses and bus stop outreach.

- iii. Maintain two-month meeting cadence for Phase 4-2 Project Technical Advisory Committee (PTAC).
 - A. Update jurisdictional staff on contract progress and project developments.
 - B. As a follow up to the commission's adoption of the Envision Route 7 Strategic Implementation Plan in the Fall of 2024, jurisdictions will be asked to come to future PTAC meetings with updates to keep focus on the project corridor.
 - iv. Work with jurisdictions on advancing bus priority on the project corridor.
 - A. Coordinate with Arlington County on bus priority around East Falls Church Metro station.
 - B. Coordinate on bus priority treatments for City of Falls Church.
 - C. Provide technical assistance and expertise to City of Falls Church staff.
 - D. Coordinate with Fairfax County on two geographically distinct portions of Envision Route 7 within jurisdiction.
 - E. Work with FCDOT on analysis of center or curb bus lanes between seven corners and Bailey's Crossroads.
 - F. Work with FCDOT on advancing area plan for BRT from Tyson's to West Falls Church Metro station.
 - G. Coordinate with FCDOT on NEPA to obtain Federal funding.
 - H. Coordinate on Envision Route 7 alignment within City of Alexandria
 - ❖ Meet with key stakeholders about additional bus service to best serve community.
 - ❖ Work with City of Alexandria staff for inclusion of Envision Route 7 in West End Transitway.
 - v. Update principal regulatory agencies including VDOT, DRPT and FTA on contract progress.
 - b. Advance bus priority treatments on Route 7
 - i. Coordinate with jurisdictions on feasibility of queue jumps.
 - ii. Advocate for Transit Signal Priority to improve bus operation in near term.
 - iii. Advocate for improved bus stop amenities including bus shelters and seating.
 - c. Identify external funding resources needed to advance the project through the remaining planning phases and implementation.
 - d. Work with jurisdiction partners and regulatory agencies on National Environmental Policy Act (NEPA) analysis for Federal funding of construction.
 - e. Brief the MAC, PAC and Commission at key milestones and decision points, preparing written updates as needed.
 - f. Brief jurisdictional boards and commissions on adoption of bus priority treatments to improve bus service on project corridor.
 - g. Coordinate with the NVTC Communications team to promote and publicize Route 7 progress, milestones and outreach efforts.
 - h. Publish reports and associated information on NVTC's website.

C. NVTC Crosscutting Technical Assistance

Work Toward Long Term Sustainable Transit Funding

NVTC is leading and/or participating in several key efforts to support the Commission's work to develop long term sustainable funding for Northern Virginia's transit agencies. This work is closely coordinated with the WMATA Program and the development of NVTC's Annual Legislative Agenda.

Senate Joint Resolution 28 Growing Needs of Public Transit in Northern Virginia (SJ 28) was created by the General Assembly on March 5, 2024. The resolution establishes a joint subcommittee to study long term, sustainable, dedicated operating and capital funding as well as cost-containment controls and strategies for the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express and the public transit systems that serve the NVTC and Potomac and Rappahannock Transportation Commission (PRTC) transportation districts. It also created a Technical Working Group, led by NVTC's Director of Programs and Policy, to support the joint subcommittee. The Subcommittee's effort will formally end with the adoption of recommendations at the end of 2025. Implementation of those recommendations by legislative action in the General Assembly could be achieved in 2026 and/or take additional years to accomplish.

DMVMoves is a joint initiative by the Metropolitan Washington Council of Governments (COG) and WMATA to develop a unified vision and sustainable funding model for public transit in our region. The goal is to build a better transportation network that ultimately serves the region's mobility, sustainability and economic needs for generations to come. The DMVMoves taskforce is anticipated to take action on final recommendations in late 2025, while the work of various staff level workgroups will continue into 2026 and beyond.

Given the volume and frequency of SJ28 and DMVMoves elevated level, staff level, and working group level meetings, NVTC staff will facilitate jurisdictional and transit agency input on SJ28 and DMVMoves related funding and coordination efforts in an ad hoc manner and in coordination with existing meetings, committees, and feedback structures.

1) Implementation of SJ 28 Joint Subcommittee Recommendations (TWG)

- a) Manage consultant resources to provide staff support to General Assembly members during the 2026 General Assembly session.
- b) Inform and facilitate Jurisdictional and Transit Agency feedback as legislation advances through the General Assembly.
- c) Where legislation provides additional funding and programmatic responsibilities to the Commission, stand up the appropriate programs, policies, and structures to manage additional funding and program responsibilities.
- d) For any recommendations that remain unfinished in 2026, continue to serve as a technical subject matter expert and convener to lead development of legislation in future years.

2) Support DMVMoves Action Groups

- a) Ensure DMVMoves Action Group efforts reflect and incorporate the priorities, concerns, and voices of Northern Virginia transit providers.
- b) Participate in DMVMoves Working Group meetings to continue discussion and advancement of regional integration action plan.
- c) Where consistent with NVTC's adopted guidance and role, advance adopted DMVMoves policies and action plan recommendations.

Transit Data and Analysis

The Transit Data and Analysis program provides timely research and visualizations to support Commission priorities. The program manages both ongoing data collection and reporting as well as ad-hoc work to support NVTC programs and projects. An overview of the tasks within Transit Data and Analysis are outlined below.

1) Regional Transit Data Collection, Analysis and Visualization

- a. Provide timely research, visualizations and presentations for relevant audiences based on current policy or program needs
 - i. Anticipate needs and interests of the Commission to develop research priorities. Current priorities include:
 - A. Work towards long term sustainable transit funding
 - B. Current transit ridership trends
 - C. Bus priority, evaluating the funding and maintenance of the region's bus stops.
 - ii. Coordinate with NVTC programs and Communications team to provide research, analysis and static and interactive maps, one-pagers, presentations and other products for visualizing transit data and information to support current work.
 - iii. Develop visualizations and conduct research for ad-hoc requests across programs and departments to support Commission activities.
 - iv. Following guidance from the NVTC Strategic Transit Policy Research Roadmap, coordinate with jurisdictions via the Management Advisory Committee to identify emerging policy research needs.
- b. Collect and manage regional transit data, including:
 - i. Catalog, collect and clean data that can be shared with stakeholders and archived for future use.
 - ii. Update and maintain the NoVaTransit Dashboard. The dashboard serves as a repository of historical and current transit data metrics and allows users to interact with the data to identify trends and conduct analysis. Data from the dashboard is always available for download.
 - iii. Report the Washington Metropolitan Area Transit Authority's (Metro) monthly system ridership and service data to comply with the Department of Rail and Public Transportation's (DRPT) reporting requirements.

2) National Transit Database (NTD) Data Collection Technical Assistance Contract

- a. Manage the FY 2026 contract for NTD data collection on behalf of Northern Virginia's transit systems.
- b. Oversee data collection efforts to facilitate the receipt of federal funds to the region.
- c. Manage the closeout of the FY 2018-2025 contract

Transit Technology

The Transit Technology program engages regional, state and national transit technology stakeholders to build Commission knowledge about innovative transit mobility services and emerging technologies. An overview of the tasks within the Transit Technology program are outlined below.

1) Regional Zero-Emission Bus Coordination

- a. Implement the recommendations of the NVTC Northern Virginia Zero-Emission Bus (ZEB) Strategic Plan, including procuring contractor support, as needed, and working closely with the NVTC Zero-Emission Bus Working Group and Northern Virginia transit providers to implement zero-emission buses and the associated technology and infrastructure.
- b. Use FY 2025 DRPT technical assistance grant to support ongoing NVTC ZEB Working Group meetings and associated research tasks.
 - i. Manage consultant contracts and coordinate with NVTC and jurisdictional staff regarding study-related efforts.
- c. Seek additional grant support (ex. FTA Low-No, DRPT Demonstration), as needed, to implement the actions of the Northern Virginia ZEB Strategic Plan.
- d. Provide updates to the MAC, PAC and Commission on the status of milestones in the Northern Virginia ZEB Strategic Plan. Continue to educate and engage with stakeholders about ZEB technology, including challenges and opportunities.
- e. Facilitate NVTC's Zero-Emission Bus Working Group to assist regional partners in low/zero-emission bus implementation, including coordination, technical assistance and/or procurement coordination.
- f. Attend regional meetings on low/zero-emission bus efforts, including but not limited to TPB, WMATA, PRTC, APTA, DRPT and NVTA.

2) Regional Fare Collection and Policy Coordination

- a. Support Northern Virginia transit operators by participating in WMATA-led working groups related to SmarTrip, Tap Ride Go and fareboxes. Assist with coordination, planning, exchange of information as well as facilitation of future plans.
 - i. Coordinate among local agencies as they procure and install new fareboxes.
 - ii. Track WMATA's open payment effort to ensure regional partners can also take advantage of credit card-based open payments on their systems.
 - iii. Provide support to regional efforts, such as DMVMoves, that seek to make fare payment and collection a more seamless experience for customers.
- b. Continue to track zero and reduced fare policies within the region and nationally. Identify additional research and analysis opportunities that are related to and build off NVTC's existing work.

3) Transit Technology Coordination

- a. Identify opportunities to share transit technology advancements and opportunities via webinars, facilitated working groups, and other venues.
- b. Provide regular updates to the MAC, PAC and Commission on technology-related topics that may affect the operation of public transit.
- c. Coordinate among agencies on transit technology contracts and lessons learned to ensure operational and cost efficiencies across Northern Virginia.
- d. Attend and participate in regional meetings on transit technology, including but not limited to the TPB, WMATA, DRPT and NVTA.
 - i. Serve as a member of NVTA's Transportation Technology Committee.
- e. Support DMVMoves and other regional efforts for the coordinated procurement of transit technologies, where relevant.

Bus Priority

NVTC's bus priority program, currently embedded within the Envision Route 7 Program, engages regional, state, local and transit agency partners to educate Commissioners and other stakeholders on bus priority and BRT. Regional conversations, primarily through DMVMoves have elevated bus priority as a way to achieve WMATA objectives related to Blue/Orange/Silver Metrorail Core Capacity and finding operating cost efficiencies by speeding up buses. As these conversations are expected to continue into 2026 and beyond, NVTC staff have identified gaps in regional efforts that NVTC is uniquely positioned to fill within existing staff resources.

- 1) Collect, maintain and publish regional data on bus priority infrastructure, both existing and planned.
- 2) Engage on transit signal priority (TSP) and other bus priority technologies.
 - a. Support updates to and alignment of TSP infrastructure among agencies, jurisdictions and roadway owners across the region.
 - b. Convene Northern Virginia stakeholders on a WMATA-led regional procurement for TSP.
 - c. Coordinate with regional bus operators to ensure regional alignment on solutions.
 - d. Inventory and assess opportunities for joint or cooperative procurements, in coordination with DMVMoves procurement working group.
- 3) Coordinate and convene jurisdictional partners and bus operators on bus priority in Northern Virginia, including Virginia corridors specifically identified by DMVMoves and its bus priority working group.
- 4) Represent region on emerging bus priority trends and advance Commission priorities in the transit space

With additional resources, NVTC will seek to address additional unmet regional needs and emerging trends to help advance bus priority in Northern Virginia.

D. Communications and Engagement

Develop and execute communications strategies that support the Commission, NVTC programs and initiatives and improve understanding of transit's vital role in Northern Virginia and the Commonwealth.

- 1) External Communications

- a. Serve as the point of contact for the news media, interest groups, U.S. Congress, Virginia General Assembly and community members for transit issues in Northern Virginia.
- b. Inform the news media, interest groups and local jurisdictions of Commission meetings, hearings, actions, analysis, research, reports and events.
- c. Share transit-related information from external sources – print/broadcast media, online publications and bloggers, transit agencies and state/local governments – with Commissioners, MAC, agency public information officers, transit advocacy groups and staff through NVTC communication channels.
- d. Participate in chamber of commerce events, homeowner association meetings and jurisdictional governing body and committee meetings and identify opportunities for program staff to speak at such events.
- e. Develop and distribute written and visual communications, including fact sheets, issue briefs, web content, news releases, a monthly newsletter and targeted e-mail communications on transit-related topics.
- f. Provide staff experts for news media, governmental and transit advocacy organization interviews on regional transportation and transit topics and conduct media training to support leadership and staff.

2) Commission Communications

- a. Develop and distribute information and resources necessary for Commissioners to fulfill their responsibilities, including the annual member manual, NVTC website, email updates, and monthly Executive Director reports.
- b. Develop and distribute testimony for Commissioners and NVTC senior leadership.
- c. Coordinate news media requests for Commissioner interviews and comment.

3) Partnerships

- a. Participate in transit-related events with Northern Virginia's chambers of commerce and other business representatives.
- b. Identify and apply for grants, in partnership with local jurisdictions and transit agencies, to support multi-faceted marketing campaigns designed to increase bus and rail ridership in Northern Virginia.
- c. Partner with WMATA, VRE and local transit agencies to promote transit initiatives.
- d. Leverage network of jurisdictional and agency public information officers to facilitate the sharing of information, collaborate on projects of mutual benefit and leverage mutual resources.
- e. Serve on the Virginia Transit Association's (VTA) annual awards and conference planning committees.

4) Online Communication

- a. Continue to maximize NVTC's online presence to further the mission of the Commission.
 - i. Provide regular updates to the information, data and tools on NVTC's website to maintain it as a research and information resource.
- b. Leverage NVTC's social media channels to drive traffic to program pages and raise NVTC's profile and promote discussion of regional transit issues.

- c. Maintain up-to-date project information on the website to inform the public and Commissioners of the latest project news.
- d. Use online analytics and surveys to monitor the effectiveness of online communication and outreach efforts and compile information in quarterly metrics reports.
- e. Develop content, such as videos and infographics, to enhance NVTC's reputation as the primary source of transit-related information in Northern Virginia and improve understanding of both transit and NVTC's role in the region.

5) Outreach and Events

- a. Plan and implement activities and events that engage transit stakeholders and promote NVTC programs and initiatives.
- b. Participate in and support the annual public meeting for Northern Virginia transportation organizations, as required by HB1285 (2018).
- c. Support and coordinate with the Commuter Choice and the Envision Route 7 program outreach and marketing efforts.
- d. Plan and promote public meetings and hearings in consultation with local jurisdictions, transportation agencies and transit providers.
- e. Design and create materials, such as flyers, handouts, infographics, email blasts, display boards, PowerPoint presentations and videos.
- f. Ensure all outreach materials related to NVTC projects and initiatives adhere to consistent branding and messaging across all platforms.
- g. Expand in-person outreach efforts through networking and attendance at events.
- h. Work with program staff and administrative staff to plan, organize, host and market the annual Legislative Forum and other in-person and online events.

6) Program-Specific Outreach and Marketing

- a. Commuter Choice Outreach and Marketing
 - i. Plan and implement public meetings and public input processes.
 - ii. Plan and implement groundbreaking events in collaboration with local jurisdictions and transit providers.
 - iii. Promote the Commuter Choice program and events through NVTC's social media and other venues.
 - iv. Support ongoing updates and maintenance of the Commuter Choice sections of NVTC's website to provide both programmatic information as well as marketing resources for grantees, stakeholders, etc.
- b. Envision Route 7 Outreach and Marketing
 - i. Work closely with the Envision Route 7 senior program manager and contractors to implement public meetings and public outreach and input process.
 - ii. Promote Envision Route 7 events and public comment periods through NVTC's social media and other venues.
 - iii. Support ongoing updates and maintenance of the Envision Route 7 website to provide programmatic information as well as outreach and educational materials for project stakeholders.

E. Legislative and Policy Efforts

Plan, coordinate and implement legislative and policy strategies based on sound policy analysis in coordination with legislative staff from relevant jurisdictions, agencies and partner organizations.

1) State and Federal Legislative Policy Agenda

- a. In coordination with NVTC's Legislative and Policy Committee, create an annual legislative and policy Agenda that guides NVTC's legislative work each year. The Agenda identifies policy changes that support the mission and goals of the Commission as well as transit operators in Northern Virginia and the Washington region.
- b. Develop strategies to effectively implement NVTC's annual legislative and policy agenda in collaboration with NVTC jurisdictions' legislative liaisons and partners such as the Virginia Transit Association (VTA).
- c. Work with delegations in Richmond and Washington, D.C. to promote NVTC's Legislative Agenda.
- d. Plan and implement an annual joint NVTC, PRTC and VRE legislative forum.
- e. Support efforts to secure sustainable, long term dedicated funding for Northern Virginia transit agencies and those across the Commonwealth while continuing to demonstrate the value of transit

2) Virginia General Assembly

- a. Prepare and support NVTC legislative and policy efforts before and during the General Assembly.
- b. Reach out to legislators to garner support for NVTC's legislative agenda and educate them about the benefits of public transportation, including identifying opportunities for tours of Northern Virginia transit investments.
 - i. If appropriate, conduct NVTC's February meeting at the General Assembly in Richmond.
- c. Maintain membership in an online legislative monitoring service and share access with member jurisdictions.
- d. Provide legislative alerts to Commissioners and local staff weekly during the General Assembly Session.

3) Commonwealth Transportation Board

- a. If requested by the Commission, prepare written statements and deliver testimony at relevant CTB's hearings.
- b. Support DRPT's Transit Service Delivery Advisory Committee (TSDAC) by facilitating discussions by jurisdictional staff and relaying feedback from the transit agencies to TSDAC for discussions.

4) Transit Industry Groups and Trade Associations

- a. Participate in analysis and dialogs on local, state and national transit issues with state and national transit industry associations and other bodies.
- b. Virginia Transit Association (VTA)
 - i. Contribute to VTA's state legislative strategy for the transit industry and strengthen VTA's response to Northern Virginia's concerns.

- ii. Provide technical and communications support regarding the economic benefits of transit.
 - iii. Co-chair VTA events and encourage NVTC Commissioners to serve as VTA officers.
 - iv. Serve as VTA's member of the Transit Service Delivery Advisory Committee (TSDAC), providing technical guidance on performance-based funding for transit capital and operations.
 - v. Serve on VTA's awards and conference planning committees.
- c. American Public Transportation Association (APTA)
 - i. Provide technical assistance and feedback to APTA on federal transit program implementation issues.
 - ii. Participate in APTA technical and legislative committees to further NVTC expertise and share/learn best industry practices including but not limited to Bus Rapid Transit Committee, Legislative Steering Committee, Zero Emission Bus and Program and Policy Committee.
- d. Promote policies and funding levels that support public transit nationally ahead of the reauthorization of surface transportation programs prior to the expiration of the Infrastructure Investment and Jobs Act (IIJA).
- e. Provide technical assistance and policy analysis support to state and national boards and committees, including, but not limited to:
 - i. DRPT's Transit Service Delivery Advisory Committee (TSDAC)
 - ii. VTA Executive Committee
 - iii. The General Assembly's Joint Committee on Transportation Accountability
 - iv. APTA Legislative Committee
 - v. APTA Policy and Planning Committee
 - vi. APTA Public Private Partnership Committee
 - vii. APTA Commuter Rail Committee, and
 - viii. Transit Cooperative Research Program (TCRP) Dissemination and Implementation of Research Findings Project Panel.

E. Commission and Committee Management

Provide staff support and execute duties to ensure the smooth running of the day-to-day operations of the Commission. NVTC has three standing committees. In addition to the Executive Committee, NVTC has the Program Advisory Committee (PAC), the WMATA Committee and the Legislative and Policy Committee. The scope of each of these committees is articulated in NVTC's By-Laws.

1) Day to Day Commission Management

- a. Develop and distribute information and resources necessary for Commissioners to fulfill their responsibilities, including the annual member manual, NVTC website, newsletters and monthly Executive Director reports.
- b. Plan strategically Commission actions, meetings and events throughout the year using a meeting schedule, annual agenda and other planning tools.
- c. Prepare materials for monthly Commission meetings. Coordinate with external speakers to present to the Commission when appropriate.

- d. Schedule, oversee and record minutes of Commission meetings, as well as other NVTC events.
- e. Provide accurate and timely responses to Commissioners, jurisdictional staff and the public.
- f. Support NVTC's committees, through the development of agendas, meeting summaries and handouts.
- g. Ensure the issuance of per diem payments to Commissioners.
- h. Verify Commissioner compliance with state regulations regarding economic and financial disclosure statements.
- i. Conduct new Commissioner orientations.
- j. Maintain archival Commission materials and provide access to archival documentation when requested.
- k. Respond to Freedom of Information Act (FOIA) requests.
- l. Ensure NVTC is compiling with Code requirements regarding Freedom of Information Act (FOIA) and records management.

2) NVTC Committee Support

- a. Develop and distribute committee materials, meeting logistics (in coordination with the Board Administrator) and all other responsibilities to support the needs of the committee.

F. NVTC Support of the Virginia Railway Express

NVTC as co-owner (with the Potomac and Rappahannock Transportation Commission) of the Virginia Railway Express (VRE), provides oversight of the railway to promote safe, reliable and financially sound performance and management.

1. VRE Operations Board Support

- a. Facilitate the annual appointment of NVTC's principal and alternate members of the VRE Operations Board.
- b. Provide staff support in coordination with jurisdictional staff, when necessary, to NVTC-appointed VRE Board members.
- c. Participate in VRE's Coordinating Committee (VCC) and Chief Administrative Officer's Task Force and attend VRE Operations Board meetings.
- d. Represent NVTC at VRE Operations Board Meetings through attendance of the Executive Director or her designee.

2. Budget and Financial Management

- a. Facilitate NVTC's approval of VRE's annual operating and capital budgets, including the prioritization of the Commuter Rail Operation and Capital (CROC) Fund. Participate and provide technical support at budget review sessions.
- b. Apply and receive state and regional assistance on behalf of VRE, including Rail Enhancement, VPRA Funding, SMART SCALE and NVTA funds.
- c. Assist VRE planning staff on planning studies, federal funding programs and other technical items.

3. Technical and Communications Support

- a. Amplify and actively share VRE public communications through NVTC social media.
- b. Serve on technical and legislative advisory committees (as requested).
- c. Review Operations Board materials for consistency with the Master Agreement and approved budgets. Maintain close communications with PRTC and VRE staff to coordinate the writing and presentation of VRE information and action items to the two Commissions.

G. Regional Coordination and Collaboration

Ensure NVTC transit performance research complements and does not duplicate other regional analyses, through participation in regionally focused technical, program or study committees assisting in planning and funding preliminary engineering and environmental analysis for transit in the region, including, but not limited to:

- 1) NVTC Management Advisory Committee
- 2) Metropolitan Washington Council of Governments
 - a. Transportation Planning Board
 - i. TPB Technical Committee
 - ii. Regional Public Transportation Subcommittee
- 3) Potomac and Rappahannock Transportation Commission
- 4) Northern Virginia Transportation Authority
 - a. Regional Jurisdiction and Agency Coordinating Committee (RJACC)
 - b. Transportation Technology Committee
- 5) Virginia Department of Rail and Public Transportation
- 6) Virginia Department of Transportation
- 7) Virginia Railway Express
- 8) Washington Metropolitan Area Transit Authority

H. Internal Operations

Strengthen NVTC as an organization through improvements of internal policies to ensure a rewarding and equitable work environment.

- 1) Human Resources and Administration
 - a. Develop the annual NVTC General and Administrative (G&A) budget, in coordination with jurisdictional staff, for consideration by the Commission.
 - b. Identify positions with retirement potential and develop succession plans to ensure smooth transition.
 - c. Leverage human resources support assistance to enhance human resources functions.
 - d. Administer NVTC Transit Fellows Program to attract talent to supplement NVTC staff on specific projects.
 - e. Refine and implement a professional development plan for staff, including offering appropriate training.

- f. Continue to refine the staff earning structure and align job descriptions and benefits, such as health and retirement, with NVTC's jurisdictions.
- g. Administer a performance management system that aligns individuals with organizational performance in a meaningful and transparent manner.
- h. Manage employee benefit programs, including retirement plan, 457 plan, group health insurance, group life insurance, disability insurance, flex benefit plan, bike share and Zip Car.

2) Procurement

- a. Administer a competitive procurement process, which includes, but is not limited to, the following:
 - i. Develop the Requests for Proposals (RFP) indicating the services that will be procured, the factors that will be used to evaluate proposals, and the applicable contractual terms and conditions.
 - ii. Distribute the RFP to the NVTC website and other public platforms to maximize public interest and participation.
 - iii. Host a Pre-proposal Meeting to allow potential Offerors an opportunity to ask questions and receive answers about the solicitation.
 - iv. Conduct an initial administrative review of the proposals received to ensure that they are timely and responsive to the requirements set forth in the RFP.
 - v. Oversee and protect the integrity of the formal evaluation of proposals by ensuring that the evaluation team renders impartial, technically sound, and objective advice throughout the selection process.
 - vi. Prepare the final binding contractual documents and present the award to the selected firm.
- b. Ensure strict compliance with the Virginia Public Procurement Act and federal laws throughout the procurement process.
- c. Implement and maintain internal procurement policies and procedures and ensure staff are adequately trained on procurement requirements, contract administration, and project management.
- d. Conduct public outreach to engage and inform small and disadvantaged businesses about current and upcoming contract opportunities at NVTC.

3) Telework and Office Space

- a. Provide technical support to staff to enable telework and other remote work activities.
- b. Resolve issues related to the office space (lease, maintenance, facilities, etc.).

4) Information Technology

- a. Provide ongoing strategy, operation, maintenance and enhancement of computer, communication and information systems as an essential support function to enable NVTC to accomplish its objectives.
- b. Acquire, implement and maintain new information technology systems, software and services to support business operations and programs.
- c. Manage a third-party support contract to ensure security of NVTC's systems, assistance in following industry best practices, and additional user support.

5) Procedures Manual

- a. Implement, maintain and regularly update a procedures manual for on-boarding new staff of procedures for office (Style Guide, safety procedures, templates, contacts, etc.).

DRAFT



2026-2027 Work Plan Public Comment

Lee Dwyer, Arlington County

leedwyer18@gmail.com

Solid work plan, but for public understanding I would include a section at the beginning explaining what exactly NVTC is and what the jurisdictions are...people who aren't transportation experts may not know what the Commission is, what it does, and what it's responsible for. So I'd suggest a couple paragraphs covering "About NVTC" and maybe "History of NVTC", more informative than the statement of Mission/vision. I would also include half a page or so highlighting accomplishments of the previous year's work plan, perhaps infographic-style with dollars of funding awarded, % ridership gains, etc.

Mike Beaty, Prince William County

mcbeaty101010@yahoo.com

I travel to DC periodically to see a museum, doctor's appointment or to see a show. My biggest program is the lack of transportation to get me home mid-day. I do my activity, do lunch and I'm ready to go home but I'm stuck in DC until LATE afternoon. I usually take bus from Gainesville to Pentagon/State Department. IF I ride VRE from Broad Run to Union Station. (recently retired so it's not a daily commute)

Joseph Warren, Arlington County

warrenjj@erols.com

The "Work Plan" consists almost entirely of processes. It discusses in detail coordination with VDOT, DPRT, COG and WMATA. But there is no plan; the only project mentioned is the Route 7 BRT study. This is absurd. I would like to see how the Subsidy Allocation Model is used. For example, what factors are included and how are various factors weighted in the model to determine which projects are approved. In short, this Work Plan is not useful to the general public.

TO: Chair Snyder and NVTC Commissioners

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

DATE: December 30, 2025

SUBJECT: Report from the Chair of the Program Advisory Committee

For the January 2026 meeting, staff have provided the following written updates on the Commuter Choice and Envision Route 7 programs.

The updates provide details on [the I-66 Commuter Choice FY 2027-2028 Call for Projects](#), which recently closed with 16 applications totaling \$69.8 million, as well as new Metrobus service that debuted in December thanks to the I-395/95 Commuter Choice program. For Envision Route 7, staff recently wrapped up a successful fall outreach campaign and held a series of meetings with jurisdictional staff to advance the analysis for Route 7 Phase 4-2 between Seven Corners and the Mark Center/Southern Towers.

A. I-66 Commuter Choice Program

The [I-66 Commuter Choice FY 2027-2028 Call for Projects](#) closed on December 12. NVTC received 16 applications totaling \$69.8 million in requested funding, less than the \$100 million in funding available for new projects. The 16 applications include:

- **Nine** bus service enhancement projects, eight of which are continuations of existing Commuter Choice funded service enhancements
- **Five** new bus routes
- **Two** rail capital projects

Table 1 below identifies the applications in applicant alphabetical order.

Table 1: I-66 Commuter Choice FY 2027-2028 Applications

Applicant	Application Title	Commuter Choice Funding Request
Arlington County	Ballston-MU Metrorail Station West Entrance*	\$20,000,000
Arlington County	Arlington Transit (ART) Route 55 Bus Service Enhancements	\$475,000
Fairfax County	Route 400X New Express Limited-Stop Service	\$4,389,294
Fairfax County	Route 598 Express Bus Service Enhancements (<i>Continuation</i>)	\$2,514,209

Applicant	Application Title	Commuter Choice Funding Request
Fairfax County	Route 697 Express Bus Service Enhancements (<i>Continuation</i>)	\$4,072,453
Fairfax County	Route 698 Express Bus Service Enhancements (<i>Continuation</i>)	\$1,684,916
Fairfax County	Route 699 Express Bus Service Enhancements (<i>Continuation</i>)	\$4,588,744
Loudoun County	Western Loudoun Enhanced Transit/Route 483/883 Service Enhancement (<i>Continuation</i>)	\$219,005
Loudoun County	Stone Ridge Enhanced Transit/Route 281/681 Service Enhancement (<i>Continuation</i>)	\$476,008
Loudoun County	Leesburg to DC Transit Service	\$269,698
OmniRide	New Commuter Service from the University Boulevard Commuter Lot in Gainesville to Central and Northeastern Washington, D.C.	\$9,445,500
OmniRide	Route 622: Haymarket to Rosslyn (<i>Continuation</i>)	\$605,600
OmniRide	Route 612: Gainesville to the Pentagon (<i>Continuation</i>)	\$1,773,700
VRE	Broad Run Lead Track Design	\$5,000,000
WMATA	Route F2X (Spring Hill Station – Mark Center – West Alexandria)	\$11,255,525
WMATA	Route A6X (Dunn Loring - Pentagon - Crystal City)	\$3,112,587
Total I-66 Commuter Choice FY 27-28 Funding Request		\$69,882,239

*Arlington County was previously awarded \$4.5 million in I-66 Commuter Choice FY 2023-2024 funding but returned the funding to apply for the maximum Commuter Choice funding amount of \$20 million in the FY 2027-2028 cycle. The FY 2027-2028 application will be evaluated as a new application and re-scored.

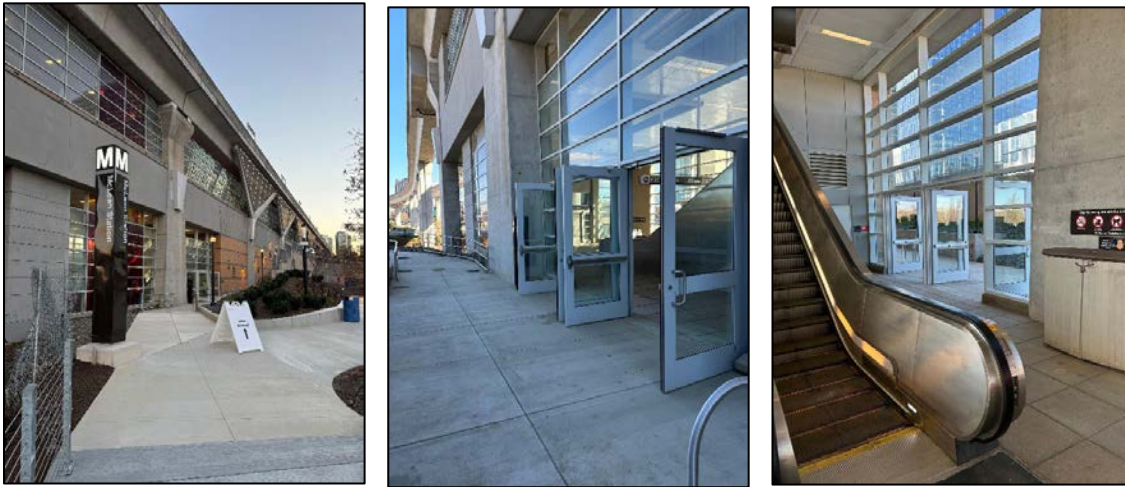
Staff have begun the eligibility review to ensure that all applications meet the requirements of the [I-66 Corridor Memorandum of Agreement \(MOA\)](#) as well as Commuter Choice program policy, as outlined in the [Commuter Choice Recipient Handbook](#). The eligibility determination includes a review to ensure project applications will benefit I-66 Inside the Beltway toll payers, improve person throughput within the I-66 corridor, have a logical nexus to the I-66 corridor, and can obligate funding within two years of award and expend Commuter Choice funds within five years of award, among other requirements.

Staff anticipate publishing application scores in the March Commission meeting materials, with a 30-day public comment period opening shortly thereafter. In April, NVTC's Program Advisory Committee will meet to review application scores and public comments received on the projects under funding consideration and will be asked to recommend a draft Program of Projects. The Commission will be briefed on the draft Program of Projects in May and asked to approve a FY 2027-2028 Program of Projects for transmittal to the Commonwealth Transportation Board for final approval and inclusion in DRPT's FY 2027-2032 Six-Year Improvement Program.

Project Implementation Update

Several Commuter Choice funded projects recently began operations. In late November, a new entrance at the McLean Metro Station opened, primarily funded through the I-66 Commuter Choice program. The new entrance on the north side of the station provides enhanced access to Capital One's headquarters as well as the newly built Capital One East Park. Fairfax County constructed the project and was the recipient of Commuter Choice funds.

Figure 1: Photos of McLean Metro Station



Photos courtesy of WMATA

As part of WMATA's December service change, two Commuter Choice-funded Metrobus routes began new or enhanced service. The new [Route A29](#) was launched, connecting the Van Dorn Street Metro Station, West Alexandria Transit Center, Mark Center and Shirlington with Metro Center in downtown Washington D.C., providing commuters in west Alexandria and south Arlington rush-hour access to Washington, DC without the need to transfer. Additionally, WMATA began enhanced service on [Route A25](#), which operates between the Landmark Transit Center and the Pentagon and now runs every 15 minutes during rush hour thanks to Commuter Choice. Both new service on Route A29 and enhanced service on Route A25 were funded through the I-395/95 Commuter Choice program.

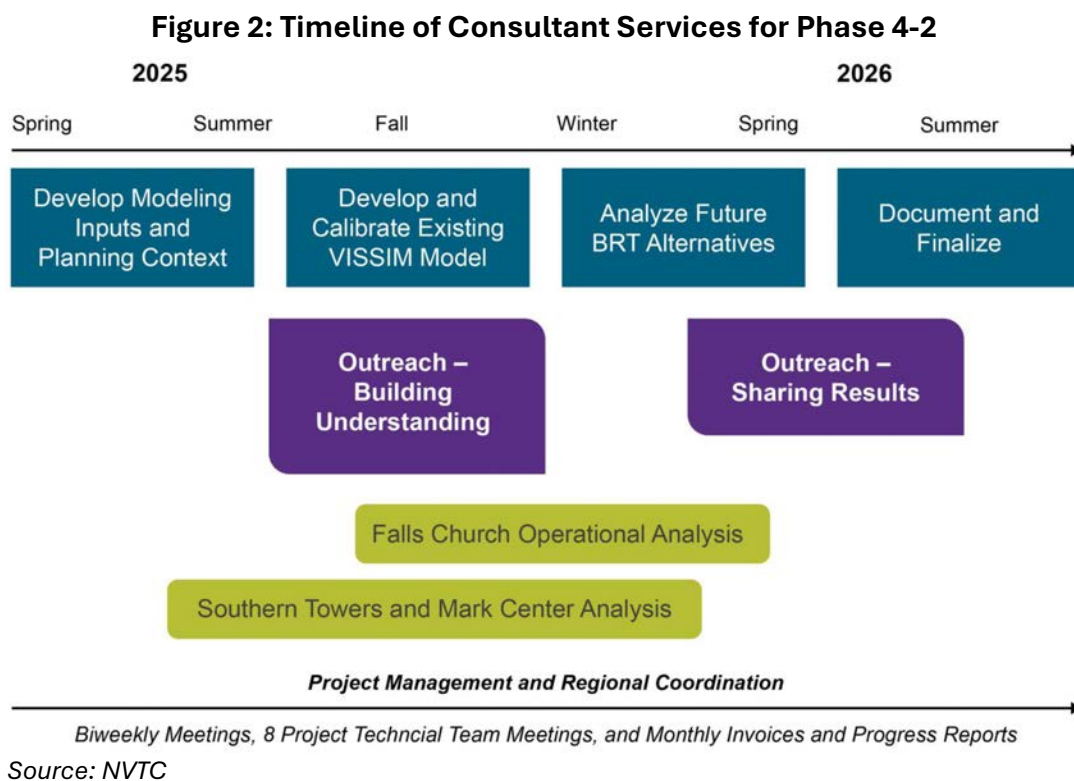
B. Envision Route 7 Bus Rapid Transit (BRT)

NVTC staff continue to advance planning and coordination for the [Envision Route 7 BRT](#) project. In December, NVTC staff and their consultant team:

- Met with City of Alexandria and DASH staff to discuss the results of a Southern Towers and Mark Center terminus analysis task;
- Worked with City of Falls Church staff to refine the scope of the Falls Church operational analysis task;

- Held the third Program Technical Advisory Committee (PTAC) meeting, which serves as a venue to provide jurisdictional staff and other project partners, including the Washington Metropolitan Area Transit Authority (WMATA), Northern Virginia Transportation Authority (NVTA) and the Virginia Department of Transportation (VDOT), with status updates; and
- Met with Fairfax County staff to discuss potential roadway designs to evaluate as part of the Seven Corners to Mark Center/Southern Towers analysis.

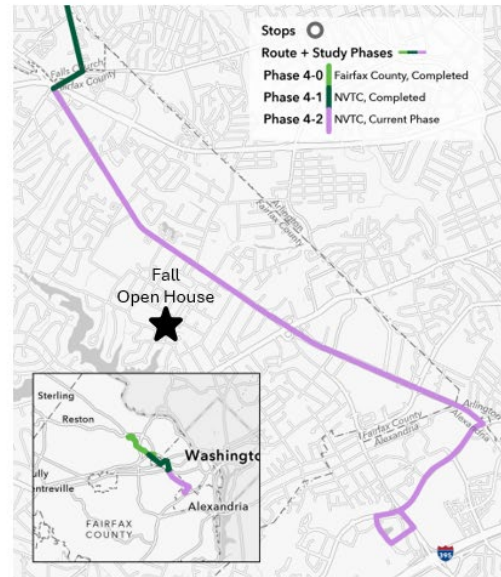
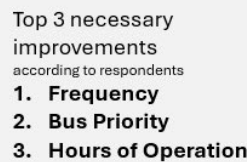
These were critical conversations to maintain the schedule for Phase 4-2, which is currently about halfway complete (Figure 2). Outside of this contract work, staff are continuing discussions with project partners about how to include bus priority treatments within the project corridor as a short- to medium-term improvement that could occur as planning continues for the BRT corridor.



In addition to technical analyses, NVTC staff continue to focus on effective community outreach and engagement. Community input helps the project team understand how public transit impacts the daily lives of residents and businesses along the corridor and the perceptions of bus service on the corridor. Since the December Commission meeting, NVTC staff have created a summary slide of the fall outreach (Figure 3). Over the 41 days of public comment, there were 11 scheduled events along with many informal interactions with respondents prioritizing increased frequency, more bus priority features and increased hours of operation as the most necessary improvements to bus service along the Route 7 corridor. This engagement also reached a diverse group of respondents, with 47% of interactions occurring in a language other than English.

Figure 3: Project Corridor Map with Planning Phases

Fall 2025 Public Outreach



Source: NVTC

Looking to 2026, NVTC staff will collaborate 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 also keep Commissioners informed of study progress at future Commission meetings and provide a more substantive update at the Program Advisory Committee (PAC) meeting on February 19. Commissioners and other interested parties can also learn more about the progress of the Envision Route 7 project by [subscribing to its newsletter](#), which published its [second edition](#) on December 8.

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

At the January 2026 meeting, VRE staff will update the Commission on VRE activities. The Commission will be asked to approve four actions regarding the Amended FY 2026 and Recommended FY 2027 VRE Budgets and three capital funding addenda with the Virginia Passenger Rail Authority (VPRA).

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 December 2025](#) and the [Minutes of the December 19, 2025 VRE Operations Board](#) meeting are attached.

B. ACTION: Approve Resolution #2594: Adopt and Refer VRE's Amended FY 2026 and the Recommended FY 2027 VRE Operating and Capital Budgets to the Jurisdictions

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2594](#), which will adopt and refer [VRE's Amended FY 2026 and Recommended FY 2027 VRE Operating and Capital Budgets](#) to the jurisdictions for their formal review and adoption. The resolution also authorizes the executive directors of NVTC and PRTC to take the necessary actions to apply for federal and state grant funding.

The Recommended FY 2027 Operating and Capital Budget totals \$215.5 million. The recommended budget is balanced, with no funding gap, and all projected expenditures in FY 2027 are supported by reasonably expected sources of funding. The budget supports VRE's existing weekday service of 32 daily trains. The FY 2027 budget includes a 5% increase to passenger fares compared to FY 2026 and no change to the total jurisdictional subsidy contribution of \$19.76 million.

FY 2027 budgeted operating expenses of \$115.1 million are lower than the previous year by \$0.1 million, or essentially flat. The FY 2027 budget reflects the new Train Operations and Maintenance contract; the removal of planned VRE-operated Saturday train service; projected increases in annual access fee costs; higher projected costs for insurance; and updated departmental costs. Increased insurance, departmental and access and operating contractual costs are balanced by projected revenue sources and the ongoing use of federal pandemic relief funds. The [attached VRE memorandum](#) provides more details about the

budget including the budget process and budget assumptions. The [VRE staff presentation given at the December Operations Board meeting](#) is also attached.

C. ACTION: Approve [Resolution #2595](#): Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Woodbridge Station Platform Extension

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2595](#), which will approve and authorize the Acting VRE CEO to execute a [capital project funding addendum with VPRA for the Woodbridge Station Platform Extension Project](#).

A Capital Project Funding Addendum is required for this project, as well as the following two listed projects, by the Master Funding Agreement for VPRA-Supplied Funding on VRE Projects between the Commissions and VPRA in order for VRE to access VPRA-supplied funding. On August 4, 2022, the Commissions entered into a Master Funding Agreement with the Virginia Passenger Rail Authority (VPRA), which transferred projects previously funded by DRPT to VPRA. Under the Master Funding Agreement, projects which commenced after the execution of the Master Funding Agreement require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which establishes the project's scope, budget, schedule and VPRA funding commitment.

This Capital Project Funding Addendum will facilitate VPRA providing up to \$3,281,260 in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds to VRE for the Woodbridge Station passenger platform extension project. The [attached VRE memorandum](#) provides more background information.

D. ACTION: Approve [Resolution #2596](#): Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Rolling Road Platform Extension Project

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2596](#), which will approve and authorize the Acting VRE CEO to execute a [capital project funding addendum with VPRA for the Rolling Road Platform Extension Project](#).

This Capital Project Funding Addendum will facilitate VPRA providing up to \$600,000 in non-federal match funds to VRE for the Rolling Road passenger platform extension project. The [attached VRE memorandum](#) provides more background information.

E. ACTION: Approve [Resolution #2597](#): Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Backlick Road Platform Extension Project

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2597](#), which will approve and authorize the Acting VRE CEO to execute

a [capital project funding addendum with VPRA for the Backlick Road Platform Extension Project](#).

This Capital Project Funding Addendum will facilitate VPRA providing up to \$2.5 million in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds to VRE for the Backlick Road passenger platform extension project. The [attached VRE memorandum](#) provides more background information.

F. 2026 VRE Operations Board Officers

At its December 19 meeting, the VRE Operations Board approved the 2026 slate of officers, which will be sworn in at the January meeting:

Chair: Andrea Bailey (PRTC)
Vice Chair: Daniel Storck (NVTC)
Secretary: Lori Hayes (PRTC)
Treasurer: Jannan Holmes (PRTC)
Immediate Past Chair: Sarah Bagley (NVTC)
At-Large: Sonia Vasquez Luna (PRTC)

G. Proposed VRE 2026 Meeting Schedule

The [proposed 2026 VRE Meeting Schedule](#) was presented to the Operations Board at its December 19 meeting. Per VRE Operations Board Bylaws, the regular Board meetings are held on the third Friday of each month, except in August. The Bylaws also require the Board, at its annual meeting—the first meeting in January—to adopt a schedule of dates, times and locations for its regular meetings. Because the Juneteenth federal holiday falls on the third Friday in June, VRE staff propose an alternative date of Friday, June 26, 2026. In January, the VRE Operations Board will adopt the final 2026 meeting schedule. More information about VRE meetings can be found on the [Operations Board meeting webpage](#).

CEO REPORT

DECEMBER 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 | DECEMBER 2025

TABLE OF CONTENTS

PERFORMANCE AT A GLANCE 3

ON-TIME PERFORMANCE 4

AVERAGE DAILY RIDERSHIP 6

SUMMONSES ISSUED 7

TRAIN UTILIZATION..... 8

PARKING UTILIZATION 9

FACILITIES UPDATE 10

UPCOMING PROCUREMENTS..... 11

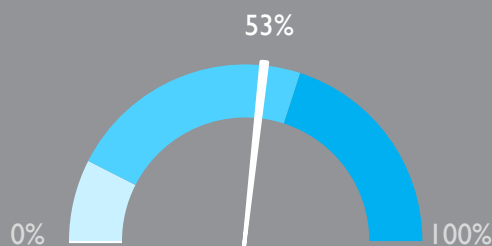
CAPITAL PROJECTS UPDATES 12



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

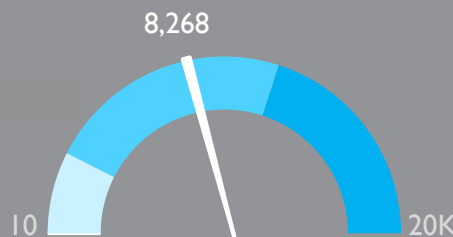


PERFORMANCE AT A GLANCE



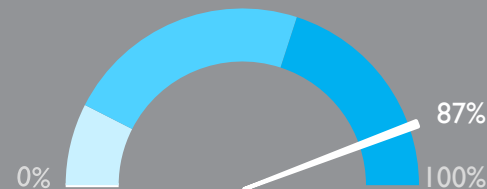
PARKING
UTILIZATION

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



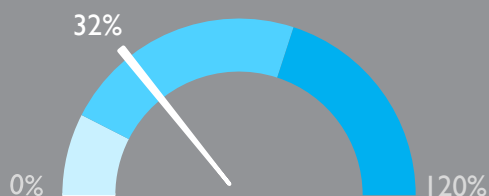
AVERAGE DAILY
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 5,738



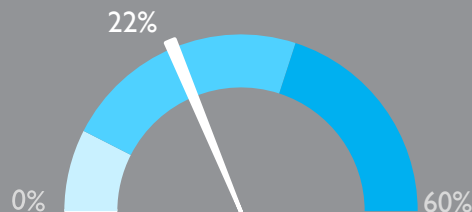
ON-TIME
PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 80%



SYSTEM CAPACITY

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



OPERATING RATIO

Through October 2025

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

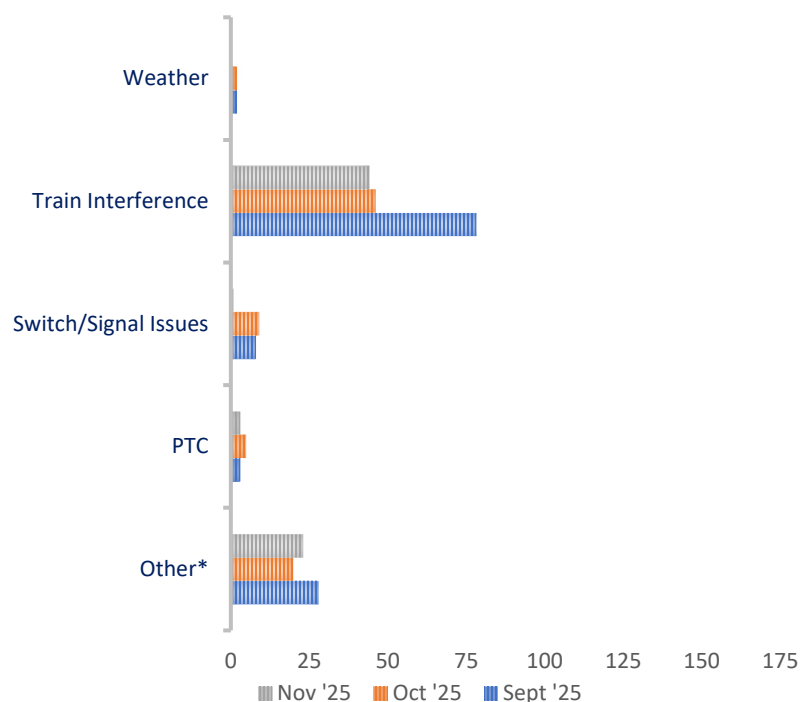
NOV 2025

ON-TIME PERFORMANCE

OUR RECORD

	Nov. 2025	Oct. 2025	Nov. 2024
Manassas Line	86%	88%	80%
Fredericksburg Line	88%	89%	79%
Systemwide	87%	88%	80%

PRIMARY REASON FOR DELAY



VRE operated five hundred and forty-three trains in November. The on-time rate for the month was 87 percent.

Seventy-one trains arrived more than 5 minutes late to their final destinations. Of those late trains, 39 were on the Manassas Line (55 percent), and 32 were on the Fredericksburg Line (45 percent). The average delay was 15 minutes. 9 trains were more than 30 minutes late to their destination station.

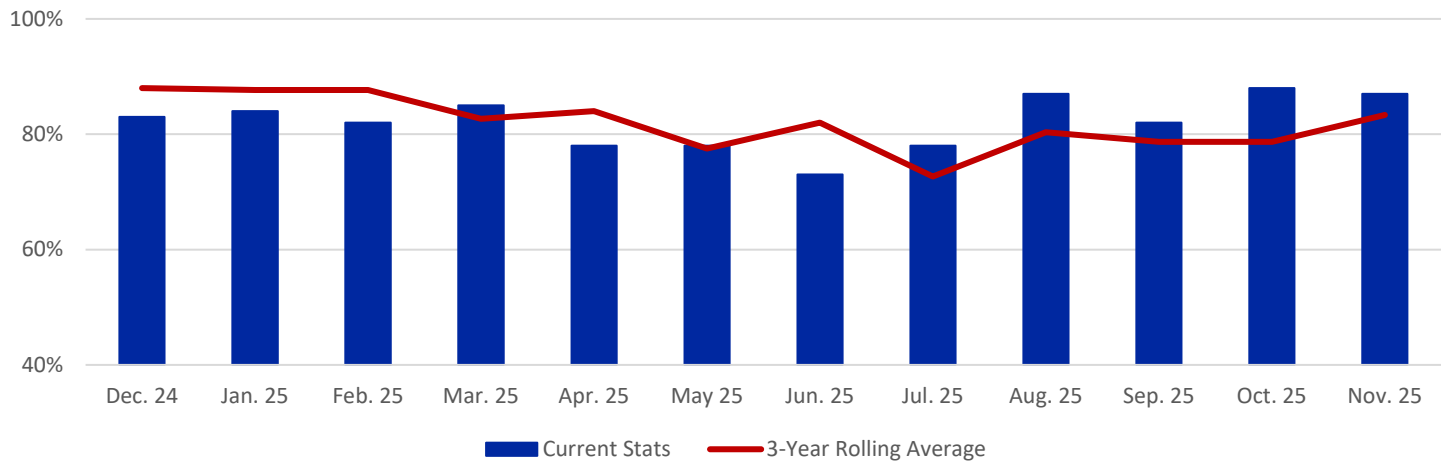
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

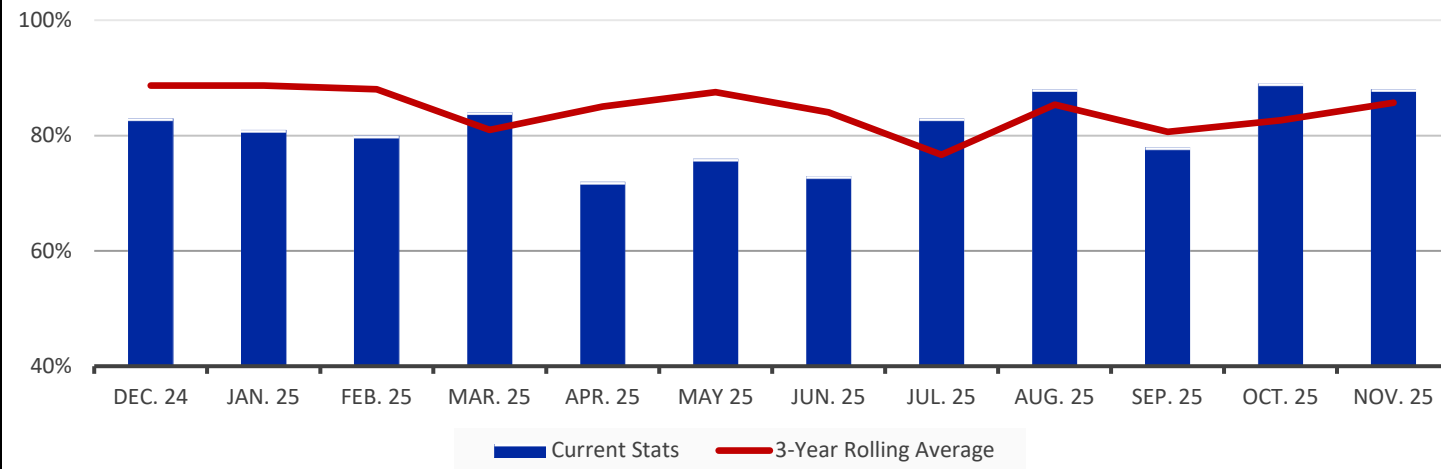
	System Wide			Fredericksburg Line			Manassas Line		
	Sept.	Oct.	Nov.	Sept.	Oct.	Nov.	Sept.	Oct.	Nov.
Total late trains	119	82	71	73	39	32	46	43	39
Average minutes late	15	12	15	15	12	15	15	12	16
Number over 30 minutes	14	2	9	8	0	3	6	2	6
Heat restrictions	0	0	0	0	0	0	0	0	0

ON-TIME PERFORMANCE

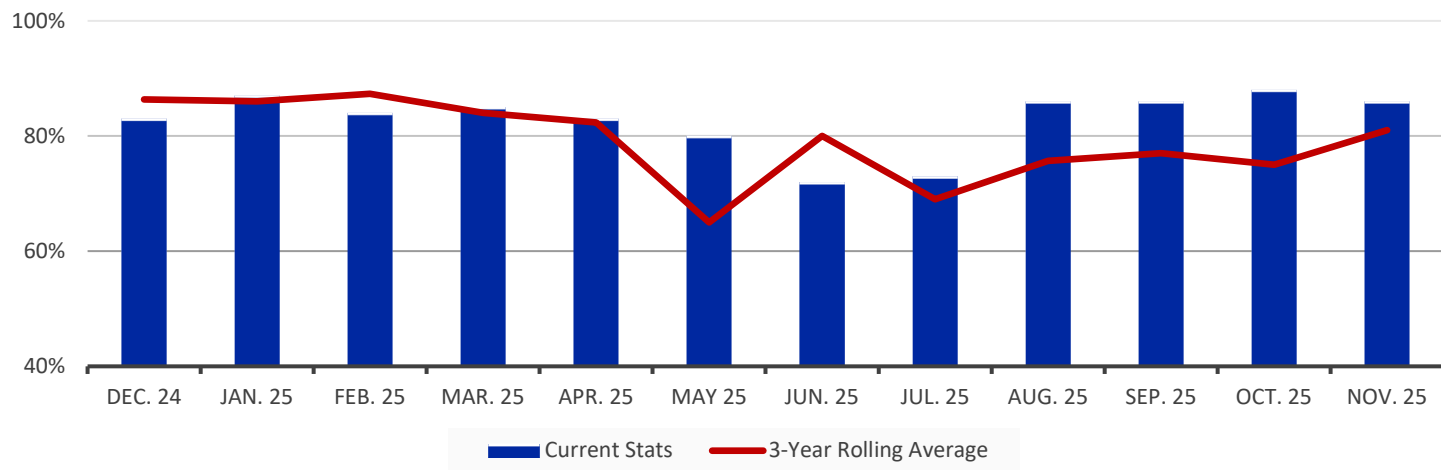
VRE SYSTEM



FREDERICKSBURG LINE

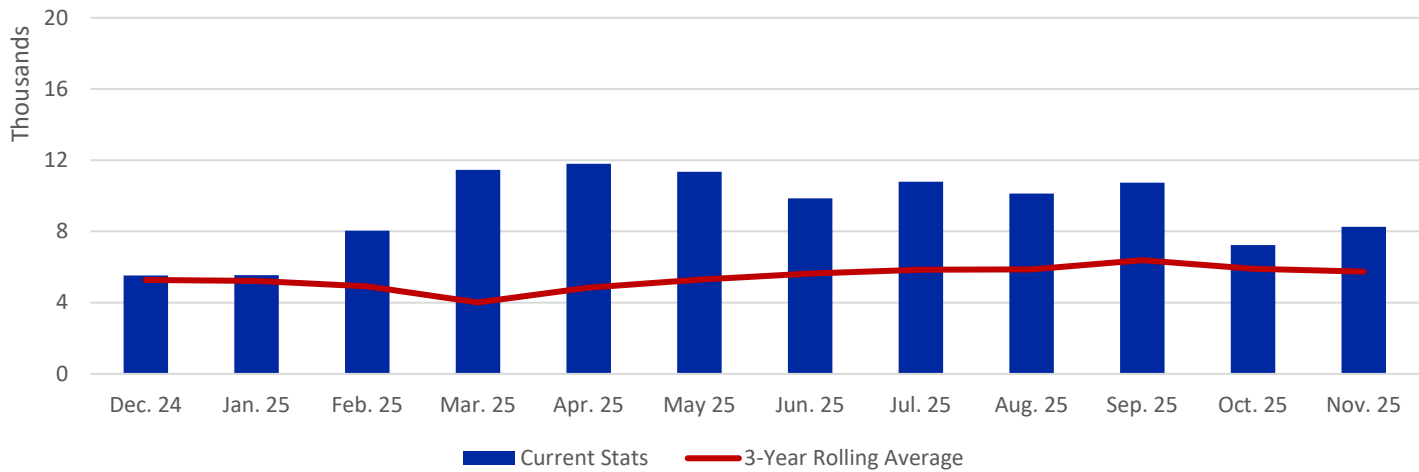


MANASSAS LINE

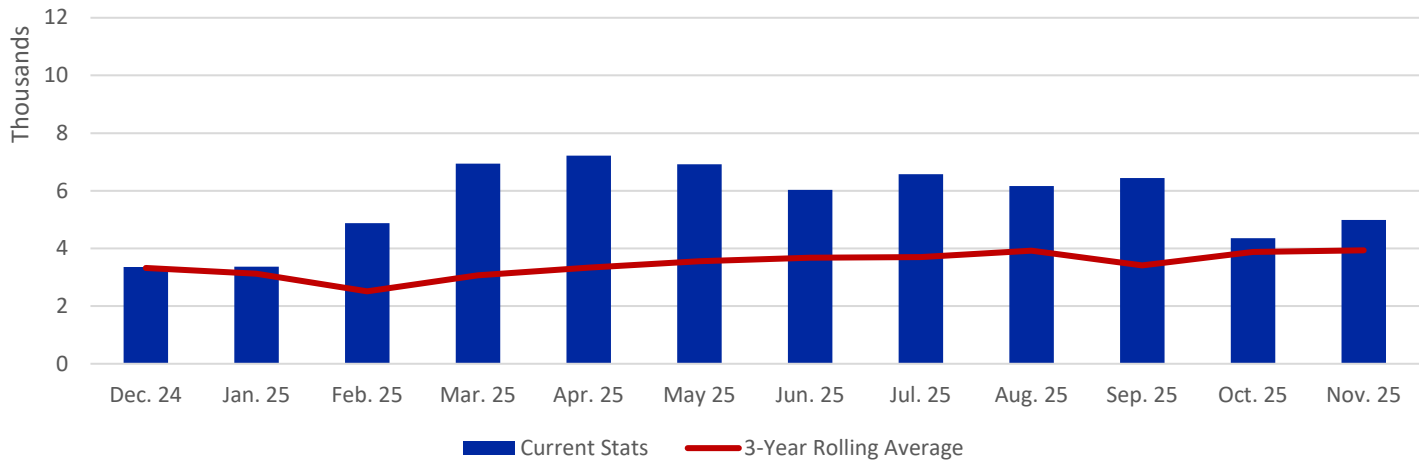


AVERAGE DAILY RIDERSHIP

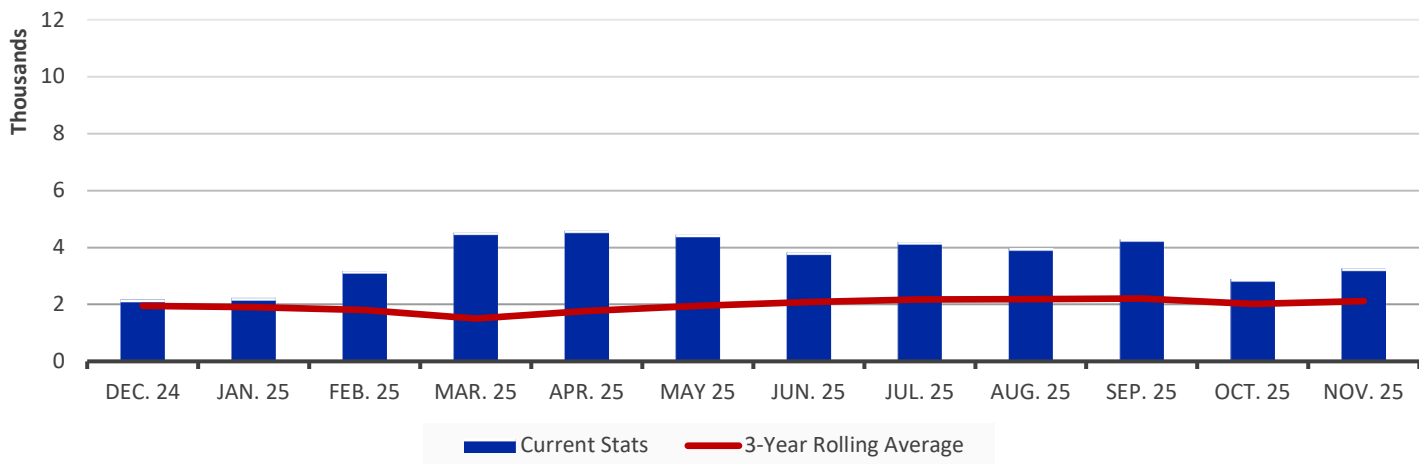
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE

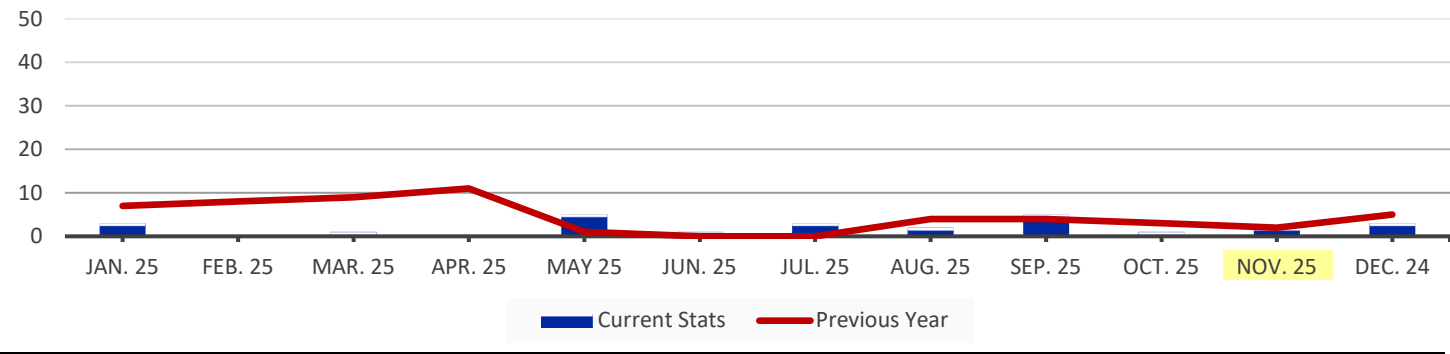


Average daily ridership for the month was 8,268. There were 17 service days.

	November 2025	October 2025	November 2024
Monthly Ridership	140,553	159,390	109,026
Average Daily Ridership	8,268	7,245	5,738
Bicycles on Trains	1,351	1,497	1,271
Full-Service Days	17	22	19
“S” Service Days	0	0	2

SUMMONSES ISSUED

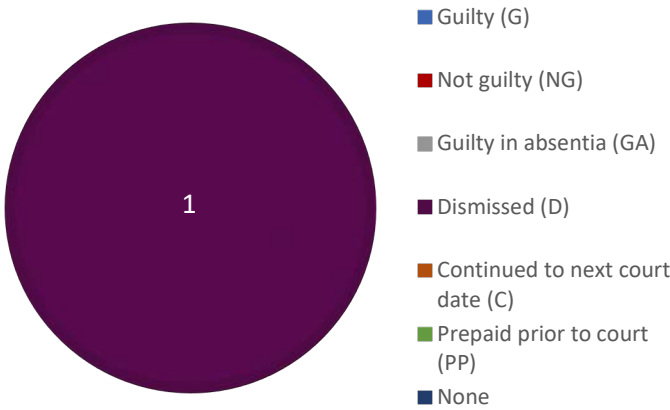
VRE SYSTEM



SUMMONSES WAIVED
OUTSIDE OF COURT

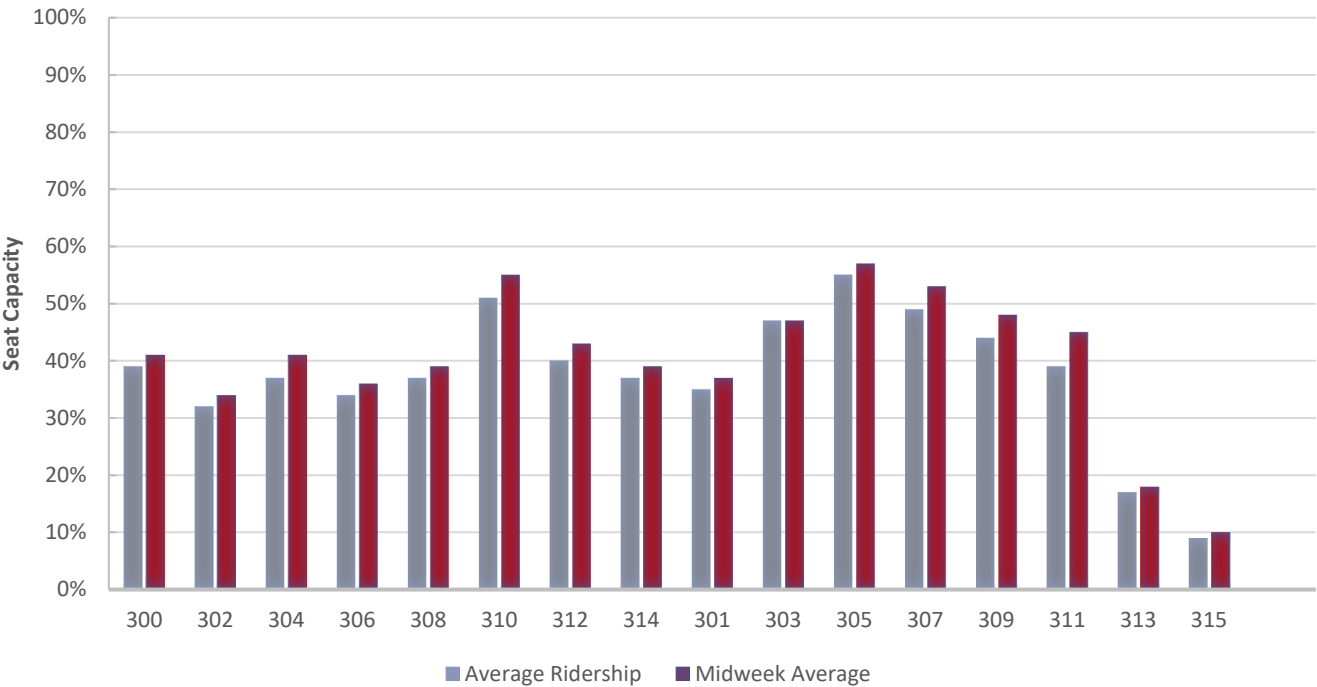
Reason for Waiver	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	0

MONTHLY SUMMONSES
COURT ACTION

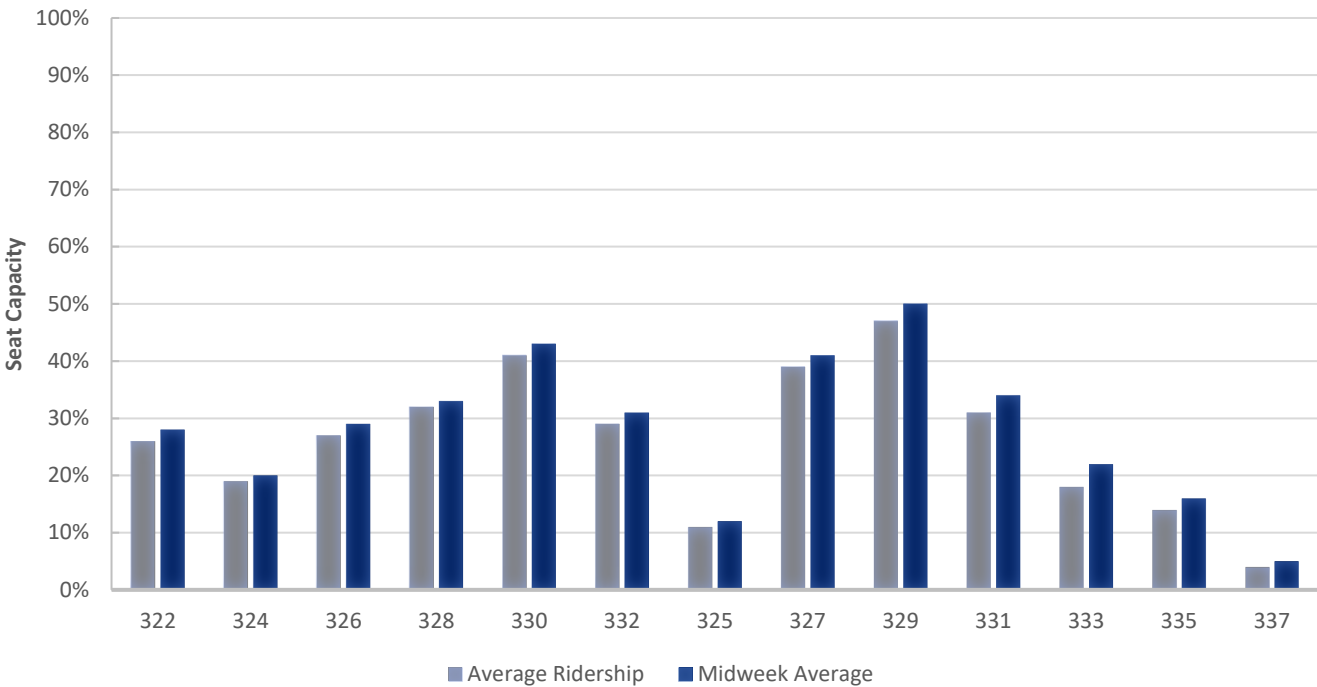


TRAIN UTILIZATION

FREDERICKSBURG LINE

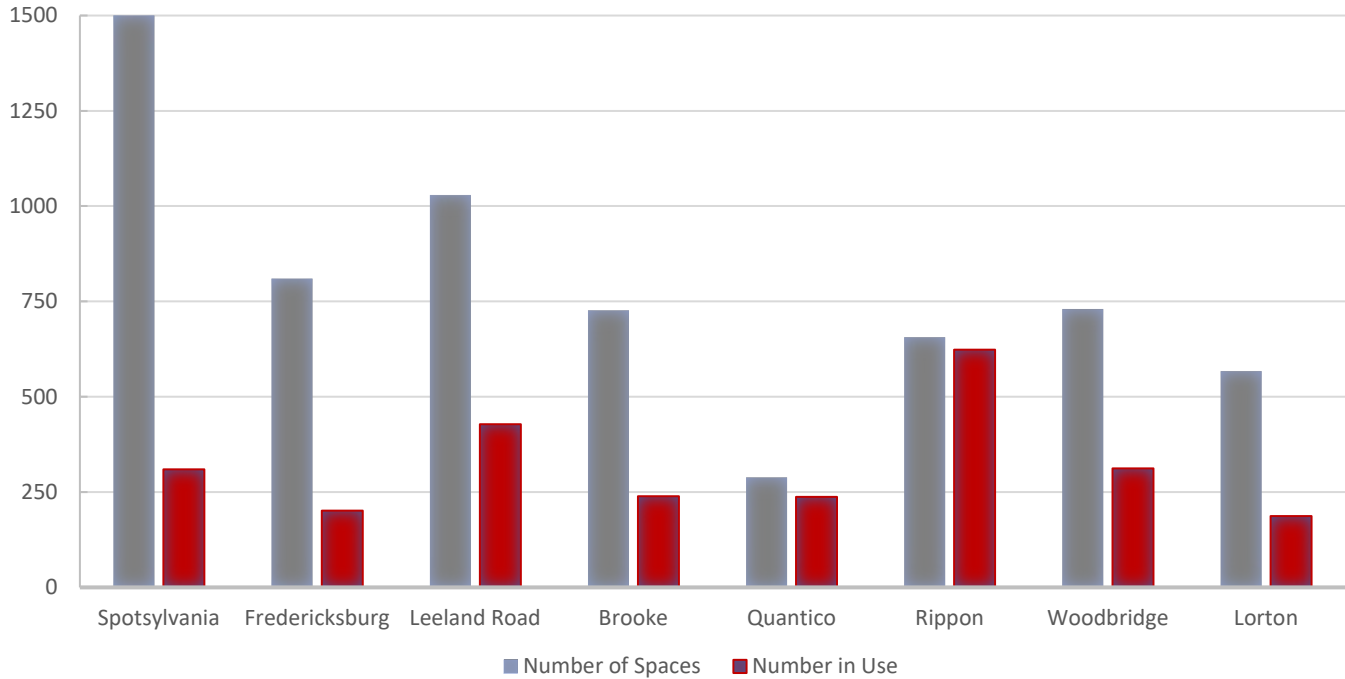


MANASSAS LINE

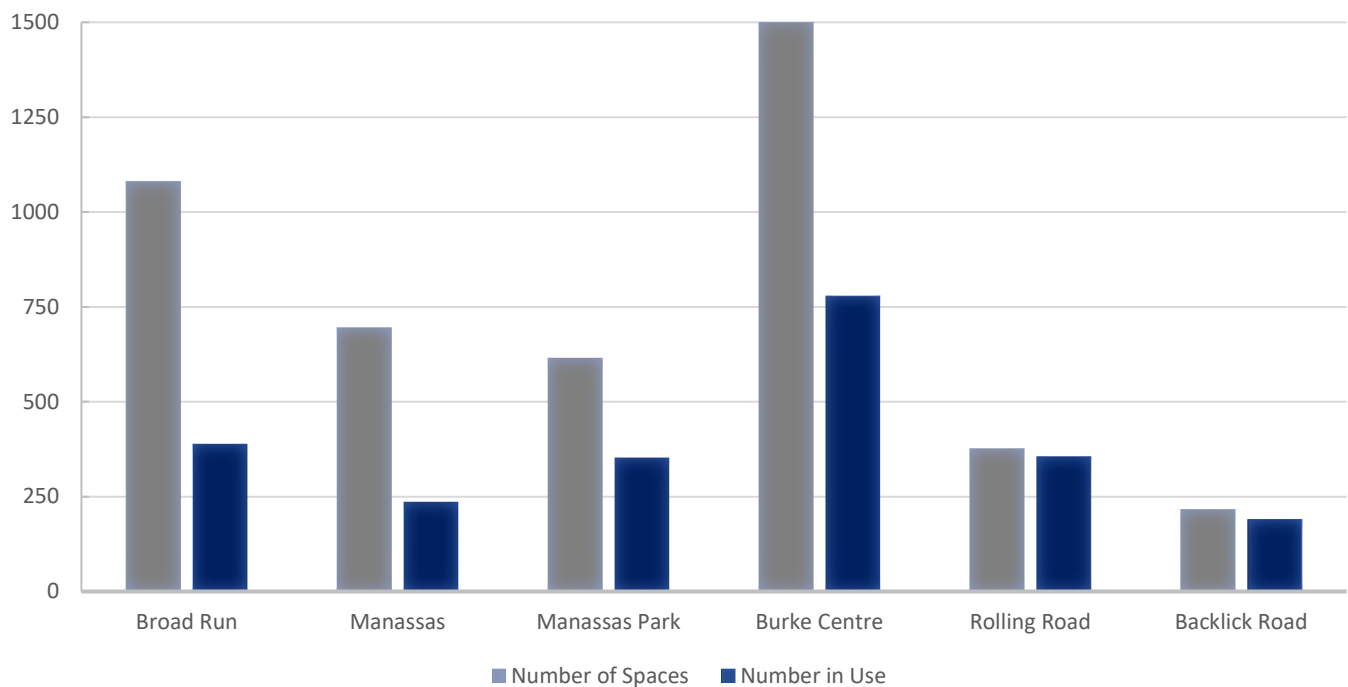


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE

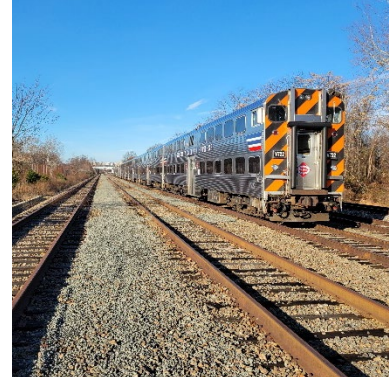


FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Coordinated with various VRE departments to accommodate storage of first VRE trainset in Seminary Yard Midday Storage Replacement Facility
2. Winterization of water distribution system at Manassas Park station parking garage



First train stored at Seminary Yard Midday Storage Facility

Projects scheduled to be completed this quarter:

1. Repairs to storm drainage pipe in Woodbridge station parking garage
2. Replacement of timber pedestrian crossings at Rolling Road and Burke Centre stations
3. Replacement of tactile warning panels on south platform at Manassas Park station
4. Installation of security camera cabling in elevator shaft at Manassas station parking garage
5. Replacement of damaged light pole in Broad Run station parking lot
6. Painting of steel railing repairs at Brooke, Leeland Road, Backlick Road and Burke Centre stations
7. Replacement of emergency generator and transfer switch at Alexandria Headquarters

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
3. Replacement of system map signs at various stations

Ongoing projects:

1. Modernization of elevator at Woodbridge station parking garage
2. Installation of parking count loop systems at various stations

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. Final design services for the Seminary 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
10. Special track materials for the Broad Run Expansion 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 1 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	On 12/5/25, VRE staff submitted the first revised site permit package after coordinating with County reviewers to address initial comments. Recent field work included additional potholing to identify potential utility conflicts near the new station platform.
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	The team is preparing a site permit application that consolidates the employee parking lot and AEW building into a single project. We anticipate submitting this application within the next couple of weeks.
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	The team has coordinated with County staff to address all initial review comments and made the first resubmission of the AEW building permit package on 12/8/25.
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 commenced midday storage operations at the Seminary MSF on 12/1/25. We are now advancing to the next phase of track maintenance work aimed at further increasing our storage capacity in the near term.

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	Contractor continues to work on addressing 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.

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 has executed a contract for the construction of this project. The contractor is working through their pre-NTP activities, including development of various submittals, obtaining project specific insurances, and securing permits. Necessary property interests are being coordinated with the City and VPRA. Groundbreaking held with VPRA on 11/12/2025.
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	VRE held a kickoff meeting and site walk with HDR. HDR is currently preparing the alternatives summary, with survey and geotechnical work to follow after securing a Right-of-entry (ROE) through the newly rolled-out VPRA process
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 90% design package, and Phase I Draft IFB package received and distributed for stakeholder review. License to use adjacent property for contractor laydown space approved by VRE Operations Board, and execution is underway. Site plan process in coordination with property owner. 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	100% design package received and distributed for stakeholder review. Relevant sections being extracted and formatted for permitting submittal.
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	On November 21, 2025, the VRE Operations Board authorized HDR to provide Environmental and Engineering Design Services for the project. The kickoff meeting was held on December 3, 2025, and VRE staff is preparing the VPRA right-of-entry (ROE) package for upcoming field work.

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 Memorandum of Agreement (MOA) was fully executed, and the NEPA determination is expected imminently. The Final Design kickoff with VRE and VPRA was held on December 2, 2025. Comments on the Project Management Plan (PMP) and Site-Specific Safety Plan (SSSP) have been returned to VHB, while the CMGC RFQ and RFP documents are concurrently under review by VRE General Counsel.

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	On November 17, 2025, VRE staff presented the results of the Alternatives Analysis and the penultimate design condition for City Council 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 Task Order proposal requested from VRE General Planning Consultant (GPC) to initiate project development and engineering investigations.
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	FTA FFY25 grant (CMAQ) awarded. VPRA funding agreement for non-federal state match is pending.

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, December 19, 2025
14700 Potomac Mills Road

The Operations Board Meeting of the Virginia Railway Express was called to order on Friday, December 19, 2025, at 9:00 AM, in the 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 Boehmke, Board Member Jannan Holmes, Board Member Takis Karantonis, Board Member Sonia Vasquez Luna¹, Board Alternate Michael McLaughlin, and Board Member Alanna Mensing
- EXCUSED:** Member Margaret Franklin, Board Member Tom Gordy, Board Member Tiffany Robinson, Alternate Canek Aguirre, Alternate Victor Angry, Alternate James Bierman, Alternate Kenny Boddye, Alternate Maureen Coffey, Alternate Dr. Deborah Frazier, Alternate Dr. Pamela Yeung, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith
- STAFF** VRE Staff: Mubashir Ahmed, Alexander Buchanan, MinhChau Corr, John Duque, Anaya Farah, Chris Henry, Sarah Higgins, Eric Johnson, Chris Kocher, Lezlie Lamb, Lindsey Martin, Kristin Nutter, Dallas Richards, Mark Schofield, Brittany Sumpter, Joe Swartz. Keolis: Paul Garnett, John Kerins. NVTC: Kate Mattice. PRTC: Bob Schneider

1. Pledge of Allegiance

2. Roll Call

- A. Approval of Remote Participation

1-2025

Vice Chair Andrea Bailey made a motion To approve the remote participation of Member Sonia Vasquez Luna due to personal out-of-town travel. Board Member Jannan Holmes seconded the motion. Carried unanimously.

3. Safety Moment

Acting CEO Dallas Richards gave a safety briefing to in-person attendees and assigned specific tasks to qualified staff in case of an emergency.

4. Approval of Agenda

- A. Approval of the December 19, 2025 VRE Operations Board meeting agenda

¹ Participated remotely

2-2025

Immediate Past Chair Meg Bohmke made a motion to approve the agenda as presented. Vice Chair Andrea Bailey seconded the motion. Carried unanimously.

5. Approval of Previous Minutes

- A. Approval of Minutes from the November 21, 2025 VRE Operations Board Meeting

3-2025

Vice Chair Andrea Bailey made a motion to approve the minutes from the November 21, 2025 VRE Operations Board meeting. Board Member Jannan Holmes seconded the motion. Carried unanimously.

6. Chair's Comments

Chair Bagley reviewed VRE's participation in the City of Alexandria's 54th Annual Scottish Christmas Walk through Old Town Alexandria. The VRE float was outfitted with holiday decorations and its own VRE-branded tartan "kilt". Both Chair Bagley and NVTC Executive Director, Kate Mattice, walked in the parade along with several VRE staff members.

The Chair announced that this would be Supervisor Meg Bohmke's last VRE meeting as her tenure on the Stafford County Board of Supervisor's comes to an end. Supervisor Bohmke has been a public servant since 2010, first serving on the Stafford County School Board and joining the Stafford County Board of Supervisor's in 2014. She served as an Alternate on the VRE Operations Board in 2015 and was appointed as the primary member to the Board in 2020, serving as the Finance Committee Chair in 2021, 2022, and 2023. In 2024, Supervisor Bohmke served as Chair of the Operations Board, leading VRE through significant achievements, including:

- Completion of both the Fredericksburg and Quantico Station Improvements projects
- Topping out of the Manassas Park parking garage
- Revamping of VRE's fare schedule
- Reinstatement of a cross-honor agreement with MARC
- Continued increase in ridership, particularly mid-week.

She has also served on the CEO Search Committee over the last several months.

Supervisor Bohmke has been a dependable, grounded and insightful colleague on the VRE Operations Board and will be missed.

7. Chief Executive Officer's Report

Acting CEO Dallas Richards briefed the Operations Board on performance metrics and the VRE's annual Santa Trains event, held on December 13th.

8. Virginia Railway Express Riders' and Public Comment

9. Action Items

- A. Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for Woodbridge Station Platform Extension Project

4-2025

Treasurer Lori Hayes made a motion to recommend the Commissions approve and authorize the Chief Executive Officer to execute a Capital Project Funding Addendum with VPRA for the Woodbridge Station Platform Extension Project. Vice Chair Andrea Bailey seconded the motion. Carried unanimously.

- B. Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for Backlick Road Platform Extension Project

5-2025

Treasurer Lori Hayes made a motion to recommend the Commissions approve and authorize the Chief Executive Officer to execute a Capital Project Funding Addendum with VPRA for the Backlick Road Platform Extension Project. Vice Chair Andrea Bailey seconded the motion. Carried unanimously.

- C. Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for Rolling Road Platform Extension Project

6-2025

Treasurer Lori Hayes made a motion to recommend the Commissions approve and authorize the Chief Executive Officer to execute a Capital Project Funding Addendum with VPRA for the Rolling Road Platform Extension Project. Vice Chair Andrea Bailey seconded the motion. Carried unanimously.

- D. Authorization to Amend the Contract for Final Design Services for the VRE Broad Run Expansion Project

7-2025

Immediate Past Chair Meg Bohmke made a motion to authorize the Chief Executive Officer to amend the contract for Final Design Services for the VRE Broad Run Expansion Project. Vice Chair Andrea Bailey seconded the motion. Carried unanimously.

- E. Authorization to Issue a Maintenance Services for Commuter Rail Task Order for Seminary MSF Phase 1A Track Improvements

8-2025

Vice Chair Andrea Bailey made a motion to authorize the Chief Executive Officer to issue a *Maintenance Services for Commuter Rail* task order for Seminary MSF Phase 1A Track Improvements. Treasurer Lori Hayes seconded the motion. Carried unanimously.

- F. Authorization to Execute a Sole Source Contract for Locomotive Master Controllers and Bezel Assemblies

9-2025

Vice Chair Andrea Bailey made a motion to authorize the Chief Executive Officer to execute a sole-source contract for Locomotive Master Controllers and Bezel Assemblies. Board Member Jannan Holmes seconded the motion. Carried unanimously.

- G. Authorization to Exercise Contract Options for the Delivery of Diesel Fuel for VRE Locomotives

10-2025

Treasurer Lori Hayes made a motion to authorize the Chief Executive Officer to exercise contract options for *Delivery of Diesel Fuel for VRE Locomotives*. Vice Chair Andrea Bailey seconded the motion. Quorum Not Met unanimously.

- H. Approval of the 2026 VRE Officers

11-2025

Board Member Takis Karantonis made a motion to approve the appointment of the 2026 VRE Officers to include: Andrea Bailey (PRTC), Chair; Daniel Storck (NVTC), Vice Chair; Lori Hayes (PRTC), Secretary; Jannan Holmes (PRTC), Treasurer, and Sarah Bagley, (NVTC), Immediate Past Chair, and Sonia Vasquez Luna (PRTC), At-Large. Immediate Past Chair Meg Bohmke seconded the motion. Carried unanimously.

- I. Referral of the Amended FY 2026 and Recommended FY 2027 VRE Operating and Capital Budgets to the Commissions and Jurisdictions

The Board discussed passenger perceptions that fares fund approximately 50% of operating costs, noting that farebox recovery has in fact remained below 25% since the pandemic. Mr. Storck advised that VRE should work toward returning to the pre-pandemic 50/50 balance between jurisdictional subsidies and farebox recovery. Several members observed that, in the coming years, VRE is expected to transition from a primarily commuter-focused system to a more regional service, which will likely alter the customer profile. Members also noted that potential changes to the Commonwealth's approach to transit funding could affect VRE. Suggestions included forming a committee to examine these evolving factors or establishing a standing quarterly informational item to monitor developments as they become clearer over time.

Ms. Bohmke highlighted significant increases in insurance costs, which she characterized as excessive. Mr. Schofield confirmed that insurance costs have tripled over the past fifteen years, attributing the increase both to expanded assets requiring coverage and to capacity constraints within the insurance market.

The Board also discussed the omission of Saturday service from the proposed budget. Mr. Richards clarified that this does not reflect abandonment of VRE's commitment to Saturday service but rather is related to major projects scheduled to begin this year.

12-2025

Board Member Takis Karantonis made a motion to refer the Amended FY 2026 and the Recommended FY 2027 VRE Operating and Capital Budgets to the Commissions and Jurisdictions. Treasurer Lori Hayes seconded the motion. Carried unanimously.

10. Information Items

- A. Proposed 2026 VRE Operations Board Meeting Calendar

The Operations Board will be asked to adopt the 2026 meeting schedule at the January meeting.

- B. Spending Authority Report

11. Closed Session

12. Operations Board Member's Time

13. Adjournment

Chief Executive Officer

Board Clerk

**RESOLUTION #2594**

- SUBJECT:** Adopt and Refer the Amended FY 2026 and Recommended FY 2027 VRE Operating and Capital Budgets to the Jurisdictions
- WHEREAS:** The VRE Master Agreement requires the Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission (“Commissions”) be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year;
- WHEREAS:** The VRE Acting Chief Executive Officer has provided the VRE Operations Board with the recommended Fiscal Year 2027 Operating and Capital Budget within the guidelines developed in cooperation with the staff representatives of the local jurisdictions;
- WHEREAS:** The VRE Operations Board finds that the availability of emergency federal pandemic relief funding allows for VRE to supplement reduced passenger revenues and achieve a balanced budget without requiring service reductions;
- WHEREAS:** VRE staff recommends a budget based on a service level of 32 weekday daily revenue trains and average daily ridership of 9,300 weekday trips;
- WHEREAS:** The Fiscal Year 2027 budget includes no changes to VRE’s full-time equivalent (FTE) staffing level;
- WHEREAS:** The Fiscal Year 2027 budget includes a 5% increase to current passenger fares, to be implemented on or about July 1, 2026;
- WHEREAS:** VRE has undertaken the required Public Participation Program regarding the proposed increase to passenger fares, including in-person hearings, provision of online materials, and the collection of public comments;
- WHEREAS:** In accordance with its Major Service Change and Fare/Service Equity Policy, VRE has conducted a Title VI analysis on the recommended Fiscal Year 2027 fare increase and determined that the fare increase will not have a disparate impact based on race, color, or national origin, nor will it have a disproportionate burden on low-income populations;
- WHEREAS:** The Fiscal Year 2027 budget recommends a total jurisdictional subsidy contribution of \$19,764,843, unchanged from Fiscal Year 2026; and

WHEREAS: The VRE Operations Board recommends Commission approval of the following actions.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby adopt the FY 2027 VRE Operating and Capital Budget in the following amounts and forward this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

Operating Budget	\$115,141,936
Capital Budget	\$100,328,618
Total Operating and Capital	\$215,470,553

BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission does hereby adopt the amended FY 2026 VRE Operating and Capital Budget in the following amounts:

Operating Budget	\$110,799,361
Capital Budget	\$119,956,196
Total Operating and Capital	\$230,755,557

BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission does hereby authorize the VRE chief executive officer to amend the Passenger Tariff to increase base fares by 5%, with the exception that the flat \$5.00 fare for travel entirely within Zones 1 to 3 is retained, along with associated multi-ride fares.

BE IT FURTHER RESOLVED that NVTC hereby concurs with the VRE Operations Board's recommendation that, given the availability of federal pandemic relief funding to supplement lost passenger revenues, that it is in the best interests of the Commissions and the riders of VRE that the Amended FY 2026 and Recommended FY 2027 Operating Budgets do not achieve a 50% recovery of operating expenses from passenger fares.

BE IT FURTHER RESOLVED that NVTC authorizes the executive directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, applications for Transit Improvement Program and grants for FY 2026 and FY 2027, the anticipated revenues from which have already been incorporated in the budgets.

BE IT FURTHER RESOLVED that NVTC does hereby authorize the NVTC executive director to submit to the Commonwealth the approved budget as part of any FY 2027 state grant or other funding applications.

Approved this 8th day of January, 2026.

Chair

Secretary-Treasurer

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

To: Chair Bagley and the VRE Operations Board

From: Dallas Richards

Date: December 19, 2025

Re: Referral of the Amended FY 2026 and Recommended FY 2027 VRE Operating and Capital Budgets to the Commissions and Jurisdictions

RECOMMENDATION:

The VRE Operations Board is asked to adopt the amended FY 2026 VRE Operating and Capital Budget and the recommended FY 2027 VRE Operating and Capital Budget and refer them to the Commissions for their consideration and subsequent referral to the jurisdictions for their formal review and adoption; and to recommend the Commissions authorize the Executive Directors of NVTC and PRTC to take the necessary actions to apply for federal and state grant funding.

SUMMARY:

Following the presentation of the preliminary FY 2027 budget in September and the budget updates in October and November, staff are presenting the recommended FY 2027 operating and capital budget for adoption and referral. The recommended budget is balanced, with no funding gap, and all projected expenditures in FY 2027 are supported by reasonably expected sources of funding. The budget supports VRE's existing weekday service of 32 daily trains. The FY 2027 budget includes a 5% increase to passenger fares compared to FY 2026 and no change to the total jurisdictional subsidy contribution of \$19.76 million.

BACKGROUND INFORMATION:

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the key issues to be addressed in the FY 2027 budget were presented to the VRE Operations Board for discussion in July 2025, and the preliminary FY 2027 budget was prepared for review and referral at the September 2025 Operations Board meeting. Additional discussions and reviews were undertaken with the Operations Board between September and December.

Discussion:

The Recommended FY 2027 Operating and Capital Budget totals \$215.5 million. The budget includes a 5% increase to passenger fares and projects average daily ridership of 9,300 on weekdays. These ridership forecasts and fare changes result in \$22.7 million of projected annual fare revenue. These projections reflect post-pandemic ridership trends, including the impact of Return to Office ("RTO") mandates for federal employees and the expected impact of certain capital projects on service and ridership. The total jurisdictional contribution of \$19.76 million is unchanged from FY 2026.

FY 2027 budgeted operating expenses of \$115.1 million are lower than the previous year by \$0.1 million, or essentially flat. The FY 2027 budget reflects the new Train Operations and Maintenance contract; the removal of planned VRE-operated Saturday train service; projected increases in annual access fee costs; higher projected costs for insurance; and updated departmental costs. Increased insurance, departmental and access and operating contractual costs are balanced by projected revenue sources and the ongoing use of federal pandemic relief funds. The detailed operating budget assumptions are provided in the FY 2027 Recommended Budget document, but the key assumptions include:

- Total jurisdictional contribution of \$19,764,843.
- A 5% passenger fare increase. Total fare revenue is budgeted at \$22.7 million based on a projected weekday average daily ridership of 9,300 and 32 daily weekday revenue trains.
- Removal of costs associated with previously planned VRE-operated Saturday service.
- Restoration of the Amtrak Step-Up ticket program on VRE Mobile only (due to changes in requirements by Amtrak regarding passenger manifests) at a price to the rider of \$4.00 per Step-Up. For the first time, eligible Step-Up train options now include select weekend Amtrak trains in the VRE service area. VRE has received Commuter Choice funding to support the restart of this program.
- Total FY 2027 state assistance (from the dedicated 3.5% share of the Mass Transit Fund) is projected at \$17.0 million, with \$8.4 million programmed to support the operating and debt service budget and the remaining \$8.6 million to be used for required capital grant matching.
- Diesel fuel expense is projected at \$4.9 million, based on an average cost per gallon of \$2.75 and projected usage of 1.77 million gallons. This reflects a decrease of \$0.9 million over the original FY 2026 budgeted amount.
- Track access fees across all three host railroads (CSX, NS, and Amtrak) of \$20.4 million, based on estimated or actual contractual amounts. Reimbursement funding from VPRA for track access fees is budgeted at 84%, or \$17.2 million, unchanged from the reimbursement percentage received in the FY 2026 budget.
- No changes to FTE staff levels are proposed in FY 2027.
- Required contractual increases for train operations and maintenance of equipment budgeted at a net decrease of \$0.24 million reflecting the new contract for these services starting in FY 2027, as well as the removal of planned VRE-operated Saturday service.
- Budgeted insurance premium costs for FY 2027 increased by \$1.1 million, or 13.1%, due to the upcoming increase in the PRIIA liability cap, as well as ongoing evaluation of VRE's needs and regulatory requirements as well as challenges in the global insurance marketplace.
- Operating contingency at 2.0% of the operating budget, reflecting no change versus FY 2026 and prior years.

FY 2027 Ridership and Fare Revenue

The FY 2027 recommended budget includes a 5% increase to passenger fares, after no increase in fares for FY 2026. Given current ridership projections, this increase is expected to generate approximately \$1.1 million in incremental revenue for the operating budget. VRE has undertaken the required public participation process for this proposed increase, including in-person public hearings, an online explanatory video, and the collection of feedback from riders and the public. The public comment period closes on December 17, 2025, and staff will provide the Operations Board with a full compilation of all comments received prior to the Operations Board meeting on December 19.

The ridership outlook for FY 2027 remains hard to project with certainty. While many employees have returned to their offices on a full-time basis, many other employers have permanently shifted to a

hybrid work schedule (with some days at the office and some remote), and some employers have allowed employees to remain entirely remote. VRE remains heavily dependent on ridership from federal government employees and related private sector contractors. The RTO mandates that were implemented in early 2025 resulted in a significant increase in VRE ridership, but average daily ridership is still below 2019 levels. More broadly, the outlook for the regional economy in general and federal employment specifically remains uncertain.

In addition, the Virginia Passenger Rail Authority (VPRA) will institute “work windows” beginning in January 2026 to support the Long Bridge construction project. During these windows, VRE, Amtrak, and freight trains will be prohibited from passing through key sections of right of way in and around Long Bridge. The necessary service changes for VRE will require the last two trains on each line (Manassas and Fredericksburg) in the morning to terminate at Alexandria rather than continuing to Union Station. It is expected that this will reduce average daily ridership on VRE by approximately 10%. Staff from VRE and VPRA will be closely assessing the impact of the work windows, and further modifications may be forthcoming.

The FY 2026 amended operating budget (which is described in more detail below) projects that average daily ridership for the year will be 9,000. This ridership outlook results in total projected fare revenue for FY 2026 of \$21.4 million, up by \$1.3 million from the original projection of \$20.1 million. From that baseline, the FY 2027 recommended budget projects a slight increase in average ridership from 9,000 to 9,300. Ridership and fare revenue are still expected to remain substantially below pre-pandemic levels.

As noted above, FY 2026 has seen the restoration of the Amtrak Step-Up ticket program on VRE Mobile only (due to changes in requirements by Amtrak regarding passenger manifests). The price for the rider per Step-Up ticket is \$4.00, and holders of VRE multi-ride tickets now also have the option to ride certain Amtrak trains on the weekends, which was not available previously.

FY 2027 Jurisdictional Subsidy Allocation

The FY 2027 budget includes no change to the total jurisdictional subsidy as compared to FY 2026. Each year, VRE and PRTC normally conduct a survey of VRE riders that includes the rider's jurisdiction of residence. This survey data serves as the basis for calculating the contribution allocation by jurisdiction, in accordance with the VRE Master Agreement.

However, VRE ridership was materially impacted by the federal government shutdown that began on October 1, 2025, and extended through November 12, and VRE was not able to conduct a representative survey of riders. At the direction of the Operations Board, the survey results from the prior year (October 2024) are being used to allocate the jurisdictional subsidy. With the same total amount of subsidy and the same allocation percentages, each jurisdiction's contribution amount is identical in FY 2026 and FY 2027. The allocation of the subsidy by jurisdiction is provided in the attachment to this item.

In FY 2026, VRE's approved budget included an 8% increase to the jurisdictional subsidy and no change to passenger fares. This recommended FY 2027 budget includes a 5% passenger fare increase and no change to subsidy. If appropriate, VRE staff expects to continue to recommend an alternating, 'every other year' strategy for equitable increases to passenger fares and subsidy. If this approach is taken, it will mean an increase to jurisdictional subsidy in FY 2028.

Federal Pandemic Relief Funding

VRE received pandemic relief funding from three separate pieces of federal legislation: \$86.1 million from the Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020; \$70.1 million

from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) in December 2020; and \$118.7 million from the American Rescue Plan (ARP) Act in March 2021. The funds from each act are treated like 5307 Urbanized Area funds, but there is no local match requirement. The funds are intended to help transit agencies mitigate the increased costs and decreased revenues associated with the COVID-19 pandemic.

The recommended FY 2027 budget projects approximately \$36.7 million of federal pandemic relief will be needed to offset reduced passenger revenues and balance the budget. VRE's CARES Act funds were entirely expended as of the first quarter of FY 2023, and VRE is now drawing equally from ARP and CRRSAA funds are now the source of operating support for FY 2025 and FY 2026. VRE continues to project that the pandemic funds will be exhausted in late FY 2028.

Six-Year Financial Forecast

The six-year forecast is intended to demonstrate the potential sustainability of VRE's budget beyond the initial year and to highlight areas of potential risk so they can be addressed in advance. The return of ridership is of course a key risk currently facing VRE. The forecast projects ridership continuing to grow but not reaching pre-pandemic levels by FY 2032.

The forecast also assumes that increases in the financial burden of VRE operations are equitably split between VRE riders, in the form of fare increases, and the jurisdictions, in the form of subsidy increases. The intent is for jurisdictional subsidy and passenger fares to maintain their current purchasing power by increasing at the rate of inflation, modeled here at 3% annually, or a 6% bi-annual increase in alternating years, respectively. Actual decisions by the Board during each annual budget cycle may differ in both timing and amount.

Given the projected exhaustion of pandemic relief during the six-year forecast window, the analysis highlights the need for continued action and advocacy at the regional, state, and federal levels to identify additional, sustainable funding for VRE and other transit providers in the region.

Capital Budget and Six-Year Capital Improvement Program

The FY 2027–2032 Capital Improvement Program (CIP) is an integrated set of projects and programs that will improve passenger safety and operational efficiency, maintain the VRE system in a state of good repair, and expand capacity.

The six-year CIP includes fully-funded, partially-funded, and unfunded (out-year) projects. Funded projects are those that are funded through federal formula grants received annually by VRE; through state funding in accordance with the Commonwealth's Six-Year Improvement Program (SYIP); through already allocated funds from other entities or programs, such as NVT, the Commuter Choice program, or a VRE jurisdiction; or through other committed sources. Partially funded projects are those that are pending a discretionary allocation by a funding authority or for which a funding source has not yet been identified. Unfunded projects in the out years of the CIP are included because a future need has been identified through planning efforts, but no funding has yet been sought or identified.

The overall outlook for the FY 2027-2032 capital program is generally positive, despite the impacts of post-pandemic changes to employment and commuting on operations. Political and legislative actions in recent years – including the creation of the dedicated CROC Fund at \$15 million per year, the commitment by the Commonwealth to continue current levels of reimbursement for track access fees, and the creation of the Virginia Passenger Rail Authority as part of the Transforming Rail in Virginia program – have created an environment that is supportive of VRE's long-term growth.

Four recently delivered major capital projects – the Lifecycle Overhaul and Upgrade (LOU) Facility, the Quantico Station Improvements project, the Fredericksburg Station Improvements project, and the Manassas Park parking garage – have been successfully completed and are no longer in the capital program.

Funding challenges do remain. The economy-wide inflation experienced from mid-2021 through mid-2023 has impacted the cost of both materials and labor, and certain key near-term projects are still partially unfunded. While CROC and Capital Reserve funds may be available to fill some gaps, an ongoing VRE priority for FY 2027 will be to continue to work with local, state and other partners to identify and secure additional funding for the commuter rail system.

This six-year CIP includes a project to invest in crossovers at key locations on both lines to improve operational flexibility. This expansion is currently programmed for roughly the FY 2028 to FY 2032 period, which is why it is included in this six-year plan. These crossover investments, along with the Broad Run Lead Track (previously the Manassas Third Track), are currently unfunded and represent a significant proportion of the total unfunded amount in the capital program. The CIP does not currently include any projects for rolling stock beyond the 21 Expansion Railcars currently under production by Alstom with delivery expected in 2028. VRE does not have any immediate need for expansion or replacement railcars, and a broader consideration of locomotive needs is required before any such costs can be included in the budget with confidence.

Given current estimates, total costs for projects in the FY 2027-2032 CIP (including all costs to complete) are approximately \$1.27 billion. Committed funding for these projects currently totals \$1.01 billion (79% funded) from a range of federal, state, regional, and local sources. This figure includes life-to-date funding through FY 2026.

Commuter Rail Operating and Capital (CROC) Fund & Manassas Line Property Acquisition

In accordance with the 2021 Funding Agreement between VRE and VPRA, VRE and NVTC closed the sale of the Series 2022 Bonds in June 2022. The sale of these thirty-year, double-A rated tax-exempt bonds generated approximately \$119 million in net proceeds that were transferred to VPRA in July 2022 to assist in the purchase of CSXT right of way. The Amended FY 2026 and Recommended FY 2027 budgets reflect VRE programming its \$15 million in annual CROC funds on \$7.5 million for debt service on the Series 2022 Bonds and \$7.5 million towards TRV capital projects, primarily Long Bridge (contributed as reimbursements to VPRA).

Prior to the Series 2022 debt issuance, VRE originally programmed \$45 million of CROC funds covering fiscal years 2019 to 2021 towards the L'Enfant (\$30 million) and Crystal City (\$15 million) station improvement projects. However, as the schedule and budget for the L'Enfant project have evolved, that CROC programming has been revisited. In FY 2024, approximately \$4 million of CROC funds were reprogrammed from L'Enfant to the Track 22 component of the broader Washington Union Station rehabilitation project led by Amtrak. In FY 2025, the remaining \$26 million of L'Enfant CROC was reprogrammed towards the initial Manassas Line property acquisition payment, and the L'Enfant project funding gap will be backfilled from other sources.

FY 2026 Amended Budget

As part of the annual process of adopting the budget for the upcoming fiscal year, VRE also revises the current year budget to reflect updated projections for revenues and expenses and changes to capital funding sources. Given the ongoing challenges of projecting ridership in the post-pandemic environment (including the RTO mandates in early 2025, followed by the government shutdown in the fall of 2025), as well as changes regarding a new agreement with Amtrak, a new Train Operations &

Maintenance contract, and the elimination of planned VRE-operated Saturday service, the amended FY 2026 operating budget includes some material differences from the original approved version with respect to revenues and expenses. The major revisions to the FY 2026 budget are identified below:

Operating Revenue

- A net shift of \$7.1 million in 3.5% state mass transit funds and local jurisdictional revenue from operating to capital match for federal formula funds (see Capital section below).
- Increase in passenger fare revenue in the amount of \$1.3 million to reflect the higher than projected ridership since the Federal RTO mandates; the elimination of planned VRE-operated Saturday service; and the delayed start to resumption of the VRE-Amtrak Step-Up program. Total projected passenger fare revenue is increased from \$20.1 million to \$21.4 million.
- Increase in total 3.5% state mass transit fund assistance in the amount of \$1.4 million to reflect a higher funding amount than originally projected.
- Decrease of state access fee reimbursement grant revenue in the amount of \$1.9 million, reflecting the elimination of Saturday VRE service and a lower than projected increase in Amtrak/PRIIA costs in FY 2026.
- A decrease in interest income of \$0.4 million, reflecting lower than projected interest earnings.
- A decrease in regional grant revenue of \$0.2 million, reflecting the delayed start of the VRE-Amtrak Step-Up program.
- Increase in the utilization of federal pandemic relief funds of \$2.4 million, primarily reflecting changes in the amended capital program and the shift of funds obligated to support the program as matching funds and to provide an adequate operating contingency for the remainder of FY 2026.

Operating Expenses

- The FY 2026 operating contingency is reduced by a net \$0.9 million for various additions and revisions of current year operating and capital costs and revenue. The notable expense changes are:
 - o A net decrease in Host Railroad Access Fee, Amtrak contracted services, Train Operations and Maintenance and Diesel Fuel costs of \$3.3 million, reflecting the elimination of planned VRE-operated Saturday service.
 - o An additional net decrease in Amtrak Access Fees and Amtrak contracted services of \$1.1 million due to the new 2024 Amtrak contract agreement and lower than projected costs related to the annual cost escalation (PRIIA).
 - o A decrease of \$0.3 million due to the delayed start of the VRE-Amtrak Step-Up program and a lower than projected cost to Amtrak for the Step-Up ticket as part of the new 2024 Amtrak agreement.
 - o A decrease in Staff Salary and Fringe costs of \$0.3 million due to vacancies for the first half of FY 2026 in various operating divisions.
 - o A decrease in Diesel Fuel of \$0.2 million due to lower than projected fuel prices in FY 2026.
 - o An increase in Train Operations and Maintenance of \$0.6 million to provide for mobilization for the newly awarded Keolis contract starting in FY 2027.
 - o A net increase in departmental costs of \$0.5 million, primarily reflecting:
 - \$205,000 in additional IT Software costs and services,
 - \$99,000 for CEO recruitment costs,
 - \$98,000 for IT consulting costs to support cybersecurity and operations,
 - \$60,000 for Seminary Yard security guard costs,
 - \$35,000 for a support vehicle for use at Seminary Yard and
 - \$35,000 for additional costs to support Station Parking Counters

- o An increase in Insurance costs of \$0.5 million, reflecting the pending increase in the PRIIA liability cap in early 2026.
- The operating contingency remaining after the changes detailed above is \$1,000,000 for the second half of FY 2026, or approximately one percent of the operating budget.

Capital Program

The primary change to the capital program for FY 2026 relates to VRE's acquisition of four properties along the Manassas Line from VPRA, as outlined in the Funding Agreement executed in April 2025. After making the first \$26,000,000 payment to VPRA in June 2025 using CROC funds, the FY 2026 budget anticipated a second \$26,000,000 payment funded entirely with FFY 2025 federal 5307 and 5337 formula funds. (VRE programs federal funds in each year's budget from the prior federal fiscal year, due to the different fiscal year ending dates and the lag in finalizing the annual FTA split letter.) The CROC funds in the initial payment to VPRA serve as the local match to the later payments.

However, as part of VRE and PRTC's ongoing efforts to close out older FTA grants and ensure that all prior year funding allocations are obligated, VRE determined that the FTA grants for the property acquisition could be supported with prior year funds (i.e., before FFY 2025) instead. A significant portion of these prior year funds had been originally programmed for the New York Avenue midday storage project (now replaced by Seminary Yard) and for anticipated joint Amtrak-VRE projects at Union Station that ultimately never advanced. Additionally, the total amount of FFY 2025 formula funds allocated to VRE through the annual split letter process was approximately \$2.3 million (5.2%) greater than originally projected.

These changes are positive overall from a grants management perspective, but they result in a large share of FFY 2025 federal funds showing as currently unprogrammed in the Amended FY 2026 budget. VRE has a number of critical needs for these funds, and they will ultimately be programmed, but a comprehensive prioritization effort is needed first. Since the use of these funds requires a minimum 20% non-federal match, that match is included in the Amended FY 2026 budget. For budgeting purposes, it is currently shown as coming from VRE's 3.5% state MTF funds and the jurisdictional subsidy. However, VRE staff will examine alternative approaches to ensuring the required non-federal match on the projects (e.g., funds from NVTA, Commuter Choice, VPRA, CROC, or other sources) before committing these funds.

In addition to this change described above, \$1.6 million of 5307 funds from FFY 2025 (with \$0.4 million of state/local match) are being programmed in FY 2026 towards the Broad Run Expansion project.

ATTACHMENTS:

[Appendix 1 - FY27 Sources & Uses](#)

[Appendix 2 - FY26-27 Subsidy by Jurisdiction](#)

[Appendix 3 - CIP by Program Area](#)

[Appendix 4 - CIP by Fund Source](#)

[Output Document \(2025-144\) - Pdf](#)

[VRE FY 2027 Recommended Budget](#)

FY 2027 Recommended Sources and Uses														
LEVEL OF SERVICE FOR FY 2027			Daily Trains	Avg. Daily Riders	Access and Lease Fees									
					Amtrak 9,607,000 CSX 10,518,000 Norfolk Southern 312,000 Total 20,437,000									
Weekdays			32	9,300										
	USES OF FUNDS	SOURCES OF FUNDS												
		-----STATE-----						-----FEDERAL-----						TOTAL
		Fare Revenue	Interest Revenue	Misc. Revenue	Local Contribution	Regional Funding	CROC	3.5% MTF	VPRA/Other	State STP	5307/5337	Federal Pandemic Relief Funds	Other Federal	
Operating Expenses	103,350,361	22,700,000	3,610,000	210,000	14,343,807	402,000	-	7,712,144	17,167,080	-	520,000	36,685,330	-	103,350,361
Non-Operating Expenses:														
Operating Reserve	-				-									-
Debt Service Series 2022 Bonds - Prin./Interest	7,499,000				-		7,499,000							7,499,000
Debt Service VRA - 60 Railcars (Local)	99,072				99,072									99,072
Debt Service VRA - 60 Railcars (Fed/State/Local)	4,193,503				167,740		670,960			3,354,802				4,193,503
Non-Operating Summary	11,791,575	-	-	-	266,812	-	7,499,000	670,960	-	-	3,354,802	-	-	11,791,575
Total Expenses (Subtotal)	115,141,936	22,700,000	3,610,000	210,000	14,610,619	402,000	7,499,000	8,383,105	17,167,080	-	3,874,802	36,685,330	-	115,141,936
Capital Project Obligations:														
Equipment Asset Management Program	13,000,000				520,000		2,080,000			10,400,000				13,000,000
Facilities Asset Management Program	1,650,000				66,000		264,000			1,320,000				1,650,000
Fredericksburg Parking Improvements	2,730,123				109,205		436,820			2,184,098				2,730,123
L'Enfant Station Improvements	12,500,000				500,000		2,000,000			10,000,000				12,500,000
Unprogrammed Formula Funds	23,975,473				959,019		3,836,076			19,180,378				23,975,473
Brooke Station Improvements (SmartScale)	10,648,843				-			10,648,843		-				10,648,843
Leeland Road Station Improvements (SmartScale)	7,123,179				-			7,123,179		-				7,123,179
L'Enfant Station and Fourth Track (VPRA)	18,200,000				-			18,200,000		-				18,200,000
CROC Contribution to VPRA Long Bridge	7,501,000				-		7,501,000	-		-				7,501,000
Capital Reserve Contribution	3,000,000				3,000,000									3,000,000
Capital Project Summary	100,328,618	-	-	-	5,154,224	-	7,501,000	8,616,895	35,972,022	-	43,084,476	-	-	100,328,618
TOTAL	\$ 215,470,553	\$ 22,700,000	\$ 3,610,000	\$ 210,000	\$ 19,764,843	\$ 402,000	\$ 15,000,000	\$ 17,000,000	\$ 53,139,102	\$ -	\$ 46,959,279	\$ 36,685,330	\$ -	\$ 215,470,553
Soft Capital Projects Funding Program Federal Amt State Amt														
Access lease funding (0%/84%) 84% State \$ 20,437,000 \$ - \$ 17,167,080														
Local only Debt Service VRA - 60 Railcars Local 99,072 - -														
Fed/State/Local Debt Service VRA - 60 Railcars 5337 2,446,210 1,956,968 391,394														
Fed/State/Local Debt Service VRA - 60 Railcars 5307 1,747,293 1,397,834 279,567														
Grant & Project Management 5307 650,000 520,000 -														
Subtotal \$ 25,379,575 \$ 17,838,040														
Capital Projects/Earmarks 100,328,618 43,084,476 35,972,022														
Capital Program \$ 125,708,193 \$ 46,959,279 \$ 53,810,062														

Subsidy by Jurisdiction and Ridership Survey Results Fiscal Year 2026 & Fiscal Year 2027

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%
	\$ 19,764,843	100.0%	\$ 19,764,843	100.0%	0.0%

Jurisdiction	October 2024		October 2025		Change FY26 to FY27
	Riders	Percent	Riders	Percent	
Fairfax County	1,048	24.7%	<i>2024 data used - no survey conducted due to federal government shutdown</i>		0.0%
Prince William County	1,145	27.0%			0.0%
Stafford County	616	14.5%			0.0%
Spotsylvania County	617	14.5%			0.0%
Manassas	154	3.6%			0.0%
Fredericksburg	159	3.7%			0.0%
Manassas Park	99	2.3%			0.0%
Other	410	9.7%			0.0%
	4,247	100.0%			0.0%

Capital Improvement Program by Program Area (amounts in millions)

Program	Project Name	Life To Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Asset Management/SGR	EAM		\$ 11.0	\$ 13.0	\$ 13.0	\$ 11.9	\$ 10.0	\$ 11.0	\$ 11.0		\$ 80.9
	FAM		2.0	1.7	1.7	1.6	1.3	1.7	1.6		11.5
	SUBTOTAL ASSET MANAGEMENT		13.0	14.7	14.7	13.4	11.3	12.7	12.6		92.4
IST	RTMM & TRIP/VMS	0.4	1.0	3.0							4.5
	SUBTOTAL IST	0.4	1.0	3.0							4.5
Maintenance & Storage Facilities	Broad Run Expansion	13.2	16.7	37.7	32.3	5.4					105.3
	Crossroads AEW Building and Parking	2.9	2.2	6.7	6.7	1.6					20.2
	Crossroads Future Expansion				5.0	10.6	10.6	10.6	10.6		47.5
	Seminary Yard	0.3	6.5	28.8	44.2	25.3					105.1
	SUBTOTAL MAINT. & STORAGE	16.5	25.4	73.3	88.2	42.9	10.6	10.6	10.6		278.1
Passenger Station Facilities	Alexandria Station/K&C Bridges	10.1	38.0	67.9	25.3						141.3
	Backlick Rd Station Improvements		1.3	2.4	4.6	0.4					8.6
	Brooke Station Improvements			1.0	1.3	3.9	4.4				10.6
	Crystal City Station Improvements	5.0	5.2	12.3	40.4	33.7					96.6
	Franc.-Spring. Station Improvements	3.3	1.7	9.6	19.4	6.3					40.3
	Leeland Road Station Improvements	0.0	1.2	1.4	4.6	4.8					12.1
	L'Enfant Station & Fourth Track	27.5	25.6	30.7	47.0	40.3					171.1
	Manassas Station Improvements	0.1	1.2	2.7	4.8	0.4					9.1
	Rippon Station Improvements			0.9	0.9						1.7
	Woodbridge Station Improvements		1.6	1.6							3.3
	SUBTOTAL PASSENGER STATION FAC.	46.0	75.8	130.5	148.3	89.8	4.4				494.8
Property Acquisition	Manassas Line Property Acquisition	26.0	61.7		25.0	25.0	17.3				155.0
	SUBTOTAL PROPERTY ACQUISITION	26.0	61.7		25.0	25.0	17.3				155.0
Rolling Stock	Fleet Expansion Coaches (21 Railcars)	24.3	22.8	23.9	24.0	0.1	0.1	0.1	0.1	0.2	95.5
	SUBTOTAL ROLLING STOCK	24.3	22.8	23.9	24.0	0.1	0.1	0.1	0.1	0.2	95.5
Station Parking	Fredericksburg Parking Improvement	0.3	1.2	1.2							2.7
	SUBTOTAL STATION PARKING	0.3	1.2	1.2							2.7
Track & Structures	MSS and FBG Line Crossovers			1.2	9.6	9.6	9.6	9.6	9.1		48.7
	VRE Broad Run Lead Track			3.3	18.0	42.5	39.3				103.1
	SUBTOTAL TRACK & STRUCTURES			4.5	27.6	52.1	48.9	9.6	9.1		151.8
TOTAL		\$ 113.5	\$ 201.0	\$ 251.0	\$ 327.8	\$ 223.3	\$ 92.6	\$ 33.0	\$ 32.4	\$ 0.2	\$ 1,274.9

Capital Improvement Program by Fund Source (amounts in millions)

Source	Amount	Share
<i>Committed and Expected Funds</i>		
Federal	\$ 478.9	37.6%
State (incl. VPRA)	408.2	32.0%
Regional (NVRTA/Comm. Choice)	61.8	4.8%
CROC	41.0	3.2%
Local (VRE/Other)	20.0	1.6%
Total Committed and Expected	1,009.8	79.2%
Unfunded (To Be Determined)	265.0	20.8%
TOTAL CIP FUNDING	\$ 1,274.9	100.0%



Virginia Railway Express Operations Board

Referral of the Amended FY 2026 and Recommended FY 2027 VRE Operating and Capital Budgets to the Commissions and Jurisdictions

ACTION: APPROVED

WHEREAS, the VRE Master Agreement requires the Commissions be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year; and,

WHEREAS, the VRE Acting Chief Executive Officer has provided the VRE Operations Board with the recommended Fiscal Year 2027 Operating and Capital Budget within the guidelines developed in cooperation with the staff representatives of the local jurisdictions; and,

WHEREAS, the VRE Operations Board finds that the availability of emergency federal pandemic relief funding allows for VRE to supplement reduced passenger revenues and achieve a balanced budget without requiring service reductions; and,

WHEREAS, VRE staff recommends a budget based on a service level of 32 weekday daily revenue trains and average daily ridership of 9,300 weekday trips; and,

WHEREAS, the Fiscal Year 2027 budget includes no changes to VRE's full-time equivalent (FTE) staffing level; and,

WHEREAS, the Fiscal Year 2027 budget includes a five percent increase to current passenger fares, to be implemented on or about July 1, 2026; and,

WHEREAS, VRE has undertaken the required Public Participation Program regarding the proposed increase to passenger fares, including in-person hearings, provision of online materials, and the collection of public comments; and,

WHEREAS, in accordance with its Major Service Change and Fare/Service Equity Policy, VRE has conducted a Title VI analysis on the recommended Fiscal Year 2025 fare increase and determined that the fare increase will not have a disparate impact based on race, color, or national origin, nor will it have a disproportionate burden on low-income populations; and,

WHEREAS, the Fiscal Year 2027 budget recommends a total jurisdictional subsidy contribution of \$19,764,843, unchanged from Fiscal Year 2026;

NOW, THEREFORE, BE IT RESOLVED that the Virginia Railway Express Operations Board does hereby recommend the Commissions adopt the FY 2027 VRE Operating and Capital Budget in the

RESOLUTION 25-12-9I

Regular Meeting

December 19, 2025

following amounts and forward this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement; and

Operating Budget	\$115,141,936
Capital Budget	\$100,328,618
Total Operating and Capital	\$215,470,553

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions adopt the amended FY 2026 VRE Operating and Capital Budget in the following amounts; and,

Operating Budget	\$110,799,361
Capital Budget	\$119,956,196
Total Operating and Capital	\$230,755,557

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the Passenger Tariff to increase base fares by five percent, with the exception that the flat \$5.00 fare for travel entirely within Zones 1 to 3 is retained, along with associated multi-ride fares;

BE IT FURTHER RESOLVED THAT, given the availability of federal pandemic relief funding to supplement lost passenger revenues, the VRE Operations Board does hereby recommend that it is in the best interests of the Commissions and the riders of VRE that the Amended FY 2026 and Recommended FY 2027 Operating Budgets do not achieve a fifty percent recovery of operating expenses from passenger fares; and

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Executive Directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, applications for Transit Improvement Program and grants for FY 2026 and FY 2027, the anticipated revenues from which have already been incorporated in the budgets; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Executive Director of NVTC to submit to the Commonwealth the approved budget as part of any FY 2027 state grant or other funding applications.

INTRODUCTION AND VOTE RECORD:

MOTION: Takis Karantonis

SECOND: Lori Hayes

Ayes: Bagley, Bailey, Bohmke, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Storck, and Vasquez Luna

Nays: N/A

Abstentions: N/A

Absent from Vote: Franklin, Gordy, and Robinson

RESOLUTION 25-12-9I

Regular Meeting

December 19, 2025

I certify the foregoing resolution was **APPROVED** by the VRE Operations Board at a meeting on December 19, 2025, at which a quorum was present and voted.



Acting Chief Executive Officer



VRE Operations Board Clerk

VIRGINIA RAILWAY EXPRESS

Fiscal Year 2027

Recommended Budget for Fiscal Year 2027

Amended Budget for Fiscal Year 2026

Capital Improvement Program



VIRGINIA RAILWAY EXPRESS

A Better Way. A Better Life.



Table of Contents

Recommended Budget for Fiscal Year 2027

Introduction	5
Mission Statement	8
Goals for Fiscal Year 2027	9
Financial and Debt Management Principles	10
Commuter Rail Operating and Capital (CROC) Fund	14
Fiscal Year 2027 Budget Assumptions and Summary	15
Fiscal Year 2027 Subsidy by Jurisdiction	17
Fiscal Year 2027 Summary Recommended Budget	18
Fiscal Year 2027 Sources and Uses of Funds	19

Amended Budget for Fiscal Year 2026

Fiscal Year 2026 Amended Budget	23
Fiscal Year 2026 Budget Sources and Uses of Funds	26

Six-Year Financial Forecast Fiscal Year 2027 - 2032

Six-Year Financial Forecast	28
Fiscal Year 2027 - 2032 Six-Year Financial Forecast	29

Capital Improvement Program Fiscal Year 2027 - 2032

Introduction	31
Description of Capital Improvement Program Process	32
Capital Financial Outlook	34
Capital Improvement Program Project Sheets	37
Asset Management/State of Good Repair	40
Information Security and Technology	43
Passenger Station Facilities	45
Rolling Stock	56
Station Parking	58
Train Maintenance and Storage Facilities	60
Track and Signal Infrastructure	65
Property Acquisition	68

Table of Contents

Appendices and Additional Information

VRE Staff Organizational Chart	71
Jurisdictional Contribution Allocation Survey	72
Fiscal Year 2027 Departmental Budget	73
Projects Administered by Other Entities	77

Recommended Budget for Fiscal Year 2027

Introduction

The Virginia Railway Express (VRE) is a commuter rail service jointly owned and operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC). NVTC and PRTC are political subdivisions of the Commonwealth of Virginia. VRE was created in 1989 under the terms of a Master Agreement executed by the two Commissions and the local jurisdictions that participate in or contribute to the operation of the commuter rail service.

The VRE Operating and Capital Budget is developed annually in accordance with the VRE Master Agreement and includes estimated operating and capital revenues and expenses for the next fiscal year. In addition, the six-year Capital Improvement Program (CIP) provides projections of capital funding and outlays for future years. The preliminary FY 2027 VRE Operating and Capital Budget was initially prepared for review at the September 2025 VRE Operations Board meeting. The proposed budget was reviewed and discussed at subsequent meetings of the VRE Operations Board, the VRE Coordinating Committee (VCC), and the Finance Committee of the Operations Board before its presentation to the Operations Board in December 2025 and the Commissions in January 2026.

The VRE budget uses accrual accounting for major revenue and expense items; for example, transactions such as access fees are recorded for the month due, rather than for the month paid, and related grant revenue is recorded when earned rather than when received. However, the budget is developed on a cash basis for other items, such as payment of principal on outstanding debt, in order to fully capture annual resource needs. The VRE financial statements use the full accrual basis of accounting.

The FY 2027 VRE Budget has been developed to meet existing and projected operational requirements and in accordance with the VRE Mission Statement of providing safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. The FY 2027 VRE Budget was also developed with a focus on balancing revenue sources including local jurisdictional subsidies and the remaining federal pandemic relief funds; projecting needs related to the upcoming capital improvement program; supporting a focus on return of ridership following the COVID-19 pandemic; and identifying cost savings opportunities. The planned VRE-operated Saturday service has been removed, and the expanded VRE/Amtrak Step-Up Program, including new weekend options, has been included. The VRE Budget and CIP are also developed in accordance with the Financial and Debt Management Principles, most recently updated and approved by the Commissions in September 2021 and detailed later in this document.

The Recommended FY 2027 combined Operating and Capital Budget totals \$215.5 million. This reflects a 4.6% decrease from FY 2026. The budget includes a 5% increase to passenger fares and no change in total jurisdictional subsidy of \$19,764,843. The budget projects an average weekday daily ridership of 9,300 passengers which results in \$22.7 million of projected total annual fare revenue. These projections reflect the ongoing ridership trends since the end of the COVID-19 pandemic and the “Return to Office” mandates of early 2025, the impacts of upcoming capital projects in the VRE service area, as well as updated projections based on regional and jurisdictional growth and development patterns.

Prior to FY 2025, VRE was a participant in the Commonwealth’s MERIT program along with other transit agencies statewide, where VRE would receive operating subsidy funds based on certain performance criteria, while separately applying for matching grants for VRE’s CIP program. As of FY 2025, VRE now receives a dedicated share (up to 3.5%) of the Commonwealth Mass Transit Fund (MTF). This dedicated funding amount

may be used as both an operating subsidy and for capital grant matching needs, and this is reflected in the FY 2027 budget.

Staff have worked to balance meeting VRE's core goals and responsibilities while working to limit or eliminate operating cost increases wherever possible, and departmental expenses have been reviewed and evaluated to ensure appropriateness while ensuring VRE achieves its safety and operational goals. Staff have also worked to leverage grant funding opportunities where available and appropriate.

Contractual increases for key expense areas such as right of way and station access fees, train operations, and maintenance of equipment are projected to be consistent or lower in FY 2027 than in FY 2026 due to a new five-year agreement for Train Operations and Maintenance, as well as lower projected or actual contractual cost-driver rates, such as the Consumer Price Index (CPI). In addition, access fee costs specific to the VRE Manassas Line are expected to remain low in FY 2027 due to purchase of the majority of the rail line by the Virginia Passenger Rail Authority (VPRA) and subsequent changes in VRE's access agreements with Norfolk Southern for use of their retained portions of the line. Diesel fuel costs are also projected to be less volatile and similar to recent years based on the market outlook. In addition, recent increases in liability and property insurance premiums, as well as new insurance needs (e.g., cyber insurance) are expected to be sustained in the FY 2027 operating budget.

The FY 2027 budget includes no changes to VRE's full-time equivalent (FTE) staff. As part of VRE's long-term planning, management and human resources continue to analyze staffing needs and the best methods with which to fill those needs.

The capital projects included in the FY 2027 to FY 2032 CIP are prioritized with an emphasis on ensuring employee and passenger safety; meeting legal and regulatory requirements; and maintaining VRE's equipment and facilities in a state of good repair to support current service levels. Concurrently, VRE focuses the organization on maximizing ridership, maintaining critical infrastructure, and providing a safe and effective transportation option for the region.

Despite the operating funding challenges in the post-pandemic commuting environment in the region, the overall outlook for the capital program is generally positive. VRE is in a period of project implementation and delivery, with four major construction projects (LOU Facility, Fredericksburg Station, Quantico Station, and most recently the Manassas Park parking garage) reaching completion and dropping out of the CIP. This intense period will continue for several years. At the same time, the Commonwealth's Transforming Rail in Virginia (TRV) program is advancing. TRV will ultimately result in a second Long Bridge crossing of the Potomac River as well as separated freight and passenger rail operations in the Fredericksburg Line corridor. The Commonwealth also recently purchased the Manassas Line from Norfolk Southern, which will have major positive impacts on VRE's operational flexibility and midday storage options. The concurrent and coordinated capital programs of VRE and the Commonwealth will have long-term positive impacts for both the capacity and reliability of VRE.

In addition to directly delivering key capital projects, VRE has also supported TRV financially, through two major agreements:

- In June 2022, VRE (with NVTC as the issuer) successfully completed the sale of 30-year revenue bonds backed by Commuter Rail Operating and Capital (CROC) Fund regional fuels tax revenues. Approximately \$119 million of net proceeds from the sale were transferred to VPRA in July 2022 to assist in the Commonwealth's purchase of right of way from CSXT. In accordance with the Funding Agreement between

VRE and VPRA, the FY 2027 budget includes \$15 million of annual CROC funds supporting \$7.5 million of annual debt service and \$7.5 million in pay-as-you-go capital contributions to VPRA.

- In April 2025, VRE executed a Manassas Line Funding Agreement with VPRA, following the VPRA purchase of the Manassas Line from NS. This agreement outlines a contribution of \$155 million by VRE to VPRA over a five-year period, for which VRE will receive four separate property interests: title to Seminary Yard in Alexandria; title to the Broad Run Corridor in Manassas; a permanent easement for the existing Manassas Line VRE platforms; and a permanent commuter rail operating easement across the Manassas Line. As of November 2025, VRE has made the initial \$26,000,000 payment to VPRA as required in the agreement and has FTA grants in place to support the purchase of Seminary Yard, the Broad Run Corridor, and the platform easement. The purchase of these three properties is expected by the end of FY 2026.

Mission Statement

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 comfortable commuter-oriented rail passenger service. VRE will contribute to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



Goals for Fiscal Year 2027

- Due to the post-pandemic changes to employment and commuting patterns in the region, VRE is unlikely to achieve its stated goal of a 50 percent operating ratio (i.e., cost recovery from passenger fares) in FY 2027. VRE's goal for FY 2027 is to continue to provide a safe and reliable transportation option for our region that is available to riders as they return to work after the pandemic, as well as develop opportunities to service new and alternative ridership markets.
- Achieve at least 90 percent on-time performance for train operations.
- Achieve at least 9,300 average weekday daily ridership.
- Achieve or maintain the following financial ratios:
 - Debt service as a percent of annual budget not greater than 20%.
 - Working capital reserves that are on average not less than two months of operating expenditures, with a goal of maintaining three months over a ten-year period.
 - The percentage of pay-as-you-go financing equal to a minimum of 20% of the total funded portion of the capital program over the term of the capital program.
 - Risk management reserves equal to amounts required by the Commonwealth. VRE's Insurance Trust, held by the Commonwealth's Division of Risk Management, currently has a value of slightly over the \$10 million requirement.



Financial and Debt Management Principles

Adopted November 2013 and Amended July 2021

INTRODUCTION

The purpose of this document is to formalize financial and debt management principles for the Virginia Railway Express (VRE), the commuter rail service jointly owned and operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC), together referred to as the Commissions. In accordance with the Master Agreement that established VRE, any bonds or notes issued to support the commuter rail operation will be issued in the name of NVTC, with the concurrence of both Commissions and all member jurisdictions. This Statement of Financial and Debt Management Principles confirms the commitment of VRE's Operations Board, the Commissions, and the management and staff of VRE to adhere to sound financial and debt management practices in the conduct of VRE's business.

COMMUTER RAIL OPERATING AND CAPITAL FUND

In March 2018, the Virginia legislature created the Commuter Rail Operating and Capital (CROC) Fund. CROC funds may be used to support VRE's commuter rail operations as well as to make necessary capital investments and improvements, either on a pay-as-you-go basis or through the issuance of debt. CROC funding may also be used as matching funds for state and federal grants.

The Code of Virginia dedicates \$15 million annually from fuels tax revenues collected in the NVTC and PRTC jurisdictions to the CROC Fund. This \$15 million of dedicated funding is then disbursed from the CROC Fund to VRE for its use on operating and capital projects. In October 2018, NVTC and PRTC executed a joint agreement for the distribution and allocation of the CROC funds. The agreement states that NVTC will serve on behalf of both Commissions as the recipient of all CROC funds and describes how CROC funding will be incorporated into the annual VRE budget process. The agreement also provides for quarterly reporting to the Operations Board by VRE on the receipt, investment, and expenditure of CROC funds.

In March 2021, the Commissions entered into the Passenger Rail Improvements and Funding Agreement (the "Funding Agreement") with the Virginia Department of Rail and Public Transportation (DRPT) as part of the Commonwealth's Transforming Rail in Virginia (TRV) program. The Funding Agreement was executed by DRPT but has since been assigned to the Virginia Passenger Rail Authority (VPRA).

VRE has a two-part commitment in the Funding Agreement. First, VRE will contribute proceeds from a CROC-backed debt issuance to VPRA for assistance with the purchase of rail right of way owned by CSX Transportation. Second, VRE will contribute pay-as-you-go (PAYGO) capital to VPRA for the design and construction of major corridor projects over ten years. Over the first ten years of the Funding Agreement, VRE's entire \$15 million in annual CROC funds will support the TRV program, either as debt service or as PAYGO capital. At the end of this period, half the CROC (\$7.5 million) will continue to be committed to debt service, but VRE will regain control over the other half.

POLICY STATEMENTS

The original Policy Statements 1 through 13 were adopted in 2013. These policies were developed in consideration of then-existing debt which is tied to the VRE Master Agreement and carries local jurisdiction credit support. However, certain of these policies have broad application beyond VRE's existing debt obligations and can apply to CROC-backed debt. Any CROC-backed debt issued by VRE will be subject to Policy Statements 1, 2, 9, 10a and 10b, 12, and 13.

Policy Statements 14 and 15 are newly created and adopted in July 2021. Policy Statement 14 memorializes VRE's past practices related to refinancing and will apply to both existing debt and to any CROC-backed debt. Policy Statement 15 reflects the separate and distinct legal and credit underpinnings of any CROC-backed debt. CROC-backed debt will be designed to be separate from the rest of VRE's financial resources and supported only from amounts in the CROC Fund.

1. Any debt or financing arrangement issued in support of VRE projects must be in full compliance with all applicable provisions of the Commonwealth of Virginia statutes, federal laws and the VRE Master Agreement.
2. Any long-term debt issued in support of VRE projects or agreements will be included in VRE's Capital Improvement Program and Six Year Financial Forecast and debt will only be issued for approved capital projects. In the case of projects paid for with CROC supported debt, such projects will be approved by the Board. Prior to issuance, VRE will forecast the long-term impact of any non-CROC-backed debt on the use of federal formula funds, the impact on VRE's six year plan, the annual contributions required from its member jurisdictions over the term of the debt, and to test compliance with the financial ratios described below in Statement 3. Prior to issuance, VRE will forecast the long-term impact of any CROC backed debt on expected cash flows in the CROC Fund and to test compliance with financial ratios applicable to CROC debt described in Statement 15.
3. VRE strives to attain the following financial ratios over its Six-Year Plan:
 - a. A fare box recovery ratio not lower than 50% of operating expenses.
 - b. Non-CROC-backed debt service as a percent of annual budget not greater than 20%.
 - c. Percent of pay-as-you-go financing equal to a minimum of 20% of the total funded portion of the capital program over the term of the capital program.
 - d. Working capital reserves that are on average not less than 2 months of operating expenditures, with a goal of increasing to 3 months over a 10 year period.
 - e. Risk management reserves equal to amounts imposed by the Commonwealth. Currently, the risk management reserve requirement is \$10 million.
4. VRE will match one time revenue with one time expenditures to avoid creating structural imbalance in its annual budgets.
5. Projects included in VRE's Capital Improvement Program will be prioritized with emphasis on regulatory requirements, the maintenance of equipment and facilities to support current service levels, and provisions for passenger safety.
6. The capital reserve will be maintained through the contribution of surplus funds generated from operations and from other sources in order to provide the necessary match funds to take advantage of grant funding

opportunities and to complete advantageous capital projects.

7. VRE will maintain an asset management plan for all major capital assets which will identify operating, maintenance and renewal costs over the life of the asset. If a reliable source of funding is not expected to be available to meet peak needs when they occur, a sinking fund will be established for this purpose. The annual budget and Capital Improvement Program will include the life-cycle cost impact of each project in the CIP.
8. VRE will maintain access to external liquidity sources, such as a line of credit, because of the heavy reliance on funding from other parties. This short term borrowing will only be used with the approval of the Operations Board and when the source of repayment has been identified.
9. Debt that supports VRE projects will be amortized for a period not to exceed the useful life of the assets being financed.
10. For any publicly sold debt to support VRE projects:
 - a. Debt service funds will be established at the time of issuance and contributions will be made on a monthly basis so that amounts are available to ensure timely payment of principal and interest when due.
 - b. A debt service reserve fund will be established (as needed by the revenue bond structure or for credit purposes) to provide a cushion of funding for the debt obligations. Such funds will be sized to align with limitations imposed by the IRS for tax-exempt bonds and to reflect current market conditions and VRE's desired rating outcomes on its non-CROC debt and its CROC-backed debt.
 - c. The bond structure will be sufficient to secure a rating in the A category or better.
11. The debt service structure that supports VRE projects will be developed and maintained to achieve strong credit ratings while addressing the overall revenue constraints and capacity of VRE. Total principal and interest payments for any borrowing will be structured to create level debt service in aggregate for VRE. Alternatively, VRE may use a more rapid repayment structure, such as equal annual principal payments. The use of back loaded principal repayment as well as bullet and balloon maturities will be avoided, except to achieve overall level aggregate debt service or to match anticipated one-time revenues.
12. As needed, VRE will establish and maintain a separate set of post issuance policies and procedures for managing any required disclosure, tax, or other legal requirements.
13. The use of variable rate debt is discouraged, except under unusual circumstances. However, should it be found to be in VRE's best interest to use this mechanism, the Operations Board and Commissions will first establish appropriate policies and procedures.
14. VRE will refinance its debt when it is in its best financial interest to do so. When a refinancing is undertaken to generate interest rate cost savings, the minimum aggregate present value savings will be three percent (3%) of the refunded debt principal amount.
15. Application of the CROC funding and the CROC-backed debt program shall be subject to the following criteria:
 - a. The CROC-backed debt is solely payable from amounts received in the CROC Fund.
 - b. Total debt service supported by CROC revenue shall not exceed 66% of the CROC funding.
 - c. During its effective period starting on July 1, 2021, and through the end date, the C- ROC Funding

Agreement shall apply to the initial issue of CROC debt.

- d. VRE will target annual debt service coverage (the ratio of annual CROC revenue to annual debt service) to fall within a range of 1.60x to 2.00x, consistent with VRE's credit rating objectives and market standards for similar debt programs.
- e. VRE will establish and maintain a debt service reserve fund consistent with market standards for similar debt programs and supportive of VRE's credit rating objectives.
- f. VRE will establish and maintain a working capital reserve fund appropriate to ensure liquidity for the CROC portion of VRE's financial operations of approximately two to three months of budgeted, annual CROC Revenues. Such reserves will be built over the 18 month period following adoption of these policies.
- g. VRE will strive to achieve a credit rating in the A-category or better for the CROC- backed bond's structure.

The debt service structure that supports VRE projects will be developed and maintained to achieve the credit rating objective described above while addressing the overall revenue constraints and debt capacity of the CROC Fund. Total principal and interest payments for any borrowing will be structured to create level debt service in aggregate. Alternatively, VRE may use a more rapid repayment structure, such as equal annual principal payments or front loaded annual debt service which steps down over time. The use of back loaded principal repayment as well as bullet and balloon maturities will be evaluated based upon the terms of the Funding Agreement and the applicable Policy Statements for CROC debt.

Commuter Rail Operating and Capital (CROC) Fund

In 2018, the Virginia legislature approved the creation of the Commuter Rail Operating and Capital (CROC) Fund. CROC funding is critical to addressing VRE's current and future investment needs and to delivering planned capacity expansion projects. CROC funding is dedicated to "retaining, maintaining, improving, and developing commuter rail-related infrastructure improvements and operations" that are "essential to the Commonwealth's continued economic growth, vitality, and competitiveness." CROC funding may be used to support the cost of VRE's operations as well as to make necessary capital investments and improvements, either on a pay-as-you-go basis or through the issuance of debt. CROC funding may be used as matching funds for state and federal grants.

In addition to creating CROC, the Virginia legislature also authorized changes to the regional fuels taxes collected by the two Commissions. From the total fuels tax revenues that are generated in the Commissions' jurisdictions, \$15 million is dedicated annually to the CROC Fund. This \$15 million of dedicated funding is then disbursed from the CROC Fund to VRE for its use on operating and capital projects. CROC funding does not replace or supplant any existing revenues and current jurisdictional contributions must be maintained.

In October 2018, the Commissions authorized the execution of a joint agreement for the distribution and allocation of the CROC funds. The agreement establishes that NVTC will serve on behalf of both Commissions as the recipient of all funds from the CROC Fund and that project prioritization and programming of the CROC funds must occur as part of the broader annual VRE budget process.

In December 2019, the Commonwealth announced the Transforming Rail in Virginia (TRV) program, which included a landmark agreement between the Commonwealth and CSX Transportation (CSXT) for the acquisition of railroad right-of-way in the RF&P Corridor. This ambitious program of capital improvements, which includes the construction of a new passenger-dedicated two-track Long Bridge across the Potomac River, has been proceeding in phases and will continue to 2030 and beyond. The investments will improve the capacity and reliability of both commuter and intercity passenger rail services while maintaining freight interoperability in the corridor.

In accordance with the 2021 Funding Agreement between VRE and VPRA, VRE and NVTC closed the sale of the Series 2022 Bonds in June 2022. The sale of these thirty-year, double-A rated tax-exempt bonds generated approximately \$119 million in net proceeds that were transferred to VPRA in July 2022 to assist in the purchase of CSXT right of way. The FY 2027 budget reflects VRE programming its \$15 million in annual CROC funds on \$7.5 million for debt service on the Series 2022 Bonds and \$7.5 million towards TRV capital projects, primarily Long Bridge (contributed as reimbursements to VPRA).

Prior to the Series 2022 debt issuance, VRE originally programmed \$45 million of CROC funds covering fiscal years 2019 to 2021 towards the L'Enfant (\$30 million) and Crystal City (\$15 million) station improvement projects. However, as the schedule and budget for the L'Enfant project have evolved, the CROC programming has been revisited. In the FY 2024 budget, approximately \$4 million of CROC funds were reprogrammed from L'Enfant to the Track 22 component of the broader Washington Union Station rehabilitation project led by Amtrak. In the FY 2025 budget, the remaining \$26 million of L'Enfant CROC is being reprogrammed towards the initial Manassas Line property acquisition payment, and the L'Enfant project funding gap will be backfilled from other sources.

Fiscal Year 2027 Budget Assumptions and Summary

The Recommended FY 2027 combined Operating and Capital Budget totals \$215.5 million. FY 2027 budgeted operating expenses of \$115.1 million are lower than the prior year by \$0.1 million, a decrease of 0.1%, primarily reflecting the new Trains Operations and Maintenance contract, the removal of VRE-operated Saturday train service, projected increases in annual access fee costs, higher projected costs for insurance and updated departmental costs. Increased insurance, departmental and access and operating contractual costs are balanced by projected revenue sources and the ongoing use of federal pandemic relief funds. Major assumptions are as follows:

- Total jurisdictional contribution of \$19,764,843; no increase from FY 2026.
- A 5% passenger fare increase. Total fare revenue is budgeted at \$22.7 million based on a projected weekday average daily ridership of 9,300 and 32 daily weekday revenue trains.
- Removal of costs associated with previously planned VRE-operated Saturday service.
- Restoration of the Amtrak Step-Up ticket program on VRE Mobile only (due to changes in requirements by Amtrak regarding passenger manifests) at a price to the rider of \$4.00 per Step-Up. For the first time, eligible Step-Up train options will now include select weekend Amtrak trains in the VRE service area. VRE has received I-395/95 Commuter Choice funding to support the restart of this program.
- Total FY 2027 state assistance (from the dedicated 3.5% share of the MTF) is projected at \$17.0 million, with \$8.4 million programmed to support the operating and debt service budget and the remaining \$8.6 million to be used for required capital grant matching.
- Diesel fuel expense is projected at \$4.9 million, based on an average cost per gallon of \$2.75 and projected usage of 1.77 million gallons. This reflects a decrease of \$0.9 million over the original FY 2026 budgeted amount, which included planned Saturday service.
- Track access fees across all three host railroads (CSX, NS, and Amtrak) of \$20.4 million, based on estimated or actual contractual amounts. This amount reflects the removal of VRE-operated Saturday service. Reimbursement funding from VPRA for track access fees is budgeted at 84%, or \$17.2 million, unchanged from the reimbursement percentage received in the FY 2026 budget.
- No changes to FTE staff levels are proposed in FY 2027.
- Required contractual increases for train operations and maintenance of equipment budgeted at a net decrease of \$0.24 million reflecting the new contract for these services starting in FY 2027, as well as the removal of planned VRE operated-Saturday service.
- Operating contingency at 2.0% of the operating budget, reflecting no change versus FY 2026 and prior years.
- Budgeted insurance premium costs for FY 2027 increased by \$1.1 million, or 13.1%, due to the upcoming increase in the PRIIA liability cap, as well as ongoing evaluation of VRE's needs and regulatory requirements as well as challenges in the global insurance marketplace.

- In total, Net Departmental operating expenses increased by 1.2%, or an increase of \$0.4 million compared to FY 2026. This is primarily due to increases in software, facility maintenance and fare collections costs, offset by budget reductions in several areas.
- Total Federal 5307 (Urbanized Area) and 5337 (State of Good Repair) funding is projected at of \$47.0 million, assuming zero growth for Federal Fiscal Year (FFY) 2026 as compared to the most recent split letter provided to the Federal Transit Administration (FTA) for FFY 2025.
- Most federally funded projects are budgeted with a required 20% non-federal (state and/or local) match. State matching funds of 16% typically are drawn from the dedicated MTF allocation, with a 4% VRE local match. However, VRE is examining alternative approaches to providing state/local match in upcoming major capital projects.
- Contribution to the Capital Reserve of \$3.0 million, in line with FY 2026 and prior years.

Subsidy by Jurisdiction

The FY 2027 budget includes no change to the total jurisdictional subsidy as compared to FY 2026. Each year, VRE and PRTC normally conduct a survey of VRE riders that includes the rider's jurisdiction of residence. This survey data serves as the basis for calculating the contribution allocation by jurisdiction, in accordance with the VRE Master Agreement. However, VRE ridership was materially impacted by the federal government shutdown that began on October 1, 2025, and extended through November 12, and VRE was not able to conduct a representative survey of riders. At the direction of the Operations Board, the survey results from the prior year (October 2024) are being used to allocate the jurisdictional subsidy. With the same total amount of subsidy and the same allocation percentages, each jurisdiction's contribution amount is identical in FY 2026 and FY 2027.

The FY 2027 jurisdictional subsidy, which reflects the October 2024 ridership survey results, is as follows:

SUBSIDY BY JURISDICTIONAL AND RIDERSHIP SURVEY RESULTS FISCAL YEAR 2026 AND FISCAL YEAR 2027

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%
	\$ 19,764,843	100.0%	\$ 19,764,843	100.0%	0.0%

Jurisdiction	October 2024		October 2025		Change FY26 to FY27
	Riders	Percent	Riders	Percent	
Fairfax County	1,048	24.7%	2024 data used - no survey conducted due to federal government shutdown		0.0%
Prince William County	1,145	27.0%			0.0%
Stafford County	616	14.5%			0.0%
Spotsylvania County	617	14.5%			0.0%
Manassas	154	3.6%			0.0%
Fredericksburg	159	3.7%			0.0%
Manassas Park	99	2.3%			0.0%
Other	410	9.7%			0.0%

Fiscal Year 2027

Summary Recommended Budget

	Approved FY 2026		Recommended FY 2027		Year over Year Change
	Operating	Capital	Operating	Capital	
Revenue:					
Fare Revenue	\$ 20,130,000		\$ 22,700,000		\$ 2,570,000
Miscellaneous Revenue	169,000		210,000		41,000
Jurisdictional Contributions	16,026,930	3,737,913	14,610,619	5,154,224	-
Other Sources (Use of Prev. Surplus)	-	-	-	-	-
Regional (NVTC/NVTA) Grant Funding	442,000	-	402,000	-	(40,000)
State CROC Dedicated Funding	7,499,500	7,500,500	7,499,000	7,501,000	-
Federal/State Subsidy - Operating (includes Fed. PRF)	67,476,054		66,110,317		(1,365,738)
Federal/State Subsidy - Capital		99,309,915		87,673,394	(11,636,521)
Operating/Capital Reserves	-	-	-	-	-
Interest Income	3,500,000		3,610,000		110,000
Total Revenue	\$ 115,243,484	\$ 110,548,328	\$ 115,141,936	\$ 100,328,618	\$ (10,321,259)
Operating/Non-Operating Expenses:					
Non-Departmental Operating/Insurance	\$ 10,299,049		\$ 11,334,321		\$ 1,035,272
Executive, HR & Administration	1,713,000		1,896,500		183,500
General Counsel	505,500		482,200		(23,300)
Government & Public Relations	778,200		745,800		(32,400)
Marketing	822,500		823,500		1,000
Finance and Accounting	2,947,500		3,200,600		253,100
Purchasing and Contract Administration	935,100		965,950		30,850
Project Development	1,085,510		1,022,720		(62,790)
Design & Construction	1,360,250		1,442,000		81,750
Rail Operations	2,585,750		2,425,100		(160,650)
Information Technology	2,480,000		2,919,500		439,500
Facilities Maintenance	4,846,050		5,172,270		326,220
Mechanical Operations	12,942,900		12,274,200		(668,700)
System Safety & Security	1,389,700		1,423,700		34,000
PRTC	102,000		102,000		-
NVTC	90,000		90,000		-
Train Operations	20,828,500		22,624,000		1,795,500
Maintenance of Equipment	10,106,000		8,071,000		(2,035,000)
Amtrak	6,381,000		5,898,000		(483,000)
Amtrak Access Fees	10,098,000		9,607,000		(491,000)
Norfolk Southern Access Fees	300,000		312,000		12,000
CSX Access Fees	10,855,000		10,518,000		(337,000)
					-
Total Operating/Non-Operating Expenses	\$ 103,451,509	\$ -	\$ 103,350,361	\$ -	\$ (101,148)
CIP Expenditures		\$ 110,548,328		\$ 100,328,618	\$ (10,219,710)
Debt Service	11,791,975		11,791,575		(400)
Total CIP and Other Expenditures	\$ 11,791,975	\$ 110,548,328	\$ 11,791,575	\$ 100,328,618	\$ (10,220,110)
Grand Total Expenses	\$ 115,243,484	\$ 110,548,328	\$ 115,141,936	\$ 100,328,618	\$ (10,321,259)

Fiscal Year 2027 Sources and Uses of Funds

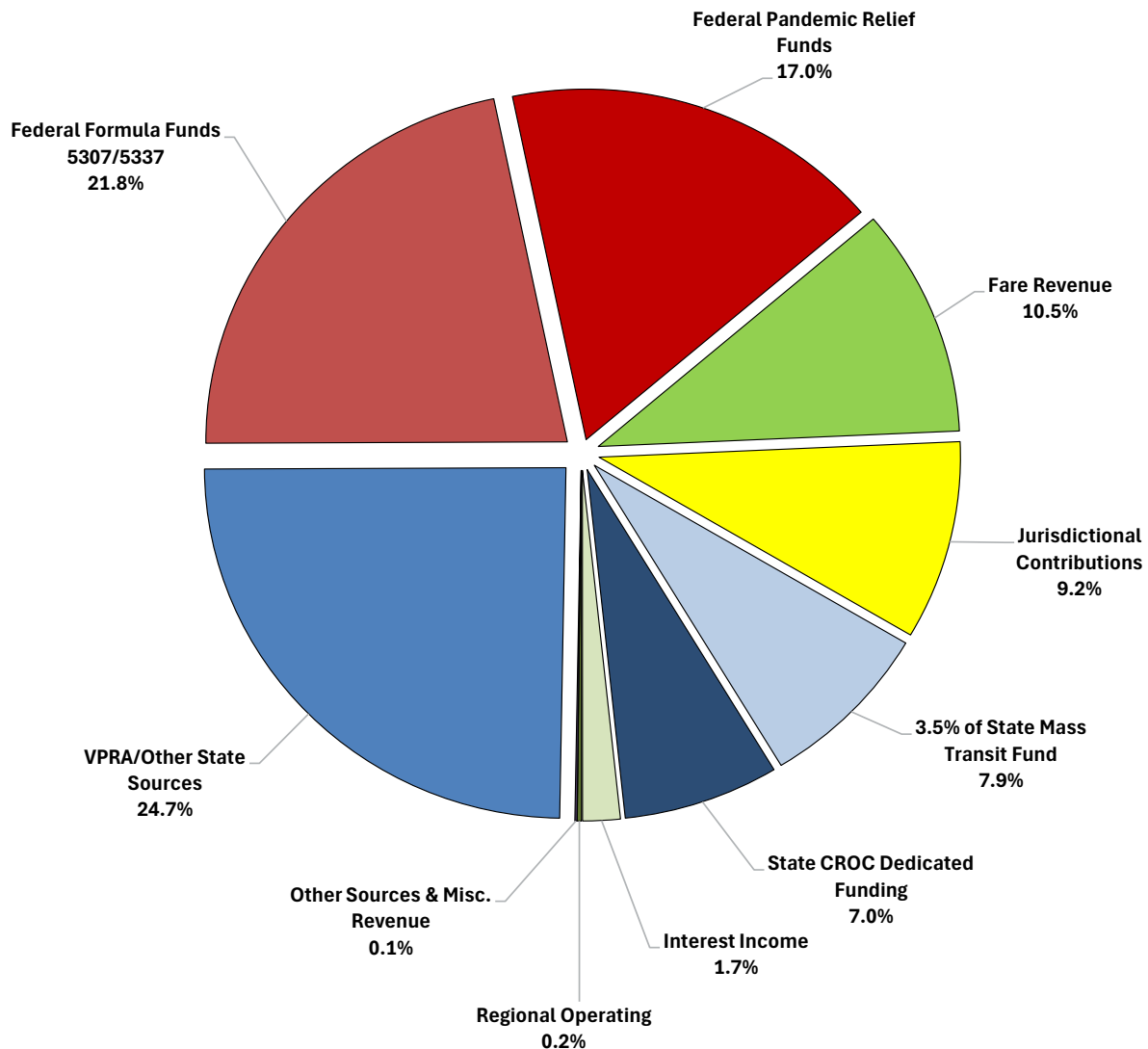
Access and Lease Fees													
Amtrak		9,607,000											
CSX		10,518,000											
Norfolk Southern		312,000											
Total		20,437,000											

LEVEL OF SERVICE FOR FY 2027		Daily Trains	Avg. Daily Riders
Weekdays		32	9,300

USES OF FUNDS	SOURCES OF FUNDS													
	-----STATE-----			-----FEDERAL-----							TOTAL			
	Fare Revenue	Interest Revenue	Misc. Revenue	Local Contribution	Regional Funding	CROC	3.5% MTF	VPRA/Other	State STP	5307/5337		Federal Pandemic Relief Funds	Other Federal	
Operating Expenses	103,350,361	22,700,000	3,610,000	210,000	14,343,807	402,000	-	7,712,144	17,167,080	-	520,000	36,685,330	-	103,350,361
Non-Operating Expenses:														
Operating Reserve	-				-									-
Debt Service Series 2022 Bonds - Prin./Interest	7,499,000				-		7,499,000							7,499,000
Debt Service VRA - 60 Railcars (Local)	99,072				99,072									99,072
Debt Service VRA - 60 Railcars (Fed/State/Local)	4,193,503				167,740			670,960			3,354,802			4,193,503
Non-Operating Summary	11,791,575	-	-	-	266,812	-	7,499,000	670,960	-	-	3,354,802	-	-	11,791,575
Total Expenses (Subtotal)	115,141,936	22,700,000	3,610,000	210,000	14,610,619	402,000	7,499,000	8,383,105	17,167,080	-	3,874,802	36,685,330	-	115,141,936
Capital Project Obligations:														
Equipment Asset Management Program	13,000,000				520,000			2,080,000			10,400,000			13,000,000
Facilities Asset Management Program	1,650,000				66,000			264,000			1,320,000			1,650,000
Fredericksburg Parking Improvements	2,730,123				109,205			436,820			2,184,098			2,730,123
L'Enfant Station Improvements	12,500,000				500,000			2,000,000			10,000,000			12,500,000
Unprogrammed Formula Funds	23,975,473				959,019			3,836,076			19,180,378			23,975,473
Brooke Station Improvements (SmartScale)	10,648,843				-			10,648,843			-			10,648,843
Leeland Road Station Improvements (SmartScale)	7,123,179				-			7,123,179			-			7,123,179
L'Enfant Station and Fourth Track (VPRA)	18,200,000				-			18,200,000			-			18,200,000
CROC Contribution to VPRA Long Bridge	7,501,000				-		7,501,000	-			-			7,501,000
Capital Reserve Contribution	3,000,000				3,000,000									3,000,000
Capital Project Summary	100,328,618	-	-	-	5,154,224	-	7,501,000	8,616,895	35,972,022	-	43,084,476	-	-	100,328,618
TOTAL	\$ 215,470,553	\$ 22,700,000	\$ 3,610,000	\$ 210,000	\$ 19,764,843	\$ 402,000	\$ 15,000,000	\$ 17,000,000	\$ 53,139,102	\$ -	\$ 46,959,279	\$ 36,685,330	\$ -	\$ 215,470,553

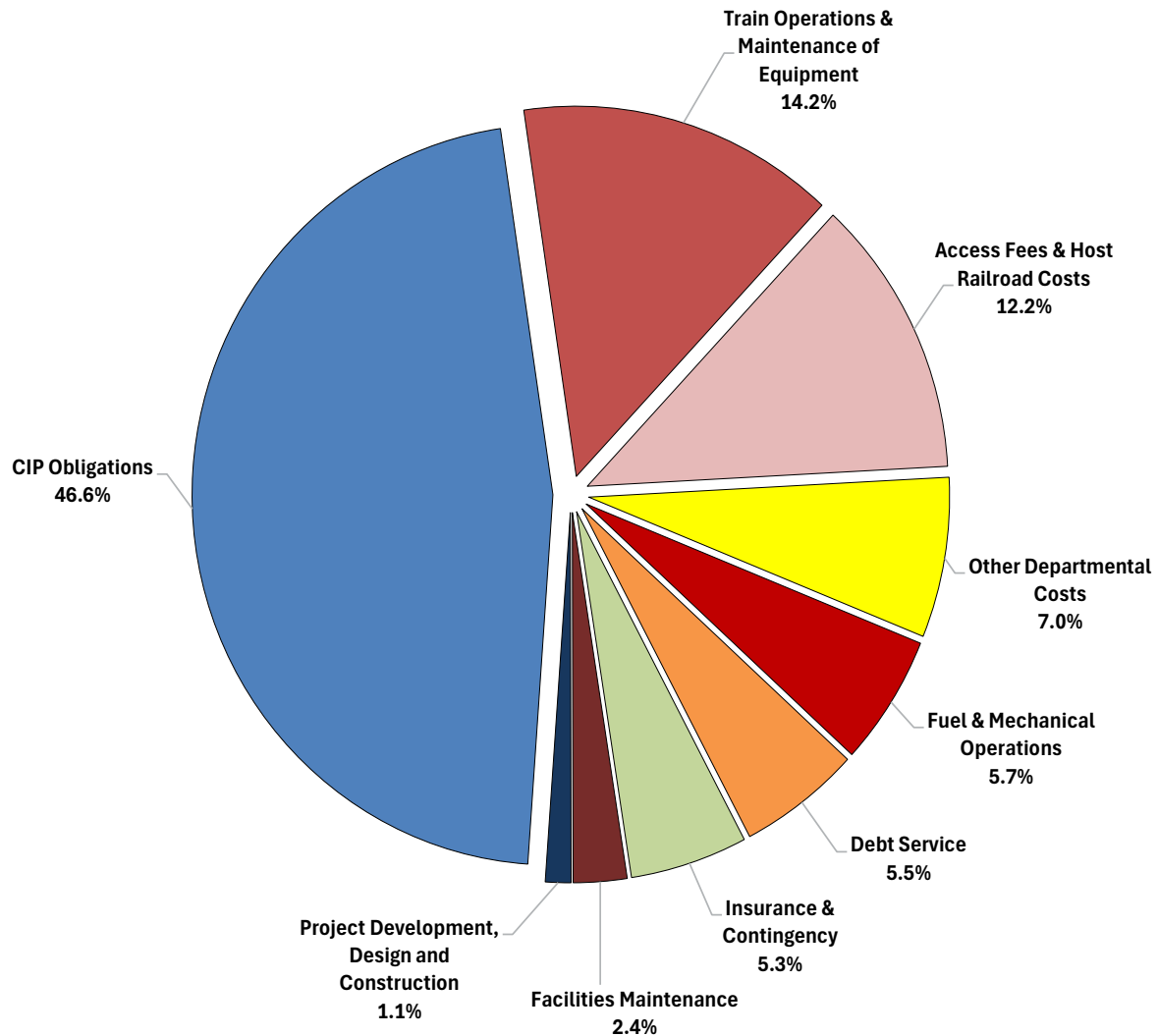
Local only Fed/State/Local Fed/State/Local	Soft Capital Projects	Funding	Program	Federal Amt	State Amt
	Access lease funding (0%/84%)	84% State	\$ 20,437,000	\$ -	\$ 17,167,080
	Debt Service VRA - 60 Railcars	Local	99,072	-	-
	Debt Service VRA - 60 Railcars	5337	2,446,210	1,956,968	391,394
	Debt Service VRA - 60 Railcars	5307	1,747,293	1,397,834	279,567
	Grant & Project Management	5307	650,000	520,000	-
	Subtotal		\$ 25,379,575		\$ 17,838,040
	Capital Projects/Earmarks		100,328,618	43,084,476	35,972,022
Capital Program		\$ 125,708,193	\$ 46,959,279	\$ 53,810,062	

FISCAL YEAR 2027 SOURCES OF FUNDS



Revenue Source	FY 2027 Amount	% of Total
VPRA/Other State Sources	\$ 53,139,102	24.7%
Federal Formula Funds 5307/5337	\$ 46,959,279	21.8%
Federal Pandemic Relief Funds	\$ 36,685,330	17.0%
Fare Revenue	\$ 22,700,000	10.5%
Jurisdictional Contributions	\$ 19,764,843	9.2%
3.5% of State Mass Transit Fund	\$ 17,000,000	7.9%
State CROC Dedicated Funding	\$ 15,000,000	7.0%
Interest Income	\$ 3,610,000	1.7%
Regional Operating	\$ 402,000	0.2%
Other Sources & Misc. Revenue	\$ 210,000	0.1%
Total Sources of Funds	\$ 215,470,553	100.0%

FISCAL YEAR 2027 USES OF FUNDS



Type of Use	FY 2027 Amount	% of Total
CIP Obligations	\$ 100,328,618	46.6%
Train Operations & Maintenance of Equipment	\$ 30,695,000	14.2%
Access Fees & Host Railroad Costs	\$ 26,335,000	12.2%
Other Departmental Costs	\$ 15,074,850	7.0%
Fuel & Mechanical Operations	\$ 12,274,200	5.7%
Debt Service	\$ 11,791,575	5.5%
Insurance & Contingency	\$ 11,334,321	5.3%
Facilities Maintenance	\$ 5,172,270	2.4%
Project Development, Design and Construction	\$ 2,464,720	1.1%
Total Uses of Funds	\$ 215,470,553	100.0%

Amended Budget for FY 2026

Fiscal Year 2026

Amended Budget

As part of the annual process of adopting the budget for the upcoming fiscal year, VRE also revises the current year budget to reflect updated projections for revenues and expenses and changes to capital funding sources. In most years, this is a relatively technical process of adjusting specific line items that were unknown at the time of adoption, and it does not usually result in significant changes to the overall budget.

However, given the ongoing challenges of projecting ridership in the post-pandemic environment (including the “Return to Office” mandates in early 2025, followed by the government shutdown in the fall of 2025), as well as changes regarding a new agreement with Amtrak, a new Train Operations & Maintenance contract, and the elimination of planned VRE-operated Saturday service, the amended FY 2026 operating budget includes some material differences from the original approved version with respect to revenues and expenses. The major revisions to the FY 2026 budget are identified below:

OPERATING REVENUE

- A net shift of \$7.1 million in 3.5% state mass transit funds and local jurisdictional revenue from operating to capital match for federal formula funds (see Capital section below).
- Increase in passenger fare revenue in the amount of \$1.3 million to reflect the higher than projected ridership since the Federal RTO mandates; the elimination of planned VRE-operated Saturday service; and the delayed start to resumption of the VRE-Amtrak Step-Up program. Total projected passenger fare revenue is increased from \$20.1 million to \$21.4 million.
- Increase in total 3.5% state mass transit fund assistance in the amount of \$1.4 million to reflect a higher funding amount than originally projected.
- Decrease of state access fee reimbursement grant revenue in the amount of \$1.9 million, reflecting the elimination of Saturday VRE service and a lower than projected increase in Amtrak/PRIIA costs in FY 2026.
- A decrease in interest income of \$0.4 million, reflecting lower than projected interest earnings.
- A decrease in regional grant revenue of \$0.2 million, reflecting the delayed start of the VRE-Amtrak Step-Up program.

EXPENSES

- The FY 2026 operating contingency is reduced by a net \$0.9 million for various additions and revisions of current year operating and capital costs and revenue. The notable expense changes are:
 - A net decrease in Host Railroad Access Fee, Amtrak contracted services, Train Operations and Maintenance and Diesel Fuel costs of \$3.3 million, reflecting the elimination of planned VRE-operated Saturday service.
 - An additional net decrease in Amtrak Access Fees and Amtrak contracted services of \$1.1 million due to the new 2024 Amtrak contract agreement and lower than projected costs related to the annual cost escalation (PRIIA).
 - A decrease of \$0.3 million due to the delayed start of the VRE-Amtrak Step-Up program and a lower than projected cost to Amtrak for the Step-Up ticket as part of the new 2024 Amtrak agreement.
 - A decrease in Staff Salary and Fringe costs of \$0.3 million due to vacancies for the first half of FY 2026 in various operating divisions.
 - A decrease in Diesel Fuel of \$0.2 million due to lower than projected fuel prices in FY 2026.

- An increase in Train Operations and Maintenance of \$0.6 million to provide for mobilization for the newly awarded Keolis contract starting in FY 2027.
- A net increase in departmental costs of \$0.5 million, primarily reflecting:
 - \$205,000 in additional IT Software costs and services,
 - \$99,000 for CEO recruitment costs,
 - \$98,000 for IT consulting costs to support cybersecurity and operations,
 - \$60,000 for Seminary Yard security guard costs,
 - \$35,000 for a support vehicle for use at Seminary Yard and
 - \$35,000 for additional costs to support Station Parking Counters
- An increase in Insurance costs of \$0.5 million, reflecting the pending increase in the PRIIA liability cap in early 2026.
- The operating contingency remaining after the changes detailed above is \$1,000,000 for the second half of FY 2026, or approximately one percent of the operating budget.

CAPITAL PROGRAM

The primary change to the capital program for FY 2026 relates to VRE's acquisition of four properties along the Manassas Line from VPRA, as outlined in the Funding Agreement executed in April 2025. After making the first \$26,000,000 payment to VPRA in June 2025 using CROC funds, the FY 2026 budget anticipated a second \$26,000,000 payment funded entirely with FFY 2025 federal 5307 and 5337 formula funds. (VRE programs federal funds in each year's budget from the prior federal fiscal year, due to the different fiscal year ending dates and the lag in finalizing the annual FTA split letter.) The CROC funds in the initial payment to VPRA serve as the local match to the later payments.

However, as part of VRE and PRTC's ongoing efforts to close out older FTA grants and ensure that all prior year funding allocations are obligated, VRE determined that the FTA grants for the property acquisition could be supported with prior year funds (i.e., before FFY 2025) instead. A significant portion of these prior year funds had been originally programmed for the New York Avenue midday storage project (now replaced by Seminary Yard) and for anticipated joint Amtrak-VRE projects at Union Station that ultimately never advanced. Additionally, the total amount of FFY 2025 formula funds allocated to VRE through the annual split letter process was approximately \$2.3 million (5.2%) greater than originally projected.

These changes are positive overall from a grants management perspective, but they result in a large share of FFY 2025 federal funds showing as currently unprogrammed in the Amended FY 2026 budget. VRE has a number of critical needs for these funds, and they will ultimately be programmed, but a comprehensive prioritization effort is needed first. Since the use of these funds requires a minimum 20% non-federal match, that match is included in the Amended FY 2026 budget. For budgeting purposes, it is currently shown as coming from VRE's 3.5% state MTF funds and the jurisdictional subsidy. However, VRE staff will examine alternative approaches to ensuring the required non-federal match on the projects (e.g., funds from NVTA, Commuter Choice, VPRA, CROC, or other sources) before committing these funds.

In addition to this change described above, \$1.6 million of 5307 funds from FFY 2025 (with \$0.4 million of state/local match) are being programmed in FY 2026 towards the Broad Run Expansion project.

FISCAL YEAR 2025 SURPLUS/DEFICIT

- Federal pandemic relief funds (specifically American Rescue Plan and CRRSA Act funds) were used to compensate for reduced passenger fare revenue. These grant funds require no local match and were available to support nearly all operating expenses related to the provision of VRE service that were not already covered by other operating revenues. Therefore, VRE ended FY 2025 with essentially a zero net position (i.e., no surplus or deficit).
- Operating reserve (working capital) is currently at slightly more than three months of operating expense – no additional contribution required.
- The budgeted \$3.0 million contribution was made to the Capital Reserve.



Fiscal Year 2026 Amended Sources and Uses

Page 40 of 93

LEVEL OF SERVICE FOR FY 2026														
Daily Trains		Avg. Daily Riders		Access and Lease Fees										
Weekdays		32		9,000		Amtrak		8,601,000						
Saturdays		0		0		CSX		10,113,724						
						Norfolk Southern		300,000						
						Total		19,014,724						
SOURCES OF FUNDS														
	Fare Revenue	Interest Revenue	Misc. Revenue	Local Contribution	Regional Funding	-----STATE-----			-----FEDERAL-----			TOTAL		
						CROC	3.5% MTF	VPRA/Other	State STP	5307/5337	Federal Pandemic Relief Funds	Other Federal		
Operating Expenses	98,971,386	21,445,000	3,100,000	169,000	14,307,807	222,500	-	8,111,720	15,972,368	-	520,000	35,122,991	-	98,971,386
Non-Operating Expenses:														
Operating Reserve	36,000				36,000									36,000
Debt Service Series 2022 Bonds - Prin./Interest	7,499,500				-	7,499,500								7,499,500
Debt Service VRA - 60 Railcars (Local)	99,072				99,072									99,072
Debt Service VRA - 60 Railcars (Fed/State/Local)	4,193,403				167,736			670,944		3,354,722				4,193,403
Non-Operating Summary	11,827,975	-	-	-	302,808	-	7,499,500	670,944	-	-	3,354,722	-	-	11,827,975
Total Expenses (Subtotal)	110,799,361	21,445,000	3,100,000	169,000	14,610,615	222,500	7,499,500	8,782,665	15,972,368	-	3,874,722	35,122,991	-	110,799,361
Capital Project Obligations:														
Equipment Asset Management Program	11,000,000				440,000			1,760,000		8,800,000				11,000,000
Facilities Asset Management Program	2,000,000				80,000			320,000		1,600,000				2,000,000
Broad Run Expansion	2,057,965				82,319			329,274		1,646,372				2,057,965
Security Enhancements	105,000				4,200			16,800		84,000				105,000
Manassas Line Property Acquisition	-				-			-		-				-
Alexandria Station Improvements	-				-			-		-				-
Unprogrammed Formula Funds	38,692,731				1,547,709			6,190,837		30,954,185				38,692,731
Alexandria Station Improvements (VPRA)	37,400,000				-			37,400,000		-				37,400,000
L'Enfant Station and Fourth Track (VPRA)	18,200,000				-			18,200,000		-				18,200,000
CROC Contribution to VPRA Long Bridge	7,500,500				-		7,500,500	-		-				7,500,500
Capital Reserve Contribution	3,000,000				3,000,000									3,000,000
Capital Project Summary	119,956,196	-	-	-	5,154,228	-	7,500,500	8,616,911	55,600,000	-	43,084,557	-	-	119,956,196
TOTAL	\$ 230,755,557	\$ 21,445,000	\$ 3,100,000	\$ 169,000	\$ 19,764,843	\$ 222,500	\$ 15,000,000	\$ 17,399,576	\$ 71,572,368	\$ -	\$ 46,959,279	\$ 35,122,991	\$ -	\$ 230,755,557
Soft Capital Projects														
Access lease funding (0%/84%)														
Funding														
Program														
Federal Amt														
State Amt														
84% State														
\$ 19,014,724														
\$ -														
\$ 15,972,368														
Local only														
Debt Service VRA - 60 Railcars														
Local														
99,072														
-														
-														
Fed/State/Local														
Debt Service VRA - 60 Railcars														
5337														
2,446,152														
1,956,921														
391,384														
Fed/State/Local														
Debt Service VRA - 60 Railcars														
5307														
1,747,251														
1,397,801														
279,560														
Grant & Project Management														
5307														
650,000														
520,000														
-														
Subtotal														
\$ 23,957,199														
\$ 16,643,313														
Capital Projects/Earmarks														
119,956,196														
43,084,557														
55,600,000														
Capital Program														
\$ 143,913,395														
\$ 46,959,279														
\$ 72,243,313														

Six-Year Financial Forecast FY 2027-FY 2032

Six-Year Financial Forecast

In accordance with the VRE Master Agreement, the FY 2027 budget includes a six-year financial plan, covering FY 2027 through FY 2032. The key assumptions in the forecast are outlined below. In particular, the projection assumes that increases in the financial burden of VRE operations are equitably split between VRE riders, in the form of fare increases, and the jurisdictions, in the form of subsidy increases. The intent is for jurisdictional subsidy and passenger fares to maintain their current purchasing power by increasing at the rate of inflation, modeled here at 3% annually, or a 6% bi-annual increase in alternating years, respectively. Actual decisions by the Board during each annual budget cycle may differ in both timing and amount.

- Operating ratio is projected to be below 50% through FY 2032
- Projected service level:
 - 32 daily weekday revenue trains for FY 2027 – FY 2032
 - VRE-operated Saturday service removed and weekend VRE/Amtrak Step-Up to provide VRE riders a weekend service option.
- Operating costs:
 - Increase in base cost categories varies by year, based on projected inflationary pressures and economic conditions
 - Train operations and maintenance of equipment, midday services, fuel, track leases and debt service
- Fare revenue:
 - A 5% increase in FY 2027 and annual increases of 6% for FY 2029 and FY 2031.
- Local Subsidy:
 - A 6% increase in FY 2027 and annual increases of 6% for FY 2029 and FY 2031.
- Grant Revenue:
 - Access fee reimbursement funding from VPRA equal to 84% of access costs through FY 2032.
 - State grant funding based on current State projection for FY 2027, with projected amounts at historical average for FY 2028 through FY 2032 and reflecting the change in FY 2025 where VRE receives up to 3.5% of the Commonwealth Mass Transit Fund (MTF) annually. This pool of funding will service both operating and capital needs as determined annually as part of the VRE budget process.
 - Federal capital program is shown as in six-year CIP, with projected formula funds returning to pre-IIJA/BIL
- Tools for addressing potential funding gaps in future years are listed at the bottom of the forecast: use of remaining Federal pandemic relief funds, reduction, or deletion of annual contribution to capital reserve; use of federal funds for preventive maintenance in operating budget; use of C-ROC dedicated funding for operating expenses; and use of capital or operating reserve funds, as applicable. Some combination of these and other options would be considered if funding issues are not resolved, with priority use of VRE's available federal pandemic relief funds.

Fiscal Year 2027- 2032

Six-Year Financial Forecast

Page 43 of 93

Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Comments
Number of Trains in Daily Weekday Service	32	32	32	32	32	32	32	
Manassas Line Weekdays	16	16	16	16	16	16	16	8 NB, 8 SB per Weekday per Service Line
Fredericksburg Line Weekdays	16	16	16	16	16	16	16	8 NB, 8 SB per Weekday per Service Line
Average Weekday Daily Ridership (ADR)	8,000	9,300	9,600	9,900	10,200	10,500	10,800	
Average Fare Price	9.75	9.71	9.71	10.30	10.30	10.91	10.91	Fare increases of 5% in FY27, 6% in FY29 & FY31 Return to 50% ratio driven by return of ridership
Potential Operating Ratio	19%	22%	22%	23%	23%	24%	24%	
Use of Funds for Operations								
Net Operating Expenses	30,716,009	31,962,361	32,921,232	33,908,869	34,926,135	35,973,919	37,053,136	Net 3% increase per year
Budgeted Operating Reserves	36,000	-	351,531	362,809	374,454	386,478	398,895	Maintain Minimum of 17% Operating Reserve
Insurance	8,400,000	9,500,000	9,880,000	10,275,200	10,686,208	11,113,656	11,558,203	Net 4% increase per year
Amtrak	6,381,000	5,898,000	6,133,920	6,379,277	6,634,448	6,899,826	7,175,819	Net 4% increase per year
Contracted Train Operations	20,828,500	22,624,000	23,302,720	24,001,802	24,721,856	25,463,511	26,227,417	Net 3% increase per year
Maintenance of Equipment	10,106,000	8,071,000	8,313,130	8,562,524	8,819,400	9,083,982	9,356,501	Net 3% increase per year
Fuel	5,731,000	4,858,000	5,052,320	5,254,413	5,464,589	5,683,173	5,910,500	Net 4% increase per year
Track Lease Expense	21,253,000	20,437,000	21,254,480	22,104,659	22,988,846	23,908,399	24,864,735	Based on projected contractual increases
Debt Service	11,791,975	11,791,575	11,886,919	11,889,100	11,887,156	11,890,985	11,884,900	Based on Debt Service schedules
Total Operating Costs	115,243,484	115,141,936	119,096,252	122,738,652	126,503,091	130,403,929	134,430,106	
Sources of Funds For Operations								
Fare Revenue	20,130,000	22,700,000	23,400,000	25,600,000	26,400,000	28,800,000	29,600,000	
Interest Income	3,500,000	3,610,000	3,610,000	3,610,000	3,610,000	3,610,000	3,610,000	
Other Income	169,000	210,000	210,000	210,000	210,000	210,000	210,000	
Regional Operating Grant/Other Sources	442,000	402,000	-	-	-	-	-	NVTC/NVTA or other regional operating grant, Use of Prev. FY Surplus
State CROC Dedicated Funding (Operating)	7,499,500	7,499,000	7,498,500	7,497,750	7,496,500	7,499,500	7,496,250	CROC - Operating Portion (Series 2022 Debt Service)
State Operating Support (3.5% MTF)	12,377,403	7,712,144	6,928,000	7,254,400	7,587,328	7,926,915	8,273,293	
State Track Access & Debt Service Funding	18,523,464	17,838,040	18,267,496	18,971,213	19,702,479	20,463,245	21,253,850	FY26-FY32, State (VPRA) at 84% for Track Access Reimbursement
Federal Grants:								
Track Access Lease Funding	-	-	-	-	-	-	-	FY26-FY32, State (VPRA) at 84% for Track Access Reimbursement
Federal Operating Funds (Debt service & loans)	3,354,722	3,354,802	3,431,478	3,433,823	3,433,268	3,433,930	3,431,663	
Other Federal Revenues	520,000	520,000	520,000	520,000	520,000	520,000	520,000	
Federal Pandemic Relief Funds	32,700,464	36,685,330	-	-	-	-	-	
Total Operating Revenues	99,216,554	100,531,317	63,865,473	67,097,185	68,959,575	72,463,590	74,395,055	
Surplus/(Deficit) for Operations	(16,026,930)	(14,610,619)	(55,230,779)	(55,641,467)	(57,543,516)	(57,940,339)	(60,035,051)	
Jurisdictional Contribution	19,764,843	19,764,843	20,950,734	20,950,734	22,207,778	22,207,778	23,540,244	Planned 6% Jurisdictional Subsidy Increases in FY28 & FY30 & FY32
Net subsidy available for capital match	3,737,913	5,154,224	(34,280,045)	(34,690,733)	(35,335,738)	(35,732,562)	(36,494,806)	
Use of Funds for Capital Program								
Capital Cost Base Program	110,548,328	100,328,618	69,201,500	69,202,250	69,203,500	69,200,500	69,203,750	Excludes Debt Service
Total Capital Program Costs	110,548,328	100,328,618	69,201,500	69,202,250	69,203,500	69,200,500	69,203,750	
Sources of Funds for Capital Program								
Federal Grants:	80%	80%	80%	80%	80%	80%	80%	
Federal funding (Includes CMAQ)	40,758,262	43,084,476	46,960,000	46,960,000	46,960,000	46,960,000	46,960,000	
Federal funding - Track Access	0%	0%	0%	0%	0%	0%	0%	FY26-FY32, State (VPRA) at 84% for Track Access Reimbursement
Matching & Other Funds								
State Capital Support	2,951,652	26,388,917	9,392,000	9,392,000	9,392,000	9,392,000	9,392,000	
VPRA Capital Grants	55,600,000	18,200,000	-	-	-	-	-	
Local/Other Funds	-	-	-	-	-	-	-	
Regional Capital Grant Funding	-	-	-	-	-	-	-	NVTC Commuter Choice & NVTA Grants
State CROC Dedicated Funding - Capital	7,500,500	7,501,000	7,501,500	7,502,250	7,503,500	7,500,500	7,503,750	CROC - Capital Portion
Net local subsidy available for capital match	3,737,913	5,154,224	(34,280,045)	(34,690,733)	(35,335,738)	(35,732,562)	(36,494,806)	
Total Sources of Funding for Capital Program	110,548,328	100,328,618	29,573,455	29,163,517	28,519,762	28,119,938	27,360,944	
Additional funds required to fund Operations and Capital:								
Additional required for operations/base program	-	-	(39,628,045)	(40,038,733)	(40,683,738)	(41,080,562)	(41,842,806)	
Potential Means to Address Future Gap As Needed:								
Use of Federal Pandemic Relief Funds (Future Years)	-	-	(33,937,941)	-	-	-	-	
Reduction of Annual Capital Reserve Contribution	-	-	(3,000,000)	-	-	-	-	
Use of Federal Formula Funds for Preventive Maint.	-	-	-	-	-	-	-	80% Federal Money, Net Effect of Use
Use of CROC Funds for Operations	-	-	-	-	-	-	-	CROC Funding may be used for Capital or Operating
Use of Reserve Funds	-	-	-	-	-	-	-	
Funding To Be Determined	-	-	(2,690,104)	-	-	-	-	
Remaining Shortfall After Potential Solutions Utilized	\$ -	\$ -	\$ -	(40,038,733)	(40,683,738)	(41,080,562)	(41,842,806)	
Note: Future use of CROC for operations would require the identification of an alternative capital funding source for VRE's TRV commitments.								

Capital Improvement Program FY 2027–FY 2032

Introduction

The FY 2027 – 2032 VRE Capital Improvement Program (CIP) is an integrated set of projects and programs that will improve passenger safety and operational efficiency, maintain the VRE system in a state of good repair, and expand capacity. The six-year CIP includes projects that are fully funded, partially funded, and unfunded.

- **Funded projects** are those that are funded through federal formula grants received annually by VRE; through state funding in accordance with the Commonwealth’s Six-Year Improvement Program (SYIP); through already allocated funds from other entities, such as NVRTA, GWRC, or a VRE jurisdiction; or through other committed sources.
- **Partially funded projects** are those that are pending a discretionary allocation by a funding authority or for which a funding source has not yet been identified. Because discretionary funding relies on the actions of other entities, funds may not be available when needed.
- **Unfunded projects** represent an anticipated future need that falls within the six-year timeframe of the CIP, but further planning and conceptual design efforts will be required before more detailed scopes, schedules, and budgets are available, and then a funding approach can be determined.

In addition to grants and other funding agreements with outside partners, VRE has the following internal funding mechanisms to support the capital program:

- **The Commuter Rail Operating and Capital (CROC) Fund** was created by the General Assembly in 2018. CROC funding is dedicated to “retaining, maintaining, improving, and developing commuter rail-related infrastructure improvements and operations” in the Commonwealth. VRE receives a dedicated allocation of \$15 million annually from CROC that may be used to support the cost of VRE’s commuter rail operations as well as to make necessary capital investments and improvements, either on a pay-as-you-go basis or through the issuance of debt. CROC funding may be used as matching funds for state and federal grants. As a result of the funding agreement with the Virginia Passenger Rail Authority (VPRRA), CROC funds in each of the six years of the CIP are dedicated to payment of debt service and to capital support for major VPRRA projects (primarily the new Long Bridge).
- **The Capital Reserve** was created to complete projects, take advantage of grant opportunities that require substantial local match, or to fund initial costs to support major grant proposals or evaluate alternatives. Funding is provided from prior year surpluses, the sale of assets, and, beginning in FY 2015, from a \$3 million annual jurisdictional contribution included in the budget.

Description of Capital Improvement Program Process

The VRE Capital Improvement Program is designed to maintain VRE passenger equipment and facilities in a state of good repair and to accommodate growth within adopted service and safety standards. Projects and programs in the CIP fall into one of the following categories:

- The acquisition of land for a public purpose.
- The construction or purchase of an asset of significant size, including rolling stock and other equipment, facilities, railroad infrastructure and automated systems.
- Rehabilitation or major repair to all or part of a major facility, piece of equipment, or other asset, beyond the level considered as routine annual maintenance.
- Any specific planning, engineering, design work or grant and project management costs related to an individual project falling within the first three categories.
- Any long-term grant funded projects for which inclusion in the CIP is considered appropriate.

Priorities: Projects included in the CIP are prioritized with an emphasis on passenger safety, regulatory requirements, and maintaining current equipment and facilities in a state of good repair. In addition, expansion projects are selected in accordance with VRE's System Plan 2040 (soon to be updated to 2050) and with the state's Transforming Rail in Virginia (TRV) program.

Board/Commission Approval: Once the CIP has been developed, it is forwarded as part of the budget to the VRE Operations Board. With their approval, the budget goes to the Commissions for final authorization. The VRE budget process begins in the summer, with approval by the Operations Board in December and Commissions in January. Grant applications for the next fiscal year are prepared based on the approved CIP. The Operations Board and Commissions formally approve the current year of the CIP and amendments to the prior year.

Project Information: Detailed project information is provided, including a summary of funding sources for each project. FY 2026 funding reflects the amended budget for that year. In order to provide a complete picture of each project, funding and cost information is provided from the inception of the project through to its conclusion.

Prior Year Projects: Projects fully funded in prior years are reported in the CIP until all work on the project is completed. Three major projects from previous years – the Lifecycle Overhaul and Upgrade (LOU) Facility, the Fredericksburg Station Rehabilitation, and the Quantico Station Improvements – have been recently completed and removed from this CIP. However, work completed in prior years as part of VRE's Equipment Asset Management (EAM) and Facilities Asset Management (FAM) programs is not reflected, as these programs are essentially permanent.

The Capital Improvement Program (CIP) is a comprehensive inventory of VRE's planned capital projects and the capital funding sources that have been identified for the six years of the plan (FY 2027 to FY 2032). The primary purpose of the CIP is to provide a realistic picture of the funding outlook and any challenges VRE may face in securing adequate funding to pay for needed capital improvements.

Many projects in VRE's six-year program are fully funded; however, certain key projects are only partially funded and additional funding must be identified. The sharp increases in inflation between 2021-2023 and the cost of key materials (steel, concrete, etc.) have resulted in cost increases and funding gaps on some projects. VRE's internal funding sources (such as the Capital Reserve) and certain federal formula funds may be programmed to fill some of

these gaps, but VRE will also continue to pursue additional funding at the federal, state, regional, and local level in order to fully fund the capital program.

The capital improvement projects are designed to maintain and enhance VRE's service by renovating and strengthening the core system; improving the system's security and reliability; and modernizing and expanding the system to accommodate increasing ridership demand. This CIP is a snapshot of the current outlook and is updated periodically as projects are further developed and the funding environment evolves.



Capital Financial Outlook

The overall outlook for the FY 2027 to FY 2032 capital program is generally positive, despite the impacts of the COVID-19 pandemic on ridership and the operating budget. Political and legislative actions over the past few years – including the creation of the dedicated CROC Fund at \$15 million per year, the commitment by the Commonwealth to continue current levels of reimbursement for track access fees, and the creation of the Virginia Passenger Rail Authority as part of the Transforming Rail in Virginia program – have created an environment that is supportive of VRE’s long-term growth.

Some funding challenges do remain. On the capital side, certain key near-term projects are still partially unfunded, and while CROC and Capital Reserve funds may be available to fill some gaps, an ongoing VRE priority for FY 2027 will be to continue to work with local, state and other partners on securing additional funding for the commuter rail system. The statutory limitations on the use of VRE’s primary source of federal formula funding (the Section 5337 State of Good Repair program) further complicates the capital funding picture.

This six-year CIP includes a project to invest in crossovers at key locations on both lines to improve operational flexibility. This expansion is currently programmed for roughly the FY 2028 to FY 2032 period, which is why they are included in this six-year plan. These crossover investments, along with the Broad Run Lead Track (previously the Manassas Third Track), are currently unfunded and represent a significant proportion of the total unfunded amount in the capital program. The CIP does not currently include any projects for rolling stock beyond the 21 Expansion Railcars currently under production by Alstom with delivery expected in 2028. VRE does not have any immediate need for expansion or replacement railcars, and a broader consideration of locomotive needs is required before any such costs can be included in the budget with confidence.

Given current estimates, total project costs for projects in the FY 2027-FY 2032 CIP (including all costs to complete) are approximately \$1.27 billion. Committed funding for these projects currently totals \$1.01 billion (79% funded) from a range of federal, state, regional, and local sources. This figure includes life-to-date funding through FY 2026. The table below presents a summary of VRE’s funded and unfunded project costs by program area that are included in the FY 2027 – 2032 Six-Year Plan. through FY 2025. The table below presents a summary of VRE’s funded and unfunded project costs by program area that are included in the FY 2026 – 2031 Six Year Plan.

CAPITAL IMPROVEMENT PROGRAM BY PROGRAM AREA

(FIGURES IN MILLIONS)

Program Name	Cost of Projects	Funded	Unfunded
Asset Management/State of Good Repair	\$92.4	\$92.4	\$0.0
Information Security and Technology	\$4.5	\$4.5	\$0.0
Maintenance and Storage Facilities	\$278.1	\$230.7	\$47.5
Station Parking	\$494.8	\$434.1	\$60.7
Property Acquisition	\$155.0	\$150.0	\$5.0
Rolling Stock	\$95.5	\$95.5	\$0.0
Passenger Station Facilities	\$2.7	\$2.7	\$0.0
Track and Structures	\$151.8	\$0.0	\$151.8
TOTAL	\$1,274.9	\$1,009.8	\$265.0

CAPITAL SOURCES AND USES

Capital projects normally rely on funds obligated in prior years, unlike operating expenses. Most grants are awarded on a reimbursement basis, and grant allocations can be obtained for specific projects and programs over multiple years during which they can “accumulate” and be committed to a contract when the balance is sufficient for that phase of the project to proceed. The construction phase of a capital project will not be initiated unless and until the entire underlying funding commitment is in place.

In order to operate within funding constraints, VRE’s CIP centers on the fundamental need to prioritize the most vital initiatives and investments necessary to achieve key safety, reliability, capacity, and sustainability goals. The FY 2027 capital budget is driven primarily by the need to meet established programmatic commitments and maintain the necessary financial capacity to address emerging and longstanding needs required to maintain the safety and reliability of essential capital assets.

Capital funds come from a wide variety of federal, state, regional, and local sources. Except for FTA Section 5307 and 5337 formula allocations and the associated state and local matching funds, most of VRE’s capital funding sources are one-time competitive or discretionary grants. Given the magnitude of VRE’s capital needs over the next six years and beyond, an aggressive approach to securing discretionary grants has been pursued in recent years and will continue to be necessary. Advocacy for project grant funding must be continuous at the local, regional, state, and federal levels from the moment a project is initiated. This process is intensive and requires the coordinated efforts of VRE staff, other local and regional bodies, and elected officials. The charts and graphs at the end of this section show the magnitude of the various funding sources on which VRE relies.

DECISION-MAKING FACTORS

VRE considers several factors when determining which capital projects are allocated the limited funding that is available, including:

- Does the expenditure maintain the system in a state of good repair?
- Does this expenditure help VRE manage risk? Does this expenditure address VRE’s biggest identified sources of risk?

- Does this expenditure close an identified need (i.e., a gap between target and actual service levels)?
- Does this expenditure minimize life-cycle cost?
- Does this expenditure yield ongoing operational cost savings either through efficiency or reduced risk?
- Project continuity: Is this project already underway and does it need ongoing funding to continue implementation from a prior year?
- Project interdependence: Are other projects dependent on this project? Is this project dependent on others?

COMMUTER RAIL OPERATING AND CAPITAL FUND

As part of the FY 2020 budget, the Operations Board adopted the follow criteria for programming of CROC funds:

1. CROC funds should be prioritized to projects that are not eligible for typical VRE discretionary capital funding sources, such as DRPT Smart Scale or NVTA regional funding.
2. CROC funds should be prioritized to projects where a commitment of local funding could leverage significant state or federal matching funds.
3. CROC funds should support projects that are necessary in order to allow for future capacity expansion.
4. VRE should continue to use the Capital Reserve to fund smaller needs (such as minor cost or scope changes in an existing project) and should use CROC funds on ‘transformative’ projects.
5. VRE should consider CROC funds as a supplementary funding source for the replacement of major existing assets such as railcars.

In March 2021, VRE executed a Funding Agreement with DRPT (that was subsequently assigned to the Virginia Passenger Rail Authority) for a contribution to the TRV program using CROC funds. The agreement called for (a) the issuance of debt backed by CROC, with the proceeds used to assist in the Commonwealth’s purchase of rail right-of-way from CSX Transportation, and (b) a ten-year period whereby any CROC funds not used for debt service would be used on a pay-as-you-go basis to reimburse VPRA for expenses incurred on major capital projects in the VRE service area.

VRE (with NVTC as the issuer of the bonds) completed the sale of revenue bonds backed by the CROC Fund in June 2022, in accordance with the Funding Agreement. These bonds have a 30-year term and flat annual debt service of \$7.5 million per year (i.e., half of the annual \$15 million that VRE receives). Approximately \$119 million in net proceeds from the bond sale were transferred to VPRA in July 2022 for the ROW purchase. VRE’s CROC PAYGO funding support of \$7.5 million per year has been – and is expected to continue to be – used for the design, engineering, and construction of the new Long Bridge.

UNFUNDED PROJECTS AND UNPROGRAMMED FUNDING SOURCES

Approximately \$265.0 million (21%) of VRE’s \$1.27 billion CIP is currently unfunded. This figure includes funding gaps for the L’Enfant Station and Fourth Track project that is a critical project within the six-year window; MSS and FBG Line crossovers; the Broad Run Lead Track; and the later phases of the Crossroads Yard expansion that are towards the end of the window, as well as other smaller projects. These unfunded needs will be addressed in future budget cycles through a combination of applications for discretionary funding as well as the programming of FTA formula funds and internal VRE funds.

Capital Improvement Program Project Sheets

The FY 2027-2032 CIP includes 22 separate projects. For ease of understanding, these individual projects have been grouped into categories with identifying project IDs:

Asset Management/State of Good Repair – Refers to projects that ensure that assets perform at their highest level throughout their service life, and to the formal effort to consistently address, evaluate, analyze and prioritize the condition of VRE’s rolling stock and facilities.

Information Security and Technology – Includes project that supports the installation of an Enterprise Resource Planning system to support VRE operations and the Upgrade of VRE’s Transit Display system and train information portal.

Passenger Station Facilities – Includes projects that lengthen or widen existing station platforms, construct new platforms at current stations or add new stations to the system.

Rolling Stock Equipment – Refers to the purchase of replacement or expansion locomotives and coaches; coaches may be either cab cars or trailers.

Station Parking – Includes projects that modify or expand parking at specific VRE station locations. Parking may be provided in surface lots or as structured parking. Parking at a station can exclusively serve VRE riders but may also serve other users such as bus transit riders at multi-modal stations.

Track and Signal Infrastructure – Refers to the installation of rail, ties, rail fastenings, hardware and roadbed over which trains operate; the electrical or mechanical signal devices used to control train movements; and other railroad infrastructure such as interlockings, crossovers, switches, or turnouts.

Train Maintenance and Storage Facilities – Includes midday or overnight storage tracks and related switches, signals, or power sources; buildings, structures or equipment used to inspect, repair or maintain rolling stock; warehouse facilities; crew buildings; and other facilities or equipment such as employee parking or exterior fencing or lighting.

Property Acquisition – The cost of property acquisition is typically included as a phase within each project. However, the property acquisition associated with VPRA’s purchase of the Manassas Line – including the Seminary Yard, the Broad Run third track, the permanent easement for existing stations, and the permanent commuter rail operating easement – is sufficiently large and distinct that it is being called out separately in the CIP.

In addition, projects can be classified by project **type**, as follows:

Asset Management – Improvements or repairs to prolong the useful life of an existing asset; meet mandated requirements or otherwise modernize the asset or system; or to enhance safety and security.

Replacement and Rehabilitation – Replacement or major rehabilitation of an existing asset.

Expansion – Improvements implemented primarily for the purpose of increasing capacity.

Other – Office building improvements and other miscellaneous non-transit projects.

The tables below list the individual projects within each project category and show the funding needs by year for the total program and summarize the funding sources for the FY 2027 to FY 2032 CIP indicating the amount unfunded by year. No unfunded amounts are reflected through FY 205 since project work cannot be authorized unless funding is available. Any delays this may have caused to the desired project schedule are noted on the individual project sheet.

CAPITAL IMPROVEMENT PROGRAM BY FUNDING TYPE (AMOUNT IN MILLIONS OF \$)

Source	Amount	Share
COMMITTED AND EXPECTED FUNDS		
Federal	\$478.9	37%
State	\$408.2	32%
Regional (NVTA/Comm. Choice)	\$61.8	4.8%
Local	\$41.0	3.2%
VRE (CROC/Match/Other)	\$20.0	1.6%
TOTAL COMMITTED AND EXPECTED	\$1,009.8	79.2%
UNFUNDED (TO BE DETERMINED)	\$265.0	20.8%
TOTAL CIP FUNDING	\$1,274.9	100%

CAPITAL IMPROVEMENT PROGRAM EXPENDITURES

(FIGURES IN MILLIONS)

Page 53 of 93

Program	Project Name	Life To Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Asset Management/SGR	EAM		\$ 11.0	\$ 13.0	\$ 13.0	\$ 11.9	\$ 10.0	\$ 11.0	\$ 11.0		\$ 80.9
	FAM		2.0	1.7	1.7	1.6	1.3	1.7	1.6		11.5
	SUBTOTAL ASSET MANAGEMENT		13.0	14.7	14.7	13.4	11.3	12.7	12.6		92.4
IST	RTMM & TRIP/VMS	0.4	1.0	3.0							4.5
	SUBTOTAL IST	0.4	1.0	3.0							4.5
Maintenance & Storage Facilities	Broad Run Expansion	13.2	16.7	37.7	32.3	5.4					105.3
	Crossroads AEW Building and Parking	2.9	2.2	6.7	6.7	1.6					20.2
	Crossroads Future Expansion				5.0	10.6	10.6	10.6	10.6		47.5
	Seminary Yard	0.3	6.5	28.8	44.2	25.3					105.1
	SUBTOTAL MAINT. & STORAGE	16.5	25.4	73.3	88.2	42.9	10.6	10.6	10.6		278.1
Passenger Station Facilities	Alexandria Station/K&C Bridges	10.1	38.0	67.9	25.3						141.3
	Backlick Rd Station Improvements		1.3	2.4	4.6	0.4					8.6
	Brooke Station Improvements			1.0	1.3	3.9	4.4				10.6
	Crystal City Station Improvements	5.0	5.2	12.3	40.4	33.7					96.6
	Franc.-Spring. Station Improvements	3.3	1.7	9.6	19.4	6.3					40.3
	Leeland Road Station Improvements	0.0	1.2	1.4	4.6	4.8					12.1
	L'Enfant Station & Fourth Track	27.5	25.6	30.7	47.0	40.3					171.1
	Manassas Station Improvements	0.1	1.2	2.7	4.8	0.4					9.1
	Rippon Station Improvements			0.9	0.9						1.7
	Woodbridge Station Improvements		1.6	1.6							3.3
	SUBTOTAL PASSENGER STATION FAC.	46.0	75.8	130.5	148.3	89.8	4.4				494.8
Property Acquisition	Manassas Line Property Acquisition	26.0	61.7		25.0	25.0	17.3				155.0
	SUBTOTAL PROPERTY ACQUISITION	26.0	61.7		25.0	25.0	17.3				155.0
Rolling Stock	Fleet Expansion Coaches (21 Railcars)	24.3	22.8	23.9	24.0	0.1	0.1	0.1	0.1	0.2	95.5
	SUBTOTAL ROLLING STOCK	24.3	22.8	23.9	24.0	0.1	0.1	0.1	0.1	0.2	95.5
Station Parking	Fredericksburg Parking Improvement	0.3	1.2	1.2							2.7
	SUBTOTAL STATION PARKING	0.3	1.2	1.2							2.7
Track & Structures	MSS and FBG Line Crossovers			1.2	9.6	9.6	9.6	9.6	9.1		48.7
	VRE Broad Run Lead Track			3.3	18.0	42.5	39.3				103.1
	SUBTOTAL TRACK & STRUCTURES			4.5	27.6	52.1	48.9	9.6	9.1		151.8
TOTAL		\$ 113.5	\$ 201.0	\$ 251.0	\$ 327.8	\$ 223.3	\$ 92.6	\$ 33.0	\$ 32.4	\$ 0.2	\$ 1,274.9

Asset Management/ State of Good Repair

Project Name:

Equipment Asset Management Program

Project ID:

EAM

Program:

Asset Management/State of Good Repair

Project Type:

Asset Management

Location:

N/A

**Project Description**

This ongoing program provides funding for major lifecycle overhaul and upgrade efforts for VRE rolling stock to ensure all equipment is maintained in a state of good repair in accordance with VRE's Maintenance Management Plan and Transit Asset Management program. This program includes major SGR projects on the locomotives such as Head End Power (HEP) renewals, power assemblies, and painting, and major SGR projects on the railcars including wheelchair lifts, window gaskets, and seatback covers, as well as a range of other rehaul and replacement initiatives.

Project Funding

The EAM program is funded with federal 5337 (State of Good Repair) formula grants (80%) with associated state and local match (20%).

	Jul-24	Jul-25	Jul-26	Jul-27	Jul-28	Jul-29	Jul-30
Equipment Asset Management Program							

Obligation Plan

Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal Formula Funds (5337)		8,800,000	10,400,000	10,400,000	9,504,000	8,000,000	8,800,000	8,800,000		64,704,000
State Match to 5337		1,760,000	2,080,000	2,080,000	1,900,800	1,600,000	1,760,000	1,760,000		12,940,800
Local Match to 5337		440,000	520,000	520,000	475,200	400,000	440,000	440,000		3,235,200
Total Funding	N/A	11,000,000	13,000,000	13,000,000	11,880,000	10,000,000	11,000,000	11,000,000		80,880,000

Spending Plan

Spending Plan	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total Spending Plan	N/A	11,000,000	13,000,000	13,000,000	11,880,000	10,000,000	11,000,000	11,000,000		80,880,000

Project Name:

Facilities Asset Management Program

Project ID:

FAM

Program:

Asset Management/State of Good Repair

Project Type:

Asset Management

Location:

System-wide

**Project Description**

As VRE facilities age, there is an increasing need for repairs and improvements to maintain these assets in a State of Good Repair (SGR). An independent evaluation of all station, maintenance, storage, office facilities and systems is regularly conducted in accordance with VRE's Transit Asset Management program, in order to establish maintenance, rehabilitation and replacement cycles and priorities. This ongoing program supports those required rehabilitation and replacement efforts at VRE facilities.

Project Funding

The ongoing FAM program is funded with federal 5337 (Rail State of Good Repair) formula grants at 80% of cost and requiring a 20% state or local match.

	Jul-24	Jul-25	Jul-26	Jul-27	Jul-28	Jul-29	Jul-30
Facilities Asset Mgmt Program							

Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal Formula Funds (5337)		1,600,000	1,320,000	1,360,000	1,240,000	1,040,000	1,320,000	1,300,000		9,180,000
State Match to 5337		320,000	264,000	272,000	248,000	208,000	264,000	260,000		1,836,000
Local Match to 5337		80,000	66,000	68,000	62,000	52,000	66,000	65,000		459,000
Total	N/A	2,000,000	1,650,000	1,700,000	1,550,000	1,300,000	1,650,000	1,625,000		11,475,000

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	N/A	2,000,000	1,650,000	1,700,000	1,550,000	1,300,000	1,650,000	1,625,000		11,475,000

Information Security and Technology

Project Name:

**Real-Time Multimodal Traveler Information
& TRIP/VMS Upgrade**

Project ID:

0054 & 0057

Program:

Information Technology

Project Type:

Asset Management

Location:

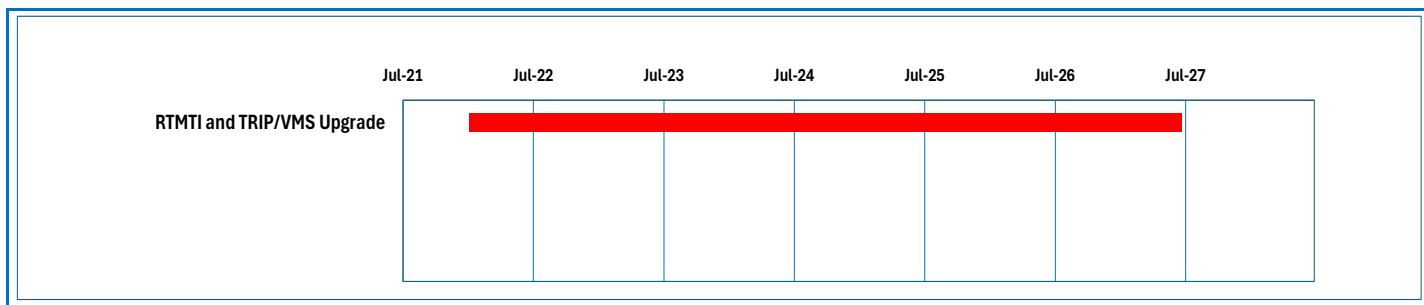
System-wide

**Project Description**

VRE has implemented automatic passenger counters in all railcars and automatic parking counters at all VRE parking facilities. While train location information is currently provided on the internet and on screens at the stations, real-time train arrival information will be provided through additional channels. Software upgrades will be required to provide these real-time data feeds that can then be integrated with VRE Mobile and other third-party apps and websites, as well as on display screens at VRE stations and other locations along the I-66 corridor. This work is being performed in conjunction with the planned upgrade of VRE's TRIP/VMS system for providing customer information.

Project Funding

This project is funded through the I-66 Outside the Beltway (OTB) Concessionaire Payment as part of VRE's broader Manassas Line Capacity Expansion program.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
I-66 OTB Concession Payment	3,481,000									3,481,000
VRE Capital Reserve	1,000,000									1,000,000
Total	4,481,000									4,481,000

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	440,312	1,040,688	3,000,000							4,481,000

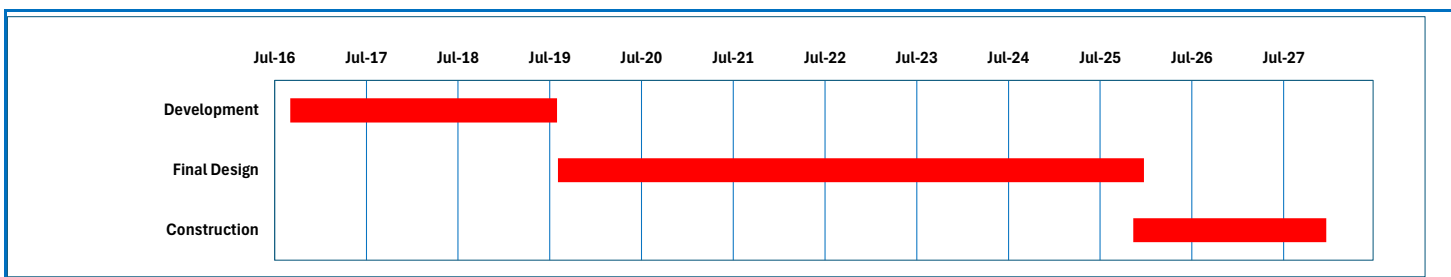
Passenger Station Facilities

Project Name:**Alexandria Station Improvements/K&C Bridges****Project ID:****0010****Program:****Passenger Station Facilities****Project Type:****Replacement and Rehabilitation****Location:****City of Alexandria****Project Description**

The project will provide an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at the VRE/Amtrak station in Alexandria; and modify and extend the platforms to accommodate eight-car trains on up to three (3) tracks simultaneously. The platforms will also be raised relative to the top of rail to eliminate the need for step-boxes for passengers to access VRE and Amtrak trains. The existing rail bridges adjacent to the station over King Street and Commonwealth Avenue ("K&C") will be replaced to modernize the bridges to current standards, reduce future maintenance, and improve safety under the bridges.

Project Funding

The station portions of the project are funded primarily through the Commonwealth of Virginia SMART SCALE program (as part of VRE's broader Fredericksburg Line Expansion program) as well as Federal funds to eliminate railroad grade crossings and improve railroad safety. The bridge replacement portions are funded by the Virginia Passenger Rail Authority (VPRRA).



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal Formula Funds (5337)	13,890,475	1,066,692								14,957,167
State Match to 5337	2,778,095	213,338								2,991,434
Local Match to 5337	694,524	53,335								747,859
Federal - VDOT	2,256,346									2,256,346
Federal - Other	6,362,381									6,362,381
Local Match - Federal Other	706,932									706,932
State - SMART SCALE	21,853,149									21,853,149
Virginia Passenger Rail Authority	27,600,000	63,832,851								91,432,851
Total	76,141,902	65,166,216								141,308,119

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	10,129,170	38,032,088	67,882,683	25,264,177						141,308,119

Project Name:
Backlick Road Station Improvement

Project ID:
0072

Program:
Passenger Station Facilities

Project Type:
Expansion

Location:
Fairfax County

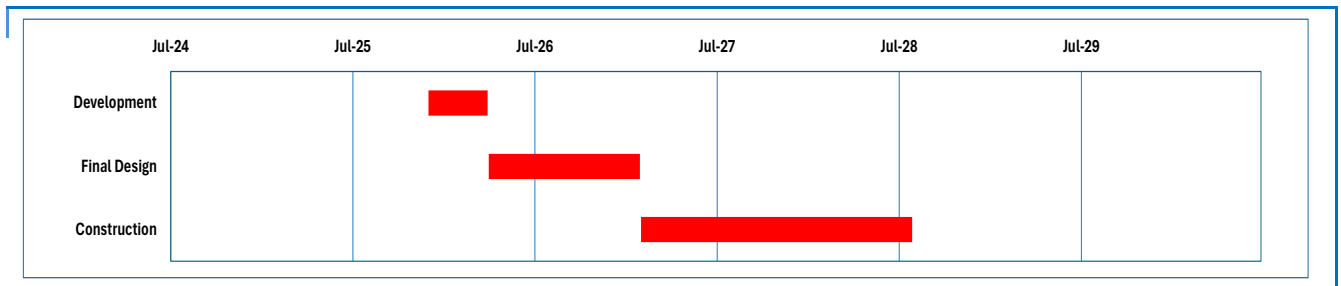


Project Description

The Backlick Road Station platform currently accommodates five-car train sets, requiring passengers on longer trains to move between cars to board or alight. This project will extend the platform by approximately 270 feet to support eight-car trains, reducing passenger movement, improving safety, and decreasing loading/unloading times. The project also includes providing a second ADA compliant entrance, rehabilitating the existing platform and canopy, as well as upgrading lighting and communication systems. These enhancements will improve passenger experience and operational efficiency on the VRE Manassas Line.

Project Funding

This project is currently supported with CMAQ/RSTP funds (80% federal and 20% state-provided match) and NVTA regional funds.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal CMAQ/RSTP	2,000,000									2,000,000
State Match to CMAQ/RSTP	500,000									500,000
NVTA	6,145,103									6,145,103
Total	8,645,103									8,645,103

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total		1,288,043	2,356,111	4,641,291	359,658					8,645,103

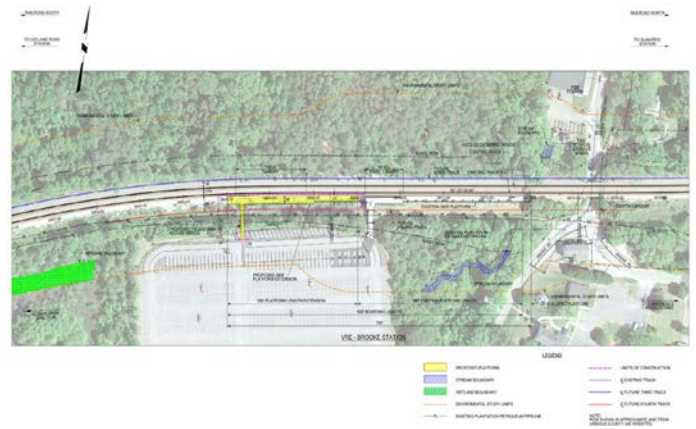
Project Name:
Brooke Station Improvements

Project ID:
0025

Program:
Passenger Station Facilities

Project Type:
Expansion

Location:
Stafford County

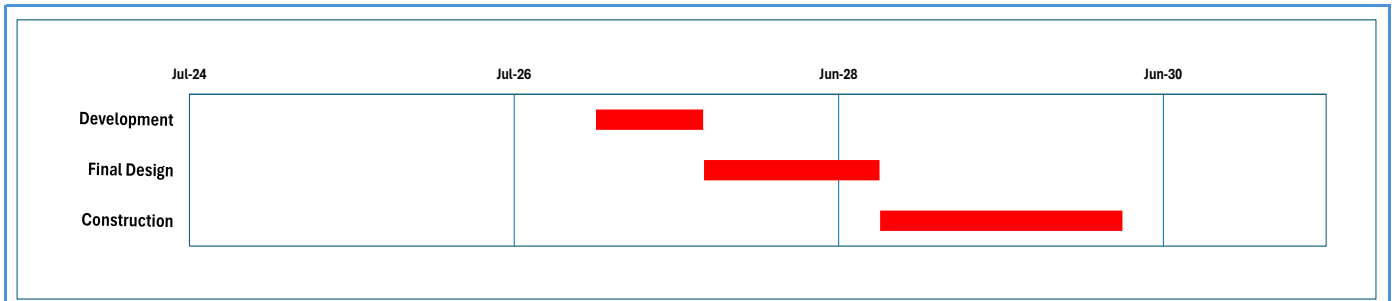


Project Description

This project will enhance operational flexibility, increase capacity, and reduce dwell times at Brooke Station. It includes extending the platform to accommodate eight-car train sets, improving boarding and alighting efficiency by allowing all train doors to open directly onto the platform. This reduces passenger queuing within trains. The design also supports potential future infrastructure upgrades, such as a third mainline track, in alignment with Virginia Department of Rail and Public Transportation's DC2RVA planning study.

Project Funding

The project is funded through the Commonwealth of Virginia SmartScale program as part of VRE's broader Fredericksburg Line Expansion program.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
State - SMART SCALE			10,648,843							10,648,843
Total			10,648,843							10,648,843

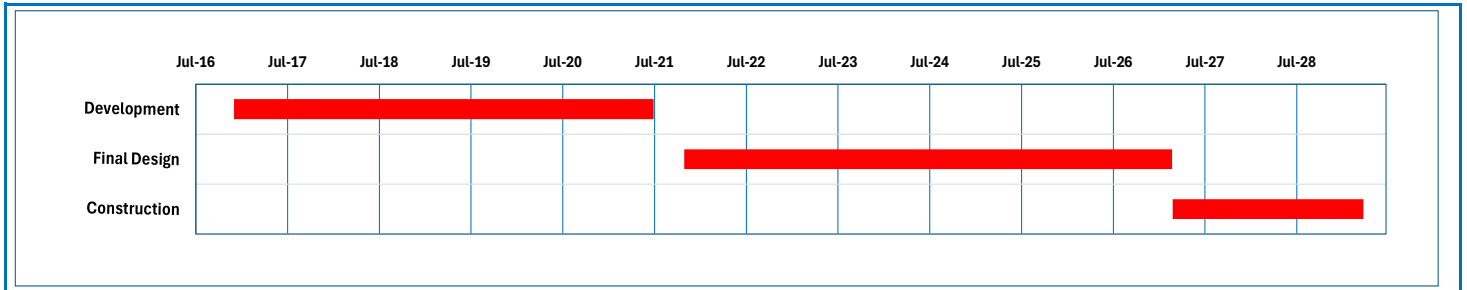
Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total			1,037,421	1,296,062	3,911,726	4,403,634				10,648,843

Project Name:**Crystal City Station Improvements****Project ID:****0008****Program:****Passenger Station Facilities****Project Type:****Expansion****Location:****Arlington County****Project Description**

This project includes the planning, design, permitting, and construction for an expanded and relocated station and platform for the VRE Crystal City Station and related track modifications. The project will construct an island platform to enable simultaneous boarding of two eight-car trains and accommodate VPRAs planned fourth track in and around the station. This project is being coordinated with the fourth track project between AF and RO interlockings, the planned CC2DCA pedestrian bridge connection to Ronald Reagan National Airport, and Long Bridge Capacity Improvements. This project will be delivered in two phases: Phase 1 will design and construct the north entrance and station platform. Phase 2 will design and construction the south entrance.

Project Funding

The project is funded with multiple funding sources including Federal formula grants, NVTA funds, Rail Enhancement funds (REF), Commuter Rail Operating and Capital (C-ROC) funds, and VRE Capital Reserve funds.



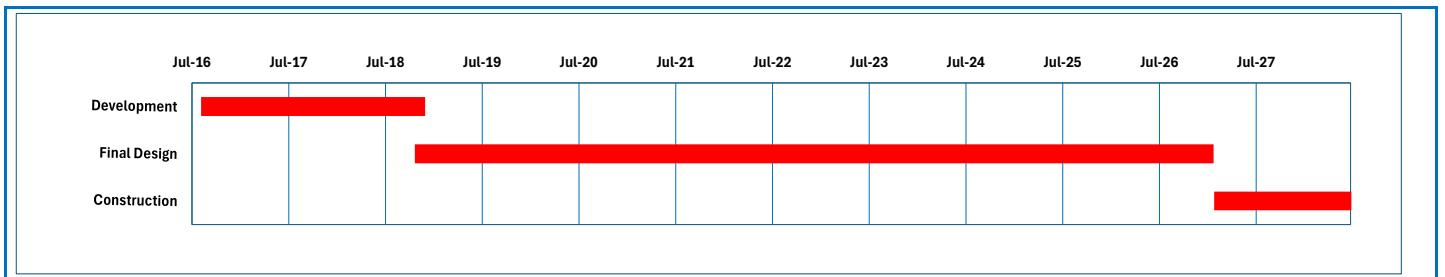
Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal Formula Funds (5337)	10,950,770	22,193,205								33,143,976
State Match to 5337	2,190,154	4,438,641								6,628,795
Local Match to 5337	547,539	1,109,660								1,657,199
NVTA	20,200,000									20,200,000
State - REF	707,000									707,000
Local Match to State REF	303,000									303,000
VRE Capital Reserve	216,156									216,156
Comm. Rail Oper. & Capital (CROC)	15,000,000									15,000,000
I-95/395 Commuter Choice	18,786,281									18,786,281
Total	68,900,900	27,741,507								96,642,407

Project Name:**Franconia-Springfield Station Improvements****Project ID:****0014****Program:****Passenger Station Facilities****Project Type:****Expansion****Location:****Fairfax County****Project Description**

This project supports the design and construction of an extension to the existing west platform (adjacent to WMATA) and a widening/extension of the existing east platform at the VRE Franconia-Springfield Station. These capacity expansions will improve operational efficiency and accommodate eight-car trains. The project is within the limits of the broader VPRA Franconia to Lorton Third Track project, which will block existing access to the east platform. A pedestrian ramp and tunnel entrance will be constructed to maintain that access.

Project Funding

This project is funded with with NVTa funds and federal 5337 (state of good repair) formula funds with associated state and local match.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal Formula Funds (5337)	15,612,800	6,223,073								21,835,873
State Match to 5337	3,122,560	1,244,615								4,367,175
Local Match to 5337	780,640	311,154								1,091,794
NVTa	13,000,000									13,000,000
Total	32,516,000	7,778,842								40,294,842

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	3,319,277	1,749,526	9,560,066	19,369,008	6,296,965					40,294,842

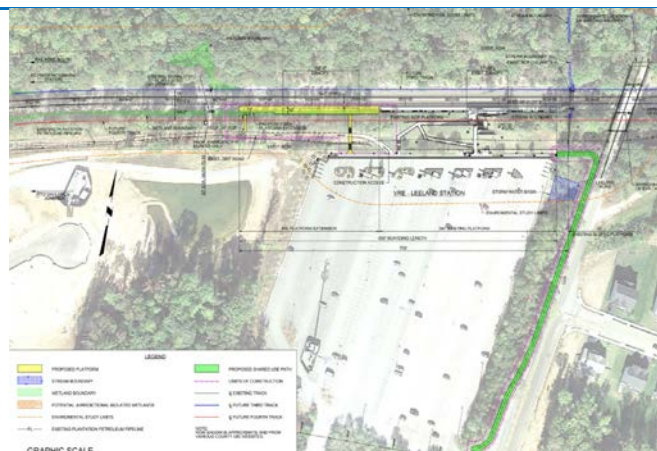
Project Name:
Leeland Road Station Improvements

Project ID:
0026

Program:
Passenger Station Facilities

Project Type:
Expansion

Location:
Stafford County

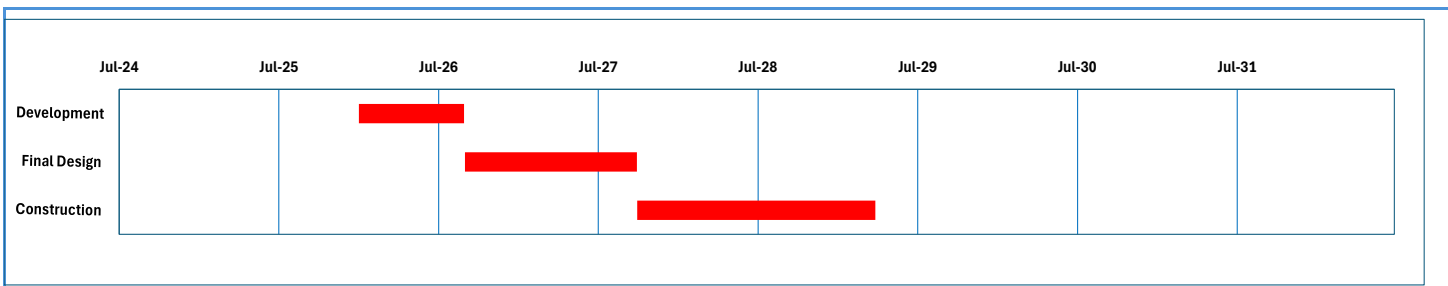


Project Description

This project will extend the platform at Leeland Road Station to accommodate eight-car train sets, improving capacity and operational efficiency. The new extension will have a new canopy and a ADA compliant entrance. Additionally, a Shared Use Path will be installed along Leeland Road integrating a multi-modal integration of the station with the existing roadway network. By allowing all train doors to open directly onto the platform, it will enhance boarding and alighting, reducing passenger congestion and dwell times. These improvements align with VRE's goals for flexibility and capacity enhancements.

Project Funding

The project is funded primarily through the Commonwealth of Virginia SMART SCALE program (as part of VRE's broader Fredericksburg Line Expansion program), Federal 5307 funds allocated to the project by the George Washington Regional Commission (GWRC), and Commuter Choice funding.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal 5307 GWRC Vanpool		2,791,554								2,791,554
State - SMART SCALE			7,123,179							7,123,179
I-95/395 Commuter Choice	2,150,566									2,150,566
Total	2,150,566	2,791,554	7,123,179							12,065,299

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	2,084	1,163,020	1,448,727	4,621,356	4,830,113					12,065,299

Project Name:

L'Enfant Station and Fourth Track

Project ID:

0004

Program:

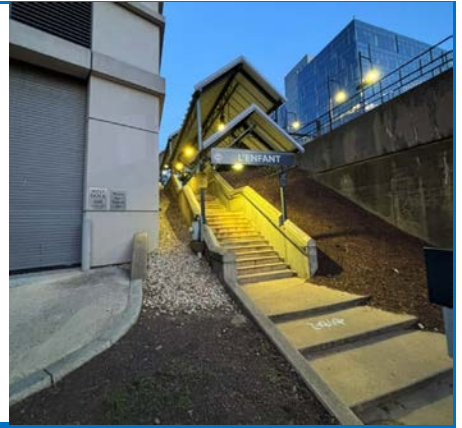
Passenger Station Facilities

Project Type:

Expansion

Location:

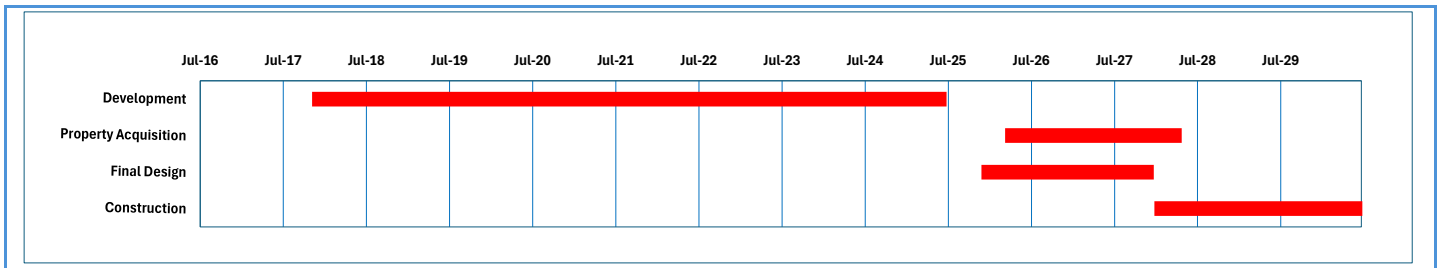
District of Columbia

**Project Description**

This project includes the planning, design, permitting, and construction for an expanded VRE L'Enfant Station and an additional mainline track between the Virginia (VA) and L'Enfant (LE) Interlockings in Washington, DC. The expanded station will support simultaneous boarding of two full-length trains. The project will improve station access and customer convenience while also improving service reliability. The project will be coordinated with the broader Long Bridge capacity investments by the Commonwealth.

Project Funding

This project is supported by a range of sources, including VPRA capital funds, Federal 5307 formula funds, REF funds, as well as other sources yet to be determined.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal Formula Funds (5307)	17,500,000	5,891,777	10,000,000	10,000,000						43,391,777
State Match to 5307	3,500,000	1,178,355	2,000,000	2,000,000						8,678,355
Local Match to 5307	875,000	294,589	500,000	500,000						2,169,589
State - REF	2,226,000									2,226,000
Local Match to State REF	954,000									954,000
VRE Capital Reserve	46,000									46,000
Virginia Passenger Rail Authority	2,400,000	18,200,000	18,200,000	14,100,000						52,900,000
Unfunded (To Be Determined)				20,434,581	40,311,000					60,745,581
Total	27,501,000	25,564,721	30,700,000	47,034,581	40,311,000					171,111,302

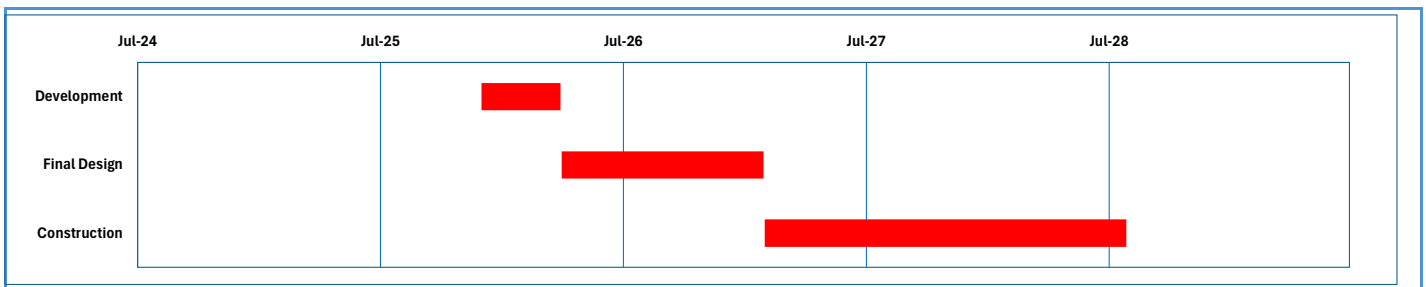
Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	3,828,954	5,205,128	7,565,707	31,188,064	54,810,422	54,810,422	13,702,605			171,111,302

Project Name:**Manassas Station Improvements****Project ID:****0043****Program:****Passenger Station Facilities****Project Type:****Expansion****Location:****City of Manassas****Project Description**

The project expands the VRE Manassas Station platform to serve full length trains and enhances pedestrian access to the station. A continuous platform from West Street to Main Street will replace the at-grade crossing at Battle Street, improving traffic flow and safety. The project also involves constructing a new 300-foot platform with a canopy west of the existing station and enhancing pedestrian connectivity via extending existing sidewalks along the railroad right-of-way to the City Hall and the farmers market lot on Prince William Street. An inter-track fence with designated openings for vehicle crossings is envisioned to separate the tracks serving the station. The project will be closely coordinated with the Manassas Line crossover feasibility study that will support bi-directional service to the platforms.

Project Funding

This project is funded through the I-66 Outside the Beltway (OTB) Concessionaire Payment as part of the broader Manassas Line Capacity Expansion program.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
I-66 OTB Concession Payment	9,125,000									9,125,000
Total	9,125,000									9,125,000

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	64,585	1,200,150	2,662,287	4,836,492	361,485					9,125,000

Project Name:
Rippon Station Improvements

Project ID:
TBD

Program:
Passenger Station Facilities

Project Type:
Expansion

Location:
Prince William County



Project Description

Currently, only the development phase of the Rippon Station Improvements project is funded. Federal CMAQ/RSTP funds will be used to advance 30% design plans and associated environmental review for a station platform expansion and potentially the construction of a second pedestrian bridge at Rippon. VPRA is currently advancing the Featherstone Siding design (as part of the Transforming Rail in Virginia program) in the area. Once VPRA has completed that design and the planned alignment of the siding is known, VRE can initiate conceptual planning for the Rippon improvements. Completion of the 30% design will support an updated cost estimate, which will inform the scheduling and pursuit of funds for the final design and construction of the improvements.

Project Funding

This project is supported with Federal CMAQ/RSTP funds (80%) and associated state-provided match (20%).

	Jul-24	Jul-25	Jul-26	Jul-27	Jul-28
Development					
Final Design					
Construction					

Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal CMAQ/RSTP	1,363,942									1,363,942
State Match to CMAQ/RSTP	340,986									340,986
Total	1,704,928									1,704,928

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total			852,464	852,464						1,704,928

Project Name:**Woodbridge Station Improvements****Project ID:****TBD****Program:****Passenger Station Facilities****Project Type:****Expansion****Location:****Prince William County****Project Description**

The project includes project development and engineering investigations to identify station improvements to enable the station to serve trains up to eight cars long, maintain a state of good repair, enhance pedestrian access, and enable the addition of a third main track, and possible fourth main track, through the station as part of future phases (Phase 3 or beyond) of the Transforming Rail in Virginia (TRV) program.

Project Funding

This project is supported with Federal CMAQ/RSTP funds (80%) and state-provided match (20%)

	Jul-24	Jul-25	Jul-26	Jul-27	Jul-28
Development					
Final Design					
Construction					

Obligation Plan									
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future
Federal CMAQ/RSTP	2,625,008								
State Match to CMAQ/RSTP	656,253								
Total	3,281,261								

Spending Plan									
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future
Total		1,640,630	1,640,631						

Rolling Stock

Project Name:
Fleet Expansion Coaches - 21 Railcars

Project ID:
1009

Program:
Rolling Stock

Project Type:
Expansion

Location:
N/A



Project Description

This project supports the purchase of eleven (11) coaches to expand capacity on Fredericksburg Line trains and the purchase of ten (10) expansion coaches to facilitate near-term Manassas Line capacity expansion. This project is contingent on the expansion of storage capacity at the Broad Run Maintenance and Storage Facility (MSF) and expansion of the Broad Run Station facilities.

Project Funding

The project is funded primarily with state SMART SCALE and I-66 Outside the Beltway (OTB) concessionaire funds, with the balance coming from Federal 5307 formula funds and associated state/local match.

	Jul-21	Jul-22	Jul-23	Jul-24	Jul-25	Jul-26	Jul-27	Jul-28
21 Rail Cars								

Obligation Plan										
Funding Source	Life to Date	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Future	Total
Federal Formula Funds (5307)	17,768,097	8,725,355								26,493,452
State Match to 5307	3,733,619	1,745,071								5,478,690
Local Match to 5307	708,405	436,268								1,144,673
State - SMART SCALE	34,294,442									34,294,442
I-66 OTB Concession Payment	28,120,000									28,120,000
Total	84,624,563	10,906,694								95,531,257

Spending Plan										
	Life to Date	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Future	Total
Total	24,280,375	22,787,274	23,931,804	23,981,804	100,000	100,000	100,000	50,000	200,000	95,531,257

Station Parking

Project Name:

Fredericksburg Station Parking Lot Improvements

Project ID:

1020

Program:

Station Parking

Project Type:

Expansion

Location:

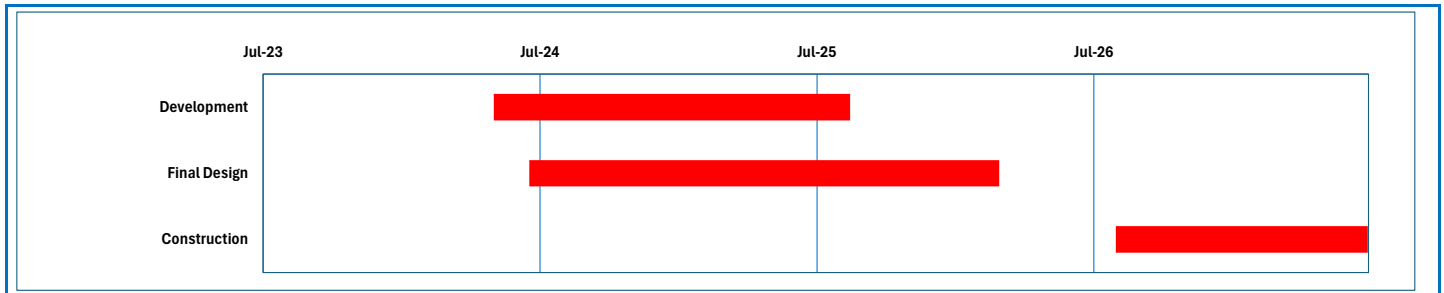
City of Fredericksburg

**Project Description**

This project will pave the existing gravel parking lot at the Fredericksburg Station and incorporate other ancillary improvements to drainage, lighting, etc.

Project Funding

The project will be funded with federal 5337 State of Good Repair formula funds and associated state and local match.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal Formula Funds (5337)			2,184,098							2,184,098
State Match to 5337			436,820							436,820
Local Match to 5337			109,205							109,205
Total			2,730,122							2,730,122

Spending Plan										
Spending Plan	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	287,755	1,221,184	1,221,184							2,730,122

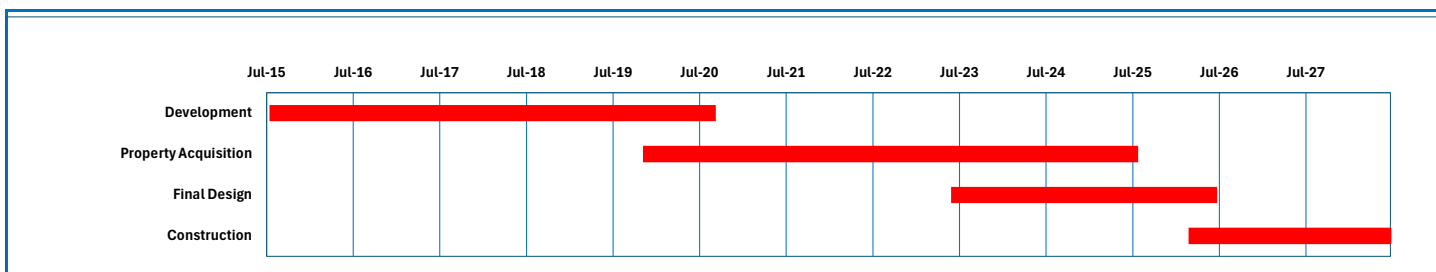
Train Maintenance and Storage Facilities

Project Name:**Broad Run Expansion (BRX)****Project ID:****0039****Program:****Train Maintenance and Storage Facilities****Project Type:****Expansion****Location:****Prince William County & City of Manassas****Project Description**

This project includes the expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service. Improvements include expansion of the MSF site and construction of storage tracks for additional trains and equipment, and reconstruction of the station platform and crew buildings. The estimated cost also includes real estate acquisition to expand the station, parking and MSF footprint. Other projects associated with the proposed service expansion include Fleet Expansion Coaches - Manassas Line.

Project Funding

This project is currently funded through a combination of Federal CMAQ/RSTP funds, Federal 5307 formula funds, state Rail Enhancement funds, and the I-66 OTB Concessionaire payment.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal CMAQ/RSTP	2,398,098	21,538,174								23,936,272
State Match to CMAQ/RSTP	1,021,902	5,384,543								6,406,445
Federal Formula Funds (5307)		4,102,933								4,102,933
State Match to 5307		820,587								820,587
Local Match to 5307		205,147								205,147
NVTA	1,500,000									1,500,000
State - REF	2,785,714									2,785,714
VRE Capital Reserve	1,294,362									1,294,362
I-66 OTB Concession Payment	64,287,000									64,287,000
Total	73,287,076	32,051,383								105,338,459

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	13,248,986	16,719,389	37,724,777	32,267,407	5,377,901					105,338,459

Project Name:

Crossroads MSF - AEW Building and Parking Lot

Project ID:

0077 and 1018

Program:

Train Maintenance and Storage Facilities

Project Type:

Expansion

Location:

Spotsylvania

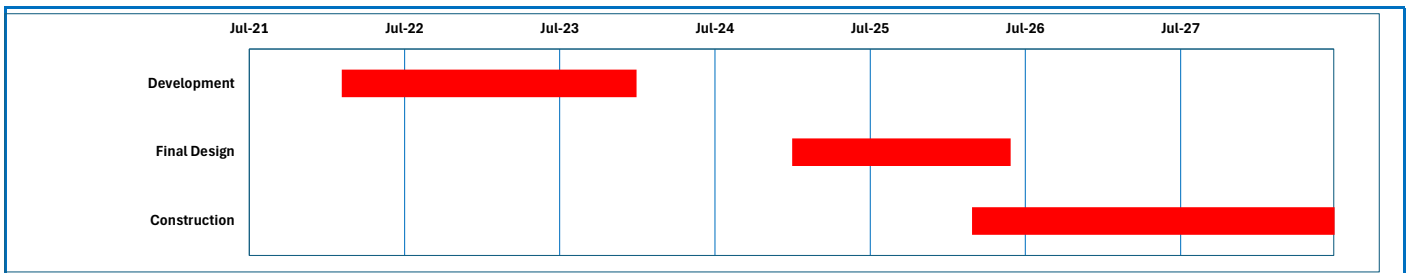
**Project Description**

AEW Building: Design & construct a new Administrative and Employee Welfare (AEW) building at the Crossroads Maintenance & Storage Facility (MSF) in Fredericksburg, VA. The MSF currently includes two small employee welfare spaces spread across two buildings. VRE proposes to consolidate their functions within a new AEW building comprising 7,532 square feet, including locker rooms, conference rooms, individual offices, and a kitchen.

Parking Lot: Crossroads MSF employees have been parking outside the yard in a temporary gravel lot as a safety measure. The yard is in need of a permanent parking facility which will serve the future AEW building.

Project Funding

Funding for the Parking Lot and the PE/NEPA phase of the AEW Building (Phase 2) is supported by SMART SCALE funding as part of the Fredericksburg Line Capacity Expansion program. Federal 5307 funding is programmed for the AEW building, which is the immediate need following the completion of the parking lot. Funding options for the additional phases are being explored.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
State - SMART SCALE (Parking)	7,396,500									7,396,500
State - SMART SCALE (AEW)	1,000,000									1,000,000
Federal Formula Funds (5307)	9,435,979									9,435,979
State Match to 5307	1,887,196									1,887,196
Local Match to 5307	471,799									471,799
Total	20,191,474									20,191,474

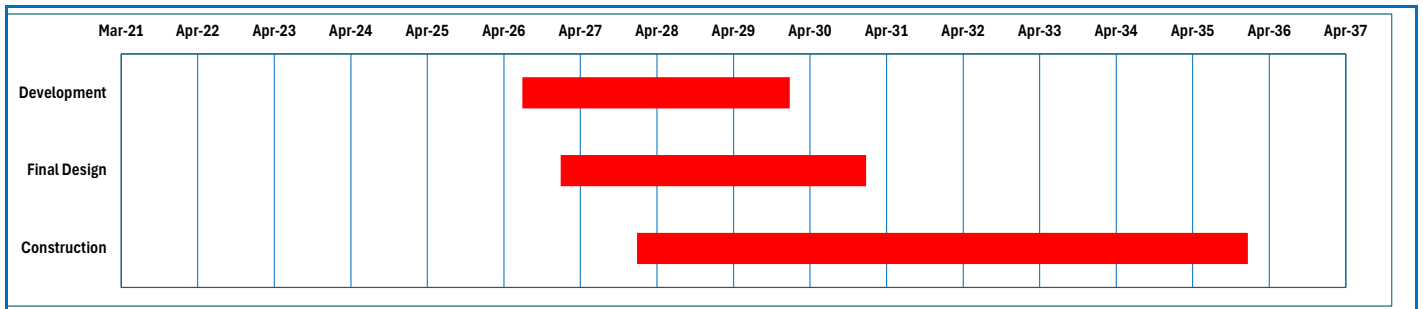
Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	2,914,999	2,240,260	6,720,779	6,720,779	1,594,657					20,191,474

Project Name:**Crossroads MSF - Future Expansions****Project ID:****TBD****Program:****Train Maintenance and Storage Facilities****Project Type:****Expansion****Location:****Spotsylvania****Project Description**

VRE will design and construct future phases of the Crossroads MSF expansion included in the Crossroads Yard Master Plan, completed in 2023. These future phases include expansion of the existing warehouse building, construction of a separate materials storage pole barn structure, and phased expansion of track capacity, adding five (5) new train storage tracks to the yard.

Project Funding

These project phases are currently unfunded.



Obligation Plan											
Funding Source	Life to Date	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Future	Total	
Unfunded (To Be Determined)				47,491,490						47,491,490	
Total				47,491,490						47,491,490	

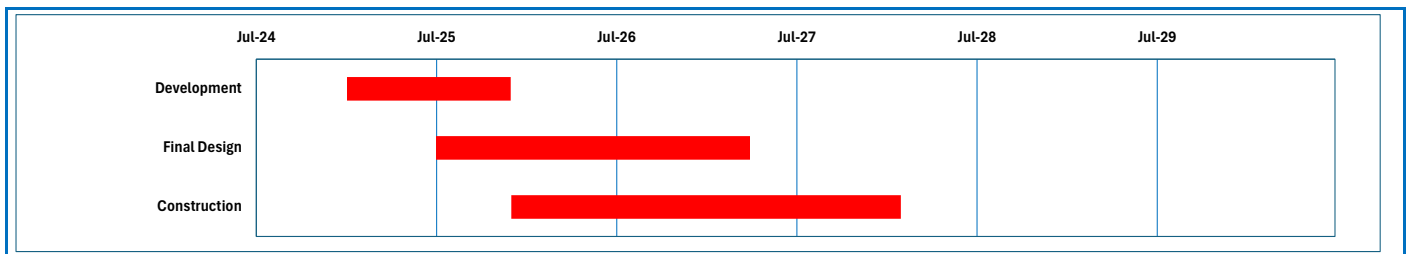
Spending Plan											
	Life to Date	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Future	Total	
Total				5,000,000	10,622,873	10,622,873	10,622,873	10,622,873		47,491,490	

Project Name:**Seminary Yard Midday Storage Replacement Facility****Project ID:****TBD****Program:****Maintenance & Storage Facility****Project Type:****Storage Yard Restoration****Location:****City of Alexandria****Project Description**

This project includes the design, permitting, property acquisition and phased construction for a midday storage facility at the former Norfolk Southern yard at Seminary Passage in Alexandria, Virginia to supplement VRE's current storage at Amtrak's Coach Yard in Washington, DC. Amtrak identified the need to store additional intercity trains in this location and that requires VRE to relocate from the Amtrak Coach Yard rail facility. The new facility will replace VRE's current storage operations at the Coach Yard with added flexibility.

Project Funding

VRE worked with the Federal Transit Administration (FTA) and Department of Rail and Public Transportation (DRPT) staff to transfer federal formula and state matching funds previously programmed on the New York Avenue yard project to the new Seminary Yard project for Phase 1 design and construction expenses. Phase 2 will be funded with future federal 5337 (state of good repair) formula funds.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Federal Formula Funds (5337)	5,419,872		78,678,505							84,098,377
State Match to 5337	1,083,974		15,735,701							16,819,675
Local Match to 5337	270,994		3,933,925							4,204,919
Total	6,774,840		98,348,131							105,122,971

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total	301,931	6,472,909	28,814,788	44,246,717	25,286,626					105,122,971

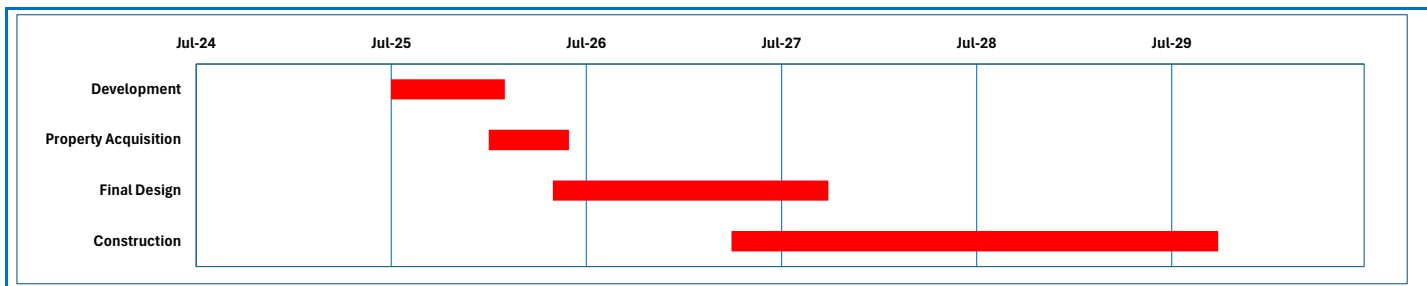
Track and Signal Infrastructure

Project Name:**VRE Broad Run Lead Track****Project ID:****TBD****Program:****Maintenance & Storage Facility****Project Type:****Expansion****Location:****City of Manassas****Project Description**

This project includes a extension of the Broad Run Maintenance & Storage Facility lead track to support expanded Manassas Line service and construction of an additional 2.9 miles of lead track within the right-of-way previously owned by Norfolk Southern but anticipated to be purchased by VRE from VPRA. The estimated cost also includes limited private property acquisition to accommodate the new track.

Project Funding

This project is currently unfunded. However, VRE is pursuing funding from Commuter Choice and DRPT I-66 OTB grant programs to fund the design phase of this project.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY31	FY32	Future	Total
Unfunded (To Be Determined)			103,119,383							103,119,383
Total			103,119,383							103,119,383

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total			3,340,754	17,958,498	42,546,469	39,273,662				103,119,383

Project Name:

Fredericksburg and Manassas Line Crossovers

Project ID:

TBD

Program:

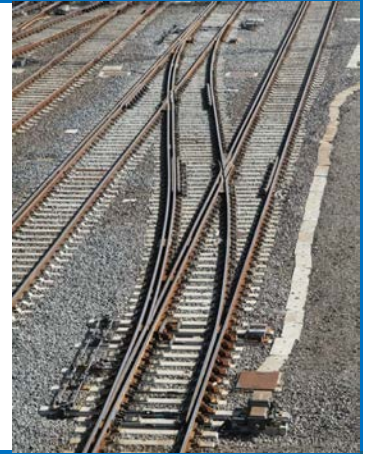
Track & Structures

Project Type:

Expansion

Location:

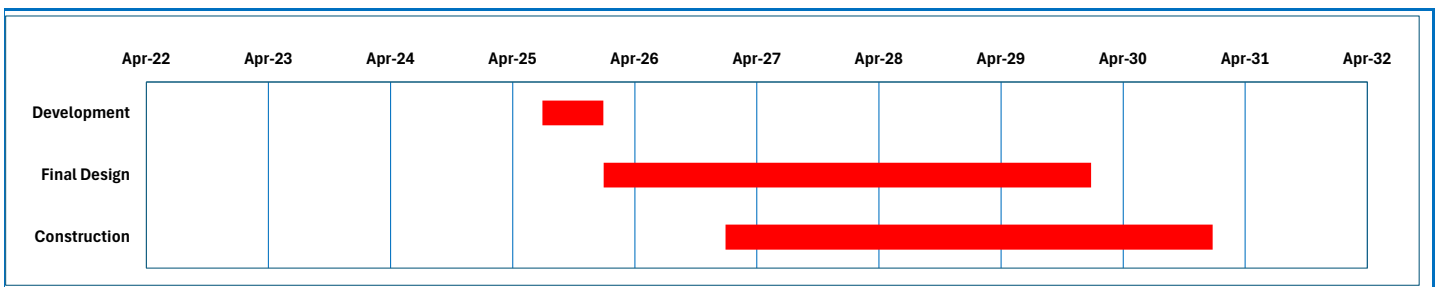
Various

**Project Description**

This project would add four (4) crossovers on the Fredericksburg Line and eight (8) crossovers to the Manassas Line to increase operational flexibility and to permit the operation of limited bi-directional service in the 2030 (post-TRV Phase 2) timeframe. These additional crossovers are outside of what is being constructed by TRV Phases 1 and 2. Timing and construction of this special track work will be phased, as needed, to operate VRE's planned near-term 2030 service and long-term 2050 Service Vision as outlined in System Plan 2050.

Project Funding

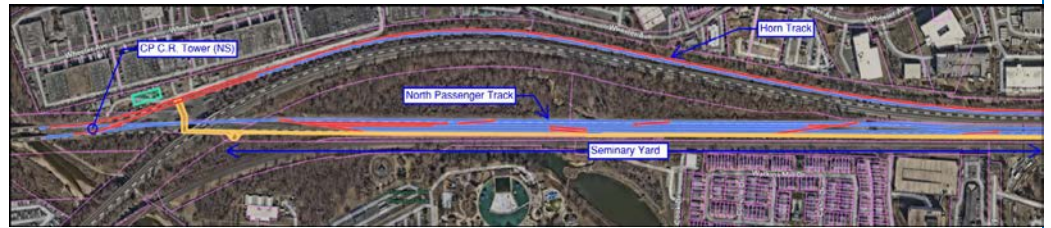
This project is currently unfunded.



Obligation Plan										
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Unfunded (To Be Determined)			48,680,000							48,680,000
Total			48,680,000							48,680,000

Spending Plan										
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Future	Total
Total			1,160,000	9,600,000	9,600,000	9,600,000	9,600,000	9,120,000		48,680,000

Property Acquisition

Project Name:**Manassas Line Property Acquisition****Project ID:****N/A****Program:****Property Acquisition****Project Type:****Property Acquisition****Location:****Various****Project Description**

VPRA entered into an Amended and Restated Comprehensive Rail Agreement with Norfolk Southern Railway Company (NS), under which terms VPRA purchased from NS certain interests in railroad property over which VRE currently operates its Manassas Line ("MSS Line") commuter rail service. VRE and VPRA have in turn negotiated a Manassas Line Funding Agreement which commits VRE to a multi-year funding schedule totaling \$155 million in exchange for VPRA conveying to VRE four property interests along the MSS Line: Seminary Yard, the Broad Run Corridor, permanent easements for the existing MSS Line VRE stations, and a permanent commuter rail operating easement on the MSS Line.

Project Funding

VRE provided an initial payment of \$26,000,000 under the Funding Agreement using Commuter Rail Operating and Capital Funds. Federal 5307 and 5337 grant funds have been programmed to complete the purchase of Seminary Yard, the Broad Run Corridor, and the station easements. Future 5337 funds are expected to be programmed to complete the purchase of the operating easement, along with a minimum of \$5 million of additional non-federal funds from an as-yet undetermined source.

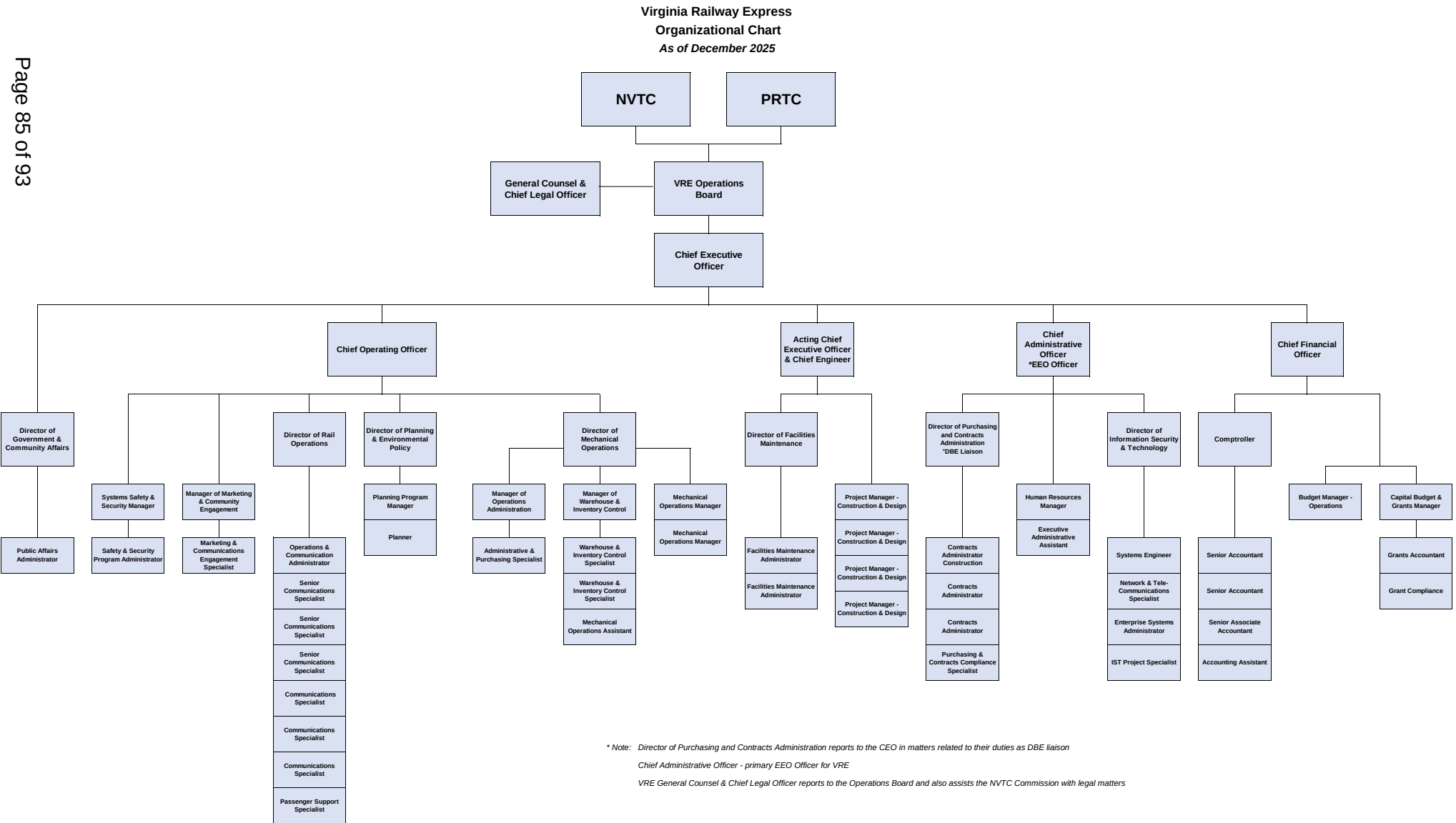
	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30
Property Acquisition						

Obligation Plan									
Funding Source	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Comm. Rail Oper. & Capital (CROC)	26,000,000								26,000,000
Federal Formula Funds (5307)		11,418,400							11,418,400
Federal Formula Funds (5337)		50,304,000		31,138,800	31,138,800				112,581,600
Unfunded (To Be Determined)				5,000,000					5,000,000
Total	26,000,000	61,722,400		36,138,800	31,138,800				155,000,000

Spending Plan									
	Life to Date	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Total	26,000,000	61,722,400		25,000,000	25,000,000	17,277,600			155,000,000

Appendices and Additional Information

VRE Organizational Chart



VRE Jurisdictional Contribution Allocation

Survey Conducted October 2024 for

Recommended Fiscal Year 2027 Budget

Page 86 of 93

Jurisdiction	Participating Jurisdiction Ridership	% of Ridership and Share of Costs	Gross Costs (\$)	State / Federal Aid, Interest & Misc Income	System Fare Revenue	Net Costs	Contributing Jurisdictions Contribution	Participants' Net Costs	Participants' % of Fare Revenue	Participants' Fare Revenue	Recommended FY 2027 Contribution	Recommended Contribution %
City of Alexandria							\$161,083				\$161,083	0.8%
Arlington County							\$235,677				\$235,677	1.2%
City of Fredericksburg	159	4.1%	\$9,351,349	\$7,699,072	\$85,286			\$1,550,558	4.8%	\$870,101	\$680,457	3.4%
City of Manassas	154	4.0%	\$9,080,636	\$7,476,191	\$82,817			\$1,505,671	4.2%	\$753,215	\$752,457	3.8%
City of Manassas Park	99	2.6%	\$5,814,432	\$4,787,088	\$53,029			\$964,098	2.7%	\$481,423	\$482,676	2.4%
Fairfax County	1,048	27.3%	\$61,651,811	\$50,758,638	\$562,277			\$10,222,562	22.6%	\$4,089,091	\$6,133,470	31.0%
Prince William County	1,145	29.8%	\$67,366,197	\$55,463,357	\$614,394			\$11,170,071	29.5%	\$5,327,916	\$5,842,154	29.6%
Spotsylvania County	617	16.1%	\$36,299,004	\$29,885,383	\$331,054			\$6,018,782	18.6%	\$3,360,532	\$2,658,250	13.4%
Stafford County	616	16.0%	\$36,228,384	\$29,827,241	\$330,410			\$6,007,072	17.6%	\$3,188,453	\$2,818,619	14.3%
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Total	3,837	100.0%	\$225,791,812	\$185,896,969	\$2,059,268	\$37,835,575	\$396,760	\$37,438,815	100.0%	\$18,070,732	\$19,764,843	100.0%

VRE Fiscal Year 2027 Recommended Departmental Budget

	FY 2025 Amended	FY 2026 Approved	FY 2027 Recommended
Revenue:			
VRE - Non-Departmental			
Fare Revenue	16,744,500	20,130,000	22,700,000
Miscellaneous Revenue	194,000	169,000	210,000
Appropriation from Operating Reserve	-	-	-
Appropriation from Capital Reserve	-	-	-
Jurisdictional Revenue	18,300,780	19,764,843	19,764,843
Other Revenues	-	-	-
Regional Operating Grant	-	442,000	402,000
State CROC Dedicated Funding - Operations	7,495,000	7,499,500	7,499,000
State Operating Grant	8,544,970	12,377,403	7,712,144
Federal Pandemic Relief Funds	38,998,646	32,700,464	36,685,330
Federal Grants - Operations and Debt	5,417,271	3,874,722	3,874,802
State Grants - Operations and Debt	17,994,345	18,523,464	17,838,040
State CROC Dedicated Funding - Capital Program	7,505,000	7,500,500	7,501,000
Regional Grants - Capital Program	32,831,384	-	-
Federal Grants - Capital Program	38,875,202	40,758,262	43,084,476
State Grants - Capital Program	34,734,180	58,551,652	44,588,917
Interest Income	3,850,000	3,500,000	3,610,000
Total Revenue	231,485,278	225,791,812	215,470,553
Expenditures:			
Non-Departmental Operating			
Insurance (liability, property, cyber, etc.)	8,100,000	8,400,000	9,500,000
Operating Reserve/Contingency	500,000	1,899,049	1,834,321
Capital Reserve	-	-	-
Other	-	-	-
Total Non-Departmental Operating	8,600,000	10,299,049	11,334,321
General Counsel			
Salaries/Fringes	394,000	417,000	393,000
Travel/Training/Employee Expenses	2,000	2,000	2,200
Legal Costs	50,000	50,000	50,000
Consulting/Professional/Other	135,000	35,000	35,000
Other Costs	1,500	1,500	2,000
Total General Counsel	582,500	505,500	482,200

	FY 2025 Amended	FY 2026 Approved	FY 2027 Recommended
Executive, HR & Administration			
Salaries/Fringes	1,444,800	1,632,000	1,748,000
Travel/Training/Employee Expenses	6,300	10,000	10,000
Board Member Expenses	-	-	-
Office Administration Expenses	82,500	63,500	88,500
Legal/Audit	-	-	-
Consulting/Professional/Other	20,000	7,500	50,000
Total Executive, HR & Administration	1,553,600	1,713,000	1,896,500
Government & Public Relations			
Salaries/Fringes	449,000	467,000	426,000
Travel/Training/Employee Expenses	7,300	11,500	13,500
Organizational Memberships	110,000	110,000	115,500
Government Relations	165,000	170,000	175,100
Other Costs/Special Events/Consulting	16,100	19,700	15,700
Total Government & Public Relations	747,400	778,200	745,800
Marketing			
Salaries/Fringes	198,000	285,000	286,000
Travel/Training/Employee Expenses	2,500	2,500	2,500
Marketing/Advertising/Promotional	385,000	505,000	460,000
Other Costs/Special Events	49,000	30,000	75,000
Total Marketing	634,500	822,500	823,500
Project Development			
Salaries/Fringes	470,500	573,000	603,520
Travel/Training/Employee Expenses	18,000	19,800	14,800
Professional Services/Consulting/Other	443,800	492,710	404,400
Total Project Development	932,300	1,085,510	1,022,720
Rail Operations			
Salaries/Fringes	1,216,000	1,251,000	1,341,000
Travel/Training/Employee Expenses	9,500	9,500	9,500
Printing/Admin/Other	23,500	25,250	24,600
Consulting/Professional Services	15,000	30,000	30,000
Website & Communications	335,000	250,000	100,000
Fare Collections	1,015,000	1,020,000	920,000
Total Rail Operations	2,614,000	2,585,750	2,425,100
Finance and Accounting			
Salaries/Fringes	1,825,383	1,940,000	1,988,000
Travel/Training/Employee Expenses	4,500	4,500	6,500
Audit Services	65,000	65,000	65,000
Retail Sales/Vendor Commissions	1,078,250	780,000	983,500
Consulting/Professional Services/Admin/Other	166,000	158,000	157,600
Total Finance and Accounting	3,139,133	2,947,500	3,200,600
Information Technology			
Salaries/Fringes	866,700	828,000	869,000
Travel/Training/Employee Expenses	5,350	8,500	14,000
Computer Equipment/Software/Maintenance	802,000	705,000	1,030,000
Admin/Consulting/Other	915,150	268,500	456,500
Communications	658,000	670,000	550,000
Total Information Technology	3,247,200	2,480,000	2,919,500

	FY 2025 Amended	FY 2026 Approved	FY 2027 Recommended
Design & Construction			
Salaries/Fringes	1,207,000	1,251,000	1,333,000
Travel/Training/Employee Expenses	14,000	11,500	11,500
Consulting/Professional Services/Other	124,000	97,750	97,500
Total Design & Construction	1,345,000	1,360,250	1,442,000
Facilities Maintenance			
Salaries/Fringes	555,000	581,000	605,000
Travel/Training/Employee Expenses	1,000	1,000	1,000
Office Rent/Utilities/Admin/Consulting	332,000	360,500	369,000
Parking/Electricity/Water/Sewer	866,100	801,700	816,700
Facility Repairs and Maintenance/Custodial/Snow	3,151,750	3,101,850	3,380,570
Total Facilities Maintenance	4,905,850	4,846,050	5,172,270
Purchasing and Contract Administration			
Salaries/Fringes	867,500	915,500	951,500
Travel/Training/Employee Expenses	38,500	9,500	4,500
Admin/Consulting/Other	23,850	10,100	9,950
Total Procurement and Contract Administration	929,850	935,100	965,950
Mechanical Operations			
Salaries/Fringes	1,433,000	1,512,000	1,573,000
Travel/Training/Employee Expenses	11,000	10,500	5,500
Admin/Consulting/Other	224,500	44,400	92,700
Equipment/Warehouse Leases	-	-	-
Yard Electricity/Car Wash	1,335,000	1,290,000	1,385,000
Diesel Fuel	5,734,514	5,731,000	4,858,000
Equipment Repairs and Maintenance/PTC	3,547,000	4,355,000	4,360,000
Total Mechanical Operations	12,285,014	12,942,900	12,274,200
System Safety & Security			
Salaries/Fringes	161,000	354,000	360,000
Travel/Training/Employee Expenses	63,500	56,000	45,500
Admin/Consulting/Professional Services	160,200	140,700	128,200
Yard/Station Security/Disaster Response	945,000	839,000	890,000
Total System Safety and Security	1,329,700	1,389,700	1,423,700
PRTC			
Professional Services	102,000	102,000	102,000
Total PRTC	102,000	102,000	102,000
NVTC			
Professional Services	90,000	90,000	90,000
Total NVTC	90,000	90,000	90,000
			-
Train Operations			
Contract Operations and Maintenance	19,944,624	20,828,500	22,624,000
Total Train Operations	19,944,624	20,828,500	22,624,000
			-
Amtrak Services			
Contract Operations and Maintenance	5,617,000	6,381,000	5,898,000
Total Amtrak Services	5,617,000	6,381,000	5,898,000
			-
Maintenance of Equipment			
Maintenance of Equipment	10,083,740	10,106,000	8,071,000
Total Maintenance of Equipment	10,083,740	10,106,000	8,071,000

	FY 2025 Amended	FY 2026 Approved	FY 2027 Recommended
Amtrak Access Fees			
Access Fees	8,813,000	10,098,000	9,607,000
Total Amtrak Access Fees	8,813,000	10,098,000	9,607,000
			-
Norfolk Southern			
Access Fees	1,175,633	300,000	312,000
Total Norfolk Southern	1,175,633	300,000	312,000
	-	-	-
CSXT			
Access Fees	10,267,190	10,855,000	10,518,000
Total CSXT	10,267,190	10,855,000	10,518,000
			-
CIP Expenditures			
CIP Expenditures	118,830,386	110,548,328	100,328,618
Total CIP Expenditures	118,830,386	110,548,328	100,328,618
			-
CIP VRE - Non-Departmental			
Debt Service	13,715,660	11,791,975	11,791,575
Total CIP VRE - Non-Departmental	13,715,660	11,791,975	11,791,575
Total Expenditures	231,485,278	225,791,812	215,470,553

Projects Administered by Other Entities

As noted previously, the VRE CIP includes certain projects – such as the Broad Run Lead Track and the crossovers on both the Fredericksburg and Manassas Lines – that are currently entirely unfunded. These projects represent an anticipated future need that falls within the six-year timeframe of the CIP, but further planning and conceptual design efforts will be required before more detailed scopes, schedules, and budgets are available.

Beyond those future projects, there are other projects within VRE’s service area that are important to VRE’s long-term operations and performance but are not identified in the six-year CIP because they will not be managed by VRE. It is important, however, to call these projects out and recognize their significance, and to note that coordination between these projects and VRE-led projects will frequently be required. They include:

In addition to the large state-led programs described above, the individual projects listed below are important to the VRE commuter rail service but are not listed in the CIP because they are funded and administered by other stakeholders.

- **Long Bridge Capacity Improvements:** The Long Bridge Project consists of improvements to the bridge corridor and related railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington and the L’Enfant Interlocking near 10th Street SW in Washington, DC. The Long Bridge Corridor is jointly owned by CSX Transportation and VPRA and operated by CSXT, but VRE and Amtrak passenger trains currently use the bridge in addition to CSXT freight trains. The purpose of the project is to provide additional long-term railroad capacity to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity and resiliency to accommodate the projected demand in future rail services.
- **Third Track Projects:** Previous VRE CIPs included third track and bridge projects that would expand capacity along the CSX right-of-way south of Franconia-Springfield. These projects were identified by the waterways crossed by each section of third track (e.g., Aquia Creek, Powells Creek, etc.). These third track and siding investments are now being managed by VPRA as part of the broader Transforming Rail in Virginia (TRV) program, which now incorporates previous programmatic efforts such as the Atlantic Gateway Project (Franconia to Occoquan) and the Washington DC to Richmond Segment (DC2RVA) of the FRA Southeast High-Speed Rail Corridor project.
- **Fourth Track between RO (Rosslyn) and AF (Alexandria):** As with the third track projects, this work will be coordinated by VPRA as part of the TRV program of projects.
- **Long-term expansion investments:** Following the completion of the Long Bridge expansion, the RO-to-AF fourth track project, the Franconia-Springfield Bypass Project, and certain other capacity enhancement projects, VRE will need to consider additional investments to support additional service capacity, including increased peak-hour service frequency and the potential for reverse-commute, midday, and other expanded services. These investments would likely include further expansion of the Crossroads and Broad Run storage yards and track and signal improvements on the Manassas Line.

In addition to the large state-led programs described above, the individual projects listed below are important to the VRE commuter rail service but are not listed in the CIP because they are funded and administered by other stakeholders.

- Potomac Shores Station: The Potomac Shores VRE station is being constructed by the Potomac Shores developer as part of an agreement with Prince William County.
- Rolling Road Parking Expansion: Fairfax County is reviewing the potential expansion of parking at the Rolling Road VRE station.



A TRANSPORTATION PARTNERSHIP



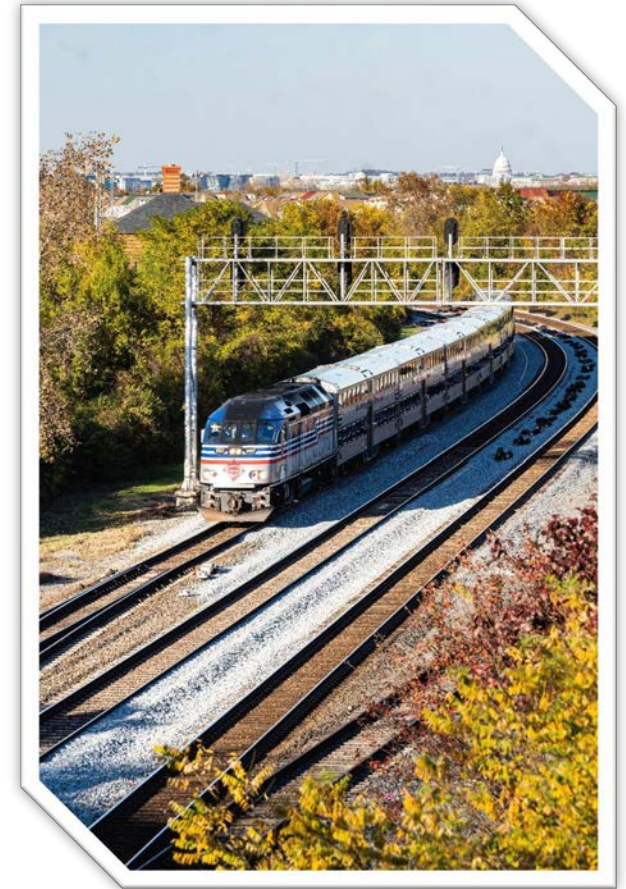
FY 2027 BUDGET CALENDAR

1. JUL 2025: Budget Key Issues
2. SEP: Referral of Preliminary Budget
3. OCT/NOV: Budget Updates and Public Outreach
4. **DEC: Referral of Final Budget**
5. JAN 2026: Commission Approval



VRE 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 comfortable commuter-oriented rail passenger service. VRE will contribute to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



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%
TOTAL	\$19,764,843	100.0%	\$19,764,843	100.0%	0.0%

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

OPERATING EXPENSES – KEY VARIABLES

- **No VRE-operated Saturday service; VRE/Amtrak Step-Up program now extended to weekend trains**
- **No changes to full-time staffing levels**
- **Insurance costs up 13% (rates and coverage levels)**
- **Host railroad access fees of \$20.4 million with 84% reimbursement by VPRA**
- **Diesel fuel expense of \$4.9 million (\$2.75/gallon)**
- **Most other costs escalating at 2-4% annually**
- **Standard 2% operating contingency**

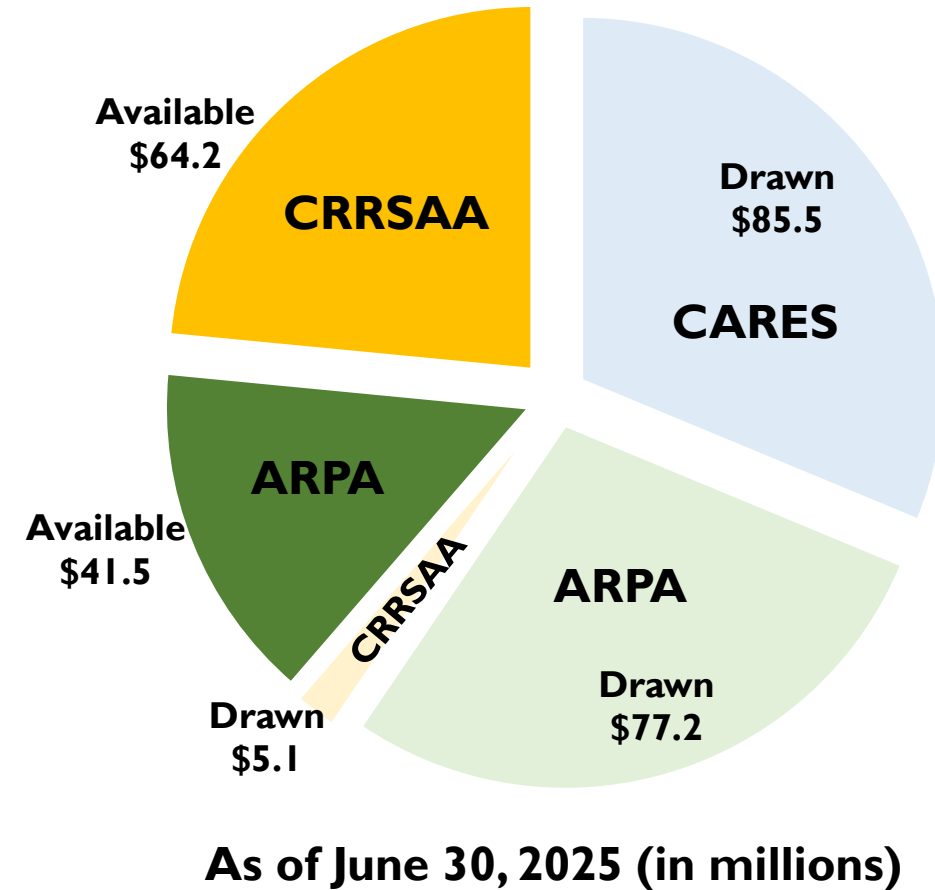
RIDERSHIP AND FARE REVENUE

- 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
TOTAL CIP EXPENDITURES	\$ 1,274.9	\$ 1,009.8	\$ 265.0

CIP BY FUNDING SOURCE

Source	Amount	Share
<i>Committed and Expected Funds</i>		
Federal	\$ 478.9	37.6%
State (incl. VPRA)	408.2	32.0%
Regional (NVRTA/Comm. Choice)	61.8	4.8%
CROC	41.0	3.2%
Local (VRE/Other)	20.0	1.6%
Total Committed and Expected	1,009.8	79.2%
Unfunded (To Be Determined)	265.0	20.8%
TOTAL CIP FUNDING	\$ 1,274.9	100.0%

FEDERAL FUNDING PRIORITIZATION & MATCHING



June 11, 2025

Ms. Theresa Garcia Crews
Regional Administrator, Region III
U.S. Department of Transportation
Federal Transit Administration
1835 Market Street, Suite 1910
Philadelphia, PA 19103-2932

Subject: Federal Fiscal Year 2025 Urbanized Area Spilt Distribution

Dear Ms. Theresa Garcia Crews:

This letter is to inform you that an agreement has been reached between and among the Washington Metropolitan Area Transit Authority (WMATA), Maryland Transit Administration (MTA), and the Potomac and Rappahannock Transportation Commission (PRTC) on the distribution of Federal Fiscal Year 2025 Section 5307, 5340, 5337, and 5339 funds available to the Washington, DC-Maryland-Virginia urbanized area.

The distribution of the available funds is as follows:

	WMATA	MTA	PRTC	Total
Urbanized Area Formula				
Programs:	204,490,527	18,909,520	16,748,751	240,148,798
Section 5307	19,983,369	1,736,246	1,301,940	23,021,555
Section 5340	224,473,896	20,645,766	18,050,691	263,170,353
Subtotal 5307/5340				1,739,828
State of Good Repair Grants:	1,739,828	-	-	1,739,828
Section 5337 Bus	237,782,679	-	35,226,996	273,009,675
Section 5337 Rail	239,522,507	-	35,226,996	274,749,503
Subtotal 5337				412,634
Bus and Bus Facilities:	12,307,854	-	-	12,307,854
Section 5339	476,304,257	20,645,766	53,690,321	550,640,344
Total				

14700 Potomac Mills Road • Woodbridge, VA 22192 • (703) 730-OMNI • OMNIRIDE.com



ROLLING STOCK (RAILCARS AND LOCOMOTIVES)

- No additional railcars currently in CIP beyond the 21 on order from Alstom (delivery in 2028)
- Expect to return to Operations Board in next 12 months regarding locomotives:
 - ✓ Near-term leasing
 - ✓ Long-term expansion
 - ✓ Long-term replacement



FY 2026 AMENDED BUDGET



- Amended budget is balanced
- Reflects same operating issues described for FY 2027 (Saturday service, work windows, growing insurance and IT costs, etc.)
- Changes to capital program primarily related to purchase of MSS Line properties from VPRA, downstream impact on state match and use of pandemic funds – expect to mitigate some of this over next six months

NEXT STEPS AND QUESTIONS



**RESOLUTION #2595**

SUBJECT: Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Woodbridge Station Platform Extension Project

WHEREAS: On August 4, 2022, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“Commissions”) entered into a Master Funding Agreement for VPRA-Supplied Funding on VRE Projects (“Master Funding Agreement”) with the Virginia Passenger Rail Authority;

WHEREAS: Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule and VPRA funding commitment;

WHEREAS: VPRA has identified up to \$3,281,260 in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds available for the Woodbridge Station Platform Extension project; and

WHEREAS: The VRE Operations Board recommends Commission approval of the proposed Capital Project Funding Addendum for the Woodbridge Station Platform Extension Project to facilitate VRE’s access to up to \$3,281,260 in CMAQ and non-federal match funds.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Woodbridge Station Platform Extension Project and authorize the Acting VRE CEO to execute the Addendum on behalf of the Commissions.

Approved this 8th day of January 2026.

Chair

Secretary-Treasurer

Action ItemOperations Board Meeting
AGENDA ITEM REPORT

To: Chair Bagley and the VRE Operations Board

From: Dallas Richards

Date: December 19, 2025

Re: Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for Woodbridge Station Platform Extension Project

RECOMMENDATION:

The VRE Operations Board is asked to recommend approval and authorization to execute a capital project funding addendum with VPRA for the Woodbridge Station Platform Extension Project.

SUMMARY:

This Capital Project Funding Addendum is required by the *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* between the Commissions and VPRA in order for VRE to access VPRA-supplied funding. This Capital Project Funding Addenda would facilitate VPRA providing up to \$3,281,260 in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds to VRE for the Woodbridge Station passenger platform extension project.

BACKGROUND INFORMATION:

On August 4, 2022, the Commissions entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* ("Master Funding Agreement") with the Virginia Passenger Rail Authority. This agreement transferred projects previously funded by the Department of Rail and Public Transportation to VPRA. Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project's scope, budget, schedule, and VPRA funding commitment.

FISCAL IMPACT:

This Capital Project Funding Addendum would allow VRE to access up to \$2,625,008 of CMAQ funds and \$656,252 non-federal match funds for the Woodbridge Station Platform Extension project.

ATTACHMENTS:

[Output Document \(2025-139\) - Pdf](#)

[WOODBIDGE PLATFORM PROJECT ADDENDUM \[execution copy\]](#)



Virginia Railway Express Operations Board

Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for Woodbridge Station Platform Extension Project

WHEREAS, on August 4, 2022, the Commissions entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* ("Master Funding Agreement") with the Virginia Passenger Rail Authority; and,

WHEREAS, under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project's scope, budget, schedule, and VPRA funding commitment; and,

WHEREAS, VPRA has identified up to \$3,281,260 in CMAQ and non-federal match funds available for the Woodbridge Station Platform Extension project; and,

WHEREAS, VRE staff recommends approval of the proposed Capital Project Funding Addendum for the Woodbridge Station Platform Extension Project to facilitate VRE's access to up to \$3,281,260 in CMAQ and non-federal match funds;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions approve the Capital Project Funding Addendum with VPRA for the Woodbridge Station Platform Extension Project, and authorize the Acting VRE Chief Executive Officer to execute the Addendum on behalf of the Commissions.

INTRODUCTION AND VOTE RECORD:

MOTION:

SECOND:

Ayes:

Nays:

Abstentions:

Absent from Vote:

December 19, 2025
Capital Project Addendum for
Woodbridge Station Improvements

between

Virginia Passenger Rail Authority

and

Northern Virginia Transportation
Commission, and Potomac and
Rappahannock Transportation
Commission

UPC 126694

This capital project addendum for the construction of improvements to the Woodbridge Station (“**Agreement**”) is between (i) the Virginia Passenger Rail Authority (“**VPRA**”) and (ii) the Northern Virginia Transportation Commission (“**NVTC**”) and the Potomac and Rappahannock Transportation Commission (“**PRTC**” and together with NVTC, the “**Commissions**”), as joint owners and operators of the Virginia Railway Express commuter rail service (“**VRE**”) (the Commissions are referred to as “**Grantee**”) (VPRA and Grantee collectively referred to as the “**Parties**”).

RECITALS

WHEREAS, the Grantee operates commuter rail services and desires to extend the passenger rail platform at the Woodbridge Station to accommodate eight-car trains, to enable the future addition of a third and fourth mainline track through the station, and to make other related upgrades (the “**Project**”); and

WHEREAS, VPRA desires to make available to the Grantee certain Congestion Mitigation and Air Quality Improvement (“**CMAQ**”) funding and non-federal state match funding in support of preliminary design, environmental, and final design tasks associated with Project; and

WHEREAS, the Parties have entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* dated August 4, 2022 (the “**Master Agreement**”); and

WHEREAS, the Master Agreement contemplates the Parties entering into a capital project addendum for VPRA-Supplied Funding, on a project-specific basis; and

WHEREAS, the Parties now desire to enter into this Agreement facilitate the provision of the CMAQ funding by VPRA to the Grantee in support of the Project.

AGREEMENT

NOW, THEREFORE, in consideration of the covenants and agreements set forth, and other good and valuable consideration, the sufficiency of which is acknowledged, the Parties agree as follows.

ARTICLE 1. SCOPE OF WORK, TERM AND BUDGET

1. The Work to be performed by the Grantee under the terms of this Agreement is for planning, environmental, and design of the platform extensions and pedestrian enhancements at the VRE Woodbridge Station.
2. In support of the Project, and to the extent equal amounts are made available to VPRA by reimbursements from VDOT, VPRA agrees to provide the non-federal match funding noted in the table below, which amount shall be the VPRA Funding Commitment for the purposes of the Master Agreement:

Non-Federal Match	Federal CMAQ ¹	Total
\$656,252	\$2,625,008	\$3,281,260

3. The Grantee will fulfill (or collaborate directly with VDOT to facilitate the fulfillment of) all Project-related requirements associated with the use of CMAQ funding, and also any requirements associated with the non-federal state match funding supplied by VPRA under this Agreement. In addition, the Grantee shall ensure that the funding provided by VPRA pursuant to this Agreement is applied solely to costs eligible for such funding.
4. The Grantee will supply all funding needed for the Project in excess of the VPRA Funding Commitment.
5. The Project constitutes a Future Project under the Master Agreement.

ARTICLE 2. INCORPORATION OF MASTER AGREEMENT

The Master Agreement is hereby incorporated as if set out in full herein, which together with the terms of this Agreement, shall control the Project. To receive reimbursements, the Grantee shall submit reimbursement requests pursuant to § 2.9 of the Master Agreement.

[SIGNATURE PAGE FOLLOWS]

¹ The \$2,625,008 of Federal CMAQ funding will be supplied by the Federal Transit Administration directly to Grantee under a separate agreement to which VPRA is not a party.

**NORTHERN VIRGINIA TRANSPORTATION
COMMISSION AND POTOMAC AND
RAPPAHANNOCK TRANSPORTATION
COMMISSION**

BY: _____

TITLE: _____

DATE: _____

VIRGINIA PASSENGER RAIL AUTHORITY

BY: _____

TITLE: _____

DATE: _____

[SIGNATURE PAGE TO CAPITAL PROJECT ADDENDUM FOR WOODBRIDGE STATION IMPROVEMENTS]

**RESOLUTION #2596**

- SUBJECT:** Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the VPRA for the Rolling Road Platform Extension Project
- WHEREAS:** On August 4, 2022, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“Commissions”) entered into a Master Funding Agreement for VPRA-Supplied Funding on VRE Projects (“Master Funding Agreement”) with the Virginia Passenger Rail Authority;
- WHEREAS:** Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule and VPRA funding commitment;
- WHEREAS:** VPRA has identified up to \$600,000 in non-federal match funds available for the Rolling Road Platform Extension project;
- WHEREAS:** The VRE Operations Board recommends Commission approval of the proposed Capital Project Funding Addendum for the Rolling Road Platform Extension Project to facilitate VRE’s access to up to \$600,000 in non-federal match funds.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve the Capital Project Funding Addendum with VPRA for the Rolling Road Platform Extension Project and authorizes the acting VRE chief executive officer to execute the Addendum on behalf of the Commissions.

Approved this 8th day of January, 2025.

Chair

Secretary-Treasurer

Action ItemOperations Board Meeting
AGENDA ITEM REPORT

To: Chair Bagley and the VRE Operations Board

From: Dallas Richards

Date: December 19, 2025

Re: Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for Rolling Road Platform Extension Project

RECOMMENDATION:

The VRE Operations Board is asked to recommend approval and authorization to execute a capital project funding addendum with VPRA for the Rolling Road Platform Extension Project.

SUMMARY:

This Capital Project Funding Addendum is required by the *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* between the Commissions and VPRA in order for VRE to access VPRA-supplied funding. This Capital Project Funding Addenda would facilitate VPRA providing up to \$600,000 in non-federal match funds to VRE for the Rolling Road passenger platform extension project.

BACKGROUND INFORMATION:

On August 4, 2022, the Commissions entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* ("Master Funding Agreement") with the Virginia Passenger Rail Authority. This agreement transferred projects previously funded by the Department of Rail and Public Transportation to VPRA. Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project's scope, budget, schedule, and VPRA funding commitment.

FISCAL IMPACT:

This Capital Project Funding Addendum would allow VRE to access up to \$600,000 of non-federal match funds for the Rolling Road Platform Extension project.

ATTACHMENTS:

[Output Document \(2025-141\) - Pdf](#)
[ROLLING ROAD PROJECT ADDENDUM execution copy](#)



Virginia Railway Express Operations Board

Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for Rolling Road Platform Extension Project

WHEREAS, on August 4, 2022, the Commissions entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* (“Master Funding Agreement”) with the Virginia Passenger Rail Authority; and,

WHEREAS, under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule, and VPRA funding commitment; and,

WHEREAS, VPRA has identified up to \$600,000 in non-federal match funds available for the Rolling Road Platform Extension project; and,

WHEREAS, VRE staff recommends approval of the proposed Capital Project Funding Addendum for the Rolling Road Platform Extension Project to facilitate VRE’s access to up to \$600,000 in non-federal match funds;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions approve the Capital Project Funding Addendum with VPRA for the Rolling Road Platform Extension Project, and authorize the Acting VRE Chief Executive Officer to execute the Addendum on behalf of the Commissions.

INTRODUCTION AND VOTE RECORD:

MOTION:

SECOND:

Ayes:

Nays:

Abstentions:

Absent from Vote:

December 19, 2025
Capital Project Addendum for
Rolling Road Station Improvements

between

Virginia Passenger Rail Authority

and

Northern Virginia Transportation
Commission, and Potomac and
Rappahannock Transportation
Commission

UPC 11289

This capital project addendum for the construction of improvements to the Rolling Road Station (“**Agreement**”) is between (i) the Virginia Passenger Rail Authority (“**VPRA**”) and (ii) the Northern Virginia Transportation Commission (“**NVTC**”) and the Potomac and Rappahannock Transportation Commission (“**PRTC**” and together with NVTC, the “**Commissions**”), as joint owners and operators of the Virginia Railway Express commuter rail service (“**VRE**”) (the Commissions are referred to as “**Grantee**”) (VPRA and Grantee collectively referred to as the “**Parties**”).

RECITALS

WHEREAS, the Grantee operates commuter rail services and desires to extend the passenger platform at Rolling Road station (the “**Project**”); and

WHEREAS, VPRA desires to make available to the Grantee certain Congestion Mitigation and Air Quality Improvement (“**CMAQ**”) funding and non-federal state match funding in support of preliminary design, environmental, and final design tasks associated with Project; and

WHEREAS, the Parties have entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* dated August 4, 2022 (the “**Master Agreement**”); and

WHEREAS, the Master Agreement contemplates the Parties entering into a capital project addendum for VPRA-Supplied Funding, on a project-specific basis; and

WHEREAS, the Parties now desire to enter into this Agreement facilitate the provision of the CMAQ funding by VPRA to the Grantee in support of the Project.

AGREEMENT

NOW, THEREFORE, in consideration of the covenants and agreements set forth, and other good and valuable consideration, the sufficiency of which is acknowledged, the Parties agree as follows.

ARTICLE 1. SCOPE OF WORK, TERM AND BUDGET

1. The Work to be performed by the Grantee under the terms of this Agreement is the extension of the passenger platform at the VRE Rolling Road station. For clarity, the Work has already been performed at the time of execution of this Agreement.
2. In support of the Project, and to the extent equal amounts are made available to VPRA by reimbursements from VDOT, VPRA agrees to provide up to \$600,000 in non-federal match funding, which amount shall be the VPRA Funding Commitment for the purposes of the Master Agreement. To the extent there are unused residual funds remaining of the VPRA Funding Commitment not used by Grantee for the Project, then Grantee shall collaborate with VDOT with respect to the use of such residual funds, and VPRA will make such residual funds available in accordance with the instructions of VDOT.

3. The Grantee will fulfill (or collaborate directly with VDOT to facilitate the fulfillment of) all Project-related requirements associated with the use of CMAQ funding, and also any requirements associated with the non-federal state match funding supplied by VPRA under this Agreement. In addition, the Grantee shall ensure that the funding provided by VPRA pursuant to this Agreement is applied solely to costs eligible for such funding.
4. The Grantee will supply all funding needed for the Project in excess of the VPRA Funding Commitment.
5. The Project constitutes the Initial Project referred to as “Rolling Road Platform Extension” under the Master Agreement, and the funding supplied by VPRA under this Agreement fully satisfies VPRA’s Initial VPRA Funding Commitment with respect to that project.

ARTICLE 2. INCORPORATION OF MASTER AGREEMENT

The Master Agreement is hereby incorporated as if set out in full herein, which together with the terms of this Agreement, shall control the Project. To receive reimbursements, the Grantee shall submit reimbursement requests pursuant to § 2.9 of the Master Agreement.

[SIGNATURE PAGE FOLLOWS]

**NORTHERN VIRGINIA TRANSPORTATION
COMMISSION AND POTOMAC AND
RAPPAHANNOCK TRANSPORTATION
COMMISSION**

BY: _____

TITLE: _____

DATE: _____

VIRGINIA PASSENGER RAIL AUTHORITY

BY: _____

TITLE: _____

DATE: _____

[SIGNATURE PAGE TO CAPITAL PROJECT ADDENDUM FOR ROLLING ROAD STATION IMPROVEMENTS]

**RESOLUTION #2597**

- SUBJECT:** Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Backlick Road Platform Extension Project
- WHEREAS:** On August 4, 2022, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“Commissions”) entered into a Master Funding Agreement for VPRA-Supplied Funding on VRE Projects (“Master Funding Agreement”) with the Virginia Passenger Rail Authority;
- WHEREAS:** Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule and VPRA funding commitment;
- WHEREAS:** VPRA has identified up to \$2.5 million in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds available for the Backlick Road Platform Extension project; and
- WHEREAS:** The VRE Operations Board recommends Commission approval of the proposed Capital Project Funding Addendum for the Backlick Road Platform Extension Project to facilitate VRE’s access to up to \$2.5 million in CMAQ and non-federal match funds.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve the Capital Project Funding Addendum with VPRA for the Backlick Road Platform Extension Project and authorize the acting VRE chief executive officer to execute the Addendum on behalf of the Commissions.

Approved this 8th day of January, 2025.

Chair

Secretary-Treasurer

Action ItemOperations Board Meeting
AGENDA ITEM REPORT

To: Chair Bagley and the VRE Operations Board

From: Dallas Richards

Date: December 19, 2025

Re: Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for Backlick Road Platform Extension Project

RECOMMENDATION:

The VRE Operations Board is asked to recommend approval and authorization to execute a capital project funding addendum with VPRA for the Backlick Road Platform Extension Project.

SUMMARY:

This Capital Project Funding Addendum is required by the *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* between the Commissions and VPRA in order for VRE to access VPRA-supplied funding. This Capital Project Funding Addenda would facilitate VPRA providing up to \$2.5M in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds to VRE for the Backlick Road passenger platform extension project.

BACKGROUND INFORMATION:

On August 4, 2022, the Commissions entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* ("Master Funding Agreement") with the Virginia Passenger Rail Authority. This agreement transferred projects previously funded by the Department of Rail and Public Transportation to VPRA. Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project's scope, budget, schedule, and VPRA funding commitment.

FISCAL IMPACT:

This Capital Project Funding Addendum would allow VRE to access up to \$2M of CMAQ funds and \$500,000 non-federal match funds for the Rolling Road Platform Extension project.

ATTACHMENTS:

[Output Document \(2025-140\) - Pdf](#)

[BACKLICK RD ST_PROJECT ADDENDUM \[execution copy\]](#)



Virginia Railway Express Operations Board

Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for Backlick Road Platform Extension Project

WHEREAS, on August 4, 2022, the Commissions entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* (“Master Funding Agreement”) with the Virginia Passenger Rail Authority; and,

WHEREAS, under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule, and VPRA funding commitment; and,

WHEREAS, VPRA has identified up to \$2.5M in CMAQ and non-federal match funds available for the Backlick Road Platform Extension project; and,

WHEREAS, VRE staff recommends approval of the proposed Capital Project Funding Addendum for the Backlick Road Platform Extension Project to facilitate VRE’s access to up to \$2.5M in CMAQ and non-federal match funds;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions approve the Capital Project Funding Addendum with VPRA for the Backlick Road Platform Extension Project, and authorize the Acting VRE Chief Executive Officer to execute the Addendum on behalf of the Commissions.

INTRODUCTION AND VOTE RECORD:

MOTION:

SECOND:

Ayes:

Nays:

Abstentions:

Absent from Vote:

December 19, 2025
Capital Project Addendum for
Backlick Road Station Improvements

between

Virginia Passenger Rail Authority

and

Northern Virginia Transportation
Commission, and Potomac and
Rappahannock Transportation
Commission

UPC 126374

This capital project addendum for the construction of improvements to the Backlick Road Station (“**Agreement**”) is between (i) the Virginia Passenger Rail Authority (“**VPRA**”) and (ii) the Northern Virginia Transportation Commission (“**NVTC**”) and the Potomac and Rappahannock Transportation Commission (“**PRTC**” and together with NVTC, the “**Commissions**”), as joint owners and operators of the Virginia Railway Express commuter rail service (“**VRE**”) (the Commissions are referred to as “**Grantee**”) (VPRA and Grantee collectively referred to as the “**Parties**”).

RECITALS

WHEREAS, the Grantee operates commuter rail services and desires to extend the passenger rail platform at the Backlick Road Station to accommodate eight-car trains, and to make other related upgrades (the “**Project**”); and

WHEREAS, VPRA desires to make available to the Grantee certain Congestion Mitigation and Air Quality Improvement (“**CMAQ**”) funding and non-federal state match funding in support of preliminary design, environmental, and final design tasks associated with Project; and

WHEREAS, the Parties have entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* dated August 4, 2022 (the “**Master Agreement**”); and

WHEREAS, the Master Agreement contemplates the Parties entering into a capital project addendum for VPRA-Supplied Funding, on a project-specific basis; and

WHEREAS, the Parties now desire to enter into this Agreement facilitate the provision of the CMAQ funding by VPRA to the Grantee in support of the Project.

AGREEMENT

NOW, THEREFORE, in consideration of the covenants and agreements set forth, and other good and valuable consideration, the sufficiency of which is acknowledged, the Parties agree as follows.

ARTICLE 1. SCOPE OF WORK, TERM AND BUDGET

1. The Work to be performed by the Grantee under the terms of this Agreement is preliminary design, environmental, and final design tasks associated with the extension (by approximately 290 feet) of the passenger station platform at Backlick Road Station to allow for more efficient passenger loading and unloading, and ancillary improvements.
2. In support of the Project, and to the extent equal amounts are made available to VPRA by reimbursements from VDOT, VPRA agrees to provide the non-federal match funding noted in the table below, which amount shall be the VPRA Funding Commitment for the purposes of the Master Agreement:

Non-Federal Match	Federal CMAQ ¹	Total
\$500,000	\$2,000,000	\$2,500,000

3. The Grantee will fulfill (or collaborate directly with VDOT to facilitate the fulfillment of) all Project-related requirements associated with the use of CMAQ funding, and also any requirements associated with the non-federal state match funding supplied by VPRA under this Agreement. In addition, the Grantee shall ensure that the funding provided by VPRA pursuant to this Agreement is applied solely to costs eligible for such funding.
4. The Grantee will supply all funding needed for the Project in excess of the VPRA Funding Commitment.
5. The Project constitutes the Initial Project referred to as “Backlick Road Station Improvement” under the Master Agreement, and the funding supplied by VPRA under this Agreement fully satisfies VPRA’s Initial VPRA Funding Commitment with respect to that project.

ARTICLE 2. INCORPORATION OF MASTER AGREEMENT

The Master Agreement is hereby incorporated as if set out in full herein, which together with the terms of this Agreement, shall control the Project. To receive reimbursements, the Grantee shall submit reimbursement requests pursuant to § 2.9 of the Master Agreement.

[SIGNATURE PAGE FOLLOWS]

¹ The \$2,000,000 of Federal CMAQ funding will be supplied by the Federal Transit Administration directly to Grantee under a separate agreement to which VPRA is not a party.

**NORTHERN VIRGINIA TRANSPORTATION
COMMISSION AND POTOMAC AND
RAPPAHANNOCK TRANSPORTATION
COMMISSION**

BY: _____

TITLE: _____

DATE: _____

VIRGINIA PASSENGER RAIL AUTHORITY

BY: _____

TITLE: _____

DATE: _____

[SIGNATURE PAGE TO CAPITAL PROJECT ADDENDUM FOR BACKLICK ROAD STATION IMPROVEMENTS]

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

To: Chair Bagley and the VRE Operations Board
From: Dallas Richards
Date: December 19, 2025
Re: Proposed 2026 VRE Operations Board Meeting Calendar

The VRE Operations Board Bylaws specify that regular Board meetings are held on the third Friday of each month, except in August. The Bylaws also require the Board, at its annual meeting—the first meeting in January—to adopt a schedule of dates, times, and locations for its regular meetings.

Attached is a proposed schedule for 2026 for Members' review and consideration. Because the Juneteenth Federal holiday falls on the third Friday in June, an alternative date is recommended. Staff proposes Friday, June 26, 2026 as the replacement.

In January, staff will present a final 2026 meeting schedule for adoption based on the Board's direction.

ATTACHMENTS:

[Proposed VRE Operations Board 2026 Meeting Schedule](#)

VRE Operations Board 2026 Meeting Schedule

Meeting Location: OmniRide Transit Center at 14700 Potomac Mills Rd., Woodbridge, VA 22192

Jan 2026						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Feb 2026						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

Mar 2026						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Apr 2026						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May 2026						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Jun 2026						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	*26	27
28	29	30				

Jul 2026						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Aug 2026						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Sep 2026						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Oct 2026						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Nov 2026						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Dec 2026						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Virginia Railway Express Operations Board Meeting - 9:00 AM

* Proposed date

Federal Holiday

Committee Meetings:

Finance Committee – February, June, and October – following the Operations Board Meeting

CEO & CLO Evaluation Committee – May, July TBD

Audit Committee - June OR July, and November at 8:30 A.M

Legislative Committee – July and September

AGENDA ITEM #12 Department of Rail and Public Transportation (DRPT)

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice
DATE: December 30, 2025
SUBJECT: Department of Rail and Public Transportation (DRPT)

At the January 2026 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 [December 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: December 31, 2025

SUBJECT: Virginia Department of Rail and Public Transportation (DRPT) Update

Commonwealth Transportation Board (CTB) Updates: At the December CTB meeting, DRPT presented a summary of findings and recommendations from the MERIT Program review where we recommended that CTB follow the Transit Service Delivery Advisory Committee (TSDAC)'s resolution to delay consideration of the proposed operating and capital formula changes until the June 2026 Action meeting. Based on the considerable work done to date, we discussed that DRPT's formal recommendation to CTB in May for June adoption should:

1. Apply more outcome-focused and less input-focused metrics than the current formula
2. More directly address performance-basis
3. Incentivize cost-efficiency and reward agencies that carry more riders per dollar
4. Provide a stable framework for future enhancements once passenger miles traveled (PMT) and mode level data tools are improved.

CTB will be voting on DRPT's resolution pertaining to deferral of action on the MERIT formula changes at January's Action Meeting.

At the January workshop, CTB will be hearing from consultants for the Commonwealth-funded WMATA Operational Analysis on their preliminary findings of potential cost savings measures, based on extensive interviews and document analysis over the past three months. The final report is expected in late January. Both the workshop and the Action Meeting are scheduled for January 6 in Richmond.

Please find my Director's Report from the December meeting attached.

Governor's Proposed Budget: On December 17, Governor Youngkin released his proposed budget for the FY27-28 Biennium. For FY27, the total appropriation for the Commonwealth Mass Transit Fund is estimated to be \$546,300,000, about \$2 million more than in FY26. Per the legislated formulas, this funding would result in \$231.9 million for NVTC to fund WMATA,

\$17.4 million for VRE, \$122 million for statewide transit operating assistance, \$70 million for statewide capital assistance and \$14 million for the Transit Ridership Incentive Program (TRIP) among other programs.

Reminder: *FY 2027 DRPT Grant Applications*: DRPT's FY 2027 application process for all our grant programs opened on December 1 and will close on February 1. Grantee resources are available on our [website](#).

Staffing Update: We are excited to welcome Gabe Ortiz to his new role at DRPT as NOVA Transit Programs Manager. He has been the NOVA Commuter Programs Manager for the last eight-plus years. His grantees are Loudoun County, Fairfax City/CUE, Fairfax County, Alexandria, DASH, and NVTC.



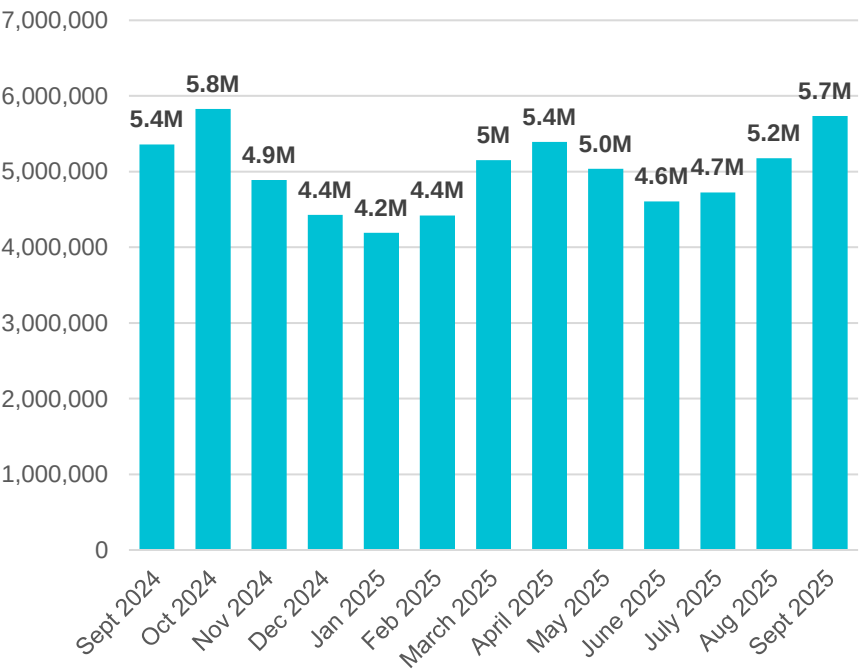
Director's Report

December 2025

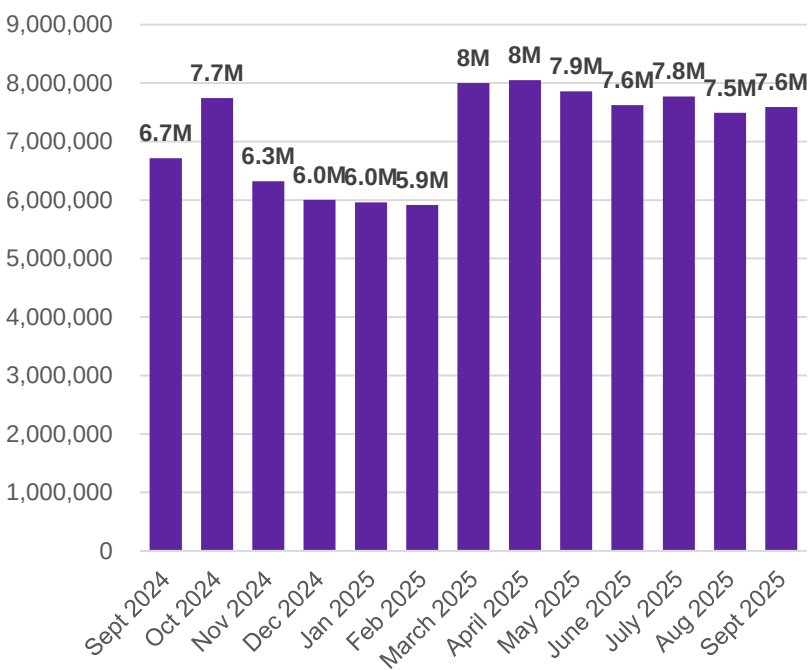


Statewide Transit Ridership

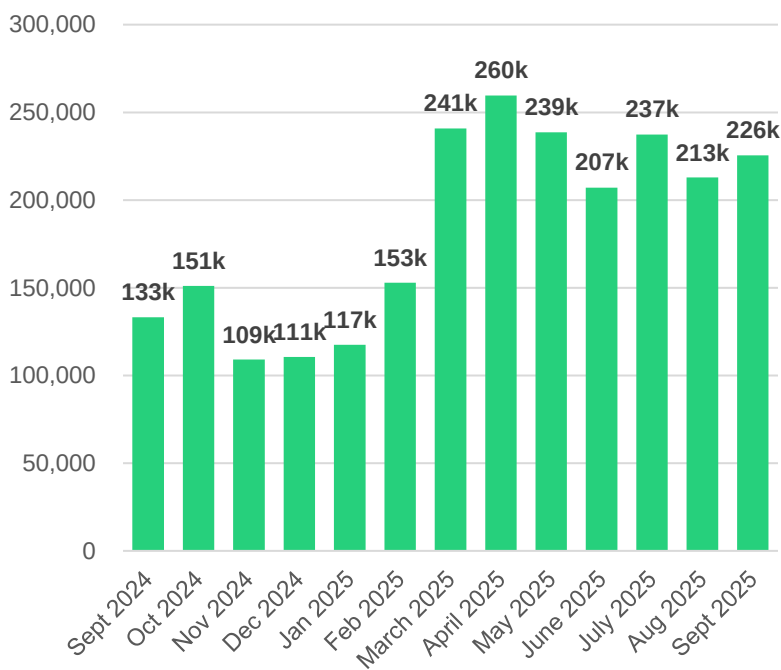
Statewide Transit Ridership – September 2024 to September 2025



Virginia Agencies



WMATA

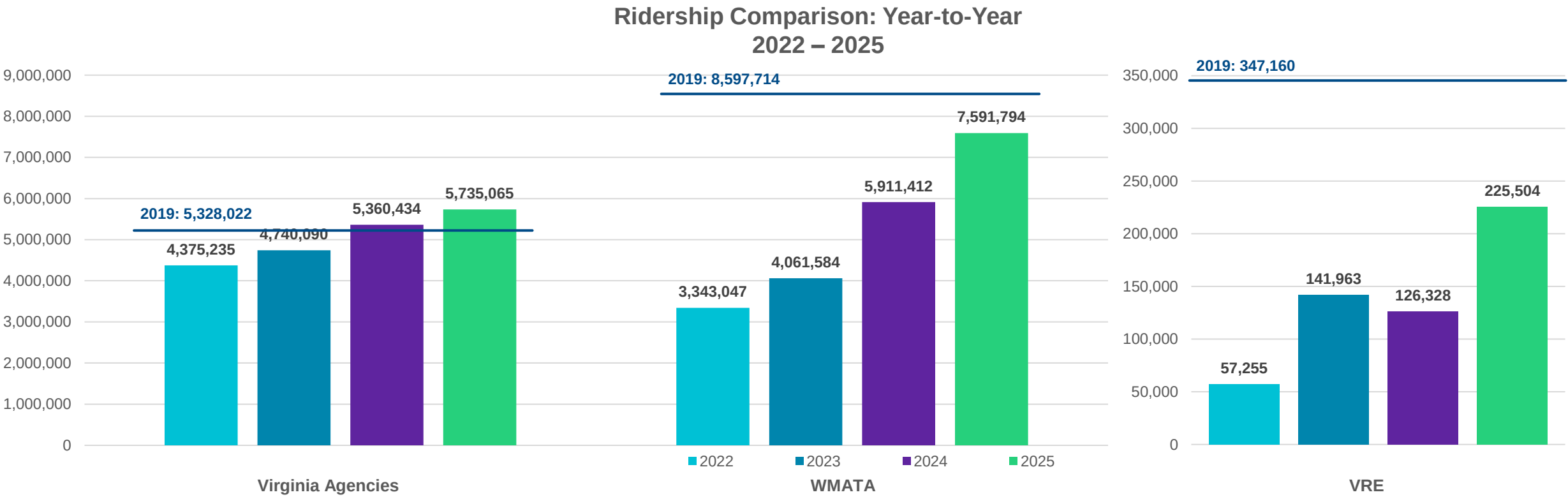


VRE

Agencies	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Total*
Virginia Agencies	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	5,178,330	5,735,065	59,584,385
VRE	133,247	150,972	109,026	110,625	117,466	152,882	240,794	259,585	238,518	207,130	237,363	212,798	225,504	2,262,663
WMATA	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	7,491,352	7,591,794	86,323,639
All Agencies + VRE + WMATA	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	12,882,480	13,552,363	148,170,687

*Last 12 Months

Statewide Ridership Comparison: September Year-to-Year



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	4,375,235	4,740,090	5,360,434	5,735,065	31%	21%	7%
VRE	57,255	141,963	126,328	225,504	294%	59%	79%
WMATA	3,343,047	4,061,584	5,911,412	7,591,794	127%	87%	28%
All Agencies + VRE + WMATA	7,775,537	8,943,637	11,398,174	13,552,363	74%	52%	19%

Virginia Breeze Ridership – September

In September 2025, ridership on VA Breeze routes totaled 5,316 which was:

- 186% higher than original estimates, and
- 5% higher than September 2024

In September 2025, the VA Breeze contributed to a reduction of 207 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 12% higher than September 2024
- Farebox Rev. – 14% higher than September 2024

Piedmont Express:

- Ridership – 5% higher than September 2024
- Farebox Rev. – 6% higher than September 2024

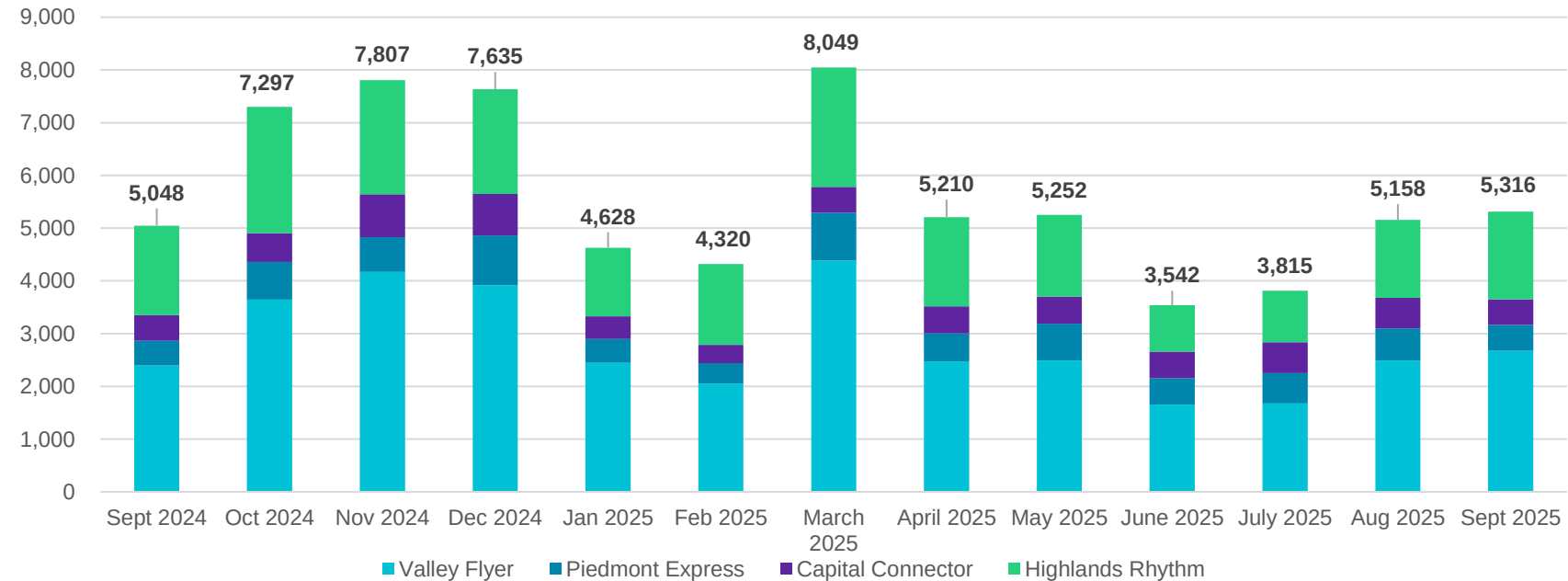
Capital Connector:

- Ridership – equal to September 2024
- Farebox Rev. – 7% higher than September 2024

Highlands Rhythm:

- Ridership – 2% lower than September 2024
- Farebox Rev – 2% lower than September 2024

Virginia Breeze Ridership by Route – September 2024 to September 2025



Route	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Total*
Valley Flyer	2,399	3,645	4,171	3,920	2,448	2,057	4,385	2,475	2,489	1,655	1,675	2,493	2,676	34,089
Piedmont Express	467	717	656	940	448	384	908	531	702	499	577	606	490	7,458
Capital Connector	483	545	816	790	432	345	490	513	508	504	585	581	484	6,593
Highlands Rhythm	1,699	2,390	2,164	1,985	1,300	1,534	2,266	1,691	1,553	884	978	1,478	1,666	19,889
All Routes	5,048	7,297	7,807	7,635	4,628	4,320	8,049	5,210	5,252	3,542	3,815	5,158	5,316	68,029

*Last 12 Months

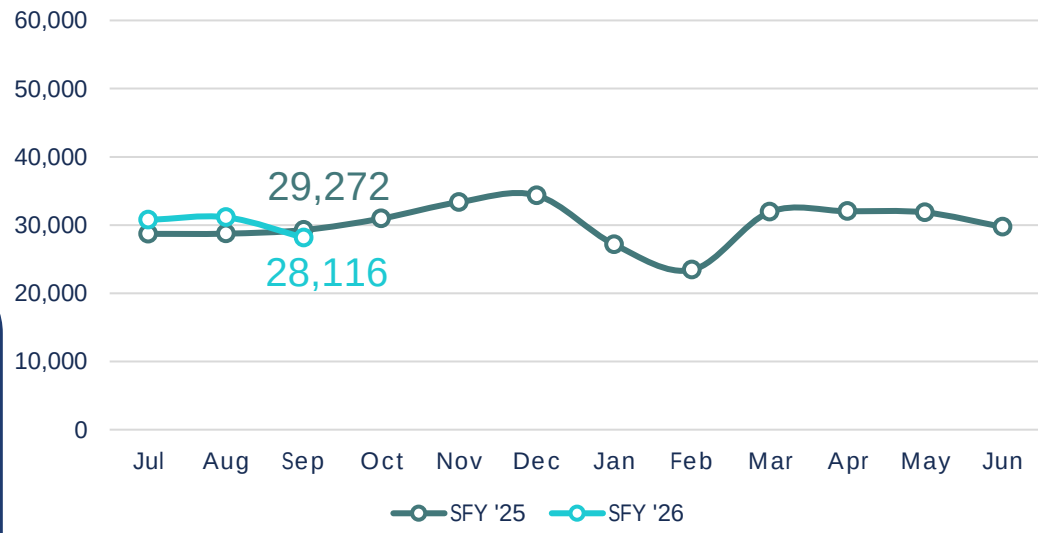
Virginia-Supported Monthly Ridership by Route SFY '26 vs. SFY '25

Four trains will be cancelled November 3rd due to freight partner trackwork outside of Norfolk.

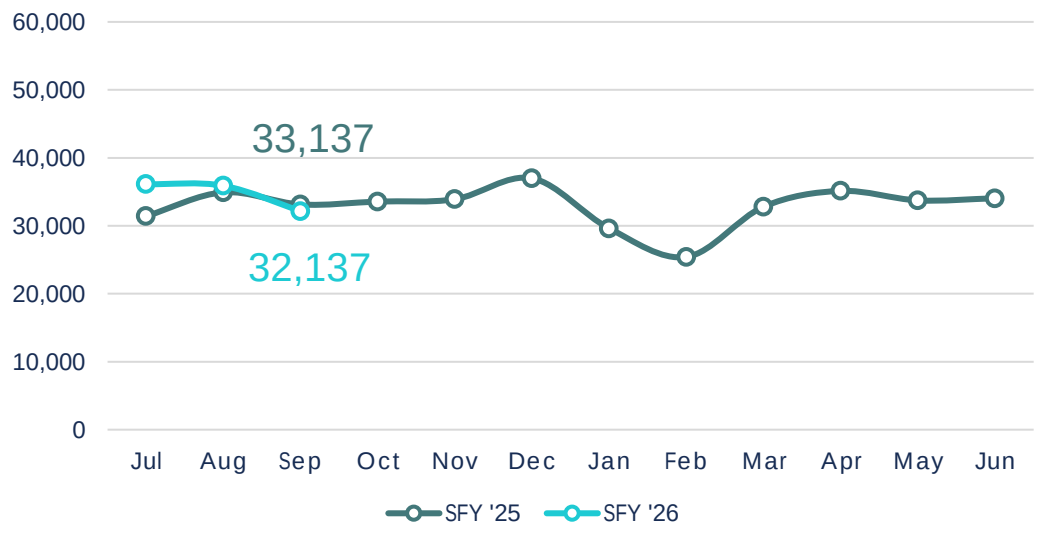
All passengers were notified and rebooked on connector buses.



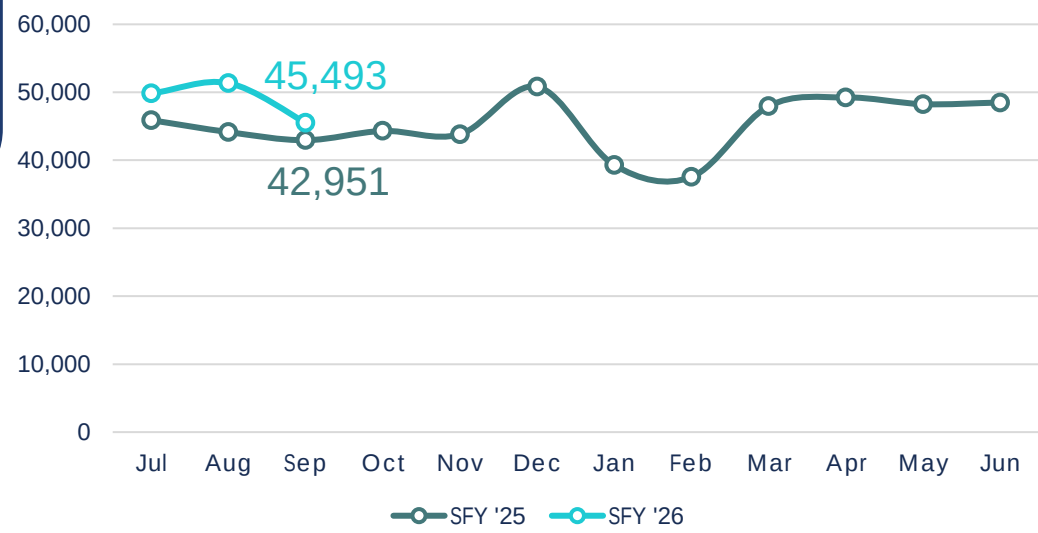
Route 46: Roanoke (-3.9%)



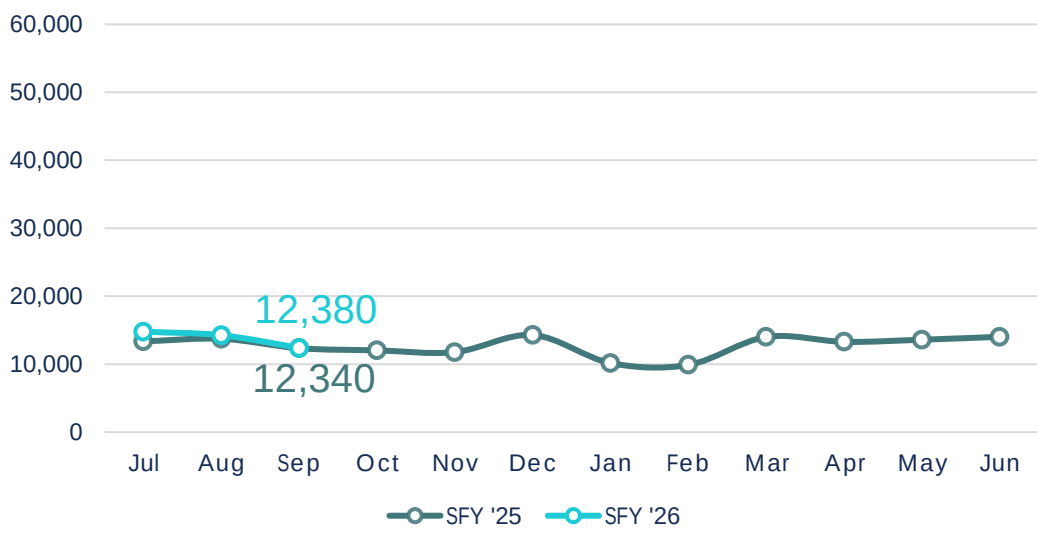
Route 47: Newport News (-3.0%)



Route 50: Norfolk (+5.9%)

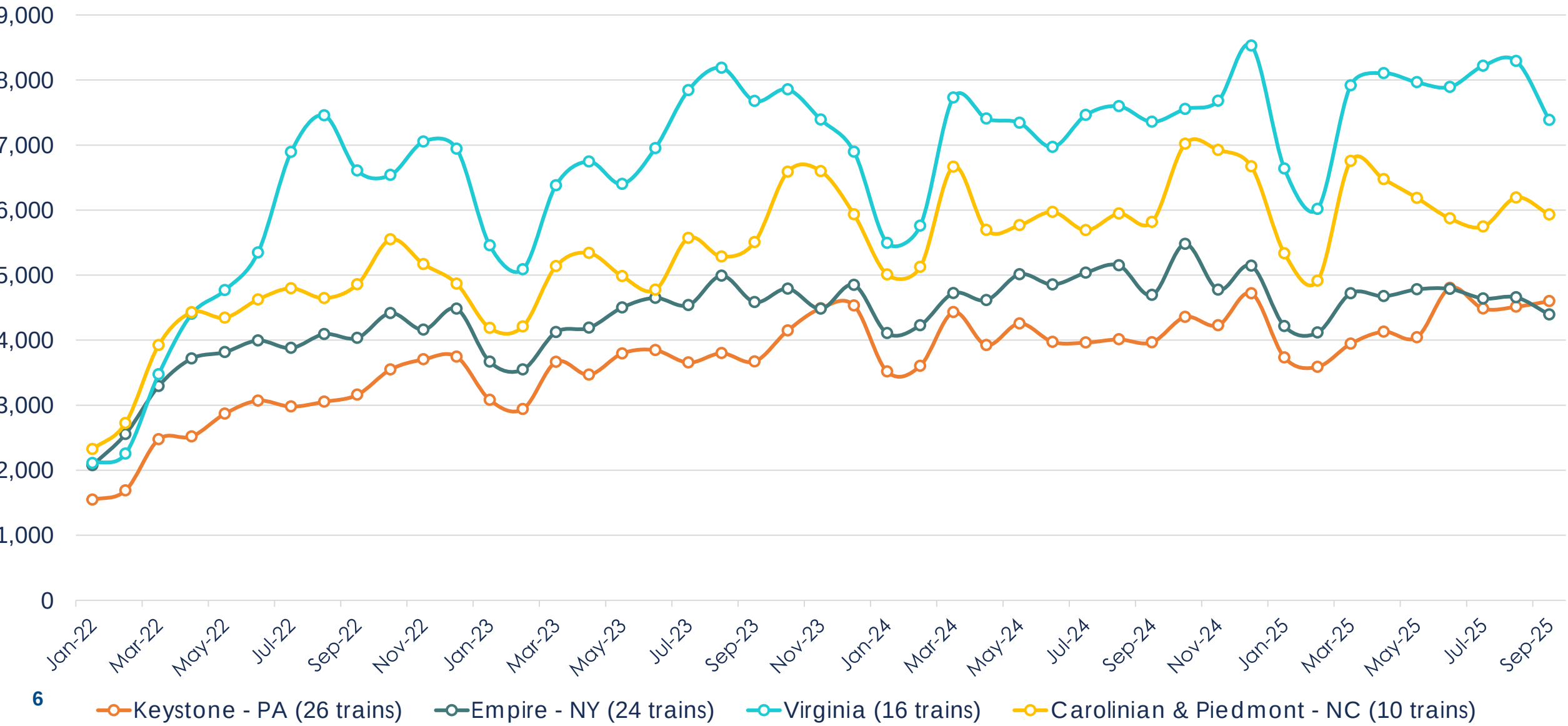


Route 51: Richmond (+0.3%)



Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains



DRPT Next Stop: 2030

DRPT's Strategic Plan

Create a positive impact on the Commonwealth

- Statewide transit ridership (including WMATA and VRE) in September 2025 was 13.6 million, up 19% from 11.4 million in September 2024.
- The Virginia Breeze transported 5,316 people in September 2025, up 5% from 5,045 in September 2024. Systemwide, the Virginia Breeze had a 76% On-Time Performance rate in September, its best rate in three years.
- DRPT will receive over \$8M from the FTA Bus and Bus Facilities program to replace 78 rural transit buses and vans for 11 transit agencies. FTA made this announcement in November.
- DRPT has selected Academy as the operator for the new Tidewater Current intercity bus service, which will connect Hampton Roads to the Shenandoah Valley along the I-64 corridor. DRPT anticipates the service starting in Spring 2026.

Foster innovative practical solutions

- DRPT will participate in the HB2627 Autonomous Driving Systems Work Group, which will kick off the process to identify operational, technical, and legal issues presented by the operation of autonomous driving systems.
- On October 24, the Joint Commission on Healthcare (JCHC) met and received a report from its staff on strategies to address transportation barriers to health care, particularly in rural areas.
- The report produced several findings and recommendations related to the FTA Section 5310 (enhanced mobility for seniors and individuals with disabilities) that DRPT funds.
- The report also provided several options for members of the JCHC to adopt, including, increasing DRPT's matching funding for human services, add funding for DRPT to provide technical assistance for section 5310 grantees, establish a grant for mobility management services and regional transportation hubs, and establish a rural microtransit grant program.

DRPT Next Stop: 2030

DRPT's Strategic Plan

Convene with partners and stakeholders

- From November 18-20, DRPT hosted several workshops for new and returning transit grant recipients ahead of the FY27 SYIP.
- On November 19, DRPT attended the WMATA West Falls Church Joint Redevelopment Project Groundbreaking.
- DRPT attended the I-495 NEXT Express Lanes Ribbon Cutting Ceremony on November 21.
- On November 24, DRPT hosted a TSDAC meeting for the Committee regarding the three-year MERIT review.

Cultivate a sustainable well-managed organization

- On November 6, DRPT Rail Capital Programs Manager performed site inspections in Portsmouth, Norfolk and Chesapeake for the following Norfolk Portsmouth Belt Line (NPBL) in-progress projects:
 - Port Norfolk Rail Transload Facility (FY25 FREIGHT Program Grant)
 - Berkley Yard Lead and Switches Project (FY24 Rail Preservation Program Grant)
 - Southern Branch Rehabilitation Project (FY24 Rail Preservation Program Grant)
 - Programmatic Rail Infrastructure Upgrades project (FY26 Rail Preservation Program Grant)

TO: Chair Snyder and NVTC Commissioners
FROM: Kate Mattice
DATE: December 30, 2025
SUBJECT: Executive Director Report

At the January 2026 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 January 2026 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 Financial Reports

The [November 2025 Financial Reports](#) are provided as information.

C. NVTC Letters of Support

At the request of Loudoun County, two letters of support were sent to the Department of Rail and Public Transportation (DRPT) expressing NVTC's support for two county grant applications for the DRPT Demonstration Project Assistance Program. The [first letter supports the county's grant application for \\$1.43 million](#) to support an additional year of the Leesburg microtransit pilot that is providing transit service across six square miles of Leesburg, with multiple connection points to existing Loudoun County Transit services. The [second letter supports the county's grant application for \\$5.51 million](#) for an on-demand two-year microtransit pilot that will offer transit service across approximately 14 square miles of Sterling, with multiple connection points to existing Loudoun County Transit services.

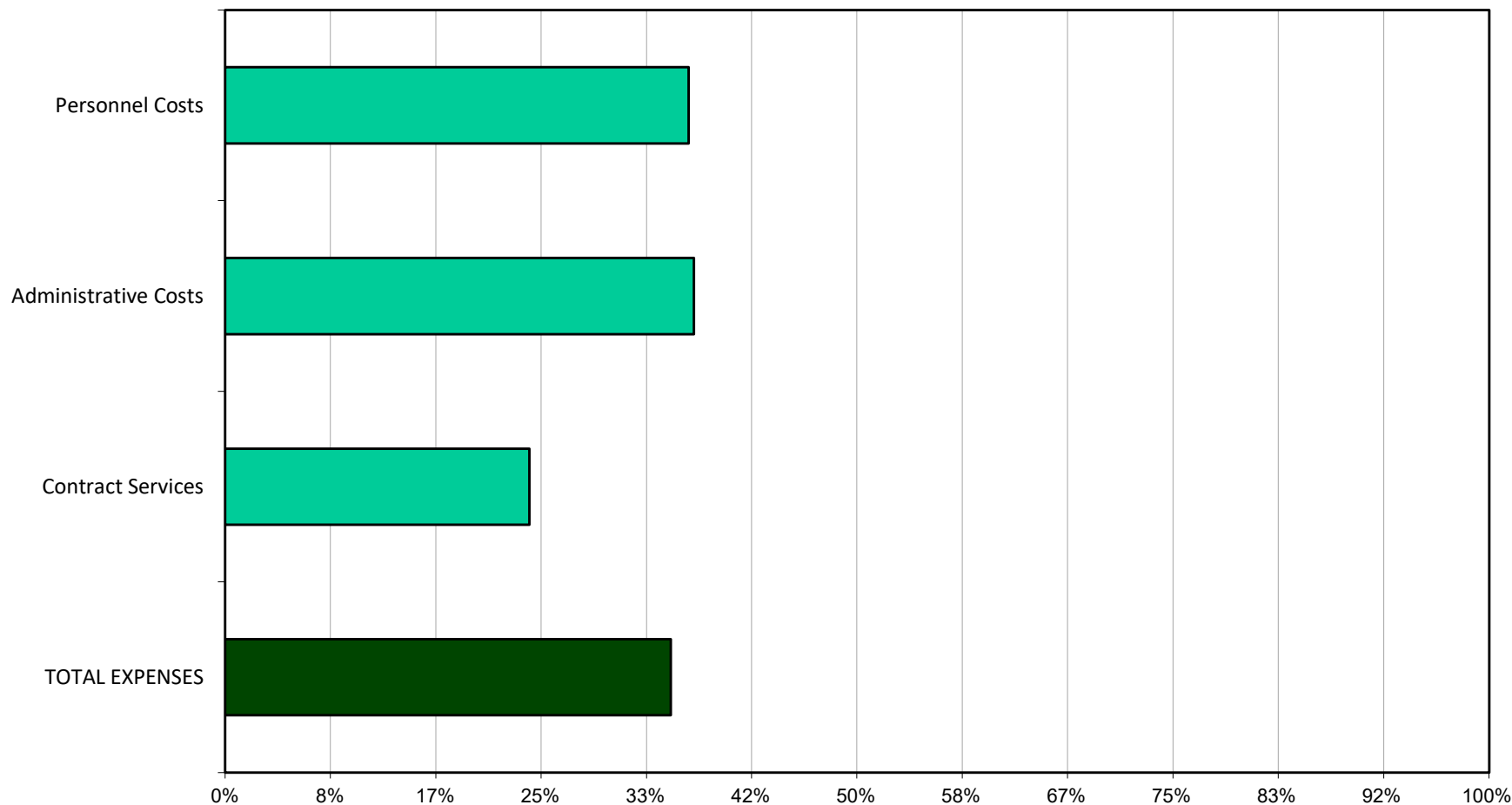


Northern Virginia Transportation Commission

Financial Reports
November 2025

PERCENTAGE OF FY 2026 NVTC ADMINISTRATIVE BUDGET USED

November 2025
(TARGET 41.7% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
November 2025

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 208,093.01	\$ 1,089,358.57	\$ 2,934,000.00	\$ 1,844,641.43	62.9%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>208,093.01</u>	<u>1,089,358.57</u>	<u>2,934,000.00</u>	<u>1,844,641.43</u>	<u>62.9%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	12,438.37	75,105.23	205,000.00	129,894.77	63.4%
Group Health Insurance	12,745.47	80,129.30	255,000.00	174,870.70	68.6%
Retirement	18,113.00	90,565.00	238,000.00	147,435.00	61.9%
Workmans & Unemployment Compensation	119.45	591.29	6,400.00	5,808.71	90.8%
Life Insurance	154.35	703.63	6,700.00	5,996.37	89.5%
Long Term Disability Insurance	1,384.16	6,866.84	18,800.00	11,933.16	63.5%
Total Benefit Costs	<u>44,954.80</u>	<u>253,961.29</u>	<u>729,900.00</u>	<u>475,938.71</u>	<u>65.2%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	850.00	3,600.00	15,000.00	11,400.00	76.0%
<i>Rents:</i>	<i>37,377.30</i>	<i>186,110.47</i>	<i>474,500.00</i>	<i>288,389.53</i>	<i>60.8%</i>
Office Rent	36,070.20	180,592.65	454,000.00	273,407.35	60.2%
Parking & Transit Benefits	1,307.10	5,517.82	20,500.00	14,982.18	73.1%
<i>Insurance:</i>	<i>625.00</i>	<i>2,225.00</i>	<i>8,900.00</i>	<i>6,675.00</i>	<i>75.0%</i>
Public Official Bonds	300.00	600.00	2,600.00	2,000.00	76.9%
Liability and Property	325.00	1,625.00	6,300.00	4,675.00	74.2%
<i>Travel:</i>	<i>4,939.94</i>	<i>20,995.32</i>	<i>76,500.00</i>	<i>55,504.68</i>	<i>72.6%</i>
Conference / Professional Development	5,194.55	17,339.77	54,500.00	37,160.23	68.2%
Non-Local Travel	30.00	284.00	2,500.00	2,216.00	88.6%
Local Travel, Meetings and Related Expenses	(284.61)	3,371.55	19,500.00	16,128.45	82.7%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
November 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>	1,158.57	7,373.76	19,400.00	12,026.24	62.0%
Postage	151.17	453.51	1,400.00	946.49	67.6%
Telephone and Data	1,007.40	6,920.25	18,000.00	11,079.75	61.6%
<i>Publications & Supplies</i>	3,212.18	12,158.92	35,700.00	23,541.08	65.9%
Office Supplies	-	1,245.41	2,000.00	754.59	37.7%
Duplication and Paper	1,000.00	5,289.47	8,700.00	3,410.53	39.2%
Public Engagement	2,212.18	5,624.04	25,000.00	19,375.96	77.5%
<i>Operations:</i>	3,384.82	20,077.55	55,900.00	35,822.45	64.1%
Furniture and Equipment (Capital)	180.19	3,995.65	18,400.00	14,404.35	78.3%
Repairs and Maintenance	-	112.56	1,000.00	887.44	88.7%
Computer Operations	3,204.63	15,969.34	36,500.00	20,530.66	56.2%
<i>Other General and Administrative:</i>	847.56	6,356.56	11,900.00	5,543.44	46.6%
Memberships	83.33	515.88	1,600.00	1,084.12	67.8%
Fees and Miscellaneous	764.23	4,140.68	8,800.00	4,659.32	52.9%
Advertising (Personnel/Procurement)	-	1,700.00	1,500.00	(200.00)	-13.3%
Total Administrative Costs	<u>52,395.37</u>	<u>258,897.58</u>	<u>697,800.00</u>	<u>438,902.42</u>	<u>62.9%</u>
<u>Contracting Services</u>					
Auditing	-	18,100.00	26,400.00	8,300.00	31.4%
Contract Services and Support					
Commuter Choice	20,290.20	43,474.75	146,500.00	103,025.25	70.3%
Research Support (excludes carryover)	-	11,056.24	250,000.00	238,943.76	95.6%
Other Technical	7,656.67	52,703.35	120,000.00	67,296.65	56.1%
Legal	<u>2,500.00</u>	<u>12,500.00</u>	<u>30,000.00</u>	<u>17,500.00</u>	<u>58.3%</u>
Total Contract Services	<u>30,446.87</u>	<u>137,834.34</u>	<u>572,900.00</u>	<u>435,065.66</u>	<u>75.9%</u>
 Total Gross G&A Expenses	 <u>\$ 335,890.05</u>	 <u>\$ 1,740,051.78</u>	 <u>\$ 4,934,600.00</u>	 <u>\$ 3,194,548.22</u>	 <u>64.7%</u>

NVTC
RECEIPTS and DISBURSEMENTS
November 2025

November 2025			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
3	DMV	Motor Vehicle Fuels Sales tax receipts					\$ 3,071,767.22
3	DMV	CROC			1,250,000.00		
5	DRPT	Capital grant receipt - Fairfax					254,067.07
6	Arlington	G&A contribution		59,397.00			
14	DRPT	Operating assistance - Alexandria					2,612,697.77
14	DRPT	Operating assistance - Arlington					1,475,911.76
14	DRPT	Capital and operating assistance - VRE			4,349,894.00		
18	DRPT	Capital grant receipt - Alexandria					42,104.07
18	Falls Church	G&A contribution		1,947.00			
20	City of Fairfax	G&A contribution		4,256.00			
24	DRPT	Capital and operating assistance - WMATA					19,786,064.33
24	DRPT	Capital grant receipt - Arlington					327,799.60
28	DMV	Motor Vehicle Fuels Sales tax receipts					2,900,183.53
28	DMV	CROC			1,250,000.00		
30	Banks	Investment earnings		101.61	11,076.87	450,969.56	1,360,891.71
TOTAL RECEIPTS			-	65,701.61	6,860,970.87	450,969.56	31,831,487.06

NVTC
RECEIPTS and DISBURSEMENTS
November 2025

November 2025			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-30	Various	G&A expenses	(282,901.88)				
3	VRE	CROC			(1,250,000.00)		
14	VRE	Grant revenue			(4,349,894.00)		
28	VRE	CROC			(1,250,000.00)		
13	Kimley-Horn	Consulting - I-66 needs assessment	(20,110.93)				
13	Kimley-Horn	Consulting - NTD data collection	(40,159.57)				
30	Banks	Bank charge		(158.60)			
TOTAL DISBURSEMENTS			(343,172.38)	(158.60)	(6,849,894.00)	-	-
TRANSFERS							
3	Transfer	From LGIP to checking	150,000.00		(150,000.00)		
14	Transfer	From LGIP to checking	170,000.00		(170,000.00)		
21	Transfer	From LGIP to checking	120,000.00		(120,000.00)		
NET TRANSFERS			440,000.00	-	(440,000.00)	-	-
NET INCREASE (DECREASE) FOR MONTH			\$ 96,827.62	\$ 65,543.01	\$ (428,923.13)	\$ 450,969.56	\$ 31,831,487.06

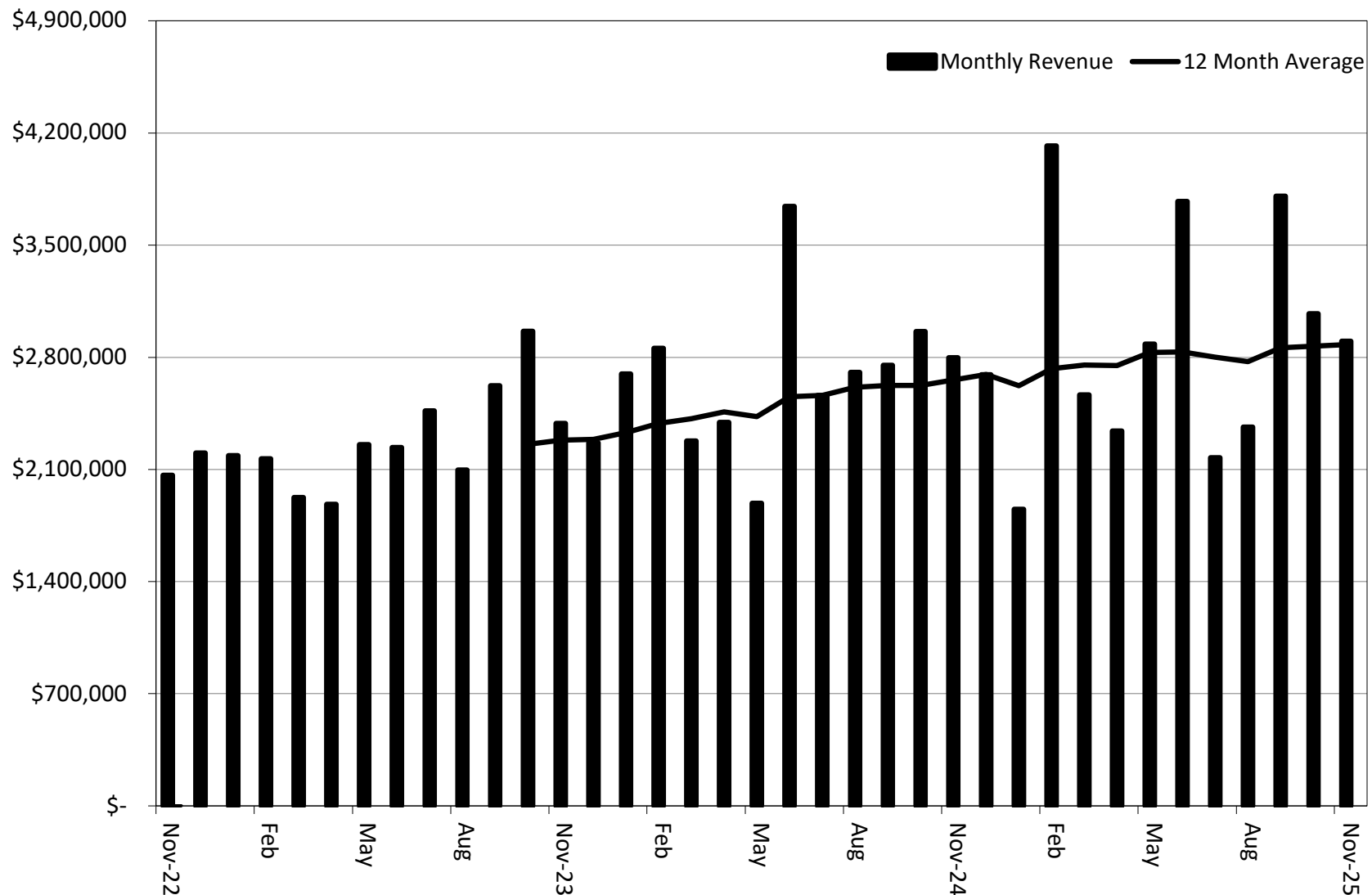
**NVTC
INVESTMENT REPORT
November 2025**

Type	Rate	Balance						
		Balance 10/31/2025	Increase (Decrease)	Balance 11/30/2025	NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Gas Tax Trust Fund
<u>Cash Deposits</u>								
Wells Fargo: NVTC Checking	N/A	\$ 85,198.52	\$ 96,827.62	\$ 182,026.14	\$ 182,026.14	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.480%	205,912.55	65,543.01	271,455.56	271,455.56	-	-	-
<u>Investments</u>								
Bank of America: Virginia Local Government Investment Pool	4.149%	534,268,744.96	31,853,533.49	566,122,278.45	3,154,405.26	135,178,783.11	378,698,340.40	49,090,749.68
		<u>\$ 534,559,856.03</u>	<u>\$ 32,015,904.12</u>	<u>\$ 566,575,760.15</u>	<u>\$ 3,607,886.96</u>	<u>\$ 135,178,783.11</u>	<u>\$ 378,698,340.40</u>	<u>\$ 49,090,749.68</u>

NVTC MONTHLY GAS TAX REVENUE

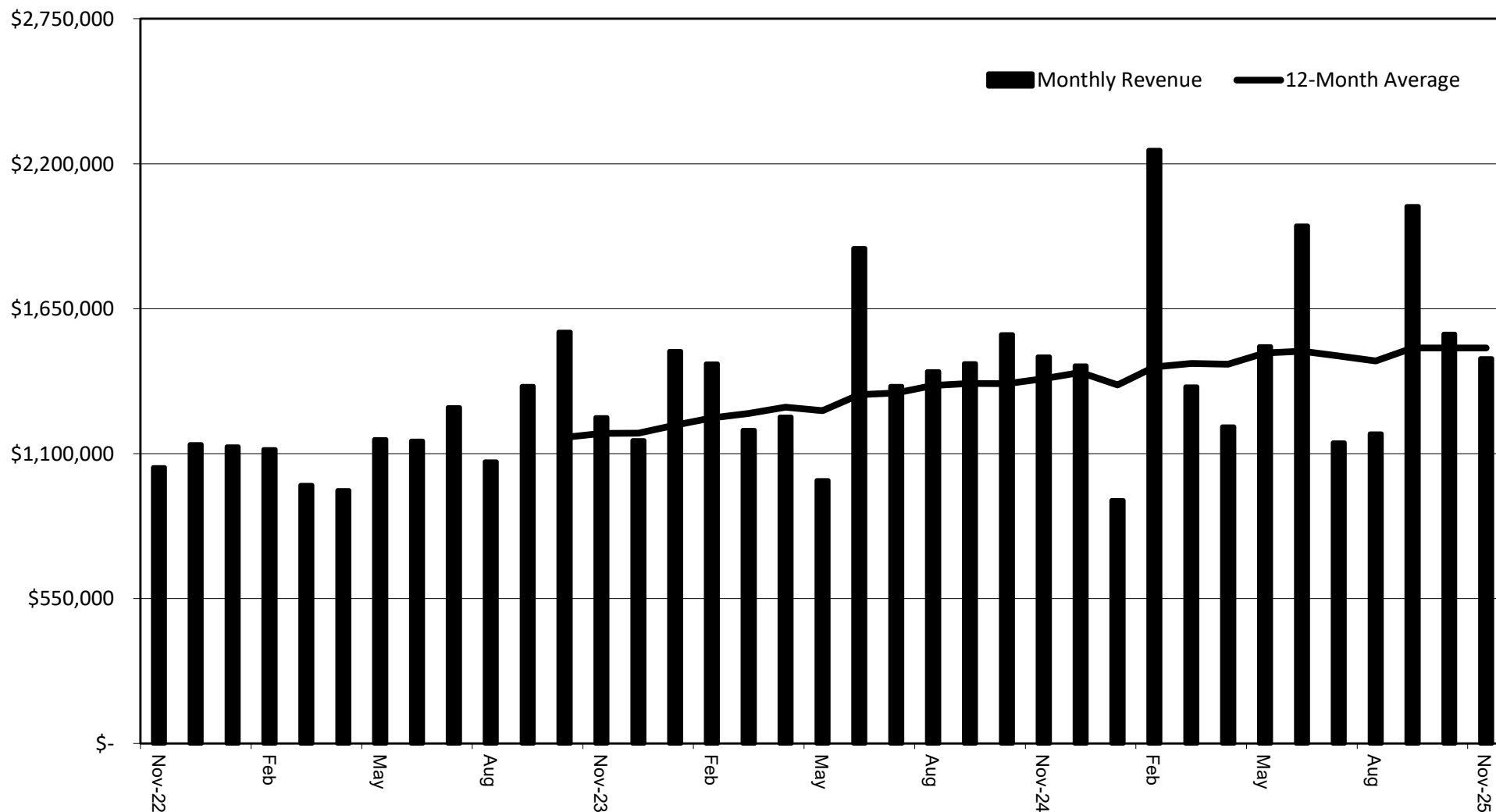
ALL JURISDICTIONS

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

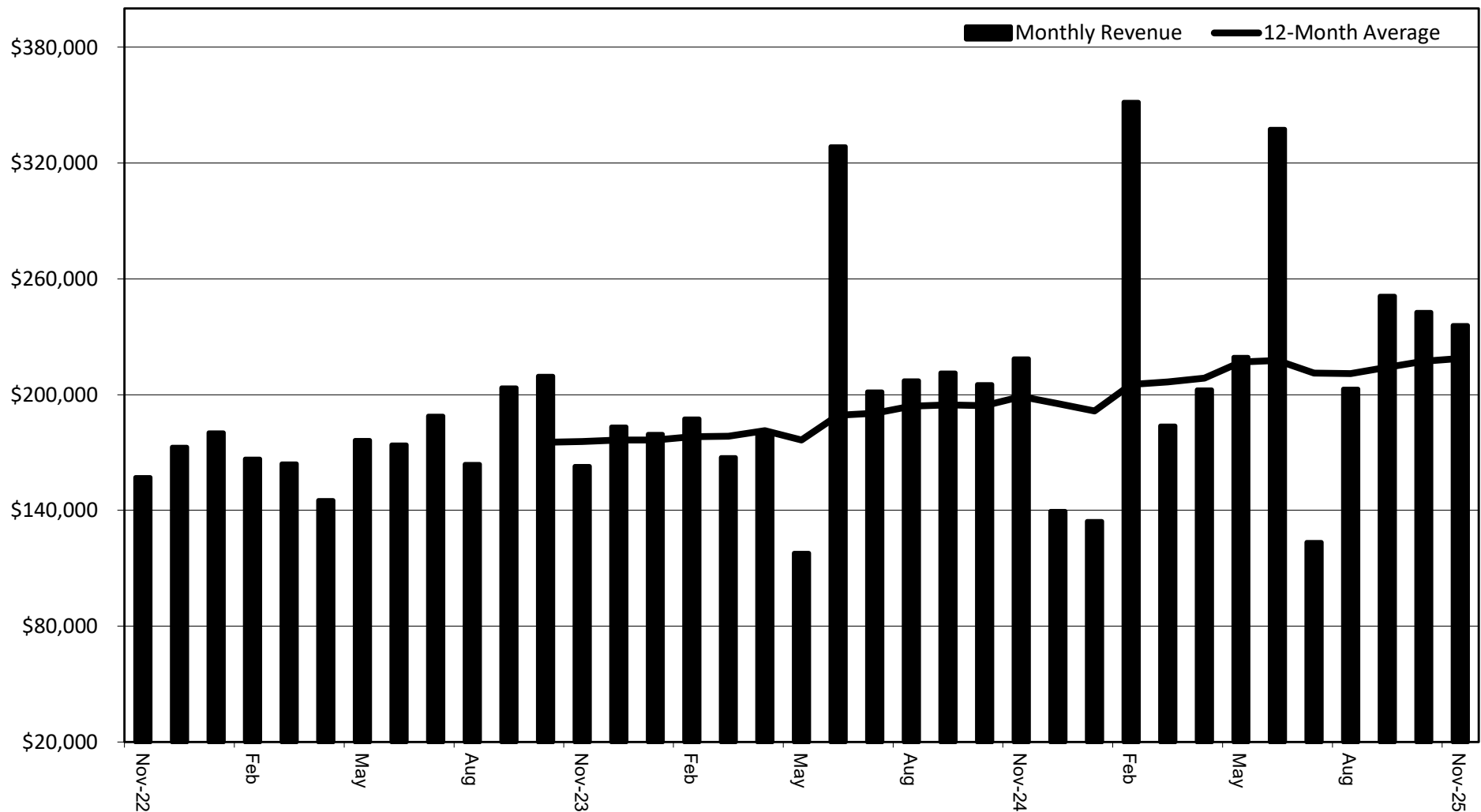


Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE

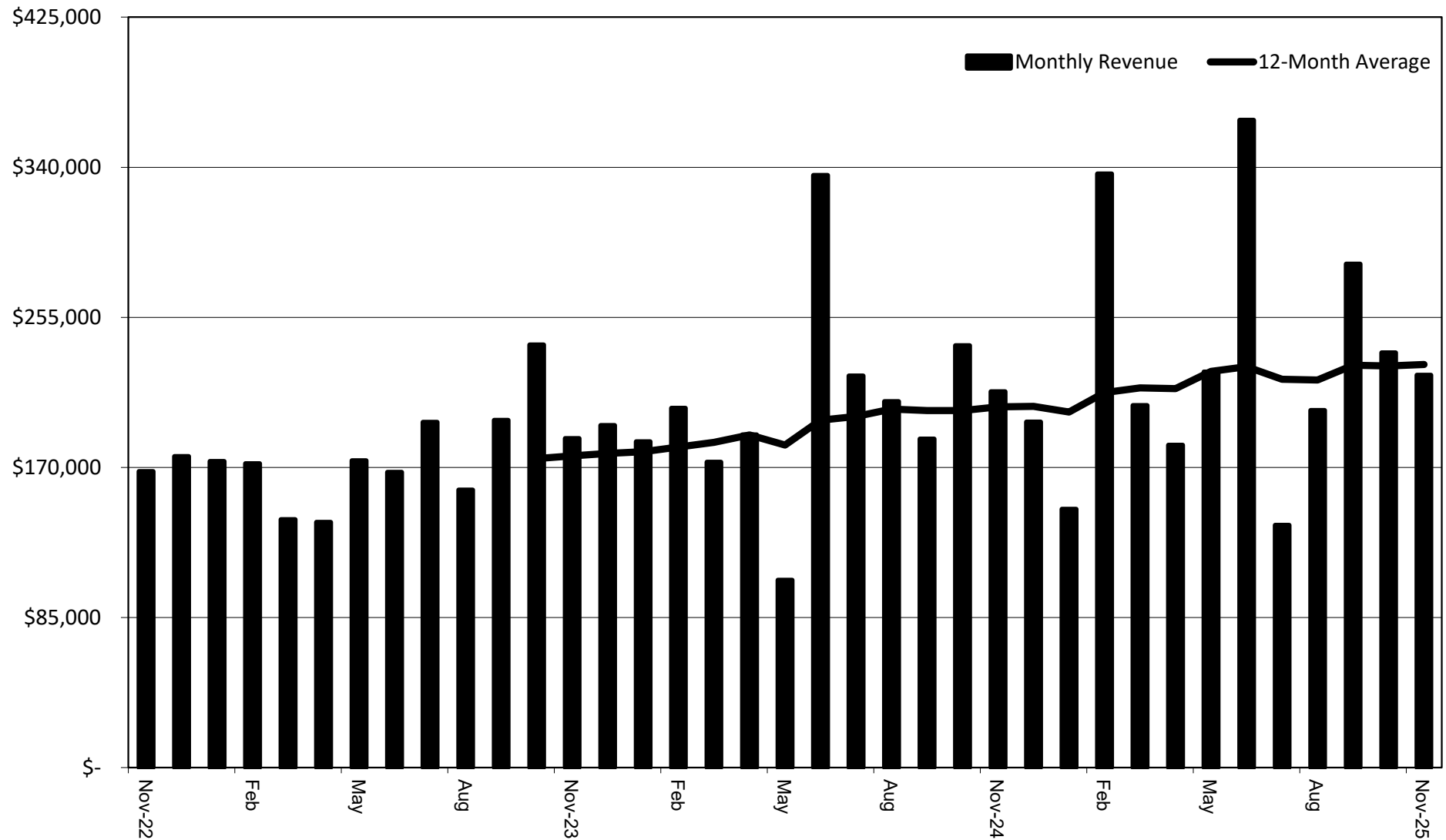
CITY OF ALEXANDRIA

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

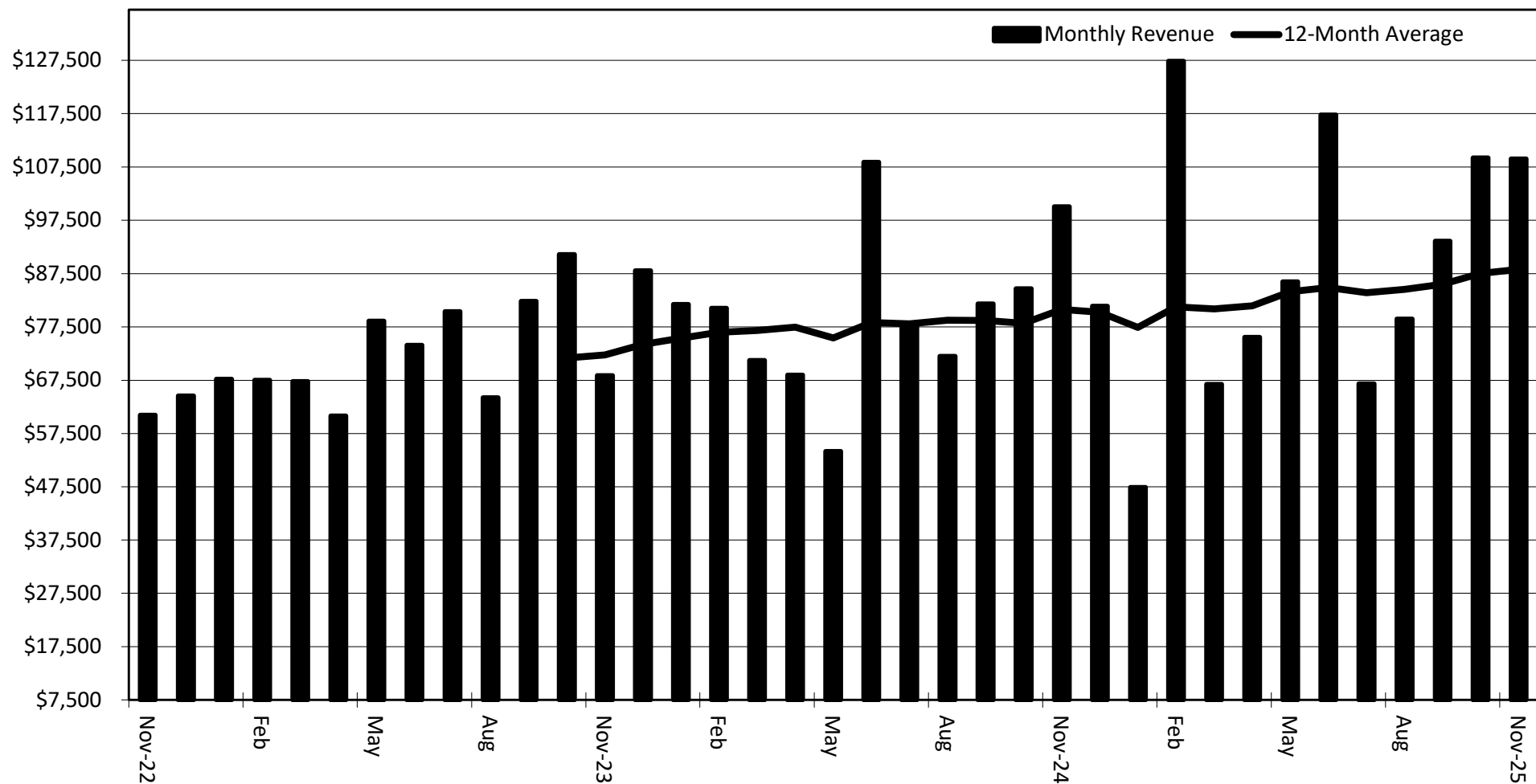


Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE

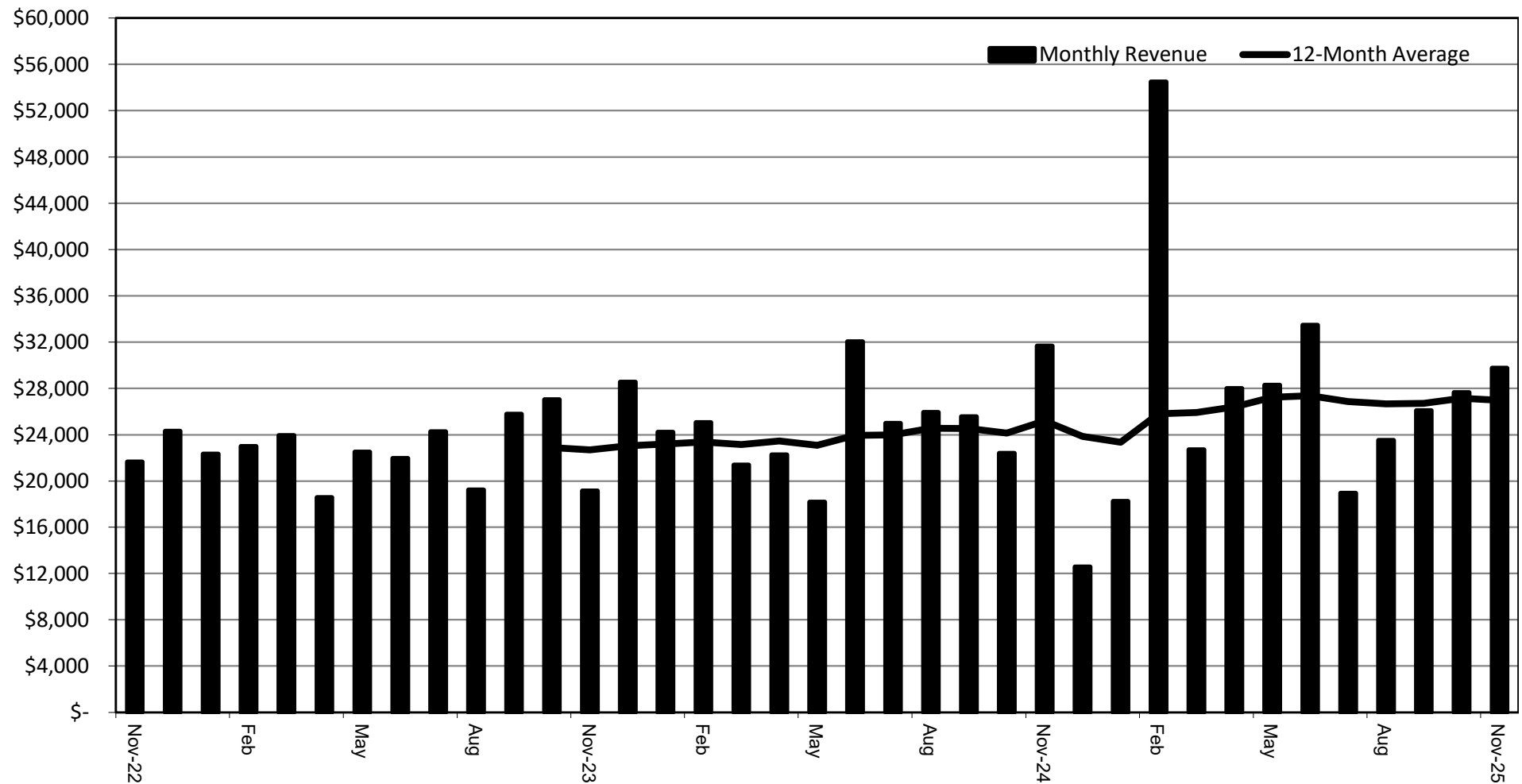
CITY OF FAIRFAX

FISCAL YEARS 2023-2026



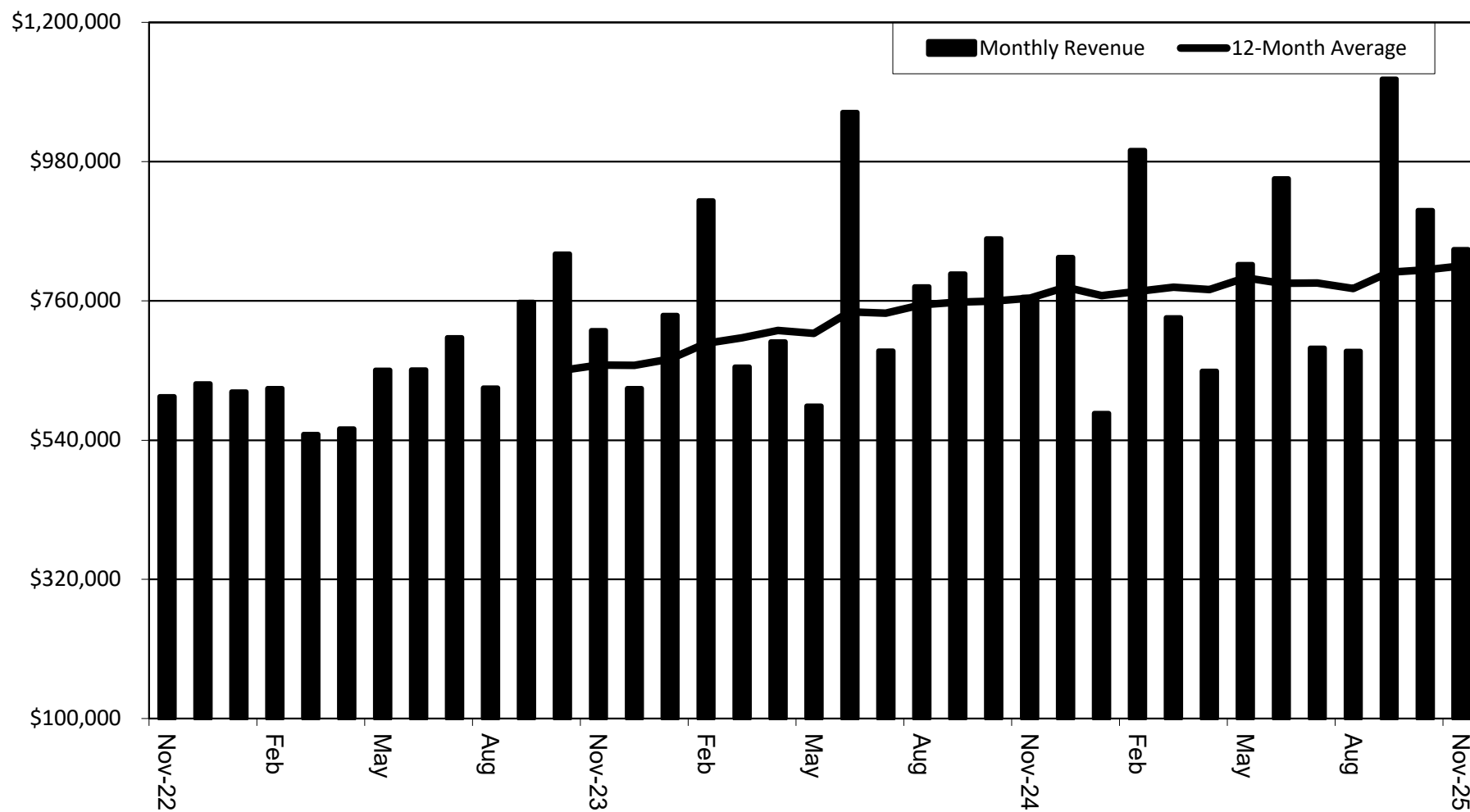
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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.



December 19, 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

Ms. Tiffany Robinson

Director

Virginia Department of Rail and Public Transportation

600 East Main Street, Suite 2102

Richmond, Virginia 23219

Dear Director Robinson:

The Northern Virginia Transportation Commission (NVTC) is writing to express our strong support for the Loudoun County Department of General Services' grant application for the Virginia Department of Rail and Public Transportation (DRPT) Demonstration Project Assistance Program for \$1.43 million.

This grant will support an additional year of the Leesburg microtransit pilot that is providing transit service across six square miles of Leesburg, with multiple connection points to existing Loudoun County Transit services. Since the pilot service launched in July 2025, it has served a total of 8,344 riders through October and is expected to experience continued growth in ridership. Continued funding for a second year is needed to allow Loudoun County to complete its evaluation of the pilot and assess the potential for permanent implementation. This initiative has strengthened Loudoun's role as a key regional partner in expanding the Northern Virginia transit network, while advancing local efforts to improve transit accessibility, connect residents to housing and employment centers, and enhance mobility options for public transit users.

This investment in transit service continues to demonstrate that Loudoun County is a strong and committed regional transit partner. It also supports five of Loudoun County Transit's service goals. It strengthens existing service in Leesburg by improving connections within the town core and to major activity centers, including county government offices, Inova's Medical Campus, and commercial corridors along Market Street. It also provides strong first- and last-mile connections. The second year pilot will include weekend service, increasing mobility and improving transit access for transit-dependent residents particularly the nearly one-third of households with one or fewer vehicles.

We appreciate DRPT's ongoing commitment to transit in Northern Virginia and encourage you to approve Loudoun County's grant application.

Best regards,

A handwritten signature in black ink, appearing to read "Katherine A. Mattice", written in a cursive style.

Katherine A. Mattice
Executive Director



December 19, 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

Ms. Tiffany Robinson

Director

Virginia Department of Rail and Public Transportation

600 East Main Street, Suite 2102

Richmond, Virginia 23219

Dear Director Robinson:

The Northern Virginia Transportation Commission (NVTC) is writing to express our strong support for the Loudoun County Department of General Services' grant application for the Virginia Department of Rail and Public Transportation (DRPT) Demonstration Project Assistance Program for \$5.51 million.

This grant will support a Loudoun County On Demand two-year microtransit pilot that will offer transit service across approximately 14 square miles of Sterling, with multiple connection points to existing Loudoun County Transit services and potentially serving up to 1,343 riders per week. This initiative will enhance Loudoun's role as a key regional partner in expanding the Northern Virginia transit network, while supporting local efforts to improve transit accessibility, access to housing and employment centers, and mobility options for public transit users.

This investment in transit service demonstrates that Loudoun County is a strong and committed regional transit partner. It also supports five of Loudoun County Transit's service goals. Specifically, it enhances existing service within Sterling, focusing on key activity centers such as the Dulles Town Center, Sterling Community Center, George Mason University, Loudoun Tech Center and key commercial zones. Additionally, it provides excellent first- and last-mile connections. The pilot will expand service both geographically and temporally, offering increased mobility options and improved transit access for transit-dependent populations, including households with one or fewer vehicles.

We appreciate DRPT's ongoing commitment to transit in Northern Virginia and encourage you to approve Loudoun County's grant application.

Best regards,

A handwritten signature in black ink, appearing to read "Katherine A. Mattice".

Katherine A. Mattice
Executive Director