

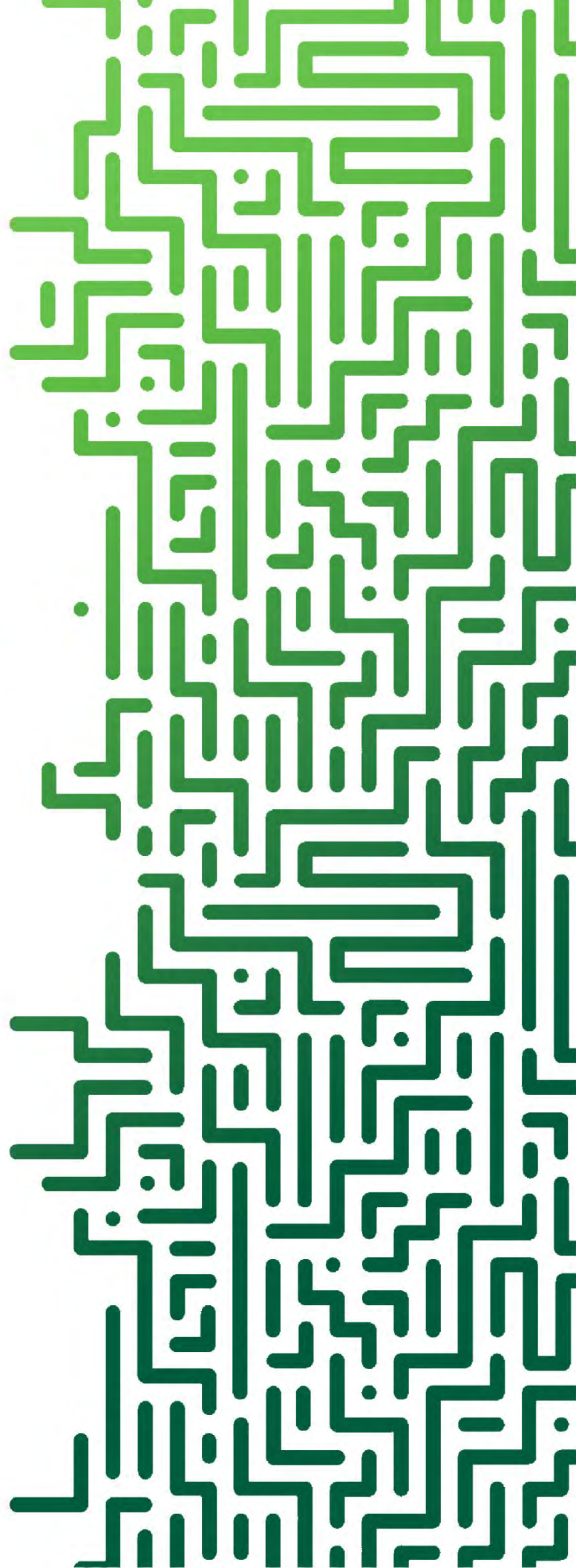


Commission Meeting Materials

July 2, 2026

ALL-VIRTUAL

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



Meeting Overview

NVTC's July 2, 2026 meeting is an ALL-VIRTUAL meeting. It can be viewed via the [NVTC YouTube Link](#).

Action Items

- Request for Proposals for a NVTC Strategic Plan Consultant
- Findings of the I-66 Needs Assessment

Other Meeting Highlights

- Regional Coordination on DMVMoves Initiatives Presentation
- Envision Route 7 Presentation
- VRE Commission Orientation Presentation
- Biennial State Budget Presentation

Table of Contents

NVTC July 2, 2026 Meeting Agenda	3
Agenda Item 1 Opening Remarks	
Agenda Item 2 Action Items	5
Agenda Item 3 Presentations	29
Agenda Item 4 Executive Director Wrap-Up	54
Written Report 5 Report from the Chair of the Program Advisory Committee	55
Written Report 6 Washington Metropolitan Area Transit Authority (WMATA)	60
Written Report 7 Report from the Chair of the Legislative and Policy Committee	65
Written Report 8 Virginia Railway Express (VRE)	69
Written Report 9 Department of Rail and Public Transportation (DRPT)	87
Written Report 10 Executive Director Report	97



NVTC COMMISSION MEETING
THURSDAY, JULY 2, 2026
Via Electronic Participation
[Public Streaming Via YouTube](#)
7:00 p.m.

AGENDA

6:00 p.m. Executive Committee Meeting – ([public streaming](#))
6:45 p.m. Commissioners can log on for sound/visual checks
7:00 p.m. Commission Meeting – ([public streaming](#))

*These meetings are ALL-VIRTUAL public meetings as permitted under the Virginia Freedom of Information Act (FOIA) and NVTC’s Electronic Participation Policy. The meetings may be viewed via the [NVTC YouTube Link](#). **If the livestream transmission fails, please contact NVTC staff via email at support@novatransit.org, which will be monitored during the meeting.** If the meeting method is changed, NVTC will provide a new meeting notice in accordance with FOIA provisions, and will notify Commissioners, staff and public at least 72 hours in advance of the meeting.*

Public Comment: NVTC is receiving written public comment. Persons wishing to provide **written public comments should submit them by 3:00 p.m. on Thursday, July 2, 2026** via [NVTC’s website](#). Comments will be provided to Commissioners prior to the July 2 meeting.

1. Opening Remarks
 - General Public Comments Received
2. Action Items
 - A. **ACTION: Approve the Minutes of the June 4, 2026 NVTC Meeting**
 - B. **ACTION: Authorize the Executive Director to Issue a Request for Proposals (RFP) for an NVTC Strategic Plan Consultant**
 - C. **ACTION: Accept the Findings of the I-66 Needs Assessment**
3. Presentations
 - A. Regional Coordination on DMVMoves Initiatives
 - B. Envision Route 7
 - C. VRE Commission Orientation
 - D. Biennial State Budget
4. Executive Director Wrap-Up

Written Reports:

5. Report from the Chair of the Program Advisory Committee
 - A. I-66 and I-395/95 Commuter Choice Updates
 - B. Microtransit
6. Washington Metropolitan Area Transit Authority (WMATA)
 - A. Virginia WMATA Board Members Report
 - B. Other WMATA News
 - C. Report from the Chair of the WMATA Committee
7. Report from the Chair of the Legislative and Policy Committee
 - A. Statewide General Assembly Mandated Studies
 - B. TSDAC Update
 - C. Federal Update
8. Virginia Railway Express (VRE)
9. Department of Rail and Public Transportation (DRPT) Report
10. Executive Director Report
 - A. Executive Director Newsletter
 - B. NVTC Financial Reports

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane, Rhonda Gilchrest, Genoveva Cutrell and Daniel Knickelbein
DATE: June 25, 2026
SUBJECT: Action Items

At the July 2026 meeting, staff will present the action items and then, unless there is an objection, the Commission will be asked to approve them by a block vote. The actions include the Minutes of the June 4 NVTC meeting, a Request for Proposals (RFP) for an NVTC Strategic Plan Consultant, and the I-66 Needs Assessment.

ACTION: Approve by Block Vote the Following Actions

A. ACTION: Approve the Minutes of the June 4, 2026 NVTC Meeting

The Commission will be asked to approve the [Minutes of the June 4, 2026 NVTC Meeting](#).

B. ACTION: Authorize the Executive Director to Issue a Request for Proposals (RFP) for an NVTC Strategic Plan Consultant

The Commission will be asked to authorize the executive director to issue a Request for Proposals (RFP) for a consultant team to conduct a strategic planning effort for NVTC. At its January 2026 meeting, the Commission authorized NVTC to submit a FY 2027 Department of Rail and Public Transportation (DRPT) Technical Assistance grant for NVTC Strategic Planning for \$150,000. These funds will be matched by NVTC from its research budget. The effort seeks to integrate the priorities identified in NVTC's 2026-2027 Work Plan and includes robust stakeholder engagement, including focus groups, to inform future strategy and organizational structure.

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 the Commonwealth Transportation Board on new legislative responsibilities. That effort reaffirmed a more extensive effort conducted in 2014 to establish NVTC's current vision, mission and strategic goals.

In the past decade, NVTC has experienced substantial growth, leadership and organizational changes and has emerged as a leading authority on transit in the Commonwealth. NVTC is a sought-after and trusted organization which provides insight into the unique funding structures and political nuances of public transit in Northern Virginia. Furthermore, research and project efforts such as the 2023 Value of Transit study, the

innovative Commuter Choice program and Envision Route 7 Bus Rapid Transit project all shine as examples of NVTC's important contributions to advancing public transit in the region. And, as it has throughout its history, NVTC continues to be a regional voice for our jurisdictional partners and plays a vital role in supporting the Washington Metropolitan Area Transit Authority, the Virginia Railway Express, Arlington Transit, Fairfax Connector, Fairfax City CUE, Alexandria DASH, Loudoun County Transit and OmniRide.

NVTC continues to be a forum for our jurisdictional partners to learn, research and advocate for public transit and while our vision has remained steadfast, changing conditions to commuting patterns and legislative headwinds provide a timely opportunity to reexamine a strategic plan to help guide NVTC into the future.

This project seeks to produce a forward-looking roadmap that reflects NVTC's evolving role and regional transit needs. The RFP will call for a consultant that will:

- Update or reaffirm NVTC's vision and mission;
- Develop strategic priorities, goals and measurable objectives;
- Evaluate NVTC's current organizational structure, governance and staffing model to assess ability to meet strategic goals and objectives;
- If necessary, identify additional resources, governance changes and/or workforce needs required;
- Engage partners and stakeholders across the region to ensure alignment and support of the Strategic Plan's objectives; and
- Deliver an actionable implementation roadmap with clear performance metrics.

Next Steps

With this authorization, staff anticipate releasing the RFP in the coming months and then following the procurement process and formal evaluation of the proposals, returning in the November 2026 timeframe for Commission approval of a contract with the selected firm.

C. ACTION: Accept the Findings of the I-66 Needs Assessment

The Commission will be asked to accept the findings of the I-66 Needs Assessment, a joint effort between DRPT and NVTC to better understand changing travel patterns along the I-66 corridor and to inform future projects that may be eligible for funding under NVTC's I-66 Commuter Choice program (Inside the Beltway) and DRPT's I-66 Outside the Beltway program. Additional background information on the Needs Assessment and a detailed overview of the study process can be found in the [May Commission meeting materials](#).

The attached [I-66 Needs Assessment Executive Summary](#) provides a summary of the report and findings, while the full report can be found [here](#). Key takeaways from the study include:

- Future growth in the I-66 corridor is shifting west, with more travel happening outside of peak periods;
- Coordinated planning efforts to seek funding for multi-jurisdictional projects are key to meeting future travel demand;

- Funding demand for projects greatly exceeds future funding availability and both grant programs cannot fund the full set of needs for the corridor;
- Tradeoffs must be considered when funding large capital projects versus ongoing transit operations, as overreliance on one project type could hinder funding for the other; and
- Policy changes to one or both programs can enhance their ability to fund high performing projects and support one or more financial scenario(s) detailed in the study.

The Needs Assessment will serve as a tool to help NVTC, DRPT and local jurisdictional staff plan for future I-66 Commuter Choice and I-66 Outside the Beltway grant program cycles. By compiling a list of potential projects and identifying gaps in that list based on predicted growth and travel, this study provides a foundation from which high impact projects can be considered for future funding. It also allows NVTC and DRPT staff to assess potential funding risks or mismatches based on planned projects and funding outlays and make policy changes that strategically align funding with needs along the corridor.

MINUTES
NVTC COMMISSION MEETING – JUNE 4, 2026
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Bagley at 7:06 p.m.

Members Present

Canek Aguirre
Walter Alcorn
Sarah Bagley
James Bierman, Jr.
Juli Briskman
Maureen Coffey
Matt de Ferranti
Takis Karantonis
Paul Krizek
Matt Letourneau
Alfonso Lopez
R. Kirk McPike
Dalia Palchik
Catherine Read
David Reid
Saddam Azlan Salim
Rachna Sizemore Heizer (*via electronic participation*)
David Snyder (Alternate, City of Falls Church)
Daniel Storck
Justine Underhill (*via electronic participation*)
Mariia Zimmerman (Alternate, Commonwealth of Virginia)

Members Absent

Kate Garman Burns
Kannan Srinivasan

Staff and Others Present

Kate Mattice, Executive Director	Tenley O’Hara
Jason Adle	Amanda Sink
Shannon Bacon	Sophie Spiliotopoulos
Genoveva Cutrell	Colie Touzel
Rhonda Gilchrest	Melissa Walker
Sarah Godfrey	Aimee Perron Seibert
Adam Hager	Henry Watkins
Meg Johnson	Jenner Foster
Scott Kalkwarf	MinhChau Corr (NVTC/VRE)
Hwajung Kim	Katie Choe (VRE)
Daniel Knickelbein	Joe Swartz (VRE)
Ann McGrane	Randy Clarke (WMATA)
	Darien Flowers (Former Commissioner)

Opening Remarks

Chair Bagley welcomed everyone to the June 4, 2026 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. For this meeting, Ms. Zimmerman is voting as Ms. Burn's alternate.

Chair Bagley stated that Ms. Underhill requested electronic participation from Falls Church for a medical reason on the advice of her doctor. On behalf of the entire Commission, Chair Bagley congratulated Ms. Underhill on the birth of her daughter. Ms. Sizemore Heizer also requested electronic participation from Fairfax County for a medical reason as she is recovering from a back injury.

Ms. Coffey moved, with a second by Ms. Palchik, to approve Commissioners Sizemore Heizer and Underhill's request for electronic participation. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey de Ferranti, Karantonis, Krizek, Letourneau, McPike, Palchik, Read, Reid, Salim and Zimmerman. The motion passed.

Chair Bagley welcomed WMATA General Manager/CEO Randy Clarke as the Commission looks forward to engaging with him on Metro topics that are important to the region. She also suggested that the VRE CEO Report be moved up in the agenda to accommodate Ms. Choe's schedule as she needs to leave early. There were no objections. Chair Bagley noted that they will wait to recognize Mr. Flower's service until after he arrives.

Chair Bagley also reminded everyone that the July 2 Commission meeting is an all-virtual meeting and it will be the last meeting before the summer break, so it's important for Commissioners to attend. She also reminded Commissioners to speak up for this meeting so the audience and those participating remotely can hear.

Ms. Mattice announced that there were no general public comments received this month.

VRE CEO Report

VRE CEO Katie Choe reported that she just returned from Seoul, Korea where she was invited by the Construction Management Association of Korea to provide comments at their annual conference on the value of construction management on owners' outcomes and project outcomes related to quality, safety and post construction management. One of the case studies she shared was the success of the VRE Lifecycle Overhaul and Upgrade (LOU) facility.

Ms. Choe reported that over the last month, VRE daily ridership has remained consistently around the 8,700 level. For April, on-time performance was extremely low at 65%, mainly due to CSX construction. This work is done annually but usually only by one crew; this year there were four crews working simultaneously primarily on Track 2. This work is necessary

for maintenance and safety, and VRE has to work around it. The good news is that the work is completed and all restrictions are lifted. She provided more updates on upcoming infrastructure projects that will improve VRE service.

Ms. Choe announced VRE will be running Firework Trains on July 4. Tickets are on sale now with a limited number of trains. It has been a decade since VRE has run this service. She also noted that VRE received a notice from the Metropolitan Washington Council of Governments that an orange air code alert has been issued for tomorrow, June 5. She encouraged everyone to use transit.

Mr. McPike expressed his appreciation for the improvements to the Alexandria Station and noted that it was work well done. Chair Bagley highlighted that she was able to meet up with the Commonwealth Transportation Board's VRE tour when they were in Alexandria for their last meeting.

Mr. Lopez arrived at 7 :18 p.m.

Recognition of a Departing Commissioner

Chair Bagley stated that the Commission is formally saying goodbye to Darien Flowers and recognizing his service on NVTC and as a principal Board Member on the WMATA Board. While his tenure as the Commonwealth appointee on the WMATA Board was brief, the Commission thanks Mr. Flowers for his service, especially as he played an integral role in helping get WMATA's budget over the finish line. As was quickly evident, Mr. Flowers brought a deep appreciation and thoughtfulness to his work, quickly grasped complex governance and funding topics and ensured Virginia's interests were voiced and well represented at the WMATA Board. Chair Bagley noted that the good news is that on May 13 U.S. Department of Transportation Secretary Sean Duffy appointed Mr. Flowers to the WMATA Board as a federal appointee. Chair Bagley thanked Mr. Flowers for his past service on the WMATA Board and congratulated him on his continued service on the Board.

Mr. Alcorn thanked Mr. Flowers for the fantastic job he did serving on the WMATA Board and how well he represented the Commonwealth of Virginia. Mr. Alcorn also thanked Mr. Flowers for accepting the federal role and he looks forward to continuing to work with him on the Board.

Mr. Storck arrived and joined the meeting at 7:20 p.m.

Mr. Flowers thanked Commissioners for being wonderful colleagues. He especially thanked his other WMATA Board Member Walter Alcorn and Alternates Canek Aguirre and Matt de Ferranti for welcoming him to the Board. He also thanked WMATA General Manager Randy Clarke and stated that he is excited to continue to work with WMATA and its Board. He thanked the Commonwealth for giving him the opportunity to represent Virginia. He also thanked NVTC and DRPT staff, with a special shout out to Adam Hager and Jen Monaco, who are unsung heroes. Mr. Flowers stated that he looks forward to continuing to work with everyone in his new capacity.

Mr. Alcorn moved, with a second by Mr. Letourneau, to approve the Resolution of Commendation for Darien B. Flowers on his departure from NVTC.

On behalf of the Commonwealth, Ms. Zimmerman thanked Mr. Flowers for his work serving on NVTC and the WMATA Board representing the Commonwealth and his continued service on the Virginia Passenger Rail Authority's Board of Directors.

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

Chair Bagley then formally presented the resolution and a trophy award to Mr. Flowers. Commissioners gave Mr. Flowers a round of applause.

Minutes of the May 7, 2026 NVTC Meeting

Mr. Letourneau moved, with a second by Mr. McPike, to approve the Minutes of the May 7, 2026 Meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, Krizek, Letourneau, Lopez, McPike, Palchik, Read, Reid, Salim, Storck and Zimmerman. Mr. Karantonis and Mr. de Ferranti abstained. A roll call vote was conducted for Commissioners participating electronically and Ms. Sizemore Heizer and Ms. Underhill voted in the affirmative. The motion passed. (At the end of the meeting, Ms. Briskman requested her vote be recorded as abstaining since she did not attend the May meeting.)

Consent Agenda

Chair Bagley listed the three items on the Consent Agenda:

- A. Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code
- B. Authorize the Executive Director to Award a Marketing Contract with Sensis for the 2026 Blue and Yellow Lines Construction
- C. Approve the NVTC Electronic Participation Policy

Mr. Reid moved, with a second by Ms. Briskman, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Karantonis, Krizek, Letourneau, Lopez, McPike, Palchik, Read, Salim, Storck and Zimmerman. A roll call vote was conducted for Commissioners participating electronically and Commissioners Sizemore Heizer and Underhill voted in the affirmative. The motion passed.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Bagley stated that the Commission is once again excited to have WMATA General Manager/CEO Randy Clarke joining the Commission to share where things stand with WMATA today and where it's heading in the future. She expressed the Commission's appreciation for the 60-plus year partnership that NVTC has with WMATA. There are a lot of things to celebrate since Mr. Clarke's visit to NVTC last spring – ridership continues to build, the safety metrics are going in the right direction, and the latest budget envisions an ambitious rail modernization program plan. She concluded by observing that Commissioners are a highly interested crowd as local funding partners here in Virginia and every single one of NVTC's jurisdictions has Metro Rail or Metro Bus service. She then turned it over to WMATA Board Member Walter Alcorn to introduce Mr. Clarke.

Mr. Alcorn stated that the brochure provided to Commissioners highlights what WMATA accomplished in 2025. WMATA was ranked the number one transit system in the country. He noted that when Mr. Clarke was hired as general manager, it was a tough time at WMATA. Randy has turned things around and WMATA is now being recognized by its peers, the transit industry, and agencies such as the American Public Transit Association (APTA), as well as getting high customer satisfaction ratings. Mr. Alcorn also noted that local jurisdictions are looking at land use issues around transit stations. The Northern Virginia region is the economic engine of the entire Commonwealth and much of that is powered by transit. Mr. Alcorn then introduced WMATA General Manager/CEO Randy Clarke.

Presentation by WMATA General Manager/CEO Randy Clarke. Mr. Clarke thanked his current Board members, former Board members, the local jurisdictions and other partners, including NVTC. The Metro system is the backbone of this region. When Metro is performing well, it makes life better; when it's not, it makes life more difficult. He stated that WMATA takes a lot of pride that it exists in a fishbowl. Everyone is watching. Everyone gets a better system because WMATA has to perform better.

Mr. Clarke announced that WMATA is celebrating its 50th year. Metro has served more than seven billion customer trips since 1976. Today, Metro moves one million riders per day on bus and rail. He provided more ridership information. Metro will be prominent on the National Mall with the upcoming American State Fair in late June. Metro has played an integral part in American history. Transit is essential to the growth and economic vitality of the DMV region, as well as the Commonwealth. He highlighted that for FY 2025, Metro hit customer satisfaction ratings of 92% on rail and 83% on bus. Last year was the lowest crime year in WMATA's history and this year it's even lower. If it's not safe, people won't ride. WMATA has won numerous industry awards over the last several years.

Mr. Clarke highlighted ridership trends, where they continue to see increases in Metro Rail ridership but Metro Bus ridership has gone down. The bus reduction is related to the economy. One example is that the hospitality industry has been hit hard. Weekend ridership continues to grow and is becoming border-line challenging for WMATA to manage maintenance windows.

Mr. Clarke gave an update on fare evasion and enforcement. When people talk about affordability, a weekly Metro Bus pass is \$13.50. There are also discounted senior programs, youth programs and disability programs. He asked Commissioners to encourage their constituents to sign up for these programs. On the bus side, there is still too much fare evasion. WMATA is doing a lot of enforcement and education campaigns. Just over the last 10 days, they have seen improvement.

Mr. Clarke spoke to the great potential and opportunities the region has for smart development around transit, such as around the Huntington Metro Station. WMATA would like to partner with the local jurisdictions on these types of projects. He also noted the opportunities the Metro system has to move large crowds with upcoming summer events, such as 4th of July, Great American State Fair, FIFA Fan Fest, UFC Freedom 250 match at the White House, Freedom 250 Grand Prix, etc. Next April, the NFL is hosting the football draft on the Mall and Metro will be integral to moving people for this event.

Mr. Clarke gave some highlights on the FY 2027 Budget, which includes an operating budget of \$2.7 billion and a capital budget of \$2.1 billion. This budget delivers efficient, targeted improvements including more efficient bus service and targeted bus frequency improvements; more efficient rail operations through train length optimization and Automatic Train Operations, better all-day and late-night service and more frequent trains, and increased peak capacity to alleviate crowding on Red, Orange and Silver Lines; and a more fiscally sustainable model for Metro Access and Abilities Ride trips while maintaining service for eligible customers. He provided more details about capital projects and noted that Metro Rail is facing multiple challenges with a system that is aging and increasingly outdated. Rail modernization directly addresses WMATA's key challenges and he noted that investment in modern, automated systems is the path to a world-class transit system. He also provided information about the improvements being made to the Red Line.

Mr. Clarke discussed the implications of the 3% operating cap and how it impacts the budget. With Maryland requesting to reduce their portion, the final budget only increased by 1.8%. He noted that for the future this will not be sustainable without at least 3% growth.

Mr. Clarke highlighted the DMVMoves initiative, which calls for a true dedicated sustainable funding source for WMATA. \$460 million annually is needed starting in FY 2028, with a 3% increase each year. Also included are state/local investments in priority bus corridors, improved local bus service and commuter rail growth plans. Through the DMVMoves Initiative, leaders from across the region endorsed a regional transit investment plan, and a set of coordinated actions to deliver consistent and integrated transit service across jurisdictions. The region is moving to secure funding for, and implement, those plans. WMATA staff continue to be optimistic that the Commonwealth will include funding in its budget. It is so important to get this resolved. WMATA stands ready to collaborate regionally. He concluded by thanking the Commission and staff.

In response to a question from Chair Bagley, Mr. Clarke gave an update on the RFK Stadium. WMATA is working with the District and the Commanders on this because current transit cannot match the level of support needed for game days. WMATA will need to modify the current station and extend the mezzanine. It will be important to spread people throughout the station. They are also looking at improved elevator access and additional entry ways at the station. All this will need to be done while service continues. Mr. Clarke also talked about the Gold Line which would connect Maryland to Virginia by bus rapid transit (BRT).

Ms. Briskman stated that she participated in a tour of WMATA's Integrated Command and Communications Center (MICC) and she was very impressed. Mr. Clarke offered tours to other Commissioners.

Mr. Karantonis stated that it would be helpful to have more granularity of demographics regarding fare evasion. Mr. Clarke stated that WMATA has very granulated data that they use. WMATA has the lowest fare evasion problems in Virginia. The larger issue is the inconsistency, which is a problem that should be owned as a region. It can be very confusing for riders. There are local systems that are fare free and other systems charge a fare. Local systems aren't doing fare enforcement. There needs to be consistency and a unified process across the region, as recommended by DMVMoves.

Mr. Storck thanked Mr. Clarke for his remarks. He asked if WMATA had studied the potential of residential housing around transit. Housing is the number one issue in the region. Mr. Clarke stated that WMATA has a very sophisticated real estate team. He suggested Mr. Potts work to set up a meeting with Mr. Storck to further discuss this. Ms. Mattice also noted that WMATA's real estate team is giving a presentation at the joint WMATA Committee/Legislative and Policy Committee meeting on June 18 at 6:00 p.m. She encouraged Commissioners to attend. Mr. Clarke stated that Montgomery County has had success with their abatement program. WMATA is willing to partner with local jurisdictions.

Mr. Storck suggested cross marketing with Metro and VRE. Mr. Snyder asked to meet with WMATA staff to discuss BRT and how to move it forward, especially for Route 7. Mr. Clarke stated that WMATA wants to move this topic aggressively forward. He has been speaking to Ms. Mattice about this topic. He encouraged incrementalism on the way to perfectionism. Route 7 is an obvious project to move forward. Ms. Mattice noted that WMATA was successful in applying for Commuter Choice funding to increase frequency along Route 7 with a new F2X route that overlaps with the F20. The CTB is expected to approve funding next month. Chair Bagley noted that there is a Route 7 open house on June 9 in Alexandria.

Chair Bagley thanked Mr. Clarke for joining the Commission.

Report from the Chair of the WMATA Committee. WMATA Committee Chair Matt de Ferranti announced that the WMATA Committee is holding a joint meeting with the Legislative and Policy Committee on June 18 at 6:00 p.m. in Suite #230. There will be presentations by WMATA's real estate team on joint development activities, NVTC staff on this year's Report on the Performance and Condition of WMATA, and a legislative update. All Commissioners are welcome to attend.

Report from the Chair of the Legislative and Policy Committee

General Assembly Update. Legislative and Policy Chair Canek Aguirre reported that the committee continues to monitor the status of the biennial state budget, which has not yet been finalized. The House plans to reconvene on June 18 and the Senate will reconvene on June 22 to work on the budget. Of critical importance is whether the state will provide funding through another two-year fix to help cover the WMATA operating need. Operating funding was included in the House version of the budget, but not the Senate version. If left unresolved, the jurisdictions will bear a higher funding burden. Staff continue to track this issue and advocate for our funding needs, particularly in the Senate.

Mr. Aguirre also noted that the committee will be focusing on statewide General Assembly mandated studies. This will be a recurring agenda item throughout 2026 focused on the status of various transit-related studies that have relevance to NVTC jurisdictions and regional transit providers.

Mr. Aguirre turned it over to NVTC's Legislative Liaison Aimee Perron Seibert, to provide an update on the biennial budget and other activities in Richmond. Ms. Perron Seibert introduced the other members of her team, Henry Watkins and Jenner Foster. She stated that there is not much to add but she thanked Commissioners for continuing to advocate for WMATA and VRE funding that is needed. She knows that localities are anxious to know that operating funds for transit are included in the state final budget.

Chair Bagley reported that she accompanied NVTC staff and Aimee's team to Richmond to meet with Secretary of Transportation Nick Donohue and his team to have an ongoing conversation about transit funding. There seems to be agreement that the operating side of Metro funding needs to be resolved.

Transit Service Delivery Advisory Committee (TSDAC). Ms. Mattice reported that the Transit Service Delivery Advisory Committee (TSDAC) met this past Tuesday and continued to discuss proposed changes to the MERIT Operating Assistance and Transit Ridership Incentive (TRIP) programs. As a reminder, the MERIT operating program can fund approximately 30% of an agency's operating expenses, so staff is closely tracking what any changes could mean for NVTC jurisdictions. The TRIP program is a competitive grant program that local systems have benefited from for projects like fare-free transit service, BRT, new technologies and bus stop improvements.

Ms. Mattice stated that after some early storming, things seem to be going in a productive direction, and she greatly appreciates the input and engagement by NVTC's regional transit providers and jurisdictional staff throughout this process. She also expressed appreciation for DRPT's extensive outreach and listening sessions over the past month which appear to greatly improve understanding of the changes. Final TSDAC recommendations on both MERIT Operating and TRIP are expected on July 7 before advancing to the Commonwealth Transportation Board (CTB) in the fall.

Ms. Zimmerman thanked the local transit agencies for engaging on these topics. DRPT staff have met more than once on this effort with each agency in Northern Virginia. DRPT is trying to be as transparent as possible. The goal is to adopt a formula that is reliable, stable and very transparent so transit agencies can know what to expect in funding moving forward for three years.

Federal Update. Ms. Mattice reported that in May, the House Transportation and Infrastructure Committee approved the BUILD America 250 Act, its proposal for a five-year surface transportation reauthorization. Committee leadership is aiming for a summer floor vote, although the Senate committees with jurisdiction have not yet released their own proposal. The bill is a roughly \$580 billion package, but a significant portion of that total would remain dependent on future annual appropriations, including passenger rail, multimodal and some discretionary programs. The legislation would establish new annual fees on electric vehicles and plug-in hybrids as a new Highway Trust Fund revenue source, though the resulting revenues would represent only a small contribution toward addressing the Trust Fund's long-term funding shortfall.

Ms. Mattice explained that the bill largely maintains the existing federal transit formula structure while proposing targeted changes related to safety, accessibility, project delivery and transparency. Notable provisions include changes to the Capital Investment Grants program intended to streamline project delivery, limited operating assistance flexibility for transit agencies operating up to 125 buses, new formula fund set-asides for accessibility and security projects, and an extension of federal capital and preventive maintenance as part of PRIIA funding for WMATA through 2031. Mr. Letourneau suggested monitoring the provisions that were added to the Railroad Safety Act, which aren't necessarily supported by House leadership even though they passed committee.

Mr. Bierman gave a brief update on his visit to Capitol Hill to lobby on behalf of Fairfax County. He stated that Fairfax County is advocating for increased funding for the Capital Investment Grants (CIG) program. One of the county's biggest priorities is the Richmond Highway BRT. The mark-up bill still includes \$100 million for this project. The county is also advocating for WMATA funding. He observed that Randy Clarke is popular with legislators on Capitol Hill and there seems to be broad support. He stated that there were also discussions about the American Legion Bridge, the Wilson Bridge and Long Bridge. He agrees with Delegate Lopez that the Senate is way behind the House on some of this legislation. Mr. Lopez stated that it is unlikely to see anything from Senate Appropriations until after the elections. Mr. Bierman agreed it is very early in the process.

Report from the Chair of the Program Advisory Committee

Chair Bagley asked Program Advisory Committee Chair Dalia Palchik to give her report.

Commuter Choice. Ms. Palchik reported that last month NVTC approved the FY 2027-2028 Commuter Choice Program of Projects, which means that it is scheduled for approval by the CTB as part of DRPT's FY 2027-2032 Six-Year Improvement Plan (SYIP) on June 17. Funding for those projects will then be available starting on July 1.

Ms. Palchik also announced that this year also marks the 10-year anniversary of Commuter Choice, and NVTC has marked the occasion through recent presentations to the Commonwealth Transportation Board and at the Virginia Transit Association annual conference. NVTC is planning to celebrate this milestone through social media channels, the annual report, and at an event before the end of the fiscal year.

Envision Route 7. Ms. Palchik also gave an update on the spring outreach phase for the Envision Route 7 project. This outreach is specifically designed to hear from bus riders and others who travel along Route 7 with activities on and near bus stops and at community events throughout the corridor. She invited Commissioners to the Envision Route 7 open house on Tuesday, June 9 from 5 to 7 p.m. at the Ellen Coolidge Burke Branch Library in Alexandria.

Ms. Palchik suggested that it will be important to study ridership impacts along the Route 7 corridor after F2X implementation and to ensure speed and reliability improvements. Ms. Mattice stated that the Commuter Choice program and WMATA will be tracking this type of data.

Virginia Railway Express (VRE)

Chair Bagley asked Mr. Storck to present the VRE action items.

Operations and Access Agreement for Service Over the Manassas Line with the Virginia Passenger Rail Authority (VPRA). Mr. Storck stated that the Commission is asked to approve Resolution #2610, which will approve an Operations and Access Agreement with the Virginia Passenger Rail Authority for Passenger Rail Service Over the Manassas Line. The resolution will also authorize the VRE CEO to execute the agreement on behalf of the Commissions. He explained that this Operations and Access Agreement will replace the Interim Manassas Line Commuter Rail Operations and Access Agreement with VPRA dated September 4, 2024 to allow VRE to continue to provide commuter rail service over the VPRA-acquired Manassas Line. This agreement memorializes the current financial arrangement between the Commissions and VPRA.

Amendment to Exhibit A: Purchase Deposit Agreement of the Amended Manassas Line Funding Agreement. Mr. Storck stated that the Commission is asked to approve Resolution #2611, which will approve an Amendment to the Purchase Deposit Agreement of the Amended Manassas Line Funding Agreement to clarify the distribution of the deposit amount across the four property interests VRE is purchasing as part of the Manassas Line acquisition from the Virginia Passenger Rail Authority. He explained that basically, the purchase price of Seminary Yard was reduced due to a reduction in the acquisition area. The proposed amendment to the Purchase Deposit Agreement will not impose any additional financial requirements on the Commissions but will allow VRE to maximize federal funding for the purchase of Seminary Yard, which is anticipated to occur in June.

Chair Bagley proposed a block vote in the two VRE actions:

- Resolution #2610: Approve the Operations and Access Agreement with VPRA for Service Over the Manassas Line with VPRA and Authorize the VRE CEO to Execute the Agreement on Behalf of the Commissions
- Resolution #2611: Approve an Amendment to Exhibit A: Purchase Deposit Agreement of the Amended Manassas Line Funding Agreement and Authorize the VRE CEO to Execute the Amendment on Behalf of the Commissions

Mr. Storck moved, with a second by Mr. Bierman, to approve the block vote.

Ms. Zimmerman stated that she is excited to see these agreements move forward and she strongly endorses them, but she will abstain from the vote since she serves as chair of the Virginia Passenger Rail Authority. Chair Bagley agreed that these agreements are a big deal.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Karantonis, Krizek, Letourneau, Lopez, McPike, Palchik, Read, Salim and Storck. Ms. Zimmerman abstained. A roll call vote was conducted for Commissioners participating electronically and Commissioners Sizemore Heizer and Underhill voted in the affirmative. (Copies of the resolutions are attached.)

Department of Rail and Public Transportation

DRPT Director Zimmerman encouraged Commissioners to read her written report. She thanked Mr. Alcorn and the others who spoke about WMATA at the Commonwealth Transportation Board meeting in May. She stated that it is helpful for those CTB members who live outside of Northern Virginia to hear about the value of transit in this region. She gave some highlights of some of the places they toured. She also reported that CTB is expected to approve the Six-Year Improvement Plan (SYIP) in June. As it may end up being approved before the state budget is approved, it may have to come back for further approval if there are major budget changes.

Director Zimmerman gave a shout-out to Arlington County on their microtransit project and OmniRide's recent ribbon cutting ceremony for its "Art that Moves Us" project at bus shelters. She also gave a quick update on the General Assembly mandated studies DRPT is conducting. She also noted the exciting ridership reports for the Virginia Breeze, which included five intercity bus routes. They will be running "1776" fare deals to celebrate America's 250th birthday. She encouraged Commissioners to check out the new ConnectingVA app.

Ms. Mattice noted that NVTC is working closely with DRPT on their GA mandated studies and plan to update the Legislative and Policy Committee and the Commission through monthly meeting materials.

Executive Director Report

Ms. Mattice encouraged Commissioners to read the executive director newsletter, which includes details about the 10th anniversary of Commuter Choice. She reported that she gave a Commuter Choice presentation to the CTB in May, which turned into a larger conversation on how effectively transit pairs well with express lanes.

Ms. Mattice also reviewed upcoming meetings and events:

- Envision Route 7 community open house is June 9, from 5 to 7 p.m. at the Ellen Coolidge Burke Branch Library in Alexandria.
- NoVaTransit Talks Webinar “Improving the Bus Rider Experience” is June 12 at noon. Topics include Loudoun County Microtransit, Bus Stop Amenities and ADA-related improvements in Alexandria, and the proposed bus route redesign for CUE in City of Fairfax.
- Program Advisory Committee meeting on June 18 at 4:30 p.m., followed by the Joint WMATA Committee and Legislative and Policy Committee meeting at 6:00 p.m. in Suite #230.
- Next Commission meeting is Thursday, July 2 at 7:00 pm (Executive Committee at 6:00 p.m.). Both of these meetings will be All-Virtual.
- There is no August meeting.

Ms. Mattice noted that the April Financial Reports are provided in the meeting materials. There were no comments or questions.

Adjournment

Without objection, Chair Bagley adjourned the meeting at 8:56 p.m.

Approved this 2nd day of July 2026.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer



RESOLUTION #2610

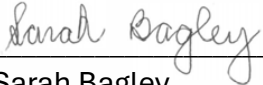
- SUBJECT:** Approve the Operations and Access Agreement with VPRA for Service Over the Manassas Line and Authorize the VRE CEO to Execute the Agreement on Behalf of the Commissions
- WHEREAS:** Since 1992, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“the Commissions”) have provided commuter rail service on a route known as the VRE Manassas Line over railroad right of way owned or used by Norfolk Southern Railway Company (“Norfolk Southern”), pursuant to successive operating access agreements between the Commissions and Norfolk Southern;
- WHEREAS:** On August 29, 2024, the Commonwealth, acting through the Virginia Passenger Rail Authority (VPRA), entered into an Amended and Restated Comprehensive Rail Agreement with Norfolk Southern, in which VPRA purchased most of territory upon which VRE runs its Manassas Line service (the “VPRA-Acquired VRE Manassas Territory”), with specific sections retained by Norfolk Southern;
- WHEREAS:** On September 4, 2024, the Commissions entered into an Interim Manassas Line Commuter Rail Operations and Access Agreement with VPRA to allow VRE to continue providing commuter rail service over the VPRA-Acquired Manassas Territory under terms substantially similar to that of the 2014 Operations and Access Agreement between the Commissions and Norfolk Southern, with the exception of reducing annual costs for access and dispatching;
- WHEREAS:** The Interim Agreement contemplates a future VPRA-VRE Operating Agreement to be negotiated by VPRA and VRE to replace the Interim Agreement;
- WHEREAS:** The parties have negotiated the terms of an Operations and Access Agreement that, in conjunction with rights granted by VRE’s acquisition of four property interests from VPRA, would preserve VRE’s exclusive right to operate commuter rail service over the VPRA-Acquired VRE Manassas Line Territory; and
- WHEREAS:** The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Operations and Access Agreement with the Virginia Passenger Rail Authority (VPRA) for Commuter Rail Service over the Manassas Line and authorize the VRE Chief Executive Officer to execute the Agreement on behalf of the Commissions.

Approved this 4th day of June, 2026.



Maureen Coffey
Secretary-Treasurer



Sarah Bagley
Chair



RESOLUTION #2611

SUBJECT: Approve an Amendment to Exhibit A: Purchase Deposit Agreement of the Amended Manassas Line Funding Agreement with VPRA and Authorize the VRE CEO to Execute the Amendment on Behalf of the Commissions

WHEREAS: Subsequent to the Virginia Passenger Rail Authority (VPRA) acquiring the Manassas Line from Norfolk Southern Railway (“NSR”) in August 2024, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“the Commissions”) approved an Amended Manassas Line Funding Agreement (“Funding Agreement”) with VPRA, in February 2025, authorizing payment by the Commissions of \$155 million to VPRA over a five-year period to acquire four property interests from VPRA which are critical to VRE’s current and future commuter rail operations;

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

WHEREAS: In March 2026, the Commissions approved a Purchase and Sale Agreement for Seminary Yard, reflecting a reduced purchase price for Seminary Yard based on a reduction and reallocation of the acquisition area for Seminary Yard and the commuter rail operating easement;

WHEREAS: VRE staff recommends approval of the proposed amendment to the PDA to reallocate the amount of non-federal funds applied to the down payment of Seminary Yard to maximize federal funding that can be used for the purchase; and

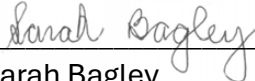
WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Amendment to Exhibit A: Purchase Deposit Agreement of the Amended Manassas Line Funding Agreement to reallocate the down payment amount applied to Seminary Yard and the commuter rail operating easement, and authorize the VRE Chief Executive Officer to execute the Amendment on behalf of the Commissions and to further amend and execute all documents, approved by the VRE General Counsel, necessary to reflect the new down payment deposit allocation.

Approved this 4th day of June, 2026.



Maureen Coffey
Secretary-Treasurer



Sarah Bagley
Chair



RESOLUTION OF COMMENDATION

SUBJECT: Commending Darien B. Flowers 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: In January 2026, then Secretary of Transportation W. Sheppard Miller III designated Darien B. Flowers to be the secretary's designee on NVTC and as a principal director on the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors, which became effective January 5, 2026;

WHEREAS: Mr. Flowers served as a member of the NVTC Executive Committee and the NVTC WMATA Committee and at WMATA, he served as a member of the WMATA Financial and Capital Committee;

WHEREAS: Mr. Flowers brought his expertise and knowledge to his role on NVTC and the WMATA Board with his expertise in transportation and infrastructure, government relations and transportation policy, as well as his current service as a member of the Virginia Passenger Rail Authority (VPRA) Board of Directors;

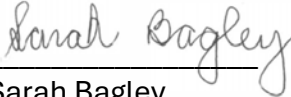
WHEREAS: During his tenure on the WMATA Board, Mr. Flowers played an integral role in the development and adoption of the FY 2027 WMATA Budget and FY 2027-2032 Capital Improvement Program, enhancing oversight of WMATA's procurement activities, highlighting WMATA's safety culture and performance metrics and underscoring the importance of WMATA's updated and improved subsidy allocation formulas; and

WHEREAS: Mr. Flowers brought a deep appreciation and thoughtfulness to his work, quickly grasped complex governance and funding topics and ensured Virginia's interests were voiced and well represented at the WMATA Board.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends Darien B. Flowers for his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Flowers 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 4th day of June, 2026.


Sarah Bagley
Chair

DRAFT Pending Commission Acceptance
of Findings on July 2, 2026

I-66 NEEDS ASSESSMENT:

Optimizing the Use of Toll
Revenues for Transit and
Rail Projects in the I-66
Corridor

Executive Summary

Prepared For

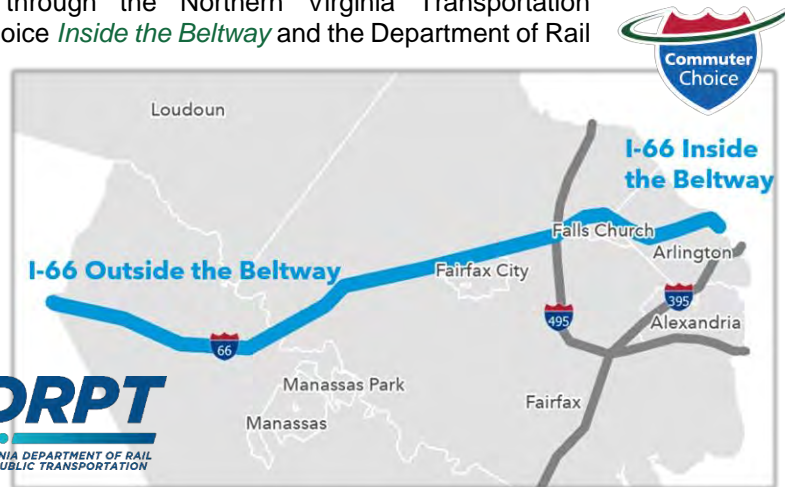


Prepared By



Overview

Toll revenues from the I-66 corridor have **funded nearly \$115 million in transit and multimodal improvements** to date through the Northern Virginia Transportation Commission's (NVTC) I-66 Commuter Choice *Inside the Beltway* and the Department of Rail and Public Transportation's (DRPT) I-66 *Outside the Beltway* programs. However, changing travel patterns and infrastructure built in the past ten years require an updated evaluation of future needs along the corridor. With **approximately \$1 billion to be distributed through future annual payments**, NVTC and DRPT are working to better understand travel trends and potential projects that could provide the greatest benefit to travelers along the I-66 corridor in the future.



Study Purpose

This needs assessment serves as a tool to help NVTC, DRPT and local jurisdictional staff plan for future grant cycles. By compiling the I-66 Needs Assessment Project List, which integrates projects planned by local jurisdictions as well as supplements gaps in those projects based on predicted growth and travel, this study provides a foundation from which high impact projects can be considered for future funding. It also allows NVTC and DRPT staff to assess potential funding risks, any mismatches based on planned projects and funding outlays, and make policy changes that strategically align funding with needs along the corridor.

Key Takeaways

This study identifies key takeaways based on stakeholder feedback, projected growth and travel patterns, the identified list of projects, and financial modelling scenarios. The full report includes more details about stakeholder engagement, existing and future conditions, the I-66 Needs Assessment Project List, and investment pipeline. The following is a high-level summary of the study's key takeaways:

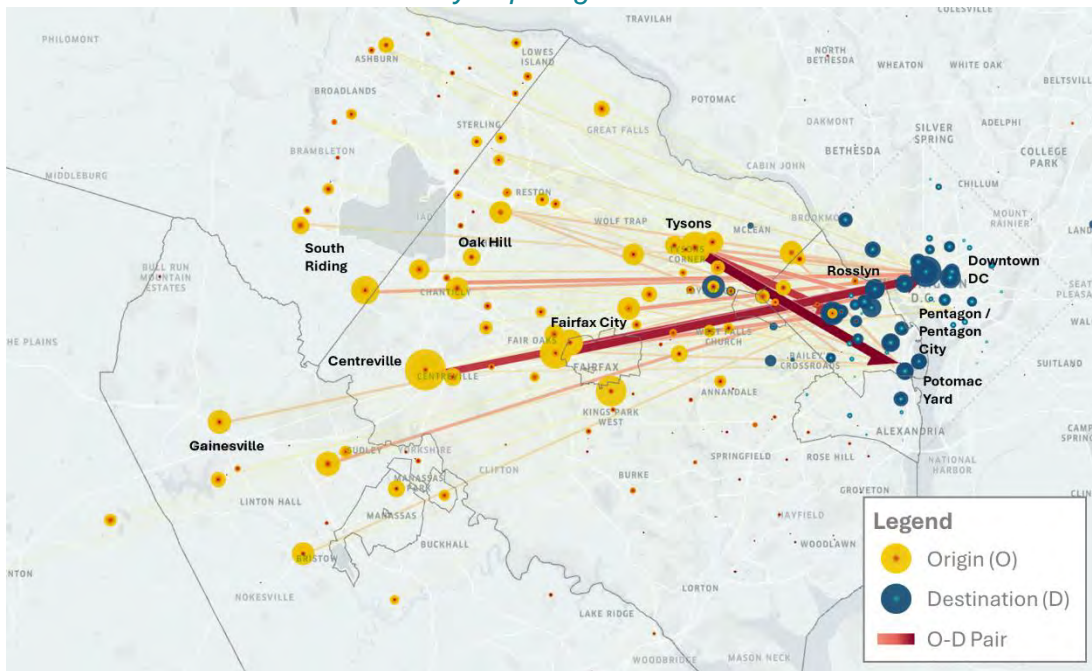
Stakeholders see opportunities in coordinated planning efforts across jurisdictions

- US 29, US 50, Metro Rail Orange and Silver Lines, and the VRE Manassas Line serve as important alternatives to traveling on I-66.
- Planned bus rapid transit (BRT) projects represent an opportunity to make meaningful investments in longer-term, transformational mobility projects.
- There is an opportunity for strategic, multi-agency coordination to maximize the benefits of investments regardless of jurisdiction size.

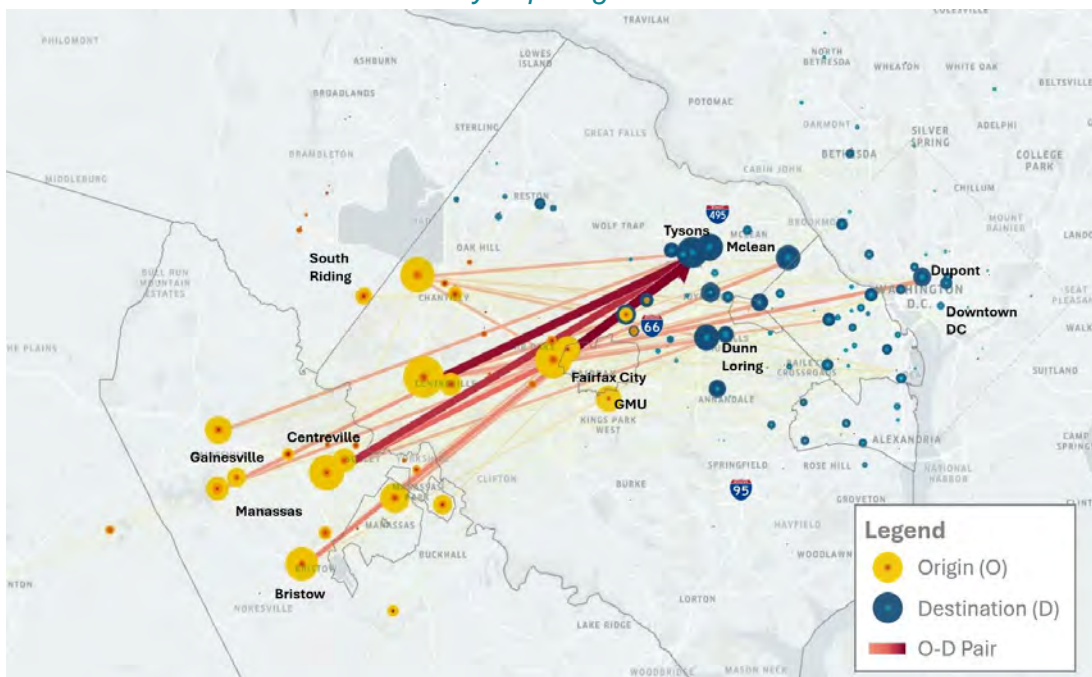
Future growth is shifting west, and more travel is happening outside of peak periods

- Transit and vehicular travel in the I-66 corridor have largely recovered since the pandemic but has also shifted to higher single occupancy vehicle usage and more dispersed peak periods.
- Future growth will expand travel markets farther west, with Tysons, Herndon, and Innovation Center (in Prince William County) experiencing both population and employment growth that require new transportation connections.

I-66 Inside the Beltway Top Origins and Destinations for 2045



I-66 Outside the Beltway Top Origin and Destinations for 2045

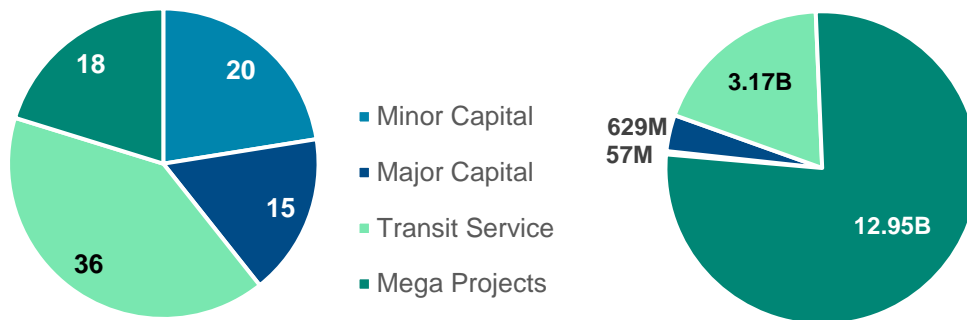


(Source: MWCOG Model Route 10.0 Cooperative Forecast, AM Period)

The funding needed for identified projects far exceeds the amount available

- Between 2026 and 2057, there is approximately \$3.2 billion in projected demand for transit and rail operating projects as well as \$13.6 billion of projected demand for capital investments in the corridor. The \$16.8 billion need reflects 89 projects, including 38 operating projects and 51 capital projects.
- Over half of the projects (47) are potentially eligible for both funding programs; NVTC and DRPT should coordinate on which projects could fit best within their respective programs.
- Operating demand is relatively consistent over the program lifespans, with new and enhanced bus projects representing the most common project type.

Project Type and Cost (in 2026 dollars) Distribution



How funding is allocated impacts each program's ability to fund certain project types

- \$1 billion is available to invest in future projects in the corridor.
- There are opportunities to strategically use the two grant funding programs to implement planned projects that address identified demand.
- Tradeoffs must be made on funding large capital projects versus ongoing transit operations, as focusing too heavily on one project type could hinder funding for the other.

Summary of Tradeoffs Based on Modeled Funding Scenarios

Scenario Name	Best to	Limits
1 <i>Operating Spending Status Quo</i>	Continue supporting smaller capital and ongoing transit operations	Funding for major or mega capital projects
2 <i>Maximize Transit Operations Spending</i>	Fund a greater share of operating expenditures than present	Funding for all types of capital projects
3 <i>Fund Larger Projects with Debt Financing</i>	Make significant capital investments in major and mega capital projects	Lower amount of overall funding for projects, need to pay financing costs
3A <i>Fund Near-Term Larger Projects with Debt Financing</i>	Earlier significant capital investments in major and mega capital projects	Lower amount of overall funding for projects, need to pay financing costs
4 <i>Fund Larger Projects with Funding Reserve</i>	Periodically fund larger capital projects	Purchasing power loss due to inflation

Policy Considerations

The policy considerations differ for the NVTC-administered I-66 Inside the Beltway (ITB) corridor, which has a longer history of grantmaking and program administration guidelines, compared to the DRPT-administered I-66 Outside the Beltway (OTB) corridor, which is newer and is less known by jurisdictional staff. All policy considerations listed below are for discussion purposes and do not represent a recommendation at this time.

I-66 Inside the Beltway Commuter Choice (Administered by NVTC)

The growing momentum to advance BRT projects as well as rail infrastructure and service improvements throughout the region, which are often multi-jurisdictional and require substantial funding, indicates a potential need to **optimize funding for larger projects**. Additionally, the variety of eligible projects and their varied impact on person throughput, a key goal of the program, presents an opportunity to **streamline policies to support the best performing projects**. Potential changes should also consider the **unique role Commuter Choice plays in providing funding for transit operations**.

The following policy changes would need to be approved through an action by NVTC prior to implementation or may require updates to the memorandum of agreement. The list of policy changes below are not intended to be final recommendations and serve as a starting point for further consideration by NVTC staff and Commissioners.

- | | |
|---|---|
| ITB-A. Raise project funding limit above \$20 million | ITB-E. Revise the 2-year obligation and 5-year expenditure deadlines |
| ITB-B. Expressly support project development activities | ITB-F. Remove the 50% cap on transit operating funding |
| ITB-C. Use debt financing to help fund large capital projects | ITB-G. Explore parameters around project types that have historically had lower throughput increases |
| ITB-D. Create a set-aside or reserve fund for large capital projects | ITB-H. Examine funding match requirements |

I-66 Outside the Beltway (Administered by DRPT)

Through the stakeholder engagement, many potential applicants were (re)introduced to the I-66 Outside the Beltway program and the types of projects that could be eligible for funding in the future. Many of the policy changes relate to **better advertising and promoting the program** as well as **incentivizing larger projects** that have the greatest impact on travel through the corridor.

- OTB-A.** Use debt financing to help fund large capital projects
- OTB-B.** Incentivize large regional collaboration through scoring or match percentage
- OTB-C.** Improve clarity and promotion of the Outside the Beltway program's availability and administration

Conclusion

The I-66 corridor in Northern Virginia is an important link for residents and visitors to access destinations throughout the region. Travel demand along the corridor is expected to continue growing in response to ongoing residential development and employment growth. In anticipation of this growth, jurisdictions and transit providers have identified a wide range of projects designed to offer more convenient, reliable, and flexible transportation options. These projects, captured in the I-66 Needs Assessment Project List, represent approximately \$16.8 billion in funding demand in the corridor, far exceeding the funding availability of the program (~\$1 billion). Many of these projects are large and complex, highlighting the need for strategic planning and continued coordination between NVTC and DRPT and project sponsors. Evaluating different financial approaches and policy changes, and their tradeoffs and opportunities, can support decision making that shapes investments of the Inside the Beltway and Outside the Beltway programs and fund projects that provide the most benefits throughout the I-66 corridor.

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane, Amanda Sink, Vikram Sinha, Rhonda Gilchrest and Owen Williams
DATE: June 25, 2026
SUBJECT: Presentations

At the July 2 meeting, the Commission will hear presentations on regional coordination on DMVMoves initiatives, Envision Route 7 project, VRE Commission Orientation and the biennial state budget.

A. Regional Coordination on DMVMoves Initiatives

Deputy Director of Programs and Policy Amanda Sink will present on the work underway to advance the Action Plan for Transit Integration outlined in the DMVMoves Plan.

[The DMVMoves Plan](#) (Plan) was endorsed by the Metropolitan Washington Council of Governments (COG) and the Washington Metropolitan Area Transit Authority (WMATA) in November 2025 and was subsequently endorsed by numerous local governments and regional organizations throughout the region, including NVTC. The Plan identified three key themes:

1. Reinvest in and modernize WMATA;
2. Improve regional bus service with a bus priority network; and
3. Advance regional integration.

The most well-known part of the DMVMoves Plan is the regional commitment to reinvest in and modernize WMATA, with a target of \$460 million/year growing by 3% each year after funded jointly by Virginia, Maryland and the District of Columbia. (Virginia's share of that amount is \$136 million/year plus the 3% per year growth.) However, the DMVMoves initiative also included a regional commitment to improve public transit service by establishing bus priority corridors and advance regional transit integration through its Detailed Action Plan for Transit Integration, included as an appendix to the Plan.

The goal of the Action Plan is to provide more consistent policies and integrated public transit service to improve the customer experience and operate more efficiently. It identifies six focus areas for integration, with several actions and sub-actions as well as a timeline for implementation. The Metropolitan Washington Area Transportation Planning Board (TPB) is expected to publish an annual implementation report documenting progress on the Action Plan to be shared in December 2026.

The six focus areas of the Action Plan are:

1. Regional Bus Priority
2. Service Guidelines and Reporting
3. Customer Information and Facilities
4. Fare Integration
5. Shared Resources and Procurement
6. Shared Training and Certification

Regional Bus Priority - Development of the Action Plan identified seven initial high-value bus priority corridors including two in Virginia: Route 7 and Columbia Pike. Current work is focused on developing a Regional Bus Priority Network Study that will establish corridor profiles, identify desired outcomes and performance measures, document implementation needs and roles and responsibilities, and evaluate potential regional benefits through a network impact analysis. To date, interviews with key partners and stakeholders for each corridor have been conducted and NVTC staff have participated in discussions on Route 7 and Columbia Pike. The full study is tentatively scheduled to be completed by December 2026.

Service Guidelines and Reporting – The Action Plan established local bus service guidelines based on Activity Tiers defined by density and Route Class characterized by service purpose. These guidelines are intended to provide consistent expectations for customers across jurisdictions. The Plan calls on jurisdictions and agencies to adopt the service guidelines and to support implementation into operation. Continued work in 2026 has been focused on developing a common set of regional performance measures that will support transparent regional accountability. The working group has met bi-weekly and is identifying specific performance measures to be reported at the agency or regional level that outline cost efficiency, ridership, service quality, safety and accessibility. The performance measures will be reported as an annex in the annual State of Public Transit Report, with the first performance measures tentatively to be included in the 2026 report.

Customer Information and Facilities – The Action Plan called to develop and deploy shared design guidelines for transit stations and stops based on service type to deliver a better integrated network and customer experience. It identified four actions to work toward: develop a universal set of bus stop design guidelines, standardize bus stop signs, consolidate bus stop identification numbering, and establish a unified customer service information phone number. Work to advance this focus area began in January 2026 with evaluating bus stop sign practices, agency coordination, operational requirements, maintenance considerations, and applicable policies and standards. In the spring, WMATA staff have engaged in one-on-ones with transit agencies to identify shared priorities, existing resources, operational challenges and opportunities for collaboration. Progress moving forward is focused on building a regional bus stop inventory by location and continued effort to gather input from agencies on a shared bus stop sign design with a tentative target of July 2026 for an initial design concept for review and feedback. WMATA is also scheduling a “Summer Sprint” which will address outstanding bus stop amenity, signage and maintenance needs such as damaged poles, missing or outdated signage and more.

Through this coordination work, the region identified additional opportunities to collaborate such as bus stop data sharing, bus stop standards and designs, and service planning and maintenance activities.

Fare Integration – The Action Plan identified four focus areas to advance an integrated fare system and a more seamless customer experience. The four areas are: implement a universal transfer credit for all transferring customers regardless of originating agency, expand regional transit passes by establishing revenue-sharing agreements to enable regional unlimited pass products across all participating systems, enable agencies to join WMATA’s low-income fare program and offer comparable discounts, and adopt a regional 18 and under ride free policy. Work to advance these efforts are continuing through the Regional SmarTrip working group.

Shared Resources and Procurement – The Action Plan called for MWCOG to establish a regional Joint Transit Procurement Committee that coordinates grouped purchases, shares contracting opportunities and creates a regional venue for discussion of transit procurement issues. In early 2026, the committee was established and met to first develop a list-serve for transit procurement officers to communicate and coordinate on efforts. Ongoing work has focused on development of a [regional transit clearinghouse](#) for more seamless identification of potential purchasing opportunities that decrease costs or administrative burdens.

Shared Training and Certification – A regional training and certification working group is expected to begin meeting in summer 2026 and will explore opportunities for shared workforce development and training programs and resources.

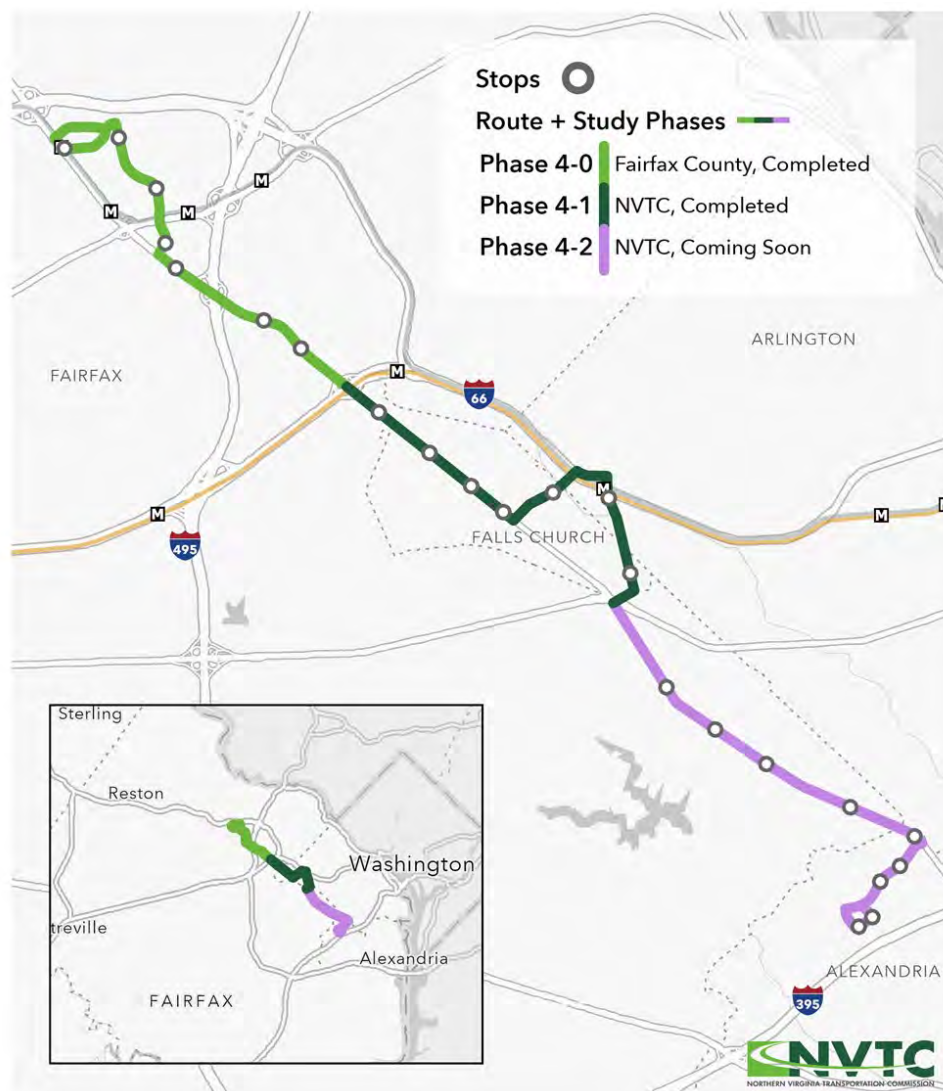
NVTC continues to support the Action Plan through active participation in all working groups and coordination efforts. Beyond contributing to DMVMoves, NVTC is advancing several initiatives that align with the focus areas of the Action Plan. Multiple efforts are underway to advance [bus priority](#) throughout Northern Virginia. This includes leading planning efforts through Envision Route 7 to advance bus rapid transit (BRT) along Route 7 from Tysons to Alexandria, one of the seven high-priority corridors identified in the Plan. In addition, NVTC has analyzed [bus speeds and congestion-related bus delays](#) in Northern Virginia to help identify high-impact opportunities for future bus priority investments and focus. With the recent passage of Virginia’s [Clear Lanes legislation](#), NVTC is also supporting WMATA as it works with NVTC jurisdictions to test automated camera enforcement of parking violations in bus stops and bus only lanes. Further, staff are engaging with jurisdictions and agencies on bus stop programs to better understand each locality’s guidelines, asset management practices, maintenance responsibilities, challenges and funding approaches. These efforts help inform DMVMoves implementation, support regional coordination and identify opportunities to improve transit service and performance.

B. Envision Route 7

Senior Program Manager Vikram Sinha will present on the work underway to advance [Envision Route 7](#), a proposed bus rapid transit (BRT) route designed to connect Tysons via Falls Church, Seven Corners and Bailey's Crossroads to the Mark Center/Southern Towers area in Alexandria.

Route 7 is one of the busiest transit corridors in Northern Virginia. It contains diverse communities, connects residents to jobs and opportunities and is currently served by multiple bus routes. The Metro Bus F20 serves a majority of the corridor with 12-minute daytime frequency. The corridor supports the regional economy by connecting workers and residents to employment hubs, essential services, education, healthcare and retail centers. The Virginia Department of Transportation (VDOT) owns and maintains the 14-mile stretch of Route 7 except where it runs through the cities of Falls Church and Alexandria (Figure 1).

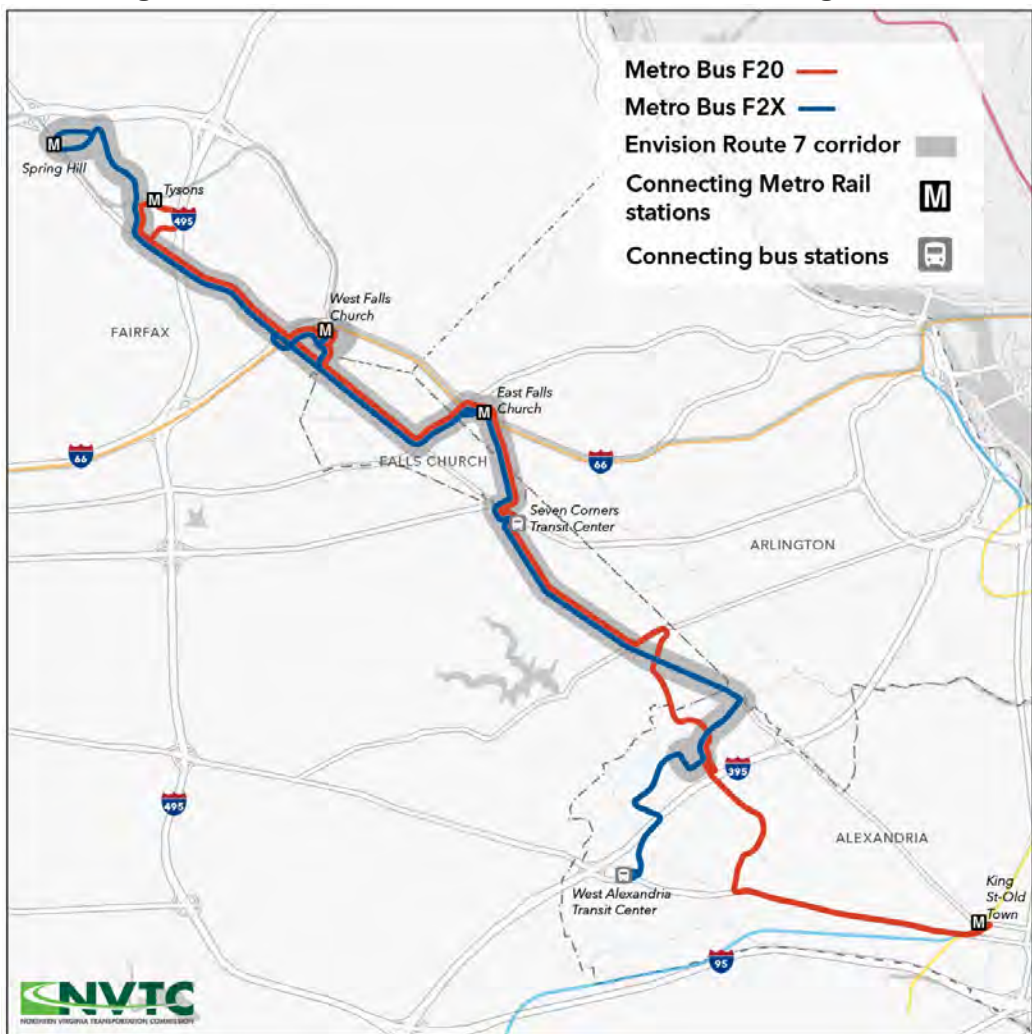
Figure 1: Project Corridor Map with Planning Phases



Source: NVTC

NVTC has nearly completed its analysis of the final section of the Envision Route 7 corridor that runs from Seven Corners to Mark Center. This phase has included data analysis that models the roadway impacts of both a center-running and curb-running bus lane, as well as qualitative feedback gathered through outreach with the community along the corridor. The most recent outreach period started in May and ended on June 19. It included pop-up events, an open house and an online survey in which respondents could share their opinions of bus service along the corridor and their preferences for the future. As of June 10, NVTC received 170 responses to its survey and interacted with 516 people speaking five languages, with the majority of those interactions in languages other than English. The final outreach numbers and high-level takeaways will be shared in the Commission presentation.

Figure 2: Route of F20 Metro Bus with New F2X Alignment



Source: NVTC

Looking to the future, NVTC is building momentum for bus priority improvements along Route 7. Through a grant from NVTC’s Commuter Choice program, WMATA will be providing additional peak hour service on Route 7 via the Metro Bus F2X starting in December 2026. The existing F20 route carries 2.4 million people a year with 12-minute frequency, making it one of the highest ridership Metro Bus routes in the region. While the F2X route will overlap

with much of the existing F20 route, the F2X will skip stops and pursue a more direct route to the Mark Center, thereby adding additional frequency and providing faster service to the customer, thereby benefiting the region (Figure 2).

NVTC staff will also continue to coordinate with the jurisdictions along Route 7 with an eye towards identifying segments that can be prioritized for improvements to bus riders. The corridor itself is recognized as a regional priority in both DMVMoves as well as the [Northern Virginia Transportation Authority \(NVTA\)'s BRT Action Plan](#). NVTC staff are excited to share results that will build regional consensus on path forward to improving bus service and will return to the Commission in the fall with more details.

C. VRE Commission Orientation

VRE CEO Katie Choe and her team will give an orientation on VRE and the role of the Commissions, outlining the work of VRE, its staff and the VRE Operations Board, as well as how it all incorporates into the [VRE System 2050 Plan](#). A [VRE Operations Board Primer](#) is attached that provides information about VRE including its mission, organizational and governance structure, history, current service, fares and other important information.

The [VRE Management Audit, Phase II Final Report](#), published January 9, 2015, recommended an annual training session for Commissioners on their roles and responsibilities with respect to their oversight of VRE. As co-owners of VRE, NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) own VRE's assets, bear all responsibility/risks, and are accountable for funds provided by federal/state/local sources. They appoint Commissioners to serve on the VRE Operations Board, a joint committee of the Commissions, to monitor VRE performance, finances and compliance with local, state and federal requirements on behalf of the Commissions and their member jurisdictions. The Commissions have delegated authority to the VRE Operations Board to execute most contractual agreements, provided funding is included in the approved budget. The [Plan of Delegation from Commissions to the VRE Operations Board](#) includes the exceptions that remain the responsibility of the Commissions.

D. Biennial State Budget

NVTC Executive Director Kate Mattice and Legislative Liaison Aimee Perron Seibert will brief the Commission on the biennial state budget.

The House and Senate approved the conference report on [House Bill 30](#) on June 22, completing General Assembly action on the budget. The agreement partially addresses several transit funding and policy recommendations developed through SJ 28 and DMVMoves, including two years of additional state support for WMATA operating assistance, a new Northern Virginia WMATA capital contribution requirement beginning in FY 2029, optional local revenue authority for public transportation through a local sales tax subject to referendum and a new WMATA unit-cost growth framework to replace the existing 3% cap. However, it does not establish a permanent WMATA operating solution or provide additional ongoing statewide transit operating or capital funding. Figure 3 summarizes the

major transit funding, policy and study provisions included in the agreement. The budget now awaits final action by Governor Spanberger.

Figure 3: Virginia FY 2027-2028 State Budget Conference Agreement - Transit Funding and Related Provisions – Approved June 22, 2026

SJ 28 / DMVMoves Priority	Conference Agreement
<u>WMATA Operating</u>	\$153M GF in FY27 for the state share (50%) of additional WMATA operating assistance over FY27-28. Not a permanent solution.
<u>WMATA Capital</u>	Requires NVTC jurisdictions to collectively contribute \$136M beginning in FY29, growing 3% annually.
<u>Local Revenue Authority</u>	Authorizes up to a 1% local option sales tax in Planning District 8 for school construction, public transportation, or both, subject to referendum. Must comply with § 33.2-3404 (i.e., \$136M/year + 3%/year for WMATA DMVMoves Capital) to continue using this authority.
<u>WMATA 3% Cap / Unit-Cost Framework</u>	Amends the cap beginning in FY29 to focus on WMATA rail and bus unit-cost growth, with withholding provisions in FY27-28 for WMATA to establish a new unit-cost growth calculation and reporting process.
Other Transportation Items	
<u>WMATA DMVMoves Reporting</u>	Requires a 20-year conceptual capital plan beginning Jun. 30, 2027, financial plans for projects over \$300M, and annual performance reporting.
<u>WMATA Efficiency Review</u>	Directs DRPT to review WMATA’s cost-savings and efficiency efforts; report due Oct. 15, 2026.
<u>WMATA Rail Automation Withholding Provision</u>	Requires 35% withholding of state assistance in FY29 if WMATA does not approve a rail signaling and automation workforce transition plan. Beginning Jul. 1, 2028, an automation-related reduction-in-force termination of a rail or bus operator triggers withholding in the following fiscal year.
<u>Regional Bus Consolidation Study</u>	Directs DRPT to evaluate consolidating DASH, Fairfax Connector, ART and CUE into a unified regional bus system, including costs, service impacts and governance considerations; report due Dec. 15, 2026.
<u>NVTC District Parking Tax Study</u>	Directs the Office of Intermodal Planning and Investment to study the feasibility and potential revenue of a tax on paid, nonresidential parking in NVTC jurisdictions; report due Nov. 15, 2026.
<u>Statewide TOD Study</u>	Directs DRPT to identify transit-oriented development and funding opportunities around existing and proposed stations and assess barriers to housing and economic development; report due Dec. 15, 2026.
<u>Huntington Garage Demolition</u>	Provides up to \$10M from TPOF, contingent on local/regional matching funds.

Source: NVTC



Operations Board Primer

Virginia Railway Express





Contents

- 02 Mission
- 03 How the Virginia Railway Express (VRE) Was Established
- 04 Organizational and Governance Structure
- 07 Service
- 08 Financial
- 09 Jurisdictional Contributions
- 10 Fares
- 11 VRE Mobile
- 12 Safety
- 13 The Future of VRE

Mission

THE VIRGINIA RAILWAY EXPRESS, a joint project of the Northern Virginia Transportation Commission and the Potomac and 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.





- 1964 Northern Virginia Transportation Commission Established
- 1986 Potomac and Rappahanock Transportation Commission Established
- 1989 VRE Master Agreement Signed
- 1992 Manassas & Fredricksburg Lines Open
- 1994 Lorton Station Opens
- 1995 Franconia-Springfield Station Opens
- 2015 Spotsylvania Station Opens

How the Virginia Railway Express (VRE) Was Established

The prospect of commuter rail service in Northern Virginia was debated for more than 20 years. But in 1984, when a regional feasibility study demonstrated the viability of commuter rail, planning began in earnest.

THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC), which represents three jurisdictions served by VRE, spearheaded the effort. After NVTC was unable to bring several, more southern jurisdictions into its fold, the **Potomac and Rappahannock Transportation Commission (PRTC)** was established in 1986 to represent them. Today VRE serves nine jurisdictions, each of which is a signatory to the rail system's chartering document, the **VRE Master Agreement**, first signed in 1989.

When establishing PRTC, state legislators enacted a 2 percent motor fuels tax for use by member jurisdictions to support VRE capital and operating costs and other transportation investments. NVTC already had a 2 percent motor fuels tax, which was dedicated to funding the Washington Metropolitan Area Transit Authority. Over the decades the funding mechanism evolved to cents per gallon of fuel sold by a distributor to a retail dealer. The amount in fiscal year 2024 stood at \$.087 per gallon for gasoline and \$.088 for diesel.

VRE service to Manassas began on June 22, 1992. The Fredericksburg Line opened a month later, on July 20, 1992. Trains originally served 16 stations – six each on the Manassas and Fredericksburg lines and four in the core, which serve trains on both lines. Subsequently, three stations were added on the Fredericksburg Line – Lorton in 1994, Franconia-Springfield in 1995, and Spotsylvania in 2015.





Organizational and Governance Structure

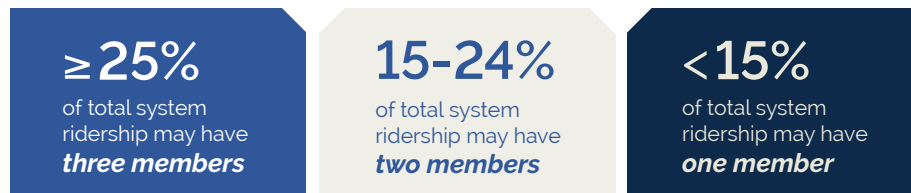
The VRE Master Agreement details the roles and responsibilities of the two commissions and the Operations Board, a joint committee of the commissions providing oversight of the service. The two commissions co-own all VRE assets, including rolling stock, some stations and parking lots, and maintenance and storage facilities. Some local jurisdictions have invested in VRE stations and parking in their territories. VRE contracts for access rights to 90 route miles of track from CSX Transportation (CSX), Norfolk Southern and the Virginia Passenger Rail Authority (VPRA), and access to Washington Union Station and midday storage facilities from Amtrak.



Operations Board

The VRE Operations Board, created in 1989, consists of local elected officials who reside in one of VRE's member jurisdictions and both serve on and are appointed by NVTC or PRTC. The board also includes a representative designated by Virginia's Secretary of Transportation.

The Master Agreement established two types of jurisdictions that are represented on the board – contributing (the City of Alexandria and Arlington County) and participating (the cities of Fredericksburg, Manassas, and Manassas Park and the counties of Fairfax, Prince William, Spotsylvania and Stafford). Each contributing jurisdiction is entitled to one seat on the board. Representation from participating jurisdictions depends on ridership by residents of each jurisdiction, as determined by the annual Master Agreement Survey each fall. Participating jurisdictions with ridership of:



The Operations Board has been delegated authority by the commissions to approve spending, provided the amount is included in the annual budget and the six-year financial plan, and execute certain contractual agreements. The commissions retained approval authority for:

- VRE annual budget
- Contractual agreements for track access, operations and maintenance, real property acquisition and disposal, and liability insurance plan
- Amendments to the Master Agreement
- Hiring, termination, and amendments to employment contracts of the chief executive officer (CEO) and chief legal officer (CLO)
- State and federal grant applications
- Legislative agendas and strategic plans

The Operations Board meets the third Friday of each month, except August, at PRTC's headquarters in Woodbridge. The [agenda, supporting documents and monthly CEO Report](#) are provided electronically a week before the meeting, as is a request from the board clerk to confirm attendance to ensure a quorum.

A quorum requires a minimum of eight members or their alternates, representation from at least five jurisdictions, and 60 percent of the weighted vote. The weighted vote requirement, described in detail in the Master Agreement, means at least one member from two of the three major weight-holders – the commonwealth and currently the counties of Fairfax and Prince William – must be in attendance.

VRE's [Electronic Participation Policy](#) allows Operations Board members to attend in-person meetings remotely, up to three times per calendar year, provided certain criteria are met and procedures followed.



Committees

The VRE Operations Board has six standing committees, each of which meets several times a year, generally prior to or after a board meeting. Members of the Executive Committee serve a one-year term beginning in January. The committee, according to [VRE's bylaws](#), must consist of two officers from each commission. The offices of chair and vice chair shall not be held at the same time by members representing the same jurisdiction or the same appointing commission. The office of chair shall be rotated annually between the two commissions. Members of the other committees are appointed by the chair.

VRE Staff and Contractors

The CEO, who oversees some 60 staff members, and CLO are employees of both commissions. All other VRE staff are employees of PRTC. Some 140 contractor employees help carry out the rail service's daily functions. The two largest contracts are to operate service and maintain the rolling stock. Both functions, while separately contracted, are currently performed by Keolis Rail Services Virginia.

The CEO, whose contract award authority is \$200,000, is required to communicate any award greater than \$50,000 to the board each month as an information item.



Committee Roles and Responsibilities

EXECUTIVE

Discusses matters pertaining to the business of the Operations Board. Prioritizes issues for the board to address. Serves as a sounding board for senior management to explore emerging issues that may or may not ultimately require a presentation to the full board.

AUDIT

Serves as the primary venue for board interaction with VRE's external auditors. Obtains clarity on issues of concern from the audit partner. Receives and reviews the audited financial statements and auditor's letter before forwarding them to the board.

CEO/CLO EVALUATION

Assesses the performance of the CEO and CLO and measures it against established goals and expectations of the board and commissions. Presents its recommendations for contractual modifications, including compensation and benefits, to the Operations Board for referral to the commissions.

FINANCE

Serves as a forum for review of the annual operating and capital budgets prior to approval and referral to the commissions by the board in December. Provides review and oversight of important financial activities on an ad hoc basis.

LEGISLATIVE

Assists in preparation of the annual Legislative Agenda, which communicates VRE's legislative priorities at the federal and state levels. Deliberates on issues for inclusion and passes a draft agenda for consideration by the Operations Board and, ultimately, the commissions.

NOMINATING

Presents a slate of nominations for VRE Operations Board officers to the board. Adheres to the requirements for officers provided for in the Operations Board Bylaws, Master Agreement, and the Charge to the Committee, which requests it take into consideration the balance of interests of the commissions, representation of the interests of the citizens patronizing VRE, and/or balance with respect to interests of all VRE jurisdictions and their citizens.

LEGEND

- VRE Routes
- Virginia Corridors of Statewide Significance I-66/I-95/I-395
- VRE Stations
 - Present
 - Under Design



Service

VRE operates 32 trains each weekday. The service consists of two lines, Fredericksburg and Manassas, which converge in Alexandria and continue into the District of Columbia. Trains generally run north each morning and south each afternoon/evening.

The rail system directly serves nine cities and counties in Central and Northern Virginia, although riders come from jurisdictions throughout the northern half of the commonwealth. Nineteen stations, two of which are in the District of Columbia, comprise the system. During morning service, the most popular origination stations are Broad Run-Airport on the Manassas Line and Spotsylvania on the Fredericksburg Line. The L'Enfant station in the District is the top destination station. A new privately developed station, Potomac Shores in Prince William County, is in the final design stage.

VRE connects with Metrorail at five locations, extending its reach throughout the National Capital Region, including Ronald Reagan Washington National and Dulles International airports.

<p>○ —</p> <h1>21</h1> <p>Gallery IV Cab Cars (123 seats)</p>	<p>○ —</p> <h1>49</h1> <p>Gallery IV Trailers with restrooms (132 seats)</p>	<p>○ —</p> <h1>30</h1> <p>Gallery IV Trailers without restrooms (144 seats)</p>	<p>○ —</p> <h1>20</h1> <p>MP36 Diesel-Electric Locomotives</p>
---	--	---	--

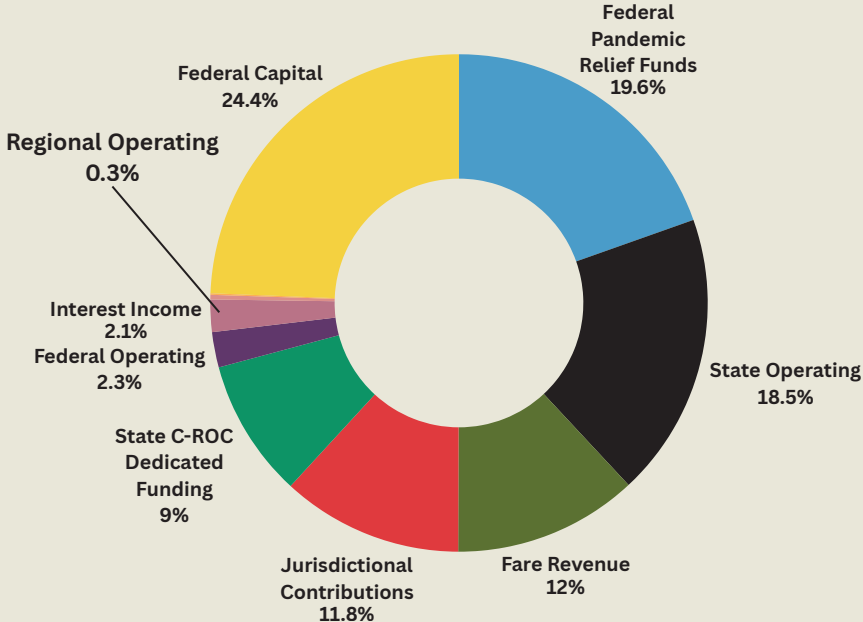
Financial

\$215M VRE's FY 2027 Budget

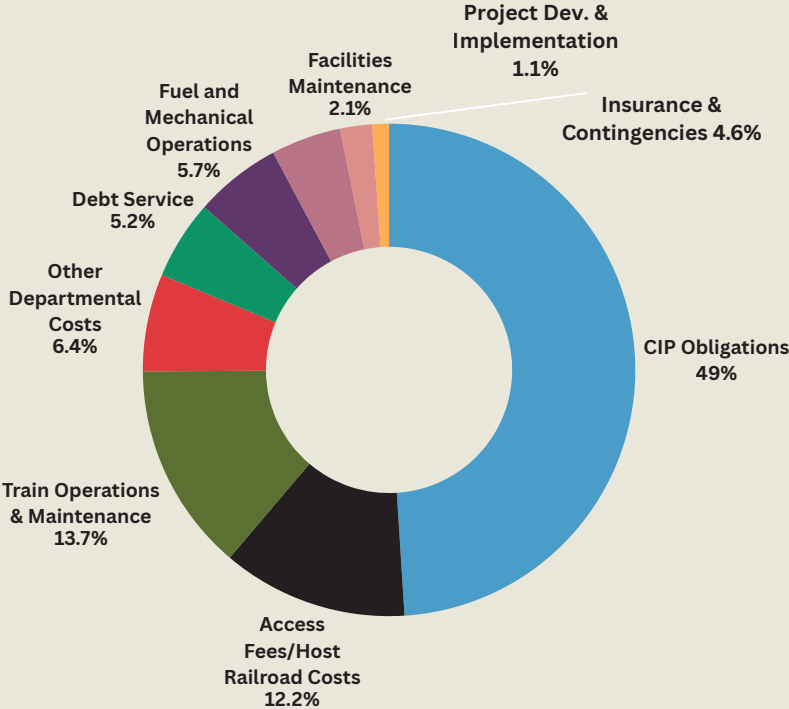
\$103.4M FY 2027 Operating Budget

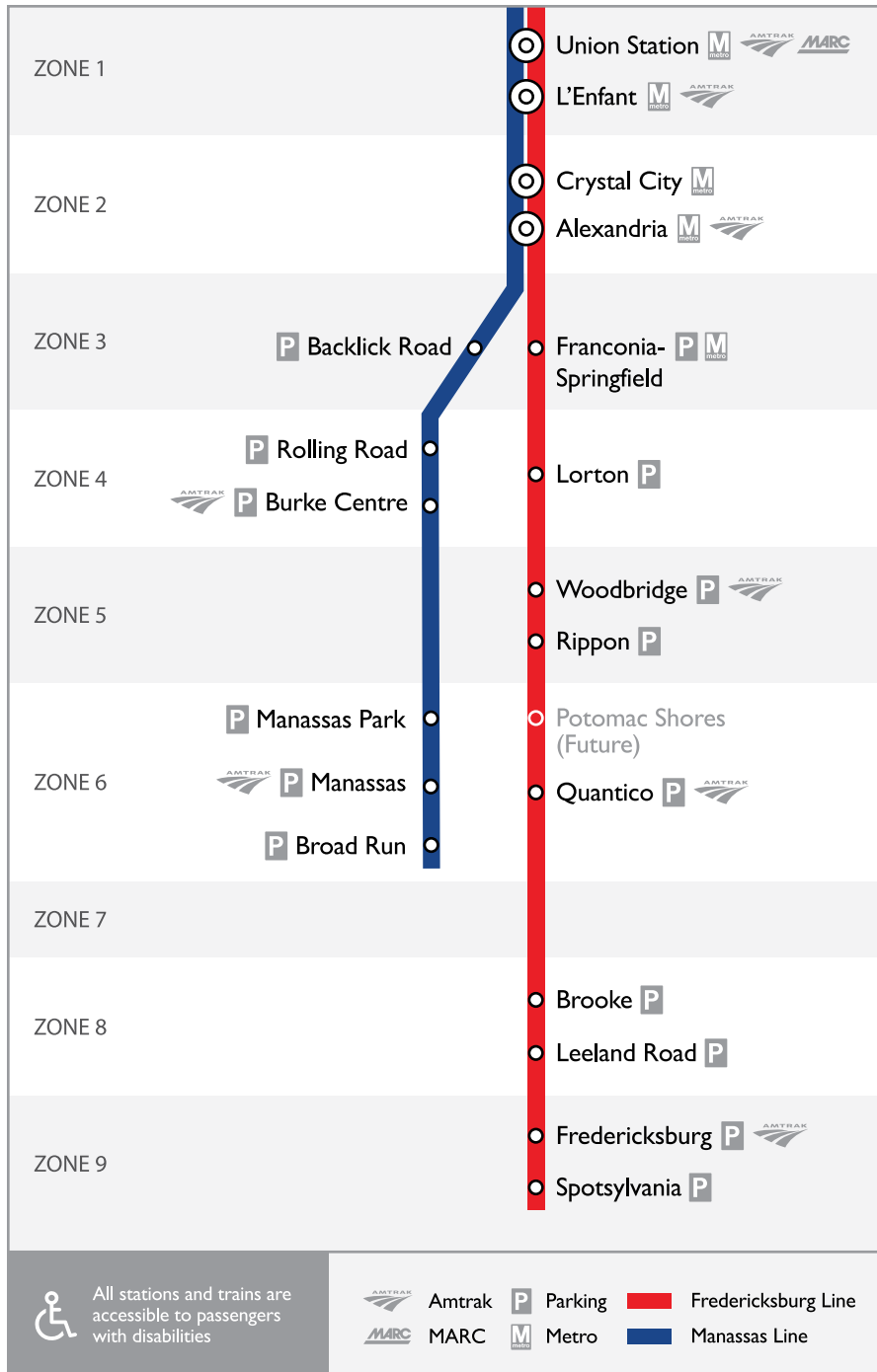
\$100.3M FY 2027 Capital Project Budget

FY 2027 SOURCES OF FUNDS



FY 2027 USES OF FUNDS





Fares

The Master Agreement establishes, as one of its guiding principles for financial plans, that VRE cover at least half of its fiscal year operating expenses through passenger fares. Historically, fare revenue covered about 52 percent of those expenses. Since the onset of the COVID-19 pandemic, VRE has used federal relief funds to cover what has been a significant drop in ridership and fare revenue.

Tickets and Passes

VRE uses a distance-based [zone system to determine fares](#), and riders can purchase multi-ride pass products that offer a discount off the single-ride fare. As of June 2026, VRE offers a:

31-Day Pass (mobile only)	7-Day Pass	Day Pass	Single Ride Pass	10-Ride Ticket
Calendar Monthly Ticket (paper only)		\$5 Flat Fare for travel entirely within zones 1, 2 and 3 (mobile only)		
Transit Link Card (TLC) for unlimited trips on VRE and Metrorail in a calendar month		Free Ride for children ages 10 and under when accompanied by a fare-paying adult		
Reduced Fare Ticket for riders who are disabled, a senior citizen (age 65 and up) or a youth (between ages 11 and 18)				



more than
70%

are federal government or U.S. military employees who are **eligible for the federal Transit Subsidy program** [↗](#)



Many private sector employers also offer commuter subsidy programs.

On July 1, 2024, VRE introduced several fare changes:

- Increasing base fares by 5 percent (increase passed again in FY 2027)
- Making permanent the zone 1-3 flat fare and extending its availability to paper tickets
- Eliminating the underutilized seven-day pass
- Eliminating the youth discount and extending free fares to all children and youths ages 18 and under

Amtrak Step-Up Ticket

The Amtrak Step-Up ticket allows passengers with a VRE multi-ride ticket or pass to purchase an upgrade and ride any of 12 Amtrak trains listed on the VRE schedule. The program, which was suspended at the start of the pandemic, will be reinstated in 2024. The Step-Up ticket will only be available through VRE Mobile to comply with Amtrak's requirement to have all customer names on the train manifest.

Validation

Under Virginia law, all tickets must be validated to ensure the fare is deducted from the ticket. **Validation can be accomplished** through ticket vending machines on VRE station platforms or, if the ticket was purchased via VRE Mobile, through the app on a smartphone. VRE conductors check tickets on each railcar to ensure they have been validated.

Summonses

Virginia law gives conductors the authority to write legal summonses when riders do not present a validated ticket. A summons requires paying a fine or appearing for a court hearing. Fines are deposited in the Virginia Literary Fund and do not go to VRE.



VRE Mobile

The recently-updated VRE Mobile app allows passengers to access information on trip planning, parking availability in VRE lots and garages, seat availability on railcars, and Amtrak arrivals.

Use of VRE Mobile has gone from 30 to more than 60 percent over the last four years. The app saves VRE a significant amount over paper tickets sent by mail. For example, a 10-Ride Ticket to travel between zones 6 and 1 will cost VRE just \$0.46 in commission through the mobile app but as much as \$6.67 through VRE's vendor network.





Safety

The safest form of public transportation in the commonwealth, VRE was among the first commuter rail systems in the nation to implement positive train control (PTC), as required by federal law. PTC is designed to automatically slow or stop a train should an engineer not take suitable action for a given situation. Having achieved this safety milestone in April 2019, VRE shared its experiences and lessons learned with other rail systems to ensure the smoothest implementation possible throughout the country.

SAFETY PERMEATES EVERY ASPECT OF VRE. It guides all actions and decisions by staff, train crews, maintenance workers, and the Operations Board. It is foremost in the rail system's mission statement – for if VRE service isn't safe, being cost-effective, accessible, reliable, convenient and comfortable doesn't matter. Safety is more than a philosophy; it is a culture.



VRE regularly holds onsite and classroom trainings for first responders in its jurisdictions, ensuring their familiarity with the railroad operating environment. Every few years, VRE partners with the U.S. Federal Bureau of Investigation to host an onsite training for K-9 teams from across the country.



VRE staff and Keolis train crews are first-aid and CPR/AED certified. Of note is the exceptional level of injury-free days recorded by VRE and Keolis mechanical staff at the Broad Run Maintenance and Storage facility.



In 2020, VRE was the recipient of the Virginia Transit Association's Outstanding Public Safety Award.

The Future of VRE

Expanded capacity and increased reliability on both the Fredericksburg and Manassas lines are in the offing. Over the next decade, due primarily to infrastructure improvements that will separate freight and passenger trains, VRE will be able to run longer and more frequent trains and explore the possibility of weekend service. VRE's fiscal year 2025 budget includes funds to operate limited Saturday service, contingent on agreements with the host railroads.

Fredericksburg Line Improvements

Additional track, a [Franconia-to-Springfield bypass](#) for passenger trains, and six sidings to allow trains to pass are among improvements planned for VRE's Fredericksburg Line. These improvements are made possible through the commonwealth's acquisition of half of CSX's right-of-way and construction of 37 miles of track. The new track opens the door to increased weekday and weekend service.

Manassas Line Improvements

TRV's rail infrastructure improvements will also allow for increased capacity and reliability on the Manassas Line, as all VRE trains stop at stations between Alexandria and the District and utilize the existing Long Bridge.

Second Crossing Over the Potomac River

The commonwealth is building a [second bridge over the Potomac River](#), primarily dedicated to passenger trains. The existing Long Bridge, which operates at 98 percent capacity during rush hour, is one of the most significant rail bottlenecks on the East Coast. The new bridge will reduce train congestion in the region, improving VRE's on-time performance. The bridge, estimated to cost \$2.3 billion, is part of a \$4 billion package of infrastructure improvements, known as [Transforming Rail in Virginia](#) (TRV), to be completed by 2030.

VRE is a TRV funding partner. In June 2022, a public bond sale, backed by the Commuter Rail Operating and Capital (CROC) Fund, allowed VRE to contribute \$119.2 million to support the initiative. The bond proceeds were transferred to VPRA to assist in the purchase of rail right-of-way in the Interstate 95 corridor from CSX.

In addition to funds from the bond issuance, VRE has committed another \$75 million of CROC funds to be contributed over 10 years. The first contribution occurred in November 2022 when VRE reimbursed VPRA for \$7.5 million of engineering and environmental work on the new Long Bridge.

A \$729 million federal grant to VPRA to help fund the new Long Bridge and other infrastructure improvements was included in an \$8.2 billion package for rail infrastructure improvements nationwide in December 2023. Additional [track and station improvements at L'Enfant](#) and construction of a combined nine miles of third track at three locations within the VRE service area also will benefit from the grant.

Station Projects

VRE has 16 projects – involving platform extensions; station rehabilitation, expansion or construction; and track improvements – at various levels of implementation. The projects, many of which are directly related to TRV, are designed to improve the safety and reliability of VRE's service. Its **\$1.3 billion Capital Improvements Program** is more than two-thirds funded.

Crystal City

Construction of a new Crystal City station received a boost in June 2023 when the Commonwealth Transportation Board approved \$10.8 million in funding through NVTC's I-395/95 Commuter Choice program. Another \$8 million for the station will be included in the 2026-2027 round of funding. The \$69 million project, which is now fully funded, includes an island platform to enable the simultaneous boarding of two trains and allows for a future multimodal connection, being planned by Arlington County, from the station to Ronald Reagan Washington National Airport.

Franconia Springfield

Alongside VPRA's Franconia to Lorton third track and Franconia-Springfield Bypass projects, VRE station improvements at Franconia-Springfield will drastically improve efficiency and reliability at the station. In addition to lengthening platforms to accommodate up to 8-car train consists, a pedestrian tunnel will improve connectivity to the platform. Several outreach events at the station were conducted in 2025, including joint neighborhood tabling sessions with VPRA.

Alexandria

Currently under construction, the \$44.3 million Alexandria station project will improve safety by replacing an at-grade pedestrian track crossing with elevators to connect the two platforms. Adjustments to platform elevation will eliminate the need for step-boxes to access VRE and Amtrak trains. The center platform will be widened and lengthened to accommodate trains on both tracks.

Broad Run

A \$128 million state grant will help fund improvements to the Broad Run station as well as a third mainline track from the station to a location east of Manassas. Access will be improved through construction of a bridge leading into the parking lot and a bus loop. Parking capacity also will be increased.





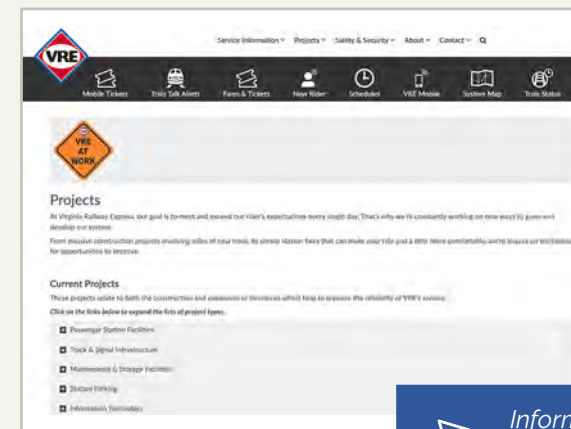
Maintenance and Storage Projects


Broad Run

The maintenance and storage facility will be enlarged to store additional equipment. A new 6,200 square-foot administrative and employee welfare building will include locker rooms, conference rooms, individual offices, and a break area for use by VRE train crews, maintenance staff and security personnel.

New York Avenue Midday Storage

A permanent storage facility in the District of Columbia will better accommodate VRE trains upon arrival at Union Station following morning service. The new facility will be able to handle longer train consists and additional equipment.



Information on all VRE projects can be found at vre.org 





 www.VRE.org

 [RideVRE](#)

 [VARailExpress](#)

 [VirginiaRailwayExpress](#)

Virginia Railway Express • 1500 King Street, Alexandria, VA 22314



AMENDED AND RESTATED PLAN OF DELEGATION
FROM THE COMMISSIONS TO THE VRE OPERATIONS BOARD

Approved: July 17, 2025

In 2005, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (Commissions) approved a Plan of Delegation of Authority to the VRE Operations Board, the joint committee of the Commissions established under the VRE Master Agreement to oversee the VRE commuter rail service. The 2005 delegation, which was preceded by a more limited delegation of contract authority in 1991, occurred in phases and was finalized in 2008. Because the VRE Operations Board is not a legal entity, all actions taken by it in accordance with its delegated authority are done in the name of the Commissions.

The Plan of Delegation is subject to ongoing Commission oversight and possible amendment and revocation as the Commissions may determine in their sole discretion. In order to enable such ongoing Commission oversight, Commissioners shall receive the Operations Board agenda materials in advance of upcoming Operations Board meeting. Any Commission member may request their jurisdiction's representative on the Operations Board to make a motion at the Operations Board's meeting to bring an agenda item to the Commissions for consideration and any action. The motion must be approved by the Operations Board before the agenda item will be brought to the Commissions for consideration and any action.

Powers Delegated to VRE Operations Board

1. Approval of all contracts and agreements provided funds have been budgeted and appropriated for the purpose with the exception of those contracts and agreements reserved to the Commissions for approval.
2. Delegation of spending authority to VRE Chief Executive Officer up to limits of Operations Board's authority provided funds have been budgeted and appropriated for the purpose.
3. Approval of issuance of IFBs, RFPs and other competitive procurement solicitations for items for which funds have been budgeted and appropriated.
4. Agreements incidental to approved capital projects, e.g., force account agreements with freight railroads, storm water management agreements with localities, and right of entry agreements with third party property owners.
5. Approval of temporary and permanent easements on Commission owned property that are necessary for VRE facilities that are under construction or major modification, e.g., utility line easements, and approval of temporary and permanent easements conveyed to the Commissions for a nominal fee by third parties which easements are necessary for VRE facilities that are under construction or major modification, e.g., construction easements, access easements, and support structure easements.
6. Approval of VRE Tariff and changes thereto consistent with the VRE budget.

7. Conduct annual review of VRE Chief Executive Officer and VRE General Counsel subject to Commission review and approval of all employment agreement amendments.

Powers Retained by the Commissions:

1. Approval of annual VRE budget, six-year financial plan, and Capital Improvement Program (CIP).
2. Approval of amendments to the VRE Master Agreement.
3. Approval of amendments to the VRE Liability Insurance Plan, the Insurance Plan Management Agreement, and the Insurance Plan Trust Fund Agreement.
4. Approval of operating access agreements with freight railroads, Amtrak and the Virginia Passenger Rail Authority (VPRA).
5. Approval of VRE service operations and rail equipment maintenance agreement(s), maintenance of railroad right of way agreements, and dispatching agreements.
6. Hiring and termination of the Chief Executive Officer, and approval of employment agreement amendments.
7. Hiring and termination of the VRE General Counsel, and approval of employment agreement amendments.
8. Approval of state, regional and federal grant applications.
9. Approval of state and federal legislative agendas.
10. Approval of VRE strategic plan.
11. Approval of VRE related debt, loans and security interests in Commission property.
12. Approval of investment policies.
13. Approval of alternate construction methods.
14. Approval of public-private partnership projects and related agreements.
15. Approval of sale or purchase of real property in the Commissions' names including the authority to acquire property interests through eminent domain.
16. Approval of sale or purchase of rolling stock.
17. Approval of leases of Commission owned real property and leases to the Commissions of third party owned real property.
18. Acceptance of gifts to the Commissions.
19. Terms and conditions under which jurisdictions and other parties may participate in the VRE commuter rail service.
20. Approval of personnel plan amendments and personnel policies.
21. Approval of position classification plan and amendments thereto.
22. Approval of service expansions and reductions.
23. Approval of new VRE commuter rail stations.
24. Receiving notice of claims under the Tort Claims Act.
25. Acceptance of service of process.
26. Approval of lawsuits filed in name of Commissions.
27. All actions reserved to the Commissions by the VRE Master Agreement.
28. All actions not expressly delegated to the Operations Board.

AGENDA ITEM #4 Executive Director Wrap-Up

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice
DATE: June 25, 2026
SUBJECT: Executive Director Wrap-Up

At the July 2 meeting, Executive Director Kate Mattice will wrap up the meeting with any last-minute information and a look ahead of Commission action through the rest of the calendar year.

As a reminder, the Commission does not meet in August, so the next Commission meeting will be held on Thursday, September 3, 2026.

WRITTEN REPORT #5

Report from the Chair of the Program Advisory Committee

TO: Chair Bagley and NVTC Commissioners

FROM: Kate Mattice, Ann McGrane, Sophie Spiliotopoulos, Daniel Knickelbein and Jason Adle

DATE: June 25, 2026

SUBJECT: Report from the Chair of the Program Advisory Committee

This written report provides updates on the I-66 and I-395/95 Commuter Choice programs, as well as a summary of the microtransit presentations discussed at the June 18 Program Advisory Committee (PAC) meeting.

A. I-66 and I-395/95 Commuter Choice Updates

- I-66 Commuter Choice FY 27-28 Program of Projects

At its May meeting, the Commission approved transmitting the I-66 Commuter Choice [FY 2027-2028 Program of Projects](#) to the Commonwealth Transportation Board (CTB) for final approval through inclusion in the Department of Rail and Public Transportation's (DRPT) [FY 2027-2032 Six-Year Improvement Program \(SYIP\)](#). The Program of Projects contains \$60.5 million in funding for 14 projects from project sponsors Arlington County, Fairfax County, Loudoun County, OmniRide and WMATA. On June 16, the CTB provided final approval of the FY 2027-2032 SYIP, including the \$60.5 million in I-66 Commuter Choice funding. Funding for projects is effective July 1, and staff are preparing Standard Project Agreements for transmittal to grantees. The 14 projects awarded funding can be found at this [link](#). The next I-66 Commuter Choice application period will open in October 2027.

- I-395/95 Commuter Choice FY 2028-2029

The I-395/95 [Commuter Choice](#) FY 2028-2029 Call for Projects will open in October 2026, the fifth round of I-395/95 Commuter Choice funding. Across four prior rounds of I-395/95 funding, \$127.5 million has been awarded to 27 unique projects in the corridor. Past grantees include Arlington County, Alexandria DASH, Fairfax County, FXBGO!, the Northern Virginia Regional Commission, Prince William County, PRTC/OmniRide, Spotsylvania County, VRE and WMATA. Projects have included new bus service, increased frequency on existing bus service, Transportation Demand Management (TDM) campaigns, enhancements to park-and-ride lots, rail station improvements and the implementation of a new bus-rapid-transit line.

The I-395/95 Commuter Choice program is a partnership between NVTC and the Potomac and Rappahannock Transportation Commission (PRTC), with major actions for the program requiring approval from both Commissions. While NVTC and PRTC have joint approval authority for project selection, NVTC manages the day-to-day governance of the program as

outlined in the [Memorandum of Agreement](#) between NVTC and PRTC. As part of this Agreement, NVTC runs an annual Call for Projects (alternating each year between the I-395/95 and I-66 corridors), conducts an eligibility review of submitted applications in coordination with DRPT, evaluates eligible applications using approved scoring criteria, recommends funding for projects for approval by the full NVTC and PRTC Commissions (for I-395/95) and the CTB, and develops and transmits an annual report on the program to the CTB. As a co-administrator of the I-395/95 Commuter Choice program, the PRTC Commission must approve major program policy changes (all policies are applied to both the I-66 and I-395/95 programs), approve transmittal of the Commuter Choice Annual Report to the CTB, provide authorization to NVTC to open the I-395/95 Call for Projects, and approve funding for selected projects.

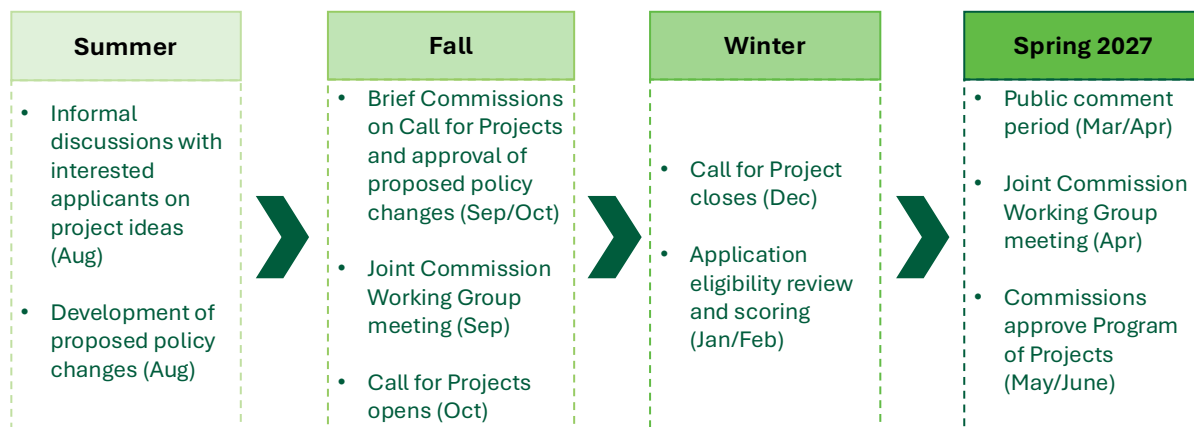
NVTC staff are finalizing the projected funding availability for the next funding cycle, and anticipate it to be in the \$35 million range, similar to the amount available in round four. Over the summer, staff will review existing Commuter Choice program policies and evaluation criteria for possible changes and refinement. NVTC applies all program policies to both the I-66 and I-395/95 programs, so any changes would affect both programs. At their September meetings, the NVTC and PRTC Commissions will be briefed on possible policy changes, with any modifications brought to the Commissions for approval in October, prior to the opening of the Call for Projects. The Commissions will be asked to formally open the Call for Projects at their October meetings.

In addition to engagement with the Commissions, additional oversight of the I-395/95 Commuter Choice program is provided by the Joint Commission Working Group (JCWG), comprised of three Commissioners each from NVTC and PRTC. In September, the JCWG will meet to review funding availability, eligibility requirements and program development timelines. The application period will open in October and close in December. Once the application period closes, NVTC staff will undertake an eligibility review of all applications, working closely with DRPT to ensure that all proposed projects demonstrate the requisite toll payer benefits and improve person throughput. All eligible applications will then be scored under the established technical evaluation process.

By April, all applications will be scored, a one-month public comment period will have taken place, and the JCWG will meet again to consider and endorse a draft Program of Projects that will be presented to the full Commissions in May, 2027. The CTB will then be asked to approve the final Program of Projects in June 2027 as part of their adoption of the Commonwealth's FY 2028 - 2033 Six-Year Improvement Program. An illustration of the program development process and timeline can be found below.

Figure 1: FY 2028-2029 Program of Projects Development Schedule

I-395/95 FY 2028-2029 Program of Projects Development Schedule



Source: NVTC

B. Microtransit

The Program Advisory Committee was briefed on June 18 on two microtransit programs currently underway in the region. The two programs, deployed by Arlington County and OmniRide, provide different perspectives on how microtransit can be a useful alternative to traditional, fixed-route bus service.

Arlington County Associate Planner Paul Mounier presented on the county's new microtransit program, MICRO. The concept has been considered within previous iterations of Arlington transportation strategic and development plans, but a formal implementation plan was initiated in 2024. MICRO debuted in April 2026. It is financed through a \$2 million demonstration grant from the Department of Rail and Public Transportation (DRPT). The program operates within the northwest portion and Westover neighborhood of Arlington and provides riders the option to travel to key points outside the zone, including East Falls Church Metro Station, Ballston Metro Station and Virginia Hospital Center (Figure 2).

The pilot provides on-demand service, meaning a ride can be requested in real-time. Rides are dynamically routed to provide efficient shared trips. After a month and a half of service (as of May 31), over 400 people have had at least one ride. More than a quarter of these riders have ridden more than once. At the end of the pilot, the county will assess performance and outcomes and pursue funding for a sustainable service. Performance evaluation criteria include customer satisfaction, ridership and productivity.

Figure 2: MICRO Microtransit Service Area



Source: Arlington County

OmniRide's Director of Planning and Service Delivery Perrin Palistrant then presented on the OmniRide Connect microtransit service. OmniRide's microtransit program grew from an underutilized OmniRide bus route. Route 68, which began service in 2019, had the lowest ridership of local routes, poor public perception, short service span and long headways. Due to the poor performance, microtransit was considered a possible cheaper service alternative. The microtransit pilot began in December 2022, a month before the fixed route service was eliminated.

OmniRide conducted extensive outreach to communicate with the community and educate on microtransit service. In June 2023, a second microtransit zone was established in the Town of Dumfries to connect town residents to transit. Rather than replacing fixed-route service, this zone was designed to operate alongside the existing transit. To request a ride, users can use an app, go to the website, or make a call.

After more than three years of microtransit service, Mr. Palistrant shared some of the most important takeaways from the program:

- Microtransit is not necessarily a cost-saving tool;

- Communicating with customers is key. Ensuring they understand the service and how to use it, as well as providing multiple ways for them to book rides, will help with community buy-in; and
- Finding ways to comingle with existing paratransit services can lead to additional operating efficiencies.

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane, Adam Hager and Shannon Bacon
DATE: June 25, 2026
SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

This written report covers the June 11, 2026 WMATA Finance and Capital Committee and Safety and Operations Committee meetings. Members of the committees discussed the FY 2026 third quarter financial results which highlighted revenue growth and a balanced end-of-year projection. Board members also heard the first quarterly report on the Rail Modernization Program and the Red Line Modernization Project, during which they were updated on the federal grant process and early planning activities. Finally, the WMATA Board was briefed on updates to the Bus Guidelines and Rail Service Standards documents and provided concurrence on five procurement activities.

The WMATA Board is scheduled to meet again on June 25 and due to the timing of NVTC’s July meeting, NVTC staff will provide any relevant updates verbally during the meeting, including results of WMATA Board officer elections.

A. Report from the Virginia WMATA Board Members

▪ Q3 Financial Results

At the June 11 Finance and Capital Committee meeting, the Board reviewed [financials through FY 2026 Q3](#). Both the operating budget and capital program are in line with the capital budget adjustment in November 2025 and subsequent operating budget mid-year forecast in March 2026 (Figure 1).

Figure 1: Operating Budget Outlook, FY 2026 Q3

<i>\$ in M</i>	FY2026 MID-YEAR FORECAST - YTD	FY2026 ACTUAL - YTD		
		Amount	\$ vs. Forecast	% vs. Forecast
Total Revenue	\$454	\$453	-\$1	0.2%
Total Gross Expenses	\$2,009	\$2,006	\$3	0.1%
Expense Less Revenue (Before Transfers)	(\$1,555)	(\$1,553)	\$3	0.2%
Preventive Maintenance Transfer	\$87	\$87	\$0	0.0%
Prior-Year Savings	\$21	\$21	\$0	0.0%

Source: [June 11, 2026 Finance and Capital Committee](#)

FY 2026 total revenues grew 7.6% year-over-year, driven largely by rail ridership; passenger and parking revenues specifically grew 10.7% over last year. Revenues through Q3 totaled \$453 million, which is \$1 million below levels forecasted in the [mid-year forecast](#). Tap.Ride.Go. uptake has been strong, comprising 11.3% of paid trips in Q3. The payment system is now operational at 18 parking facilities, on all bus routes and at all rail stations. WMATA has utilized \$87 million in preventive maintenance transfers through Q3, consistent with the mid-year forecast, and anticipates using all \$109M in FY 2026 as originally budgeted. Despite expense pressures tempering revenue performance, the operating budget is on track to be balanced through Q4.

The capital program is consistent with the mid-year revised forecast of \$1.9 billion. WMATA adjusted the FY 2026 capital budget from \$2.1 billion to \$1.9 billion in response to cost reductions, schedule changes and market conditions. Key capital investments during FY 2026 include 8000-series railcar acquisition, bus vehicle procurement, fare terminals and Tap.Ride.Go. infrastructure installation, radio system implementation and construction of the Northern and Bladensburg Bus Garages.

- [Rail Modernization Program Quarterly Update](#)

At the June 11 Finance and Capital Committee, the Board received an [update on the Rail Modernization Program and Red Line Modernization Project](#). WMATA has moved the Red Line Modernization Project, supported in the FY 2027- 2032 Capital Improvement Program, to its next phase of development by submitting the project to the federal Capital Investment Grants (CIG) program as a Core Capacity project. The CIG is a multi-year grant program which may fund up to 60% of project costs for Core Capacity projects, with an average funding level of 40-45%. WMATA submitted a request to enter the entire Red Line Modernization Project to the CIG program on May 29, 2026, with a response expected within 45 days, and finalized funding levels determined later in the CIG process.

The next step in the Red Line project is an environmental review in accordance with the National Environmental Policy Act (NEPA) (Figure 2). This and other relevant reviews will be necessary to comply with the federal Department of Transportation Act and National Historic Preservation Act. However, WMATA indicates that the project is a good candidate for a Categorical Exclusion due to the work being limited to existing right of way.

Figure 2: Next Steps in the Red Line Modernization Project



Source: [June 11, 2026 Finance and Capital Committee](#)

Additional feedback regarding the Rail Modernization Program will come from the forthcoming American Public Transportation Association (APTA) Peer Review Report, in which agencies from London, Copenhagen, Madrid and Honolulu participated. Each peer agency has experience in automated operations, automation retrofit projects, platform screen door installation and operation, and complex signaling integration projects. WMATA hosted these agencies on-site from April 27 to May 1, 2026 where they assessed WMATA’s program planning, technical development, migration strategy, and governance and program management. The peer review report will be shared in July 2026 regarding strategy, process and recommendations.

WMATA also introduced Senior Vice President Jill Cesari, who will lead the Modernization program moving forward. The Rail Modernization team will continue providing quarterly updates to the Board regarding the Red Line Modernization Project including updates on program design, implementation milestones, procurement activities, budget organization and resourcing and federal grant application activities.

▪ Updated Bus and Rail Service Guidelines

At the June 11 Safety and Operations Committee meeting, members were briefed on [updates to the Metro Bus Guidelines and Metro Rail Service Standards](#), policy documents which guide service implementation at WMATA. The guidelines and standards are intended to establish a transparent framework for service planning that informs staff recommendations to adjust, add or remove service through the budget process. They also outline how performance and customer experience metrics will be used to identify and prioritize investments through the multi-year service plan. The Bus Guidelines were most recently updated in December 2020 and the Rail Standards in February 2022. The DMVMoves initiative identified updating Bus Service Guidelines and Performance Measures as a near-term initiative. WMATA is the first provider to officially incorporate them as part of their agency guidelines and standards.

The bus guidelines were updated to incorporate regional guidelines for service classifications, activity tiers, minimum frequencies and minimum hours of service as developed in DMVMoves. The bus guidelines streamline a list of standards for reliability, productivity, cost effectiveness and network performance to align with current service planning concepts and key results in the [Strategic Transformation Plan](#) (STP) (Figure 3 and Figure 4).

Figure 3: Minimum Hours of Service and Frequency Standards for Bus Service

Updated Classifications and Activity Tiers to Use Consistent Definitions		Updated <u>Minimum</u> Hours of Service and Frequency Standards		
		Tier 1	Tier 2	Tier 3
Eliminate different standards for peak and off-peak, applying one frequency standard for all day service . Bolded items represent change from current standard				
Framework <i>Major corridors, direct connections</i>	Major Core	17 → 16 hrs per day Bus every 6-12 mins	17 → 16 hrs per day Bus every 6-12 mins	
	Core	17 → 16 hrs per day Bus every 15 mins	13 → 14 hrs per day Bus every 20 mins	13 → 12 hrs per day Bus every 30 mins
Coverage <i>Arterial corridors, provide access</i>	Coverage	14 hrs per day Bus every 30 mins	12 hrs per day Bus every 30 mins	12 → 10 hrs per day Bus every 60 mins
Commuter <i>Rush hour service to activity centers</i>	Peak	4 hrs per weekday As needed	4 hrs per weekday As needed	4 hrs per weekday As needed

Source: [June 11, 2026 Safety and Operations Committee](#)

Figure 4: Updated Performance Metrics Aligning with STP

Bolded items represent revised metrics. Ongoing regional coordination presents opportunity to further align to common definitions

Availability	Productivity	Reliability	Cost Effectiveness	Route Design	Network
<ul style="list-style-type: none"> Minimum Distance Between Stops 	<ul style="list-style-type: none"> Passengers per Revenue Hour Passengers per Trip Passenger per Vehicle Revenue Mile 	<ul style="list-style-type: none"> On Time Performance Vehicle Load Factor 	<ul style="list-style-type: none"> Passengers per Thousand Dollars Spent 	<ul style="list-style-type: none"> Deviations Route Groupings and Trunks Parallel Corridors Circuitry 	<ul style="list-style-type: none"> Destination Access Access to Frequent Service Average Scheduled Wait Time Availability: Base Coverage Funding Allocation Goal Retired Metric: Availability
Retired Metric: Stop Frequency	Retired Metric: Unique Segment Ridership	Retired Metric: Crowding	Retired Metric: Operating Cost per Passenger Trip	Retired Metric: None	

Source: [June 11, 2026 Safety and Operations Committee](#)

Rail standards were updated to enable more strategic and efficient service. Hours of service were updated to match what is set forth in the FY 2027 approved budget, as well as a minimum frequency standard of six minutes for all core stations on all lines. To enable greater flexibility in service planning, the standard to operate 100% 8-car trains was removed with no change to the passenger loading standards or on-time performance definitions.

- Procurement Concurrence

In July, the WMATA Finance and Capital Committee [provided concurrence on five procurement activities](#) in accordance with Board Resolution M2025-01, adopted in November 2025 to strengthen the Board’s oversight of WMATA’s purchasing. Procurement activities in this period included railcar maintenance materials, bus vehicle procurement, solid waste and recycling, and radio communications infrastructure. Detailed descriptions and summaries of these concurrence items can be reviewed at the following link: [June 11 procurement concurrence](#).

B. Other WMATA News

- WMATA Launches “Fares Pay for Service” Campaign to Support Safe, Frequent, Reliable Transit Service Across the Region

On June 4, WMATA [announced](#) a “Fares Pay for Service” campaign to expand fare enforcement and customer education efforts on Metro Bus. The campaign will highlight the Tap.Ride.Go. payment system, which allows customers to pay easily with their preferred credit or debit card, as well as reduced fares available for SNAP-eligible customers, seniors, students and customers with disabilities. Fare enforcement efforts also include plans to require bus operators to inform customers of the \$2.25 fare upon boarding and increased Metro Transit Police (MTPD) staffing on Metro Bus routes with high rates of fare evasion. Those who refuse to pay may be subject to a citation and removal from the bus.

C. Report from the Chair of the WMATA Committee

The NVTC WMATA Committee and Legislative and Policy Committee held a joint meeting on June 18 and received a briefing from WMATA real estate staff regarding joint development activities and ways that WMATA is partnering with jurisdictions to leverage the agency’s real estate assets. WMATA Senior Vice President of Real Estate and Development Nia Rubin highlighted recent project successes and WMATA’s 2025 Progress Report from its 10-Year Strategic Plan for Joint Development.

NVTC committee members also heard from Program Analyst Shannon Bacon who provided an assessment of WMATA’s overtime costs, a focus area in NVTC’s recent reports on the performance and condition of WMATA. The committees reviewed recent overtime trends, how WMATA is doing relative to peers and opportunities for WMATA to address overtime costs moving forward.

WRITTEN REPORT #7

Report from the Chair of the Legislative and Policy Committee

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane and Owen Williams
DATE: June 25, 2026
SUBJECT: Report from the Chair of the Legislative and Policy Committee

An overview of the Biennial State Budget was included in Agenda Item #3. This written report covers studies mandated by the General Assembly during the 2026 Session, the Transit Service Delivery Advisory Committee and federal transportation policy.

A. Statewide General Assembly Mandated Studies

The budget includes several transit-related studies and reporting requirements affecting Northern Virginia jurisdictions and regional transit providers. The efforts most relevant to NVTC include:

- **Private Transit Workforce Implementation Workgroup**
[HB 547](#) and [SB 731](#) direct DRPT to convene a workgroup to develop recommendations on implementing new requirements related to employee protections and compensation for private transit contractors. The workgroup's report remains due by December 1, 2026. The underlying statutory provisions do not take effect unless reenacted by the 2027 General Assembly.
- **[Northern Virginia Regional Bus Consolidation Feasibility Study](#)**
The budget directs DRPT to evaluate the feasibility of consolidating DASH, Fairfax Connector, ART and CUE into a unified regional bus system. The study will consider costs, service impacts and governance options, with a report due by December 15, 2026.
- **[Northern Virginia Parking Study](#)**
The budget directs the Office of Intermodal Planning and Investment, in consultation with the Department of Taxation, to study the feasibility and potential revenue impacts of imposing a tax on paid, non-residential parking within NVTC jurisdictions. The report is due by November 15, 2026. (Of note, SJ 28 efforts included this analysis.)
- **[WMATA Cost Efficiency Reporting and Review](#)**
The budget requires WMATA to publish recurring planning and reporting documents, including a 20-year conceptual capital plan beginning June 30, 2027, financial plans for major capital projects exceeding \$300 million and annual reporting on performance, capital delivery, cost savings and cost-efficiency efforts. DRPT will also review WMATA's cost-savings and efficiency efforts and provide findings and recommendations by October 15, 2026.

- [Statewide Transit-Oriented Development Review](#)

The budget directs DRPT, with assistance from the Department of Housing and Community Development, to review planning, promotion and funding opportunities for transit-oriented development around existing and proposed transit and rail stations. The review will also examine barriers to housing production and economic development, with results due by December 15, 2026.

NVTC staff will continue to monitor gubernatorial action on the budget and coordinate with DRPT, WMATA and local partners as these efforts move forward.

B. Transit Service Delivery Advisory Committee (TSDAC) Update

The Transit Service Delivery Advisory Committee ([TSDAC](#)) has continued its review of proposed changes to the MERIT Operating Assistance and Transit Ridership Incentive Program (TRIP) programs. At the [June 2 TSDAC meeting](#), DRPT presented the remaining components of the MERIT Operating formula review, including proposed performance measures, performance targets and a framework for using stability funding to address atypical formula outcomes. With those items now presented, TSDAC is expected to consider final recommendations for both MERIT Operating and TRIP at its July 7 meeting before the recommendations advance to public comment and the Commonwealth Transportation Board (CTB) for consideration later this fall.

For MERIT Operating, the proposed formula would move from a single statewide formula to a cohort-based structure that groups agencies into large urban, small urban and rural cohorts based on the census area where each agency primarily operates. Northern Virginia's local transit systems would be included in the large urban cohort. The proposed formula would continue to distribute 95% of operating assistance revenue through a base formula, while creating a smaller Performance Fund to reward agencies that exceed cohort-specific performance targets. The proposed cohort revenue shares are based on historical allocation patterns, which is intended to limit major redistribution and reduce year-to-year fluctuations in state operating assistance.

At the June meeting, DRPT also presented proposed large urban cohort performance measures focused on ridership productivity and service utilization, including passengers per hour, passengers per mile, passenger miles traveled per hour and passenger miles traveled per mile (Figure 1). These performance measures would apply only to the smaller performance funding component, while the majority of MERIT Operating funding would continue to be distributed through the base formula. DRPT also outlined a proposed stability funding process that would allow the agency to review significant formula anomalies and, when appropriate, recommend limited adjustments.

Figure 1: Proposed Performance Metrics for Systems in Large Urban Areas

Policy Decision #3e: What should be the performance metrics for the Large Urban cohort?

- DRPT recommends using the following performance metrics for the Large Urban cohort:
 - Passengers per Hour
 - Passengers per Mile
 - Passenger Miles Traveled per Mile
 - Passenger Miles Traveled per Hour
- DRPT recommends utilizing a 60th percentile target for each metric to determine which agencies will receive Performance funding.

Source: [June 2, 2026, Transit Service Delivery Advisory Committee Meeting](#)

TSDAC also continued its review of TRIP program changes following [HB 200](#) (Figure 2). The proposed changes would reduce rigid funding limitations across program categories, broaden eligible applicants and uses, and add a new Enhanced Mobility Innovation category for projects such as first/last-mile connections, micromobility, paratransit and specialized transportation coordination. DRPT is also proposing to continue eligibility for zero and reduced fare programs, with further review ongoing in the FY 2028 grant cycle.

Figure 2: Summary of Proposed TRIP Changes

#	TRIP Policy Recommendations	Program Framework For inclusion in FY28 grant cycle.	Program Details For inclusion after FY28 grant cycle.
1	Expanded Program Eligibility	Add local governments.	
2	Regional Connectivity	Rural providers now eligible. Define regional significance. Capital and operating eligible projects.	
3	Zero and Reduced Fare	Add transit-dependent individuals.	Examine ongoing support for systemwide zero-fare efforts.
4	Enhanced Mobility Innovation	Program concepts and projects.	
5	Passenger Amenities and Safety	Combine former categories.	

Source: [June 2, 2026, Transit Service Delivery Advisory Committee Meeting](#)

NVTC staff has continued convening discussions with Northern Virginia’s local transit agencies to identify remaining questions and elevate regional perspectives before TSDAC considers final recommendations. DRPT is expected to hold a final MERIT/TRIP stakeholder workshop on June 25, with final TSDAC recommendations anticipated in July, CTB briefings beginning later this summer and final CTB action expected in the fall.

C. Federal Update

Federal surface transportation reauthorization and the FY 2027 appropriations process have continued advancing on separate tracks. The House Transportation & Infrastructure

Committee has approved the [BUILD America 250 Act](#), but House floor consideration is still pending further action by the House Ways and Means Committee on Highway Trust Fund revenue and solvency provisions. Key unresolved issues include whether proposed electric vehicle and plug-in hybrid vehicle fees would be deposited into the Highway Trust Fund and the size of any General Fund transfer needed to keep the Trust Fund solvent through FY 2031.

The House Appropriations Committee has also advanced [H.R. 9170](#), the FY 2027 Transportation, Housing and Urban Development, and Related Agencies (THUD) appropriations bill. According to the American Public Transportation Association (APTA), the House THUD bill would provide \$16.5 billion for public transit in FY 2027, a reduction of \$4.6 billion compared to FY 2026 enacted levels. The bill would also provide \$737 million for Capital Investment Grants, a reduction of \$2.6 billion, and would provide no new funding for the Federal-State Partnership for Intercity Passenger Rail Program.

Several provisions remain relevant to NVTC and regional transit providers. The House THUD bill would block the ‘Rostenkowski Test,’ preventing an across-the-board reduction in FY 2027 transit formula funds and would provide \$30 million for WMATA to “support transit safety, security and operational costs associated with major events in the National Capital Region.” However, the proposed reductions to Capital Investment Grants (CIG), passenger rail and other discretionary programs underscore the importance of the annual appropriations process, particularly because the House reauthorization bill does not continue the same level of advance appropriations that supported many transit, rail and multimodal programs under the Infrastructure Investment and Jobs Act (IIJA).

Senate Environment and Public Works Committee Chair Capito has indicated that, while she continues to support completing reauthorization by September 30, a short-term extension through December could be considered if Congress is unable to meet the deadline.

NVTC will continue to monitor House and Senate activity on reauthorization and FY 2027 appropriations, including potential House floor consideration of the BUILD America 250 Act, Ways and Means action on Highway Trust Fund solvency and ongoing appropriations negotiations.

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice
DATE: June 25, 2026
SUBJECT: Virginia Railway Express (VRE)

This written report includes the [VRE CEO Report for June 2026](#), which provides updates on VRE ridership, projects and initiatives, is attached.

The VRE Operations Board plans to hold a brief business meeting prior to a Board Retreat on Friday, June 26. At the retreat, they will be discussing roles and responsibilities of the Board, advocacy for VRE, 2030 milestones and a walkthrough of all capital projects by jurisdiction. Commissioners can view the minutes via the [VRE meeting webpage](#) once they are posted after the meetings.

CEO REPORT

JUNE 2026



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 | JUNE 2026

TABLE OF CONTENTS

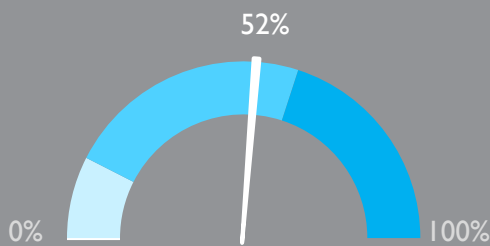
ON-TIME PERFORMANCE	4
AVERAGE DAILY RIDERSHIP	6
SUMMONSES ISSUED	7
TRAIN UTILIZATION	8
PARKING UTILIZATION	9
FACILITIES UPDATE	10
UPCOMING PROCUREMENTS	11
CAPITAL PROJECTS UPDATES	13



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

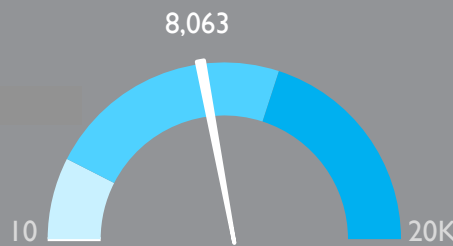


PERFORMANCE AT A GLANCE



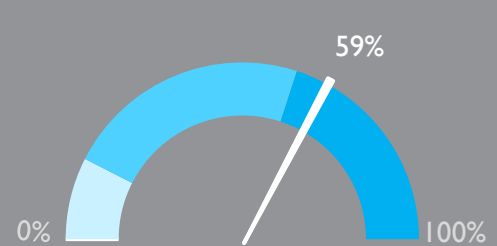
PARKING UTILIZATION

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



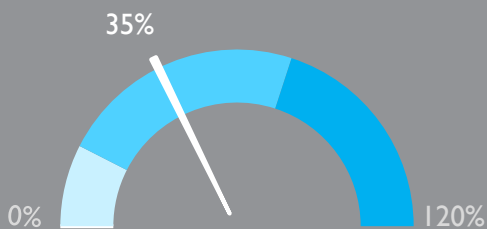
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 11,358



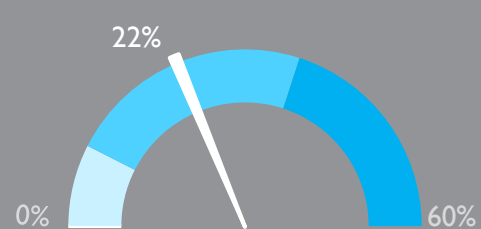
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 77%



SYSTEM CAPACITY

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



OPERATING RATIO

Through May 2026

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

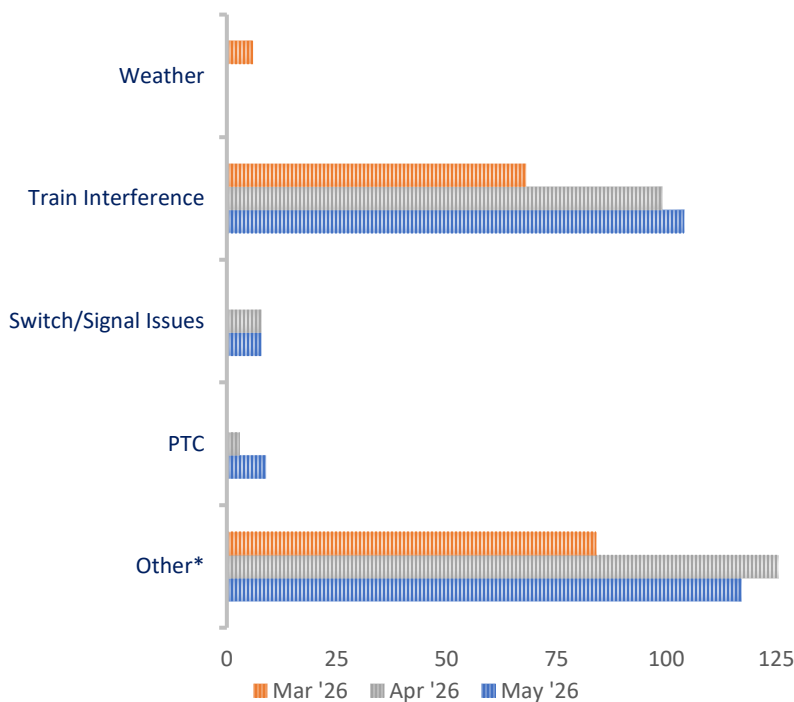
May 2026

ON-TIME PERFORMANCE

OUR RECORD

	May. 2026	Apr. 2026	May 2025
Manassas Line	58%	69%	83%
Fredericksburg Line	60%	61%	72%
Systemwide	59%	65%	78%

PRIMARY REASON FOR DELAY



VRE operated five-hundred and eighty trains in the month of May. The on-time rate for the month was 59 percent.

Two hundred and thirty-eight trains arrived more than 5 minutes late to their final destinations. Of those late trains, 120 were on the Manassas Line (50 percent), and 118 were on the Fredericksburg Line (50 percent). The average delay was 17 minutes. 28 trains were more than 30 minutes late to their destination station.

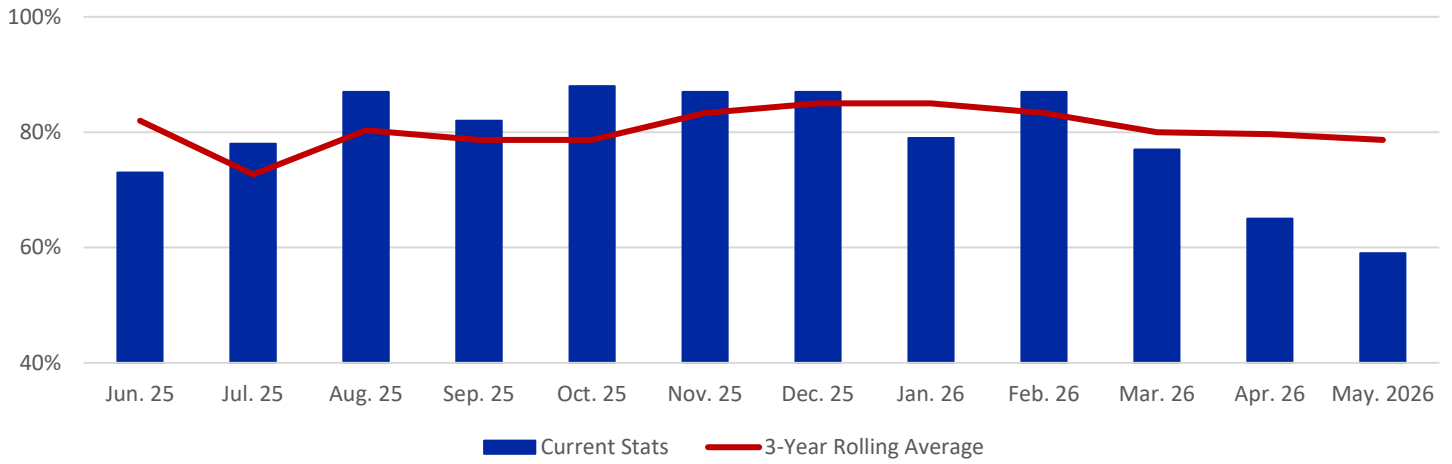
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

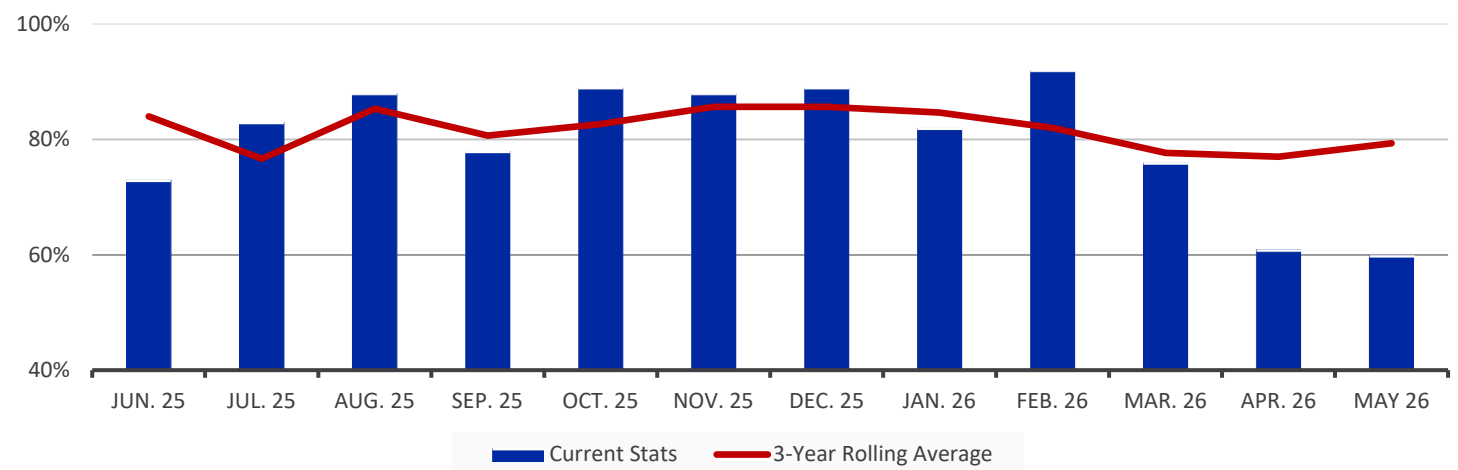
	System Wide			Fredericksburg Line			Manassas Line		
	Mar.	Apr.	May	Mar.	Apr.	May	Mar.	Apr.	May
Total late trains	158	246	238	80	136	118	78	110	120
Average minutes late	16	15	17	18	16	19	14	14	16
Number over 30 minutes	21	20	31	12	12	19	9	8	12
Heat restrictions	2	5	4	2	5	4	0	0	0

ON-TIME PERFORMANCE

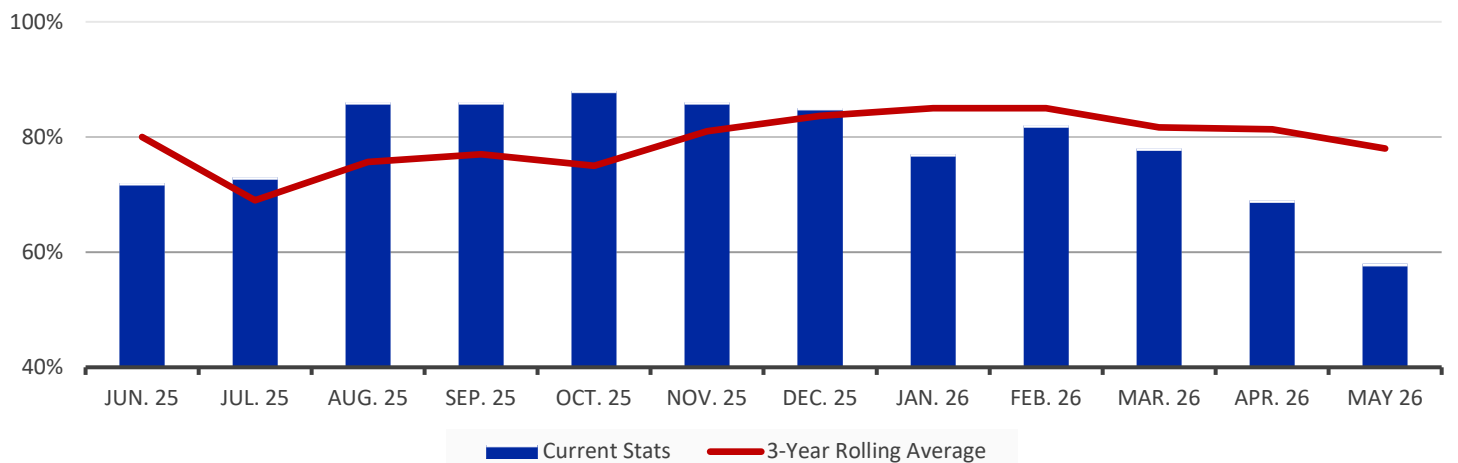
VRE SYSTEM



FREDERICKSBURG LINE

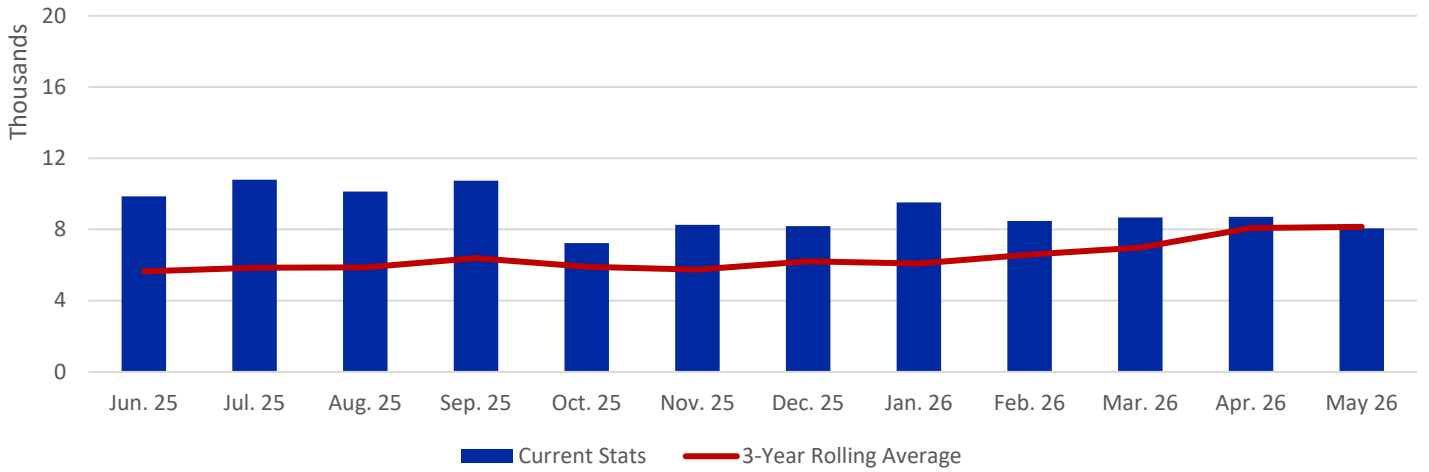


MANASSAS LINE

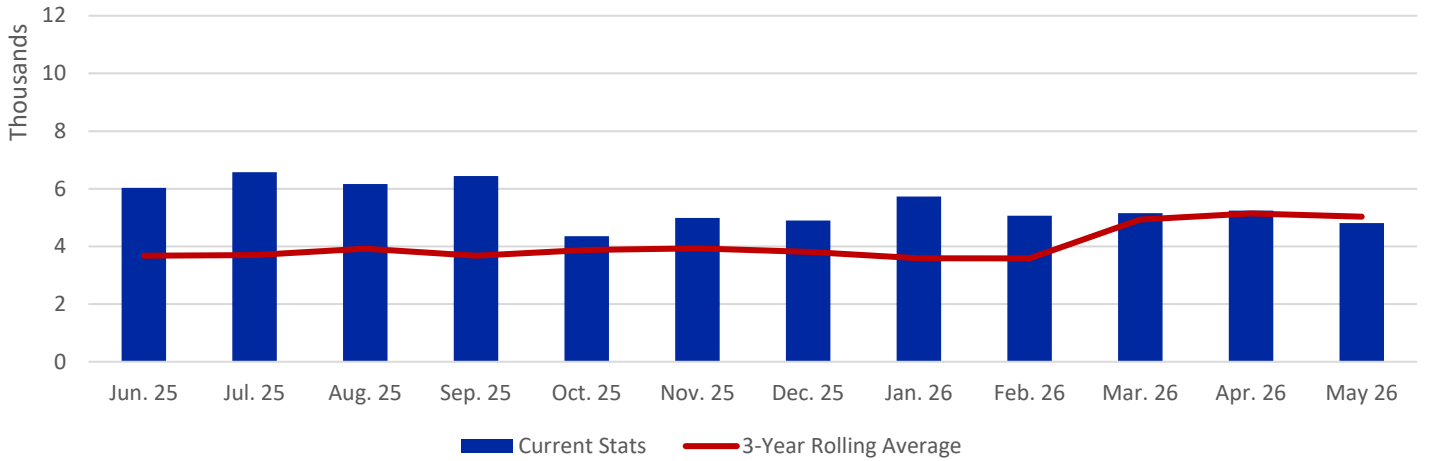


AVERAGE DAILY RIDERSHIP

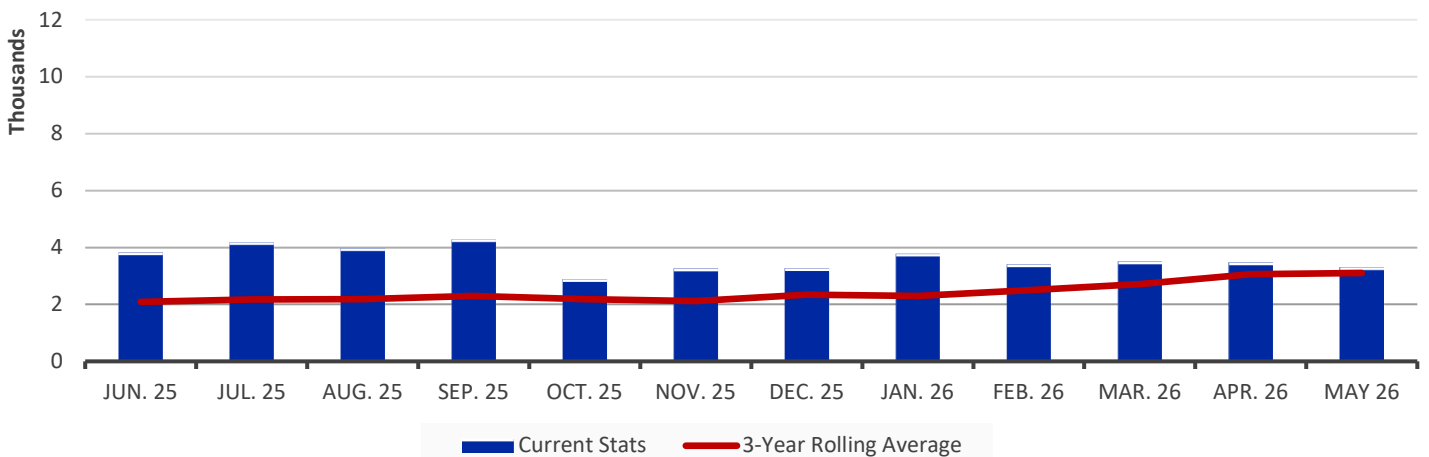
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE

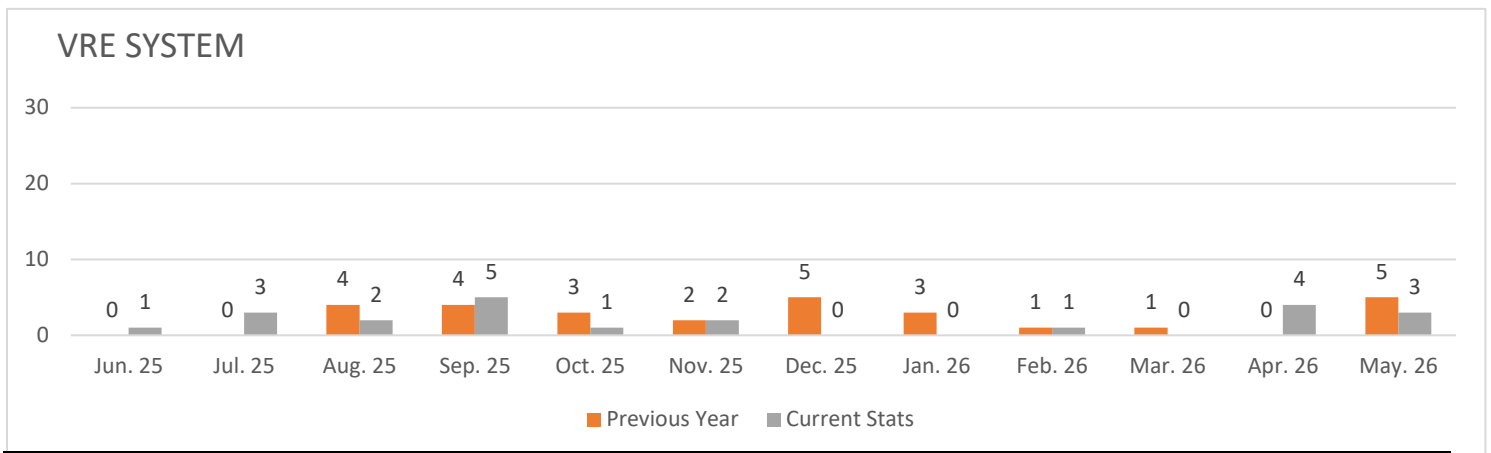


RIDERSHIP UPDATES

Average daily ridership for the month was 8,716. There were 22 service days.

	May 2026	April 2026	May 2025
Monthly Ridership	161,259	191,760	238,518
Average Daily Ridership	8,063	8,716	11,358
Bicycles on Trains	1,444	1,739	1,545
Full-Service Days	16	22	20
“S” Service Days	4	0	1

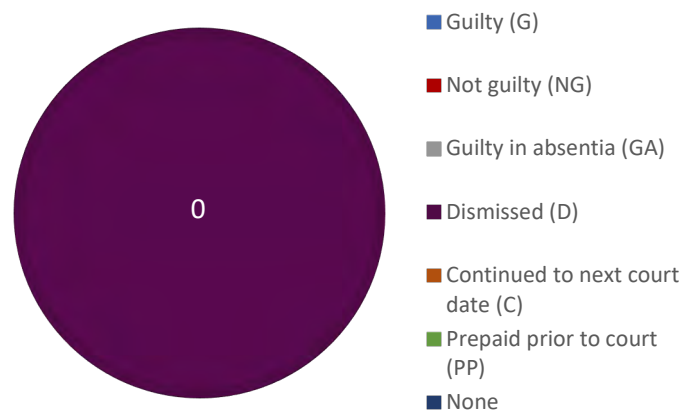
SUMMONSES ISSUED



SUMMONSES WAIVED OUTSIDE OF COURT

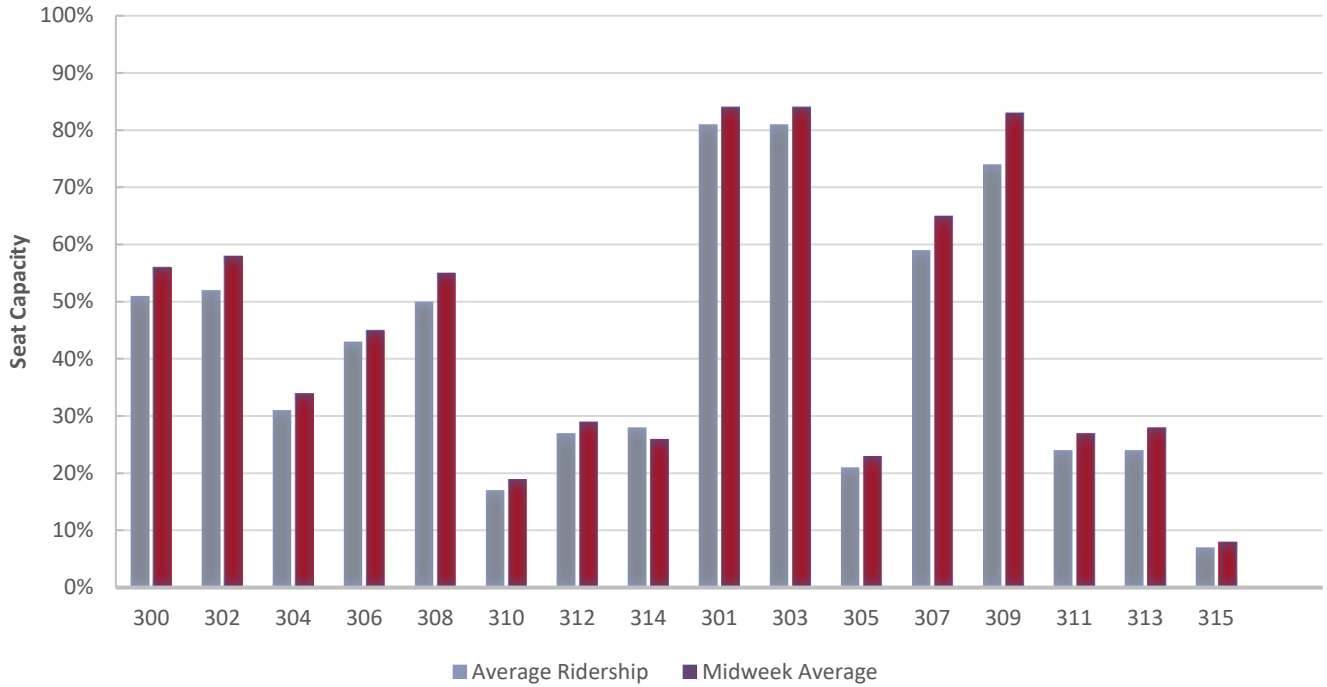
Reason for Waiver	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	1
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	1

MONTHLY SUMMONSES COURT ACTION

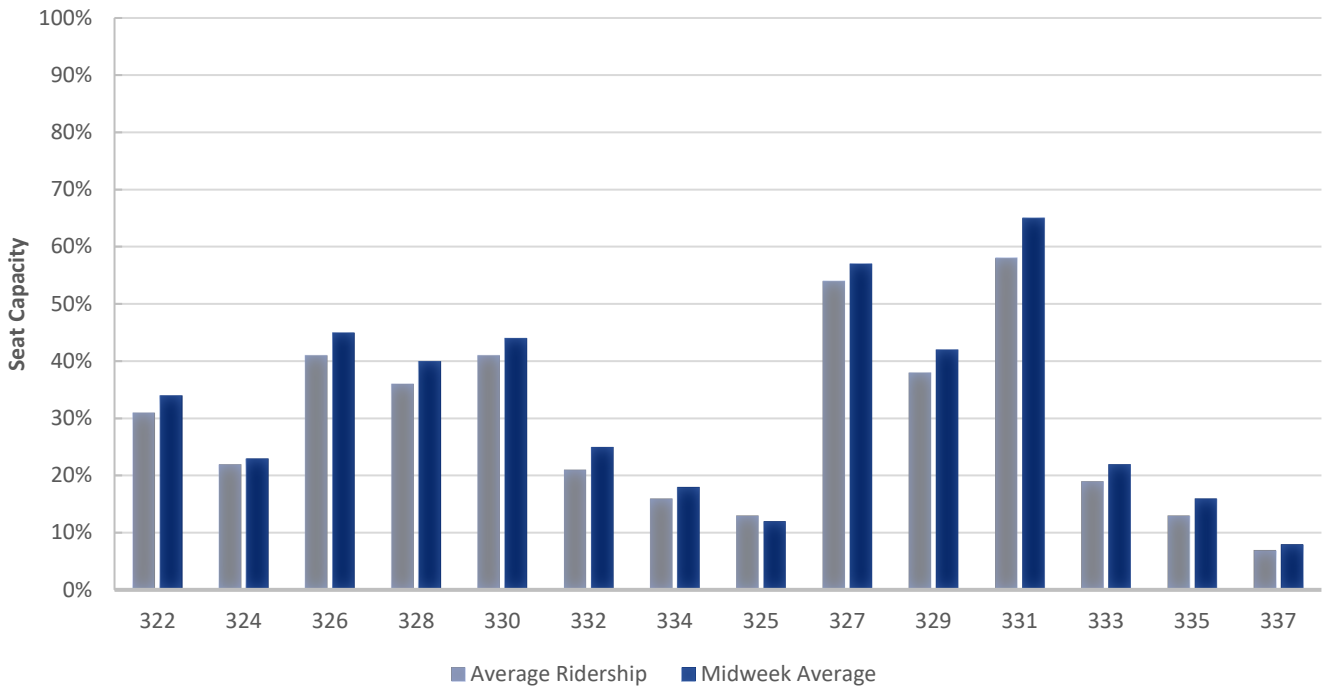


TRAIN UTILIZATION

FREDERICKSBURG LINE

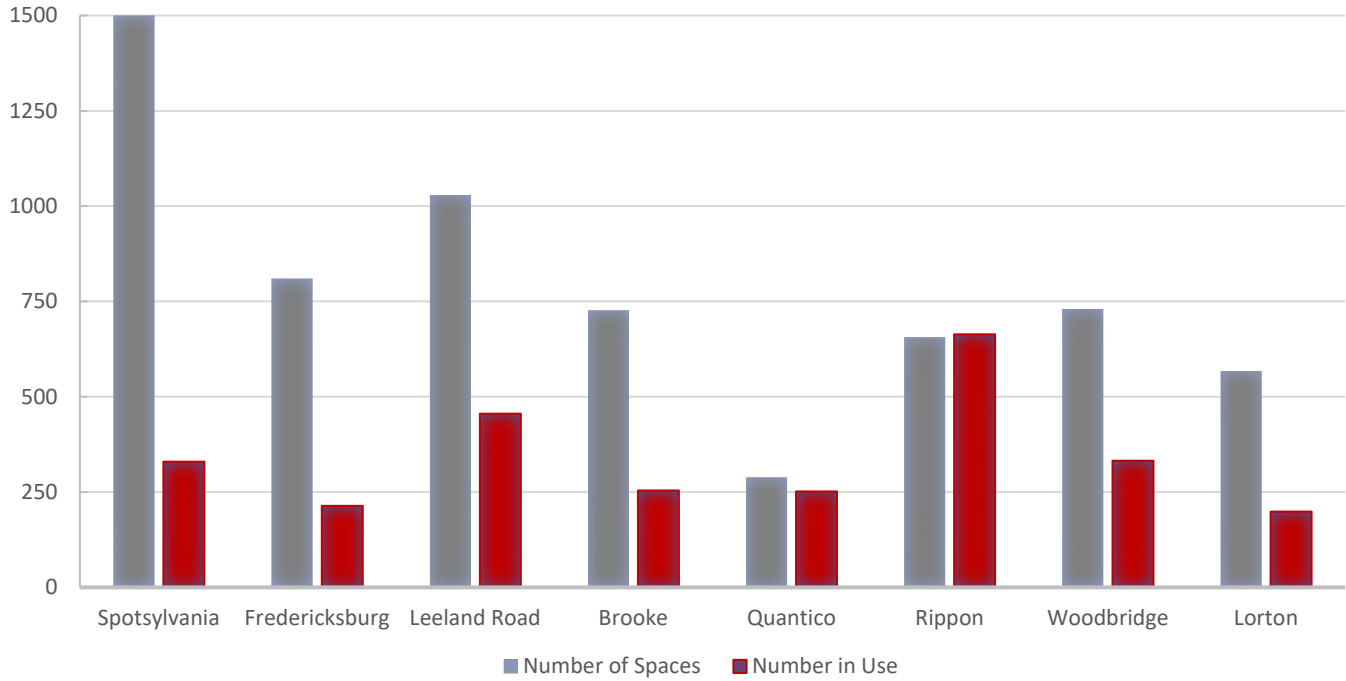


MANASSAS LINE

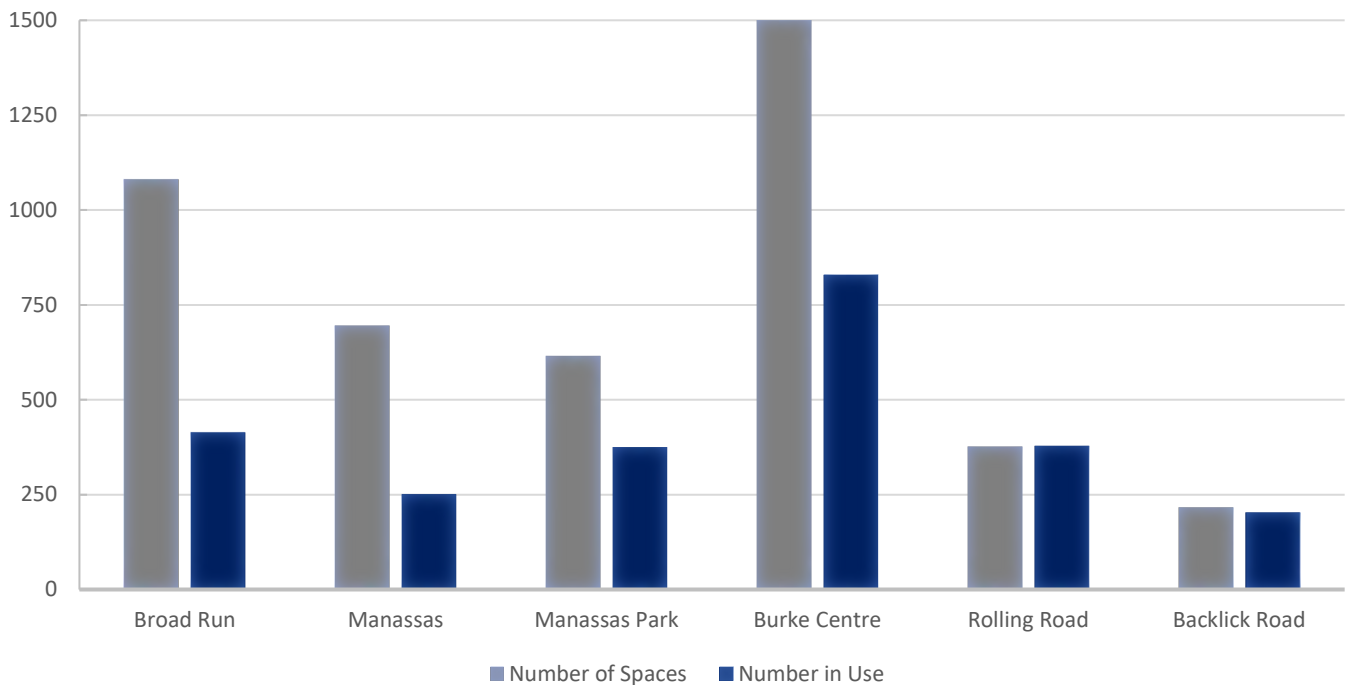


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Replacement of existing lighting with LED fixtures at Broad Run station Airport parking lot
2. Painting of steel railing repairs at Brooke and Leeland Road stations
3. Replacement of timber pedestrian crossings at Brooke and Leeland Road stations

Projects scheduled to be completed this quarter:

1. Repairs to pedestrian bridge at Rippon station
2. Replacement of timber pedestrian crossing at Rippon station
3. Replacement of emergency generator transfer switch at Alexandria Headquarters
4. Replacement of system map signs at various stations
5. Installation of prohibition signage at various stations

Projects scheduled to be initiated this quarter:

1. Construction of temporary platforms at Crystal City station
2. Construction of temporary platforms at Lorton station
3. Rehabilitation of various elements of Rippon station
4. Repairs to platform lighting at multiple stations

Ongoing projects:

1. Modernization of elevator at Woodbridge station parking garage
2. Installation of parking count loop systems at various stations
3. Replacement of emergency generator at Alexandria Headquarters

UPCOMING PROCUREMENTS

1. Locomotive exterior painting services
2. Safety and security consulting services
3. Modernization of the Woodbridge station parking garage elevator
4. Final design services for the Seminary midday storage replacement facility
5. Construction management services for the Crossroads maintenance and storage facility administrative and employee welfare building and employee parking lot project
6. Cost validation services for the L'Enfant station and 4th track improvements project
7. Construction of the Broad Run expansion project
8. Rehabilitation of wheelsets and traction motor assemblies for VRE rolling stock
9. Construction management oversight services for the L'Enfant station and 4th track improvements project
10. Repair and overhaul of rolling stock air brake equipment
11. TRIP client computers

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	\$ 100,133,891.00	The site permit through Prince William County is the only remaining design-phase permit pending conditional approval from the project's Authorities Having Jurisdiction (AHJs). The project team resubmitted the package last week, and it is currently under County review. In parallel, the design team continues to coordinate with construction management consultants to refine and validate projected construction cost estimates.
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	Review comments on the combined site permit package have been received from Spotsylvania County, and comment resolution is underway. Coordination with the County regarding fire access requirements remains ongoing.
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	\$ 14,439,741.00	Comments received on the combined site permit package have been addressed, and the revised package has been resubmitted to Spotsylvania County for review.
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's design consultants are completing the conceptual design phase, with final deliverables expected this month. These include the Seminary Yard master plan, conceptual design drawings, a basis of design report, and a 15% cost estimate and project schedule. Following the conclusion of conceptual design, VRE will transition into the final design phase.

CAPITAL PROJECTS UPDATE (PARKING)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
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	Sidewalk work near main platform stairwell to be completed in June, with handrail work to follow, after which project to be closed out.

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.	Construction	\$ 141,308,118.00	Jump spans installed on Tracks 3 and 2. Jump spans Track 1 to follow, with work beginning on June 18. The second segment of Temporary Platform along Track 1 has been installed, providing sufficient length for train cars. The ramp from the platform to the temporary timber pedestrian crossing installed at the south end of station is near completion, awaiting necessary inspections, and approach modifications. Three temporary construction at-grade crossing installed by CSXT, with approaches and infill installed by VRE contractor.
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	\$ 8,621,823.00	VRE continues to advance review of the Basis of Design (BoD), Drainage Assessment, and draft cost estimate. In parallel, HDR has developed a Stakeholder Engagement Plan in accordance with VRE's Public Engagement Policy, which is currently under review.
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.	Final Design	\$ 89,582,919.00	The Draft IFB package has been received and is undergoing review. License to use adjacent property for contractor laydown space has been secured. County comments on the site plan administrative change package have been received and are being addressed. County Civil Engineering Plan package for north entrance resubmitted to County for further review. South Entrance CEP to be submitted to County by end of May. The contract for Construction Management Services is currently in the execution phase.
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	\$ 32,247,202.00	Draft 30% design and cost estimate development are underway, with an over-the-shoulder review scheduled for late June 2026.
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	\$ 12,065,300.00	Draft 30% design and cost estimate development are underway, with an over-the-shoulder review scheduled for late June 2026.

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	Draft 60% design under review by VRE and VPRA, with comments anticipated by June 12, 2026. IN parallel, CMGC proposals under evaluation; interviews with firms are being coordinated.

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	\$ 9,124,597.00	Survey and geotechnical investigations were completed in May. Draft 30% design and cost estimate development are underway, with an over-the-shoulder review scheduled for mid-August 2026.
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 construction of the new third track and corresponding signals will also be facilitated through the project limits.	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 Signal Preemption Install and Connection. CSX to complete Quad Gate install at RR Crossing upon signal completion. Project closeout anticipated 3rd quarter calendar 2025.
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	Task Order proposal requested from VRE General Planning Consultant (GPC) to initiate project development and engineering investigations. 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



WRITTEN REPORT #9
Department of Rail and
Public Transportation (DRPT)

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice
DATE: June 25, 2026
SUBJECT: Department of Rail and Public Transportation (DRPT)

This written report includes the [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached.

Also attached is the [DRPT Monthly Director's Report for June 2026](#) highlighting state initiatives and programs revolving around the agency's strategic plan.



COMMONWEALTH of VIRGINIA

Mariia Zimmerman
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 Bagley and NVTC Commissioners

FROM: Mariia Zimmerman, Director

DATE: June 25, 2026

SUBJECT: Virginia Department of Rail and Public Transportation (DRPT) Update

Six Year Improvement Plan (SYIP): On June 16, the Commonwealth Transportation Board (CTB) adopted DRPT's FY2027 SYIP. DRPT's annual budget for FY2027 is over \$1.1 billion, marking a significant commitment to enhancing public transportation and rail services across the state. The FY27-32 SYIP and FY2027 Agency Budget depend on the adoption of the Commonwealth's Budget Bill. DRPT will update the CTB if any changes in the Budget Bill impact the SYIP or our agency budget.

At the **June CTB**, Deputy Director Allan Fye also presented proposed policy changes related to the Commonwealth Mass Transit Fund (CMTF) allocation to VRE. VRE CEO Katie Choe also presented an overview of VRE in the Commonwealth. The minor policy changes will be voted on at the July 22 CTB Action Meeting in Bristol.

On June 25, DRPT held a final stakeholder meeting with jurisdictional and transit agency staff on the recommendations for the **Transit Ridership Incentive Program (TRIP) policy** and **Making Efficient and Responsible Investments in Transit (MERIT) formula** which will be presented to the Transit Service Delivery Advisory Committee (TSDAC) on July 7. We would like to express gratitude for everyone's thoughtful engagement through this effort. As a reminder, these items will be presented to the CTB during the September workshop and are slated for action at the October CTB meeting. Any changes will go into effect for the FY2028 grant cycle.

Lastly, I am very excited to announce that we are in the process of **hiring** for a new TOD and Innovative Transit Finance Program Manager in our Northern Virginia office to help advance transit-oriented development and innovative transit funding across the Commonwealth.

Please see attached for my **June DRPT Directors Report to the CTB**.

As a reminder, you can **subscribe** to various DRPT updates, including our data stories, press releases, regular DRPT updates ("The Loop") and my updates on the www.drpt.virginia.gov website at: <https://public.govdelivery.com/accounts/VADRPT/signup/48537>.



DRPT Monthly Director's Report
June 2026

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

1

Growing Ridership & Relationships

- **Statewide Transit**
 - March 2026 ridership was 13.8M, the same level as March 2025. See slide 9 for more details.
- **Virginia Breeze**
 - March 2026 Virginia Breeze ridership was 7,360. Ridership was lower than March 2025, likely due to a later spring break. See Slide 11 for more details.
 - As part of the Virginia 250 celebrations, DRPT is promoting 50% off Virginia Breeze fares for any trip during the Juneteenth and Independence Day weekends (June 19-21 and July 2-5). The booking window runs from June 8-July 1.
- **Transit Service Delivery Advisory Committee**
 - TSDAC met on June 2 to continue discussions about recommended updates to the MERIT and TRIP programs.
- **Industry Engagement**
 - On June 5, Director Zimmerman and Deputy Director Fye participated in panels for state agencies at the Intelligent Transportation Society of Virginia's Annual Conference in Richmond.
 - On June 24, Director Zimmerman will present on a webinar to the Virginia Association of Counties, providing a DRPT 101 and updates on key initiatives, along with a Q&A.

2

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

2

DRPT in the News

Public Engagement

- **Bike Month & May Bike Month Challenge**

- On May 1, Secretary Donohue and Director Zimmerman joined Richmond Mayor Avula and First Gentleman Spanberger for the launch of Richmond Bike Month.
- The City of Charlottesville won the inaugural Bike Month Challenge, which encouraged residents of the participating cities to bike to work throughout the month of May and record their trips on the ConnectingVA App.
- The friendly competition included Richmond, Charlottesville, Roanoke, Newport News, Williamsburg, Virginia Beach, and Culpeper. The city or town with the most trips taken (not miles travelled) won bragging rights and participating mayors received a “golden” helmet.

- **DRPT Virtual Six-Year Improvement Program Hearing**

- On May 27, DRPT hosted a virtual Six-Year Improvement Program meeting, allowing members of the public who were unable to attend the construction district meetings to provide public comment. Nearly 150 people registered for the event.

3

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

3

Virginia Transit Association Annual Conference

- On May 19 and 20, the Virginia Transit Association held its Annual Conference and Bus Expo in Fredericksburg.
- Lieutenant Governor Hashmi delivered the special keynote closing speech.
- DRPT staff provided several presentations, updating the transit community on the ongoing TSDAC review of MERIT and TRIP, insights from the Coordinated Human Service Mobility Plan, as well as rolling stock challenges and cooperative procurement.



4

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

4

Celebrating our Partners

Milestones from Across the Commonwealth

- On May 22, Hampton Roads Transit held a ribbon cutting at the Virginia Aquarium and Marine Science Center for the re-launching of the Wave Trolley's 42nd year of operations along the Virginia Breeze oceanfront.
 - Additionally, HRT cut the ribbon on four new trolleys to modernize the fleet.
- On May 28, Hampton Roads Transit's board approved a System Optimization Plan (SOP).
 - The SOP right-sizes the HRT network, reducing low-performing routes and reallocating operators to increase service on routes with higher demand.
 - The SOP also utilizes microtransit to fill in the gaps in the network, while also improving frequencies on the 757 Express routes.
 - The changes will happen in phases starting in May 2027.



VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION

5

5

Transform Rail 2.0

DRPT Rail Update

- **Statewide Rail Plan**
 - As part of the Virginia Statewide Rail Plan update, DRPT hosted stakeholder meetings for the business/economic development community and the rail industry on May 26 and for the local transit agency community on May 28.
 - A Rail Plan Virtual Public Meeting was held the evening of June 1. Over 200 people registered to attend.
 - DRPT presented updates to the several organizations: VPRA Board; Virginia Rail Policy Institute Board; and Virginians for High-Speed Rail (VHSR). DRPT will present during a VHSR Webinar on June 29.
 - A second round of surveys, stakeholder meetings, and a second virtual public meeting are planned for late summer.
- **Federal Funding and Technical Assistance**
 - Federal Railroad Administration opened its Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Rail Crossing Elimination (RCE) programs for applications.
 - DRPT is providing technical assistance to the Hampton Roads Transportation Planning Organization's applications to both programs.
 - DRPT and VPRA also provided letters of support to Chesterfield County's application to the RCE Program for its Curtis Street project, which is a project included in the Richmond to Raleigh Tier II EIS.
- **Site Visits**
 - DRPT conducted DRPT grant-funded project completion inspections for Buckingham Branch Railroad's Millboro and Lick tunnel improvements, its Charlottesville Yard project, and the South Anna siding project, which added approximately 3,500 feet of new siding track in Hanover County.

6

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

6

Expanding Freight Rail and Jobs in Norfolk *Fairwinds Terminal Services LLC, RIA*

Consent Agenda

- Fairwinds is a veteran-owned, Virginia-based company that is revitalizing a 131-acre waterfront facility, formerly Lamberts Point Docks, in Norfolk.
- Fairwinds targets defense, energy, and niche non-containerized dry cargo markets with a focus on operations that require moving big and heavy components for third parties on a water-to-rail or rail-to-water basis.
- Fairwinds has applied for Rail Industrial Access (RIA) grant funds in the amount of \$750,000 to rehabilitate 12,000 feet of track to serve this facility.
 - Fairwinds' total capital investment in the facility is estimated at \$200M.
 - Fairwinds is also launching railcar transloading at this site to move products between local container terminals and the mid-west.
 - The grant will help support the creation of 250 new jobs and divert 1,054 trucks from Virginia highways per year.



VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION

7

7

Transforming Rail in Virginia *Virginia Passenger Rail Authority Updates*

- **Long Bridge Project**
 - The North Package contractor is constructing a major rail support wall which will enable upcoming phases of track shifts to construct the new rail bridge over Maine Avenue SW in D.C.
 - The South Package contractor has completed construction access bulkheads on the Virginia and DC shores of the Potomac River that will be used to launch equipment and materials onto barges, allowing safe and efficient movement on and off the water.
- **King & Commonwealth Bridges**
 - CTB members visited the Alexandria Station and King & Commonwealth bridges project, where major bridge work is currently underway. As of June 1, the second of three weekend jump span installations outages is in progress. The third weekend installation will occur later in June.
- **New River Valley Passenger Rail Project**
 - At the station site in Christiansburg, construction of the high-level passenger platform is progressing; 300 linear feet of concrete for the platform walls has been poured for the 960-footlong platform.
 - At the layover facility in Radford, crews are installing ballast in the tracks that were previously installed for this project; the ballast will secure the tracks in place. Norfolk Southern completed a switch/turnout that connects the layover tracks to the mainline tracks.
- **Sidings Projects**
 - VPR and CSX are designing several sections of third track Sidings up and down the rail corridor paralleling I-95. These Sidings will relieve congestion and improve operational fluidity and also enable new service upon completion of TRV projects.
 - VPR staff briefed the VPR Board of Directors about the design status of the sidings at the May 21 Board Meeting. 30% designs will be submitted throughout Summer 2026.

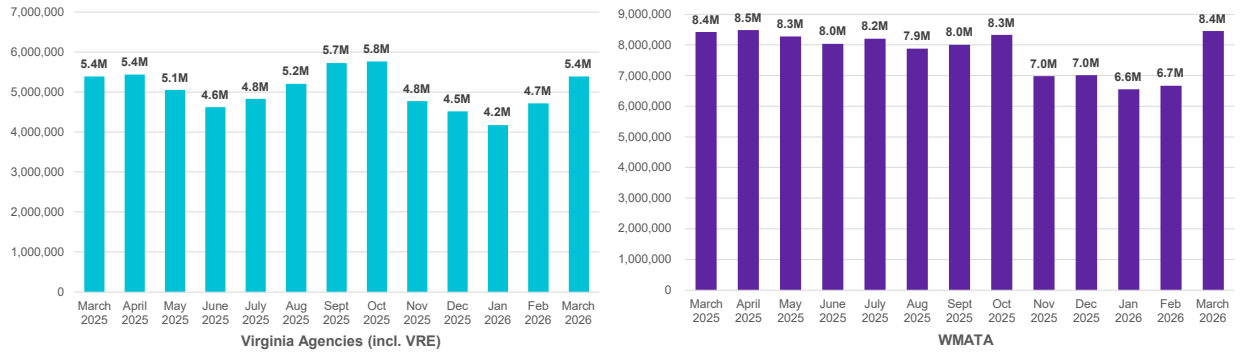
8

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

8

Statewide Transit Ridership

Statewide Transit Ridership – March 2025 to March 2026



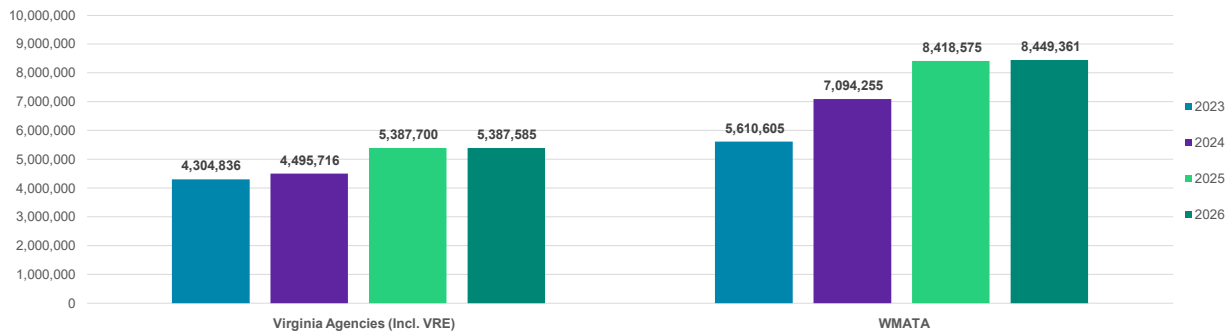
Agencies	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	Total*
Virginia Agencies	5,387,700	5,437,004	5,053,320	4,624,290	4,826,487	5,208,249	5,729,123	5,765,456	4,774,932	4,513,370	4,175,539	4,715,787	5,387,585	60,211,142
WMATA	8,418,575	8,483,804	8,272,850	8,038,628	8,197,440	7,877,904	8,005,759	8,320,907	6,977,427	7,005,271	6,551,481	6,668,660	8,449,361	92,849,492
Total	13,806,275	13,920,808	13,326,170	12,662,918	13,023,927	13,086,153	13,734,882	14,086,363	11,752,359	11,518,641	10,727,020	11,384,447	13,836,946	153,060,634

9

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Statewide Ridership Comparison: March Year-to-Year

Ridership Comparison: Year-to-Year
2023 – 2026



Mode	2023	2024	2025	2026	2026 vs 2023	2026 vs 2024	2026 vs 2025
Virginia Agencies	4,304,836	4,495,716	5,387,700	5,387,585	25%	20%	0%
WMATA	5,610,605	7,094,255	8,418,575	8,449,361	51%	19%	0%
Total	9,915,441	11,589,971	13,806,275	13,836,946	40%	19%	0%

10

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Virginia Breeze Ridership – March

In March 2026, ridership on VA Breeze routes totaled 7,360 which was:

- 257% higher than original estimates, and
- 9% lower than March 2025

In March 2026, the VA Breeze contributed to a reduction of 355 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 4% lower than March 2025
- Farebox Rev. – 7% lower than March 2025

Piedmont Express:

- Ridership – 28% lower than March 2025
- Farebox Rev. – 30% lower than March 2025

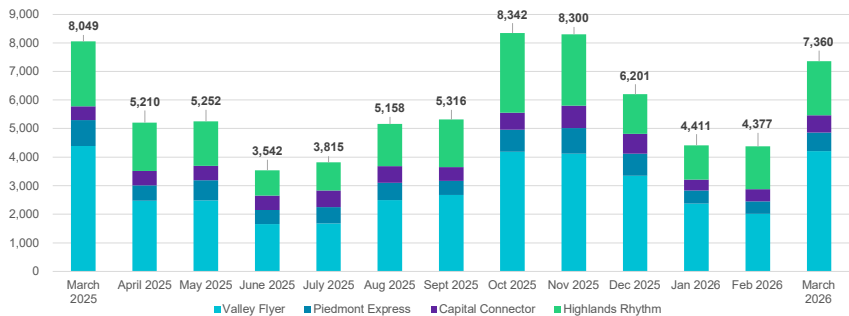
Capital Connector:

- Ridership – 23% higher than March 2025
- Farebox Rev. – 11% higher than March 2025

Highlands Rhythm:

- Ridership – 16% lower than March 2025
- Farebox Rev – 16% lower than March 2025

Virginia Breeze Ridership by Route – March 2025 to March 2026



Route	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	Total*
Valley Flyer	4,385	2,475	2,489	1,655	1,675	2,493	2,676	4,189	4,124	3,344	2,377	2,012	4,211	33,720
Piedmont Express	908	531	702	499	577	606	490	767	895	781	451	440	650	7,389
Capital Connector	490	513	508	504	585	581	484	598	778	694	389	424	602	6,660
Highlands Rhythm	2,266	1,691	1,553	884	978	1,478	1,666	2,788	2,503	1,382	1,194	1,501	1,897	19,515
All Routes	8,049	5,210	5,252	3,542	3,815	5,158	5,316	8,342	8,300	6,201	4,411	4,377	7,360	67,284

*Last 12 Months

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

11

11

Virginia-Supported Monthly Ridership SFY '26 vs. SFY '25

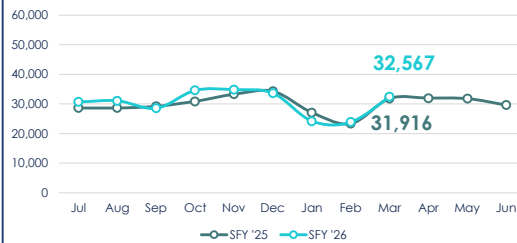
Select weekend trains operated daily 2/14 – 3/17 due to construction cutover work for the Portal North Bridge on the NEC.

Express buses chart displays both Hampton Roads and Richmond area ridership.

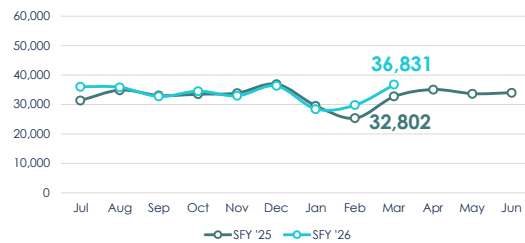
Express bus ridership breakout on Slide 11.



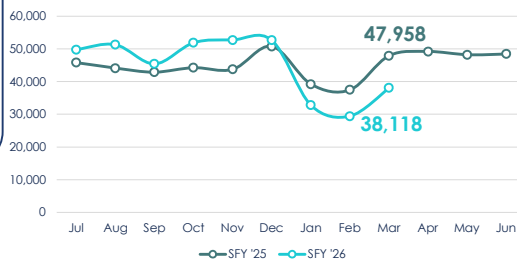
Route 46: Roanoke (+2.0%)



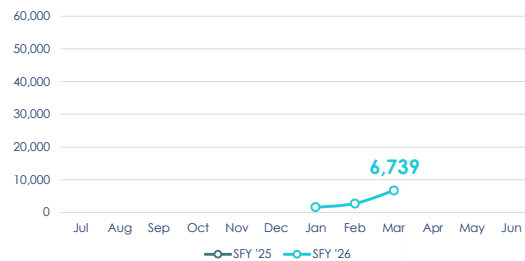
Route 47: Newport News (+12.3%)



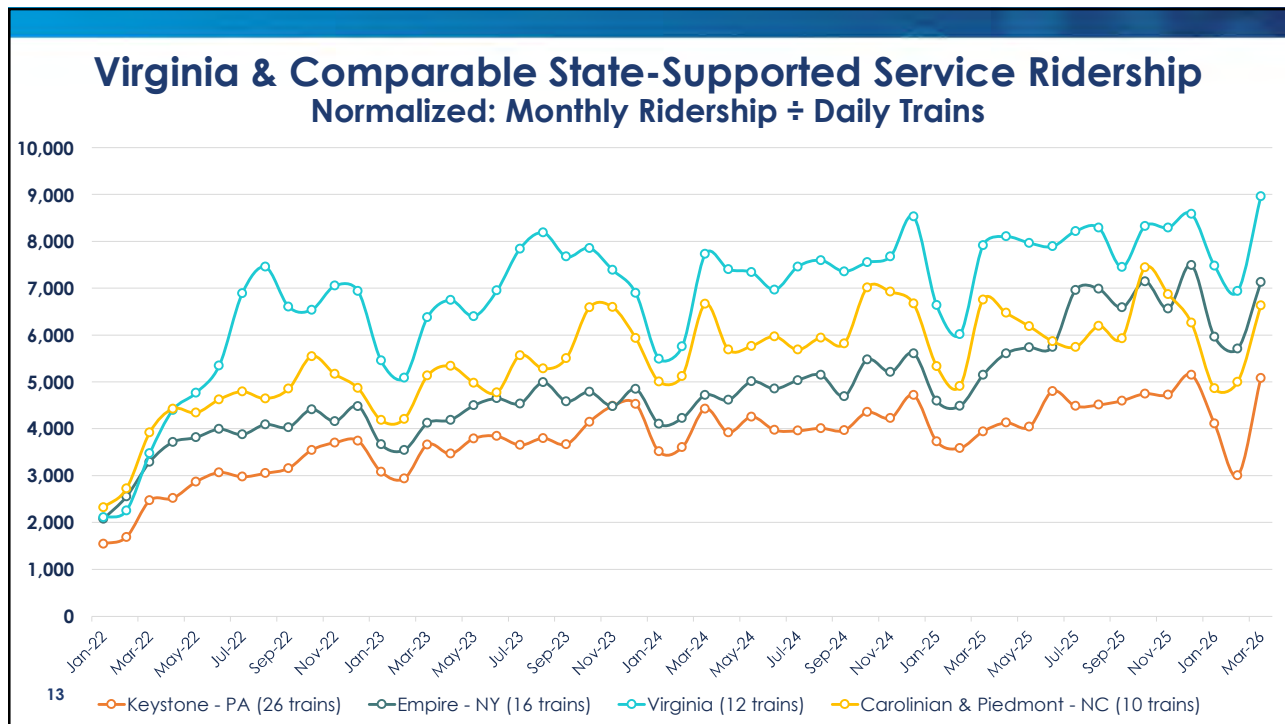
Route 50: Norfolk (-20.5%)



D.C. Express Buses



12



13

DRPT Financials

DRPT FY26 Budget Q2 Update

Schedule of Budget vs. Actual As of December 31, 2025 (\$ in Millions)				
	Adopted FY 2026	Actual 12/31/2025	Remaining Balance	Percentage Remaining
Public Transportation Programs				
Operating Assistance	\$ 164.3	\$ 65.6	\$ 98.7	60.1%
Capital Assistance	213.2	67.4	145.8	68.4%
Special Programs	9.4	4.0	5.4	57.4%
Ridership Incentive Programs	77.2	11.7	65.5	84.8%
VRE Assistance	17.4	8.7	8.7	50.0%
WMATA Assistance	364.6	212.6	152.0	41.7%
Total	846.1	370.0	476.1	56.3%
Commuter Assistance Programs	7.3	9.3	(2.0)	-27.4%
Human Service Transportation Pgm	6.7	3.6	3.1	46.3%
Planning, Regulation, & Safety Pgm	6.7	2.7	4.0	59.7%
WMATA Dedicated	154.5	77.2	77.3	50.0%
Total Transit Programs	1,021.3	462.8	558.5	54.7%
Rail Assistance Programs				
Rail Preservation Programs	7.7	2.4	5.3	68.8%
Rail Industrial Access	2.7	1.1	1.6	59.3%
Freight Rail and Rail Planning Programs	23.2	6.0	17.2	74.1%
Total Rail Programs	33.6	9.5	24.1	71.7%
Administrative Expenses	19.9	9.5	10.4	52.3%
Agency Total before VPRA	\$ 1,074.8	\$ 481.8	\$ 593.0	55.2%
VPRA Recurring Payments	192.3	88.6	103.7	53.9%
Agency Total	\$ 1,267.1	\$ 570.4	\$ 696.7	55.0%

14

14

DRPT Financials

15

DRPT Q2 Resources & Commitments

Schedule of Resources and Commitments
As of December 31, 2025
(\$ in Millions)

	12/31/2025			12/31/2024
	Rail	Transit	Total	Total
Resources				
Cash	\$ 62.3	\$ 574.3	\$ 636.6	\$ 624.0
Estimated Revenues - FY 2026	8.0	378.3	386.3	337.6
Accounts Receivable	-	7.9	7.9	3.3
Bonds Receivable	-	-	-	0.6
Anticipated Bond Proceeds	9.5	17.6	27.1	31.6
Anticipated Reimbursement - VDOT	-	223.0	223.0	151.1
Anticipated Reimbursement - VPRA	8.6	-	8.6	9.3
Anticipated Reimbursement - DEQ	-	6.5	6.5	7.3
Anticipated Reimbursement - Federal	40.1	99.7	139.8	158.8
Total Resources (A)	128.5	1,307.3	1,435.8	1,323.6
Commitments				
Transit & TDM Commitments	-	1,121.9	1,121.9	1,036.8
Rail Commitments	107.5	-	107.5	123.1
VPRA Commitments	15.5	-	15.5	12.0
Total Commitments (B)	123.0	1,121.9	1,244.9	1,171.9
Funds Available	\$ 5.5	\$ 185.4	\$ 190.9	\$ 151.7

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

15



Follow Us

DRPT.Virginia.gov

Stay Connected on Social Media



VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

16

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice
DATE: June 25, 2026
SUBJECT: Executive Director Report

This written report includes the Executive Director Newsletter and the Financial Reports.

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 Summer 2026 issue of the Executive Director Newsletter will be emailed to Commissioners mid-July and will be posted online at <https://novatransit.org/news-and-media/newsletter/>.

B. NVTC Financial Reports

The [May 2026 Financial Reports](#) are attached and provided as information.

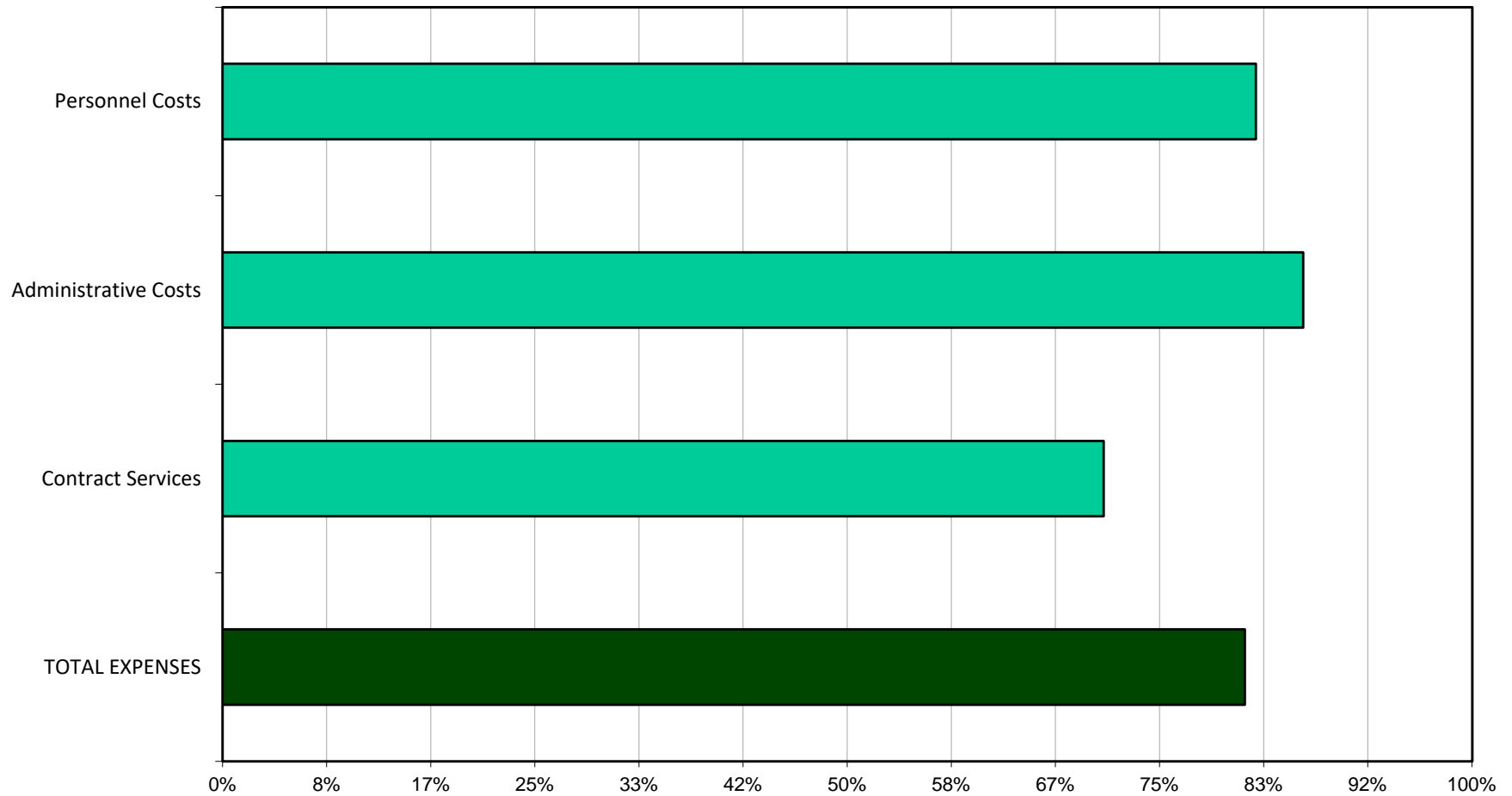


Northern Virginia Transportation Commission

Financial Reports

May 2026

PERCENTAGE OF FY 2026 NVTC ADMINISTRATIVE BUDGET USED
May 2026
(TARGET 91.7% OR LESS)



Note: Refer to pages 2 and 3 for details

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
May 2026**

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<u>Personnel Costs</u>					
Salaries and Wages	\$ 239,353.23	\$ 2,439,432.83	\$ 2,934,000.00	\$ 494,567.17	16.9%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	239,353.23	2,439,432.83	2,934,000.00	494,567.17	16.9%
<u>Benefits</u>					
Employer's Contributions:					
FICA	15,553.22	171,538.38	205,000.00	33,461.62	16.3%
Group Health Insurance	11,897.04	172,558.08	255,000.00	82,441.92	32.3%
Retirement	22,460.00	226,660.00	238,000.00	11,340.00	4.8%
Workmans & Unemployment Compensation	2.19	1,355.43	6,400.00	5,044.57	78.8%
Life Insurance	154.35	2,213.93	6,700.00	4,486.07	67.0%
Long Term Disability Insurance	1,388.20	15,392.85	18,800.00	3,407.15	18.1%
Total Benefit Costs	51,455.00	589,718.67	729,900.00	140,181.33	19.2%
<u>Administrative Costs</u>					
Commissioners Per Diem	650.00	9,650.00	15,000.00	5,350.00	35.7%
<i>Rents:</i>					
Office Rent	42,073.40	421,658.14	474,500.00	52,841.86	11.1%
Office Rent	40,213.05	406,583.25	454,000.00	47,416.75	10.4%
Parking & Transit Benefits	1,860.35	15,074.89	20,500.00	5,425.11	26.5%
<i>Insurance:</i>					
Public Official Bonds	495.00	6,455.00	8,900.00	2,445.00	27.5%
Public Official Bonds	170.00	2,610.00	2,600.00	(10.00)	-0.4%
Liability and Property	325.00	3,845.00	6,300.00	2,455.00	39.0%
<i>Travel:</i>					
Conference / Professional Development	8,237.72	57,815.59	76,500.00	18,684.41	24.4%
Conference / Professional Development	7,656.15	40,799.33	54,500.00	13,700.67	25.1%
Non-Local Travel	305.23	4,145.43	2,500.00	(1,645.43)	-65.8%
Local Travel, Meetings and Related Expenses	276.34	12,870.83	19,500.00	6,629.17	34.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
May 2026

	<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>	1,387.12	16,214.16	19,400.00	3,185.84	16.4%
Postage	151.17	868.72	1,400.00	531.28	37.9%
Telephone and Data	1,235.95	15,345.44	18,000.00	2,654.56	14.7%
<i>Publications & Supplies</i>	2,016.44	32,419.38	35,700.00	3,280.62	9.2%
Office Supplies	255.50	2,105.68	2,000.00	(105.68)	-5.3%
Duplication and Paper	1,075.85	8,749.49	8,700.00	(49.49)	-0.6%
Public Engagement	685.09	21,564.21	25,000.00	3,435.79	13.7%
<i>Operations:</i>	3,603.99	45,195.70	55,900.00	10,704.30	19.1%
Furniture and Equipment (Capital)	-	8,141.35	18,400.00	10,258.65	55.8%
Repairs and Maintenance	-	433.22	1,000.00	566.78	56.7%
Computer Operations	3,603.99	36,621.13	36,500.00	(121.13)	-0.3%
<i>Other General and Administrative:</i>	1,652.34	13,953.39	11,900.00	(2,053.39)	-17.3%
Memberships	110.32	1,200.83	1,600.00	399.17	24.9%
Fees and Miscellaneous	1,542.02	10,052.56	8,800.00	(1,252.56)	-14.2%
Advertising (Personnel/Procurement)	-	2,700.00	1,500.00	(1,200.00)	-80.0%
Total Administrative Costs	<u>60,116.01</u>	<u>603,361.36</u>	<u>697,800.00</u>	<u>94,438.64</u>	<u>13.5%</u>
<u>Contracting Services</u>					
Auditing	-	25,900.00	26,400.00	500.00	1.9%
Contract Services and Support					
Commuter Choice	33,199.36	180,137.36	146,500.00	(33,637.36)	-23.0%
Research Support (excludes carryover)	2,581.15	69,103.66	250,000.00	180,896.34	72.4%
Other Technical	11,008.30	101,295.00	120,000.00	18,705.00	15.6%
Legal	<u>2,500.00</u>	<u>27,500.00</u>	<u>30,000.00</u>	<u>2,500.00</u>	<u>8.3%</u>
Total Contract Services	49,288.81	403,936.02	572,900.00	168,963.98	29.5%
 Total Gross G&A Expenses	<u><u>\$ 400,213.05</u></u>	<u><u>\$ 4,036,448.88</u></u>	<u><u>\$ 4,934,600.00</u></u>	<u><u>\$ 898,151.12</u></u>	<u><u>18.2%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
May 2026

Date	Payer / Payee	Purpose	Virginia LGIP				
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
6	FTA	Grant receipt - Envision Route 7			\$ 320,697.00		
12	DRPT	Capital grant receipt - Fairfax					165,114.20
12	DRPT	Capital grant receipt - Arlington					8,529.73
13	DRPT	Capital grants receipts - Fairfax					286,949.12
15	FTA	Grant receipt - Alexandria			36,193.00		
15	DRPT	Operating assistance - Alexandria					2,612,697.75
15	DRPT	Operating assistance - Arlington					1,475,911.74
15	DRPT	Operating assistance - City of Fairfax					409,020.15
15	DRPT	Operating and capital assistance - VRE			4,349,894.00		
15	DRPT	Operating assistance - Fairfax					5,993,740.12
15	DRPT	Capital grants receipts - Fairfax					453,013.96
19	DRPT	Capital grants receipts - Fairfax					5,148,146.72
20	DRPT	Capital grant receipt - Fairfax					57,792.52
20	DRPT	Technical assistance - Envision Route 7			80,276.00		
22	DRPT	Capital and operating assistance - WMATA					19,786,064.33
29	DMV	Motor vehicle fuels sales tax					2,272,685.35
29	DMV	CROC			1,250,000.00		
29	VRE	Staff support		29,583.56			
31	Banks	Investment earnings		139.24	4,932.59	463,902.08	1,319,656.28
TOTAL RECEIPTS			-	29,722.80	6,041,992.59	463,902.08	39,989,321.97

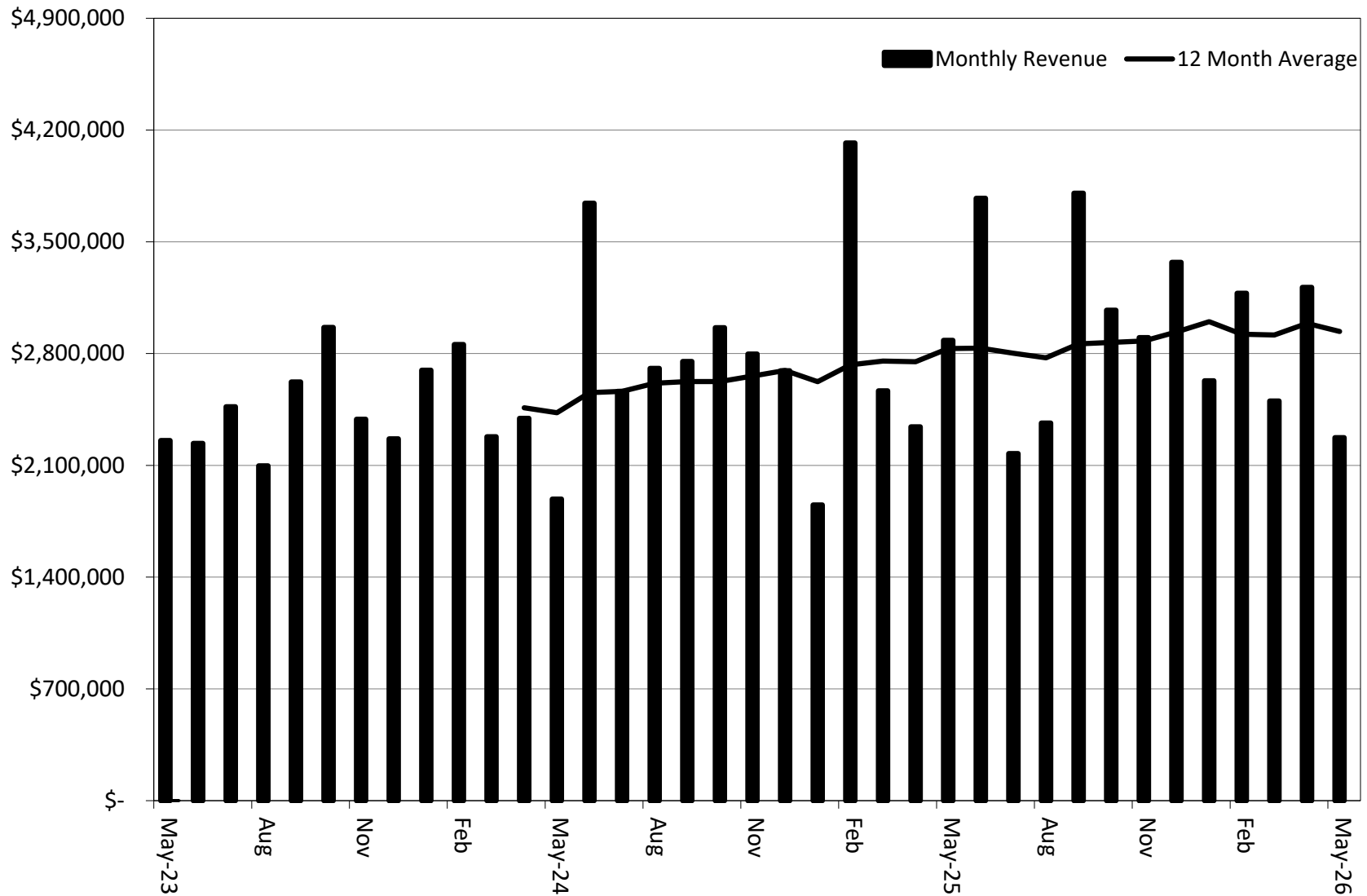
NVTC
RECEIPTS and DISBURSEMENTS
May 2026

Date	Payer / Payee	Purpose	Virginia LGIP				
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-31	Various	G&A expenses	(309,186.57)				
1	Fairfax	I-395/95 Commuter Choice reimbursement				(4,292,616.00)	
1	PRTC	I-395/95 Commuter Choice reimbursement				(323,142.00)	
1	PRTC	I-66 Commuter Choice reimbursement				(350,888.00)	
14	Kimley-Horn	Consulting - Commuter Choice	(10,515.50)				
14	Kimley-Horn	Consulting - SJ28	(2,581.15)				
15	Alexandria	Costs incurred			(36,193.00)		
15	VRE	Grant revenue			(4,349,894.00)		
19	Fairfax	Other operating					(593,115.00)
26	Kimley-Horn	Consulting - Commuter Choice	(21,790.02)				
26	Kimley-Horn	Consulting - NTD	(26,647.42)				
29	VRE	CROC			(1,250,000.00)		
29	Fairfax	I-66 Commuter Choice reimbursement				(1,670,941.00)	
29	Alexandria	I-395/95 Commuter Choice reimbursement				(1,729,933.00)	
29	Loudoun	I-66 Commuter Choice reimbursement				(32,133.00)	
29	Prince William	I-395/95 Commuter Choice reimbursement				(1,030,471.00)	
31	Banks	Bank charge	(121.23)	(175.53)			
TOTAL DISBURSEMENTS			(370,841.89)	(175.53)	(5,636,087.00)	(9,430,124.00)	(593,115.00)
TRANSFERS							
1	Transfer	From LGIP to checking	175,000.00		(175,000.00)		
14	Transfer	From LGIP to checking	175,000.00		(175,000.00)		
19	Transfer	From LGIP to LGIP (NTD project)			26,700.63		(26,700.63)
26	Transfer	From LGIP to checking	200,000.00		(200,000.00)		
26	Transfer	From LGIP to LGIP (NTD project)			26,647.42		(26,647.42)
NET TRANSFERS			550,000.00	-	(496,651.95)	-	(53,348.05)
NET INCREASE (DECREASE) FOR MONTH			\$ 179,158.11	\$ 29,547.27	\$ (90,746.36)	\$ (8,966,221.92)	\$ 39,342,858.92

**NVTC
INVESTMENT REPORT
May 2026**

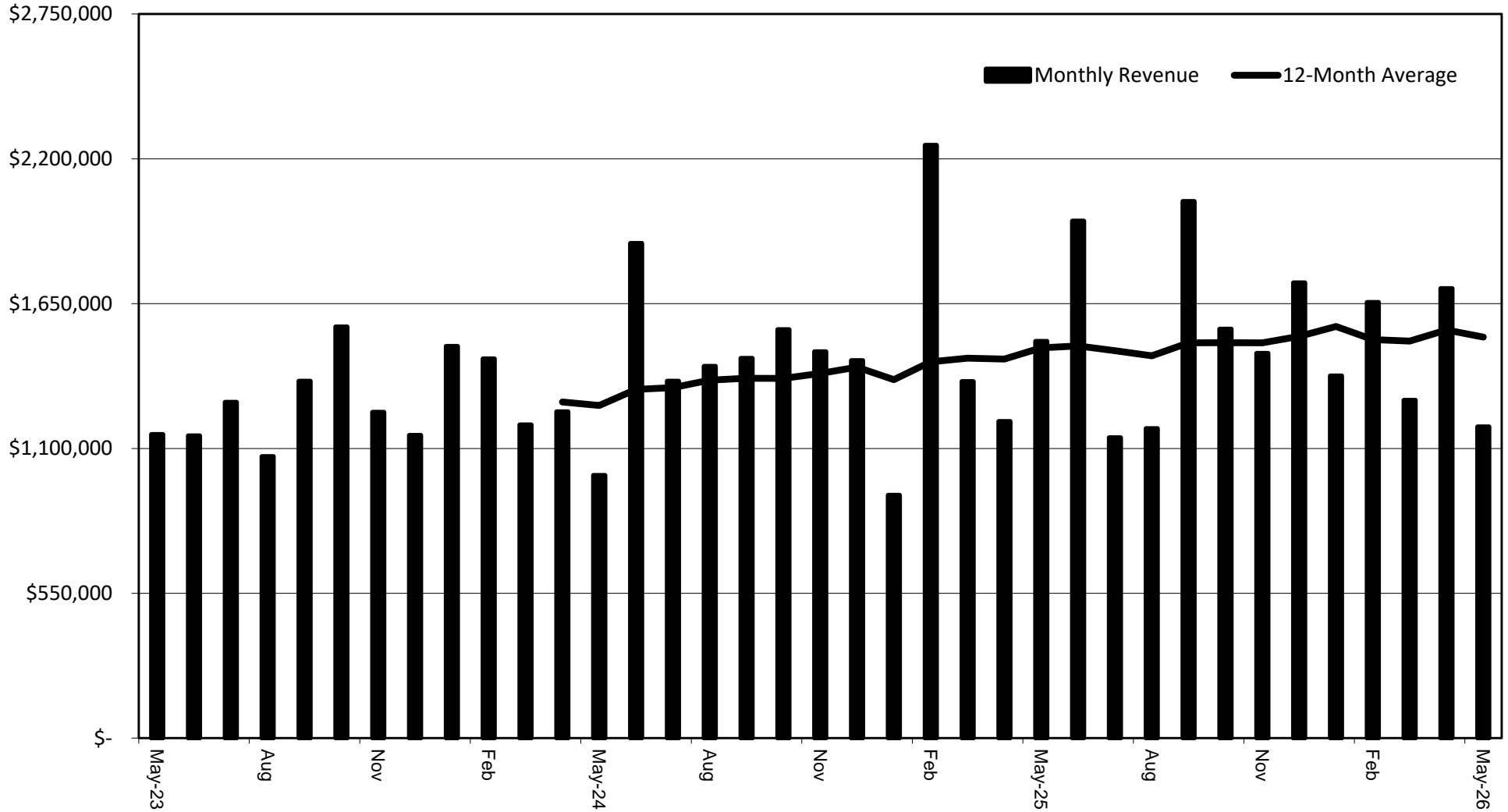
<u>Type</u>	<u>Rate</u>	<u>Balance 4/30/2026</u>	<u>Increase (Decrease)</u>	<u>Balance 5/31/2026</u>	<u>Balance</u>			
					<u>NVTC G&A/Project</u>	<u>Commuter Choice</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Gas Tax Trust Fund</u>
<u>Cash Deposits</u>								
Wells Fargo: NVTC Checking	N/A	\$ 1,312.68	\$ 179,158.11	\$ 180,470.79	\$ 180,470.79	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.480%	338,729.72	29,547.27	368,276.99	368,276.99	-	-	-
<u>Investments</u>								
Bank of America: Virginia Local Government Investment Pool	3.803%	553,381,977.38	30,285,890.64	583,667,868.02	1,423,442.02	142,065,421.97	405,960,314.32	34,218,689.71
		<u>\$ 553,722,019.78</u>	<u>\$ 30,494,596.02</u>	<u>\$ 584,216,615.80</u>	<u>\$ 1,972,189.80</u>	<u>\$ 142,065,421.97</u>	<u>\$ 405,960,314.32</u>	<u>\$ 34,218,689.71</u>

NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2023-2026



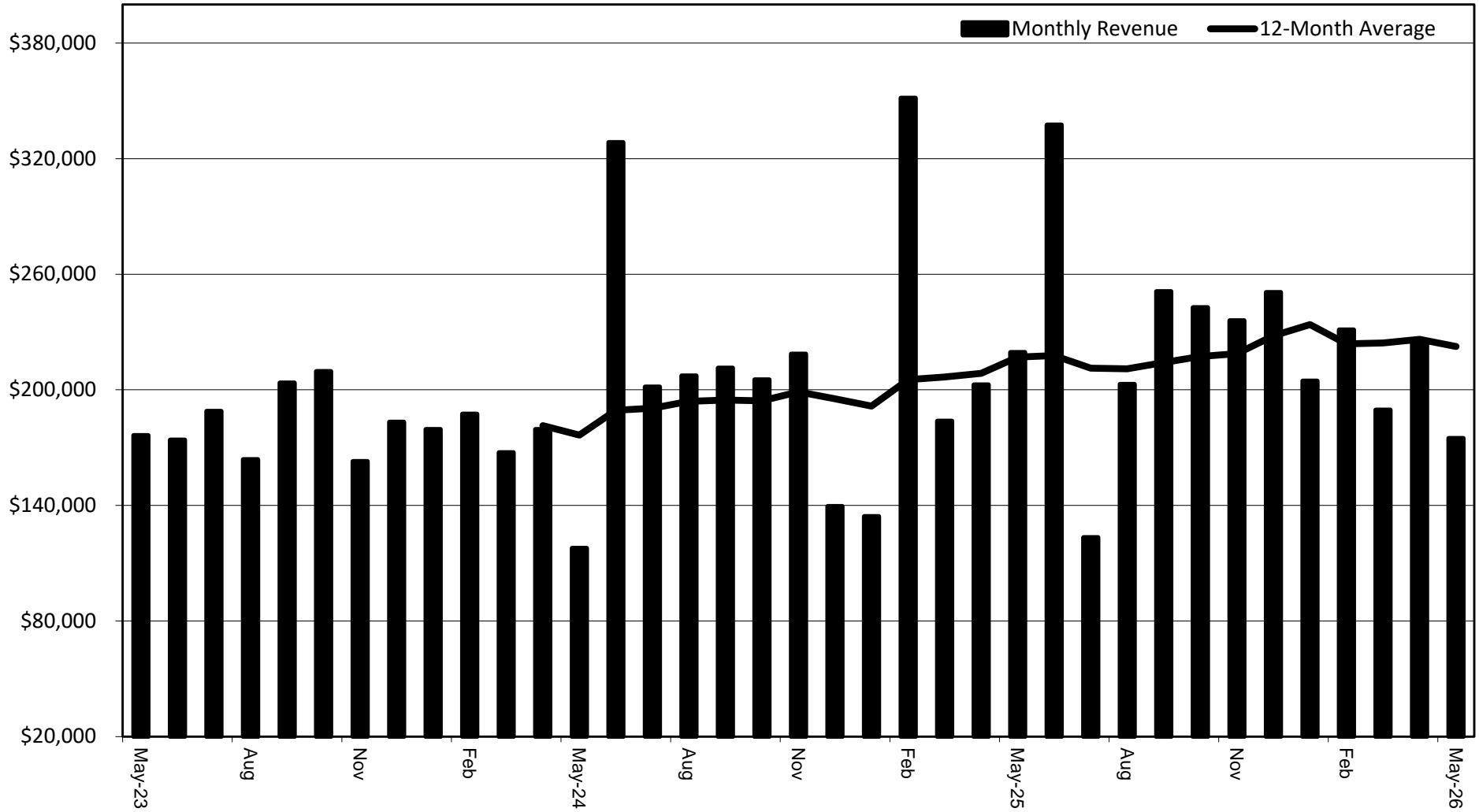
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2023-2026



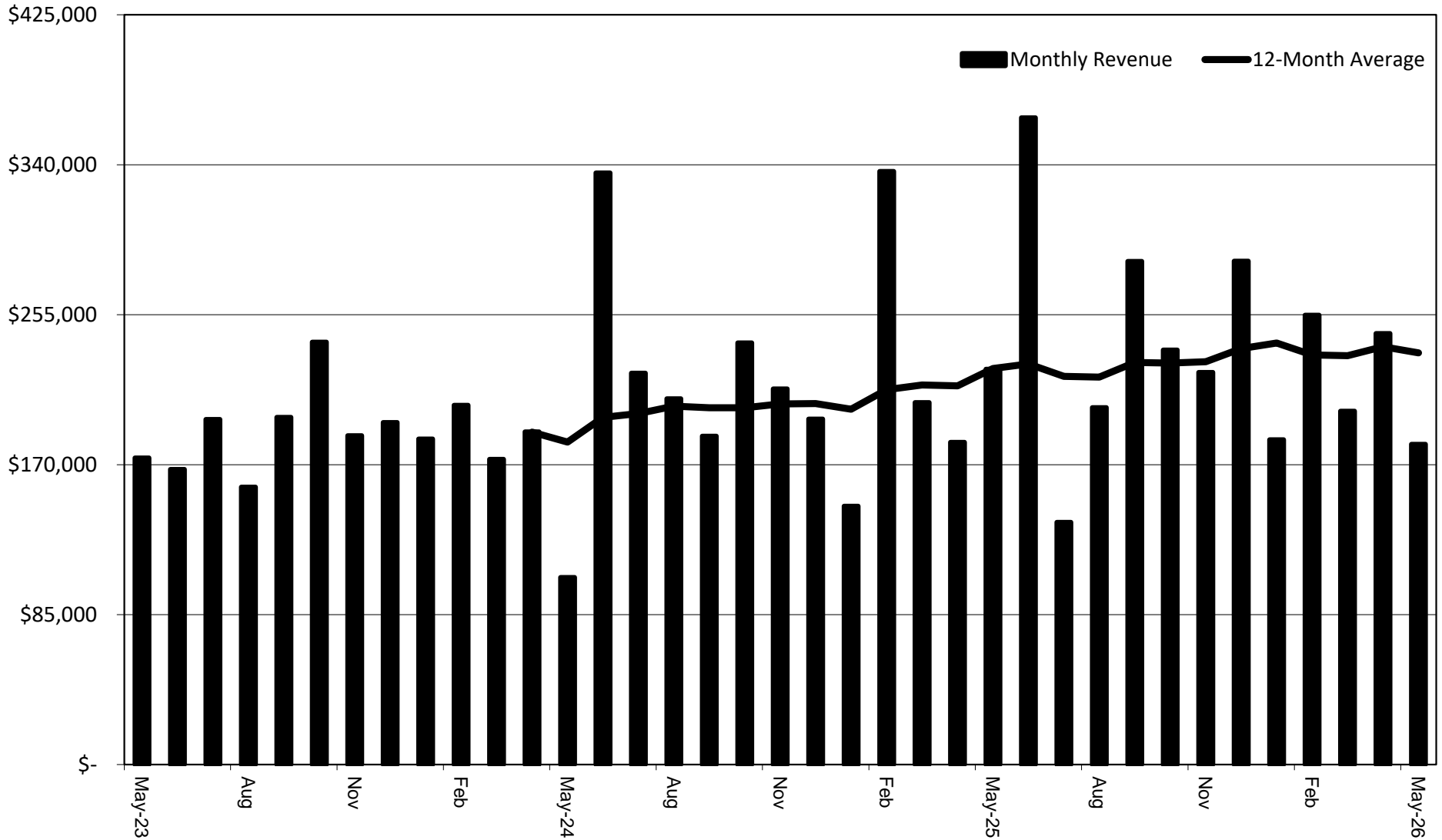
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2023-2026



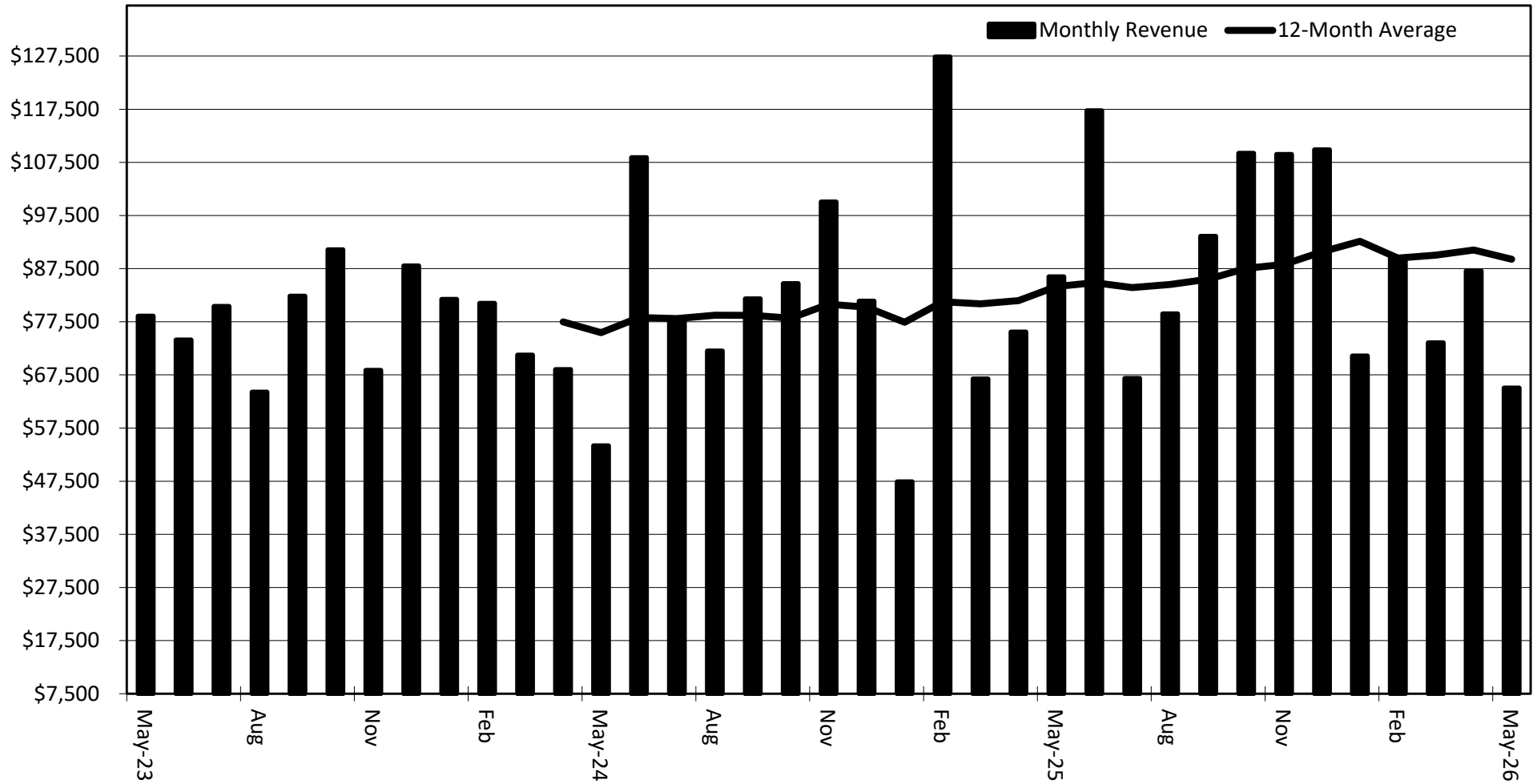
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2023-2026



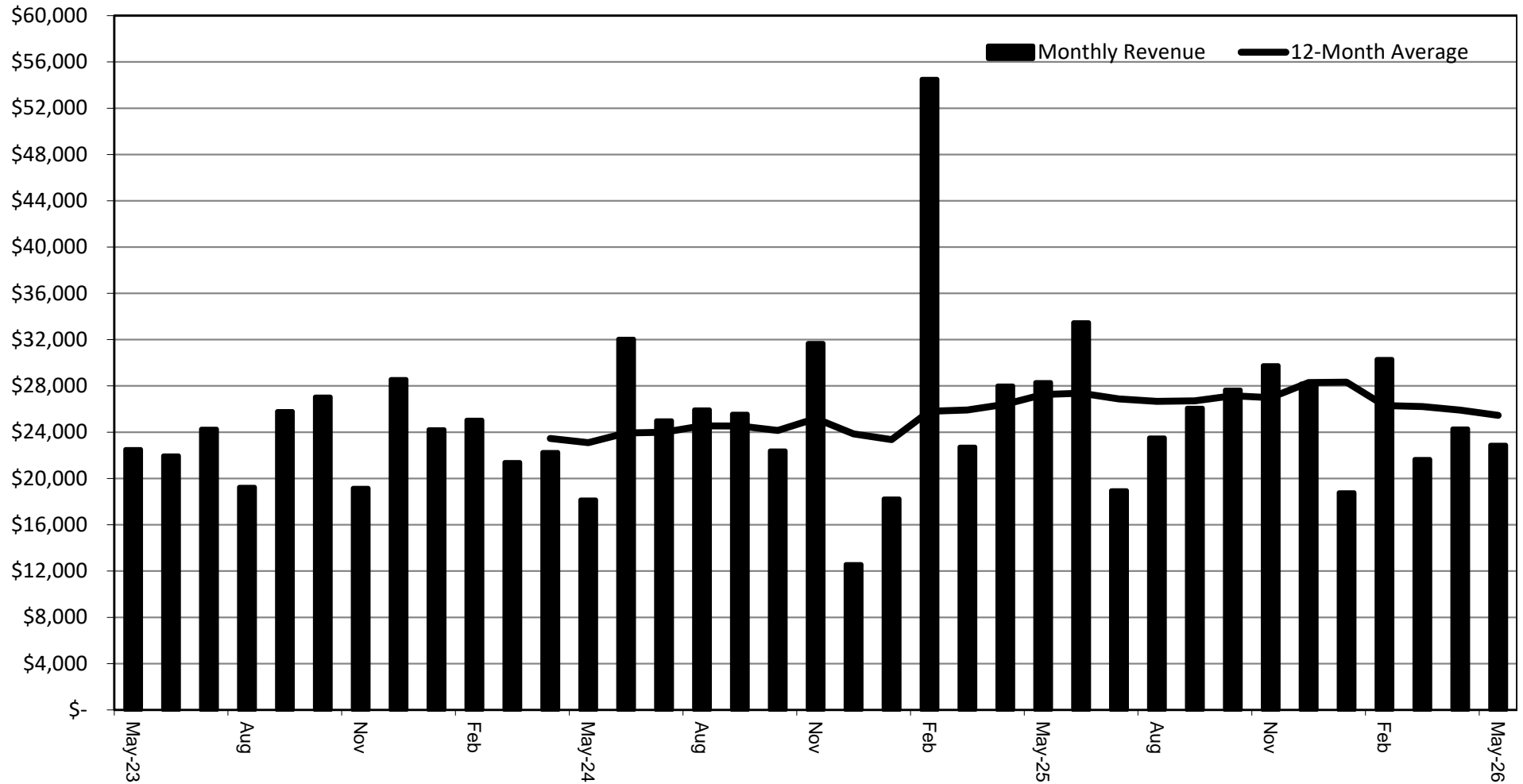
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2023-2026



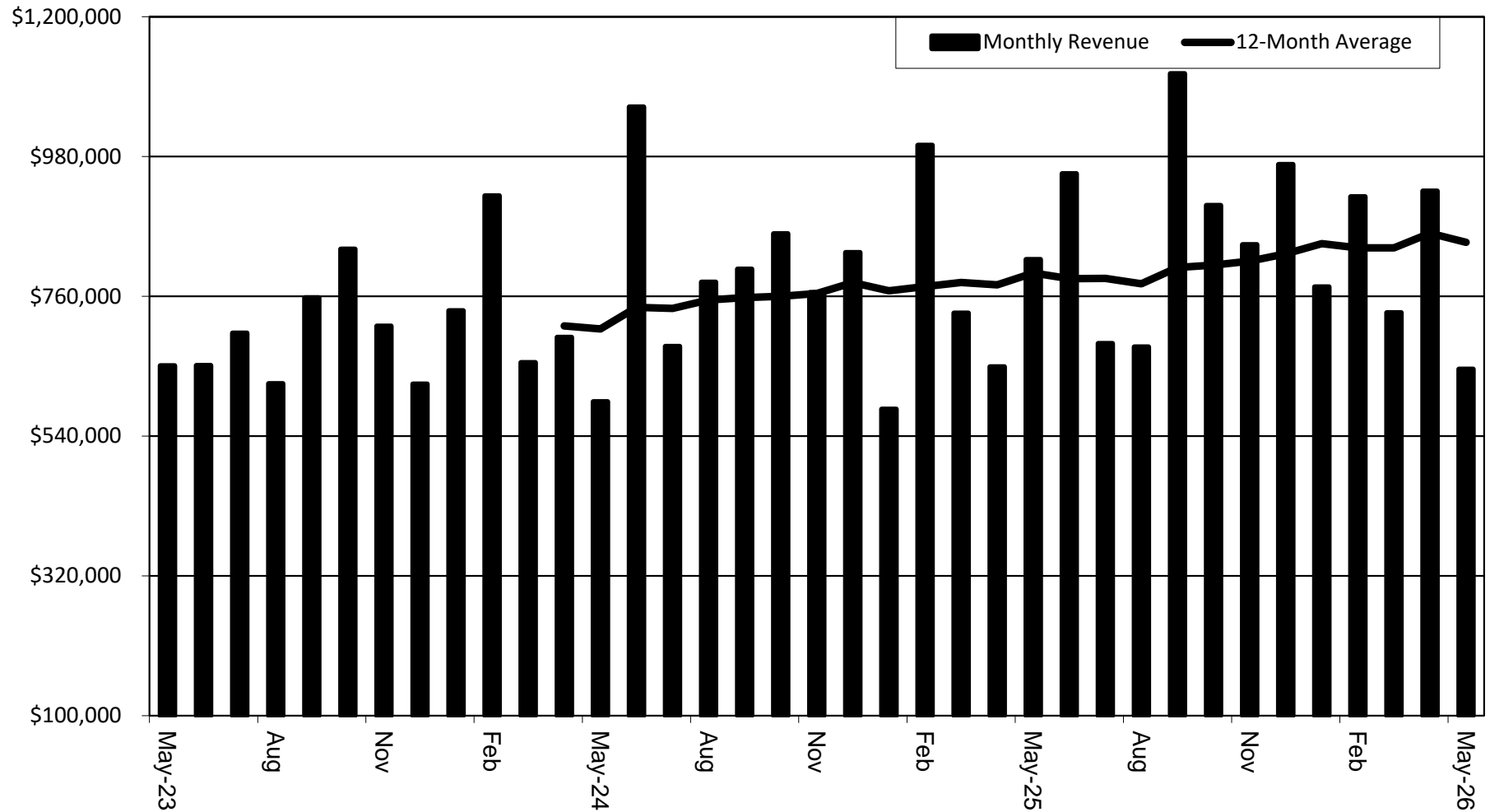
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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.