

MINUTES
NVTC COMMISSION MEETING – JULY 2, 2026
Via Electronic Participation
Public Streaming via YouTube

The all-virtual meeting of the Northern Virginia Transportation Commission was called to order by Chair Bagley at 7:02 p.m.

Members Present via Electronic Participation

Canek Aguirre
Walter Alcorn
Sarah Bagley
James Bierman, Jr.
Juli Briskman
Kate Garman Burns
Maureen Coffey
Takis Karantonis
Paul Krizek
Matt Letourneau
R. Kirk McPike
Catherine Read
David Reid
Saddam Azlan Salim
David Snyder (Alternate, City of Falls Church)
Kannan Srinivasan
Daniel Storck
Justine Underhill

Members Absent

Matt de Ferranti
Alfonso Lopez
Dalia Palchik
Rachna Sizemore Heizer

Staff and Others Present via Electronic Participation

Kate Mattice, Executive Director
Rhonda Gilchrest
Scott Kalkwarf
Daniel Knickelbein
Ann McGrane
Tenley O'Hara
Vikram Sinha
Amanda Sink
Melissa Walker
Aimee Perron Seibert
Katie Choe (VRE)
MinhChau Corr (NVTC/VRE)

Opening Remarks

Chair Bagley welcomed everyone to the all-virtual July 2, 2026 NVTC meeting via Zoom and stated that staff followed the procedures and guidelines in NVTC's Electronic Participation Policy to give notice to the Commission, staff and the public. The meeting is simultaneously being broadcast to the public on YouTube. She noted that for the public, if the livestream transmission fails, they should contact NVTC staff via email at support@novatransit.org, which will be monitored during the meeting.

Chair Bagley reviewed the procedures for the electronic meeting, including that all votes will be conducted by roll call vote and that per Virginia Code Commissioners need to keep their cameras on to count towards quorum.

Board Administrator Rhonda Gilchrest called the roll and confirmed a quorum. She also announced staff participating in the meeting.

Chair Bagley stated that this is the final meeting before a much-deserved summer break. She explained that for this meeting the action items will be presented as a group as well as the presentations. The presentations cover four important initiatives shaping the vision of transit in both Northern Virginia and the greater DC metropolitan region. First, there will be an update on the regional coordination efforts that are ongoing as part of DMVMoves, which dovetails into a presentation on the Envision Route 7 project, which was one of seven key bus priority corridors identified as part of DMVMoves. The VRE team will also present on the work of VRE and the Commission's role as a co-owner of the railroad. The final presentation will be on the recently passed state budget, which has some but not all of the funding requested as part of SJ 28 and DMVMoves.

Chair Bagley asked if NVTC received any general public comments this month. Ms. Mattice reported that one comment was received from a Loudoun County resident regarding regional fare clarity, equity and multimodal integration across Northern Virginia transit systems. The comment was emailed to Commissioners prior to the meeting.

Action Items

Chair Bagley stated that after all the actions are presented, they will be voted on as a block vote, unless there are objections. There were no objections.

Minutes of the June 4, 2026 NVTC Meeting. Chair Bagley asked if Commissioners had any edits to the minutes and there were none.

Request for Proposals (RFP) for an NVTC Strategic Plan Consultant. Ms. Mattice noted that NVTC last conducted a strategic planning effort in 2018 following the enactment of dedicated capital funding for Metro that altered NVTC's relationship with WMATA. However, NVTC last examined its strategic priorities outside of WMATA governance back in 2014. Over the past decade, NVTC has experienced substantial growth, organizational and

leadership changes – like the launch of the Commuter Choice program, expansion of technical assistance to localities on a variety of policy and operational issues, and a greater role in messaging the value of transit to a variety of stakeholders.

Ms. Mattice explained that authorization is being requested to issue a Request for Proposals (RFP) for a consultant team to conduct a strategic planning effort for NVTC that will include an environmental scan, focus group input, and development of organizational priorities for the next five years. This is funded through a FY 2027 Department of Rail and Public Transportation (DRPT) Technical Assistance grant of \$150,000 which will be matched using NVTC funds from the research budget. The plan is to release the RFP this summer and then return later in the fall for Commission approval of a contract with the selected firm. Staff are targeting a kickoff in January 2027, with final product taking approximately 12 months for completion. There were no questions from Commissioners.

Findings of the I-66 Needs Assessment. Chair Bagley stated that at the May meeting, NVTC’s Daniel Knickelbein and DRPT’s Amy Garbarini presented the key findings from the I-66 Needs Assessment study. The Commission is now being asked to take action to accept the findings of the study. As a reminder, 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, this study provides a foundation from which high impact projects can be considered for future funding. It also allows NVTC and DRPT staff to identify any mismatches based on planned projects and available funding amounts and make potential policy changes that strategically align funding with needs along the corridor. NVTC staff expect to return in the fall with some potential policy changes informed by this analysis. There were no questions from Commissioners.

Mr. McPike moved, with a second by Ms. Coffey, to approve the three actions as a block vote:

- A. Approve the Minutes of the June 4, 2026 NVTC Meeting
- B. Authorize the Executive Director to Issue a Request for Proposals (RFP) for an NVTC Strategic Plan Consultant
- C. Accept the Findings of the I-66 Needs Assessment Study

The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Burns, Coffey, Karantonis, Krizek, Letourneau, McPike, Read, Reid, Salim, Srinivasan, Storck and Underhill.

Presentations

Regional Coordination on DMVMoves Initiatives. Chair Bagley introduced Deputy Director of Programs and Policy Amanda Sink to present on the work underway to advance the Action Plan for Transit Integration as part of the regional coordination efforts that are continuing from the DMVMoves initiative. Ms. Sink gave a refresher on the work of DMVMoves, which resulted in 13 jurisdictions and four regional bodies endorsing the Plan.

Three key themes are: 1) Reinvest and Modernize WMATA; 2) Improve Regional Bus Service and Priority Corridors; and 3) Advance Regional Integration. The six focus areas of the Action Plan for Transit for Integration include:

- Regional Bus Priority
- Service Guidelines and Reporting
- Customer Information and Facilities
- Fare Integration
- Shared Resources
- Consistent Training and Requirements

Regarding the bus priority network, Ms. Sink reported that the DMVMoves plan identified seven high-priority corridors, which include two corridors in Virginia (Route 7 and Columbia Pike). She also highlighted some of the other work being done including:

- Service Guidelines (creating more consistent service expectations and transparent reporting)
- Fare Integration (focusing on 18 and under ride free, universal transfer credit, expanded regional transit passes and low-income discount)
- Regional Procurement (creating a list-serv of procurement officers and regional contract clearing house)
- Regional Shared Training and Certification (working group to begin in summer 2026)

Ms. Sink noted that all of this work will be documented in the Implementation Progress Report, which is anticipated to be brought to the Transportation Planning Board (TPB) at the end of this year. The report will include updates on Regional Bus Network Plan; Service Guidelines; Bus Stops Signage, Condition and Customer Information; Fare Integration; Training and Certification; and Joint Procurement.

Ms. Sink stated that NVTC will continue to play an active role in this work. In addition to doing regional coordination and participating in the working groups, NVTC is leading the planning efforts in advancing Route 7, continuing to analyze bus data to identify high-impact bus priority opportunities, supporting jurisdictions and WMATA to support bus stop and bus lane accessibility, and identifying high-impact bus priority opportunities.

Chair Bagley stated that it is important to recognize that DMVMoves work is continuing. She is excited to see that it is bus-focused. Ms. Burns stated that at a recent WMATA Board meeting there was discussion about the new guidelines and on-time performance, which is being discussed with regional partners. She explained that the rates WMATA uses to determine on-time performance are probably more conservative than many other peer agencies across the country.

Chair Bagley is pleased to see that “18 and under ride free” is included in fare integration and making it a regional goal. She stated that in relationship to growing ridership and simplifying fares, this work is headed in a good direction.

Envision Route 7. Chair Bagley introduced Senior Program Manager Vikram Sinha to present on the work underway to advance the Envision Route 7 project. Mr. Sinha gave a quick overview of the project. Metrobus F20 runs along Route 7 and currently carries 2.4 million people each year, which makes it the busiest bus route in Virginia.

Mr. Sinha explained that this phase of the project, the route from Seven Corners in Fairfax County to Mark Center in the City of Alexandria, compares future scenarios, including No Build; Alternative 1: Center-Running Bus Lanes; and Alternative 2: Curb-Running Bus Lanes. Part of this study phase includes outreach events, such as pop-up events and reaching out to key businesses. The intent is to gather feedback from riders and educate them on high level trade-offs of each scenario. NVTC held an open house on June 9 at the Ellen Coolidge Burke Branch Library in Alexandria. A survey was also conducted to gather public input.

Mr. Sinha stated that some of the survey results get to the heart of why people ride the bus or why they don't. According to the survey responses, some of the reasons people ride buses is that it saves money and/or time, and some people don't own a vehicle. They choose not to ride because it can be inconvenient and bus arrival times can be infrequent. The survey shows that 77% of respondents use the bus to get to and from work. Forty percent (40%) are using the bus to run errands and shop. The survey found that 60% would prefer to catch the bus from a curbside stop and 88% want to prioritize bus stops near storefronts.

Mr. Sinha reported that the recent round of I-66 Commuter Choice funding will enable more buses in peak hours along the Route 7 corridor with the start of the new Metro Bus F2X express bus, which will provide immediate benefit, with more buses in peak hours (less waiting) with fewer stops (faster travel times). Service begins in December 2026.

Mr. Sinha stated that with completion of this study phase, NVTC will have studied the whole corridor for traffic impacts, established Route 7 as a priority corridor, and provided tangible benefits to riders with the funding of the Metro Bus F2X. Staff will be back in the fall to share the final takeaways, build regional consensus on a path forward and identify a staff recommendation for short- and medium-term projects to advance program goals. Staff are also scheduling a fall bus tour for Commissioners.

Mr. Krizek asked if staff will determine what the optimum frequency will be. Mr. Sinha stated that currently the F20 runs in 12-minute headways and the F2X will also run in 12-minute headways, so riders will ideally see a bus every six minutes. In response to a question from Mr. Srinivasan, Mr. Sinha explained that current bus service runs in general traffic with no real bus priority features in the corridor. However, there is some signal priority at certain locations within the VDOT right-of-way and NVTC is working with WMATA to improve effectiveness.

Mr. Storck stated that curbside boarding is of interest to him and he asked Mr. Sinha to elaborate on that and he wondered if there was a similar survey question for the Richmond Highway BRT outreach. Mr. Sinha explained some of the obstacles for riders with center curb boardings. He also commented that the Richmond Highway BRT is a whole different corridor, with different land use, environment and challenges. Mr. Storck asked if staff met

any riders who were familiar with or experienced center-lane boarding. Mr. Sinha observed that center-lane boarding is not very prevalent in the United States, so most of the survey responders were looking at conceptual drawings. However, Richmond Pulse has some center-lane service. Mr. Karantonis stated that MetroWay also has center-lane service. He noted that there are trade-offs for each option. He asked who makes the final decision. Mr. Sinha replied there is not a single decider since the corridor runs through multiple jurisdictions. VDOT has a big say as it is the primary roadway owner. There will be challenging conversations on this topic and there will not be a one-size fits all solution.

Mr. Snyder thanked staff for working on this project and he expressed his hope that this fall the project can move quickly from planning into implementation. With the Fourth of July coming up, he wanted to remind Commissioners that this corridor connects some of the most historic places in Virginia and the entire country and it is a corridor with a diversity of homes, religions and businesses.

Chair Bagley stated that even with the F20 being successful, the survey results show that there is still an opportunity for growth with the social rider (weekends, going to dinner or the movies, etc.).

VRE Commission Orientation. Chair Bagley reminded Commissioners that as co-owners of VRE, NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) own VRE's assets, bear all responsibility and risks, and are accountable for funds provided by federal/state/local sources. That's why it is important to have an annual VRE orientation to outline the role of the Commissions, the work of VRE, its staff and the Operations Board. She also noted that the VRE Operations Board just held a Board Retreat, so it may be timely for Ms. Choe to also provide some highlights of what happened at the retreat. Chair Bagley then introduced VRE Chief Executive Officer Katie Choe and VRE General Counsel MinhChau Corr to give the annual VRE Commission Orientation.

Ms. Choe first gave a quick update on the Fireworks Trains, which are 90% sold out on the Fredericksburg Line and 56% sold out on the Manassas Line. She noted that with the predicted heat wave, riding on an air-conditioned VRE train with bathrooms will be a luxury.

Ms. Choe announced that VRE just got bigger with the completion of the sale last Friday of the Seminary Road Yard. She reported that VRE is just a few years away from its 35th anniversary. VRE has experienced a constant upward growth in infrastructure, service and ridership since 1992. VRE applauds the two Commissions on their vision and support throughout VRE's history.

Ms. Corr gave an overview of the governance of VRE. VRE is a unique organization as it is legally owned by NVTC and PRTC. She reviewed VRE's governing documents including the Master Agreement, which details the roles and responsibilities of VRE's two parent Commissions and the Operations Board; the VRE By-Laws, which stipulates the powers and duties, membership, meetings, administration and finances of the Operations Board; and the Delegation of Authority to the Operations Board. Ms. Corr stated that the Commissions have delegated many responsibilities to the Operations Board, including full authority on

spending, provided the amount is included in the annual budget and six-year Capital Improvement Program; approval of fare changes (tariffs); contractual agreements, provided funding is included in the approved budget, *except* operating (CSX, Norfolk Southern, Virginia Passenger Rail Authority (VPRA) and Amtrak); and insurance agreements. However, there are responsibilities that remain with the Commissions:

- Master Agreement amendments
- Chief Executive Officer and General Counsel employment agreements
- State and federal grant applications
- Approval of legislative agendas
- Approval of strategic plan
- Sale or purchase of real property and equipment in the commissions' name
- Other major policies, such as terms for new entrants
- Approval of annual operating and capital budgets, six-year financial plans and regional grants

Ms. Corr emphasized that NVTC and PRTC, as co-owners, are “where the buck stops” and that they hold all the liability and duties. It is also the role of the Commissions to advocate for VRE.

[Mr. Aguirre had connection issues and was no longer able to use his camera. He continued to have issues the rest of the meeting with his camera going on and off, so he did not count towards quorum at this point. However, he was not needed for quorum.]

Ms. Choe stated that VRE is at a very exciting moment in its history as it is deeply into the implementation of the 2030 System Plan, which is the first milestone to get VRE to the 2050 System Plan (adopted in 2025). VRE is capitalizing on the Transforming Rail in Virginia investments being made by the Commonwealth, with the intent to transform from a commuter rail into a regional rail system. The 2050 plan will transform VRE into the rail system that Northern Virginia deserves. She reviewed “The 2050 Vision: True Regional Rail” chart, which she encouraged Commissioners to keep as a reference to use to advocate and educate.

Ms. Choe reviewed the benefits of VRE. Tourism dollars follow rail access — that's economic development local chambers of commerce care about. Bi-directional and weekend service will turn VRE into a family travel option. VRE also benefits the business community as major employers along the VRE corridor — federal contractors, hospitals, universities and logistics firms increasingly depend on rail access to recruit and retain workforce talent. The Greater Washington Partnership and Northern Virginia Chamber have both identified VRE expansion as a top regional economic priority. Expanded all-day, reverse-direction service will make the entire corridor a single, competitive labor market.

Ms. Choe also noted that the VRE System Plan 2050 explicitly identifies Equity Emphasis Areas — census tracts with high concentrations of low-income individuals and households without vehicles to provide off-peak and weekend service. This can directly impact workers, medical appointment riders, and those who rely on transit out of necessity, not choice. This

is not just focused on suburban commuters. VRE also provides sustainability and congestion relief. Every rider on VRE is a car off I-95 and I-66. At full System Plan 2050 build-out, VRE will remove a meaningful share of Northern Virginia highway congestion with lower-emission railcars replacing thousands of vehicle trips daily. This is an additional benefit to the environment, while reducing congestion. Ms. Choe also noted that VRE is an affordable solution for commuters.

Ms. Choe stated that it is important to keep the success of VRE going through advocacy. NVTC and PRTC Commissioners play a critical role in communicating about VRE and its benefits. This goes in all directions – federal and state legislatures, local elected bodies and constituents. She requested Commissioners use their power and position to advocate for VRE. There are four pillars for effective advocacy:

- **Build Relationships:** Meet key legislators in person, before the Session starts. Prioritize House and Senate Transportation Committee members with VRE stations in their districts. Request district-office meetings in the fall, invite them to ride VRE or tour a station.
- **Educate on Transforming Rail in Virginia and VRE:** Tell the infrastructure story —most legislators don't know it yet. Virginia has already spent \$4.5 billion and acquired 500 miles of railroad right-of-way. Long Bridge (\$2.3 billion) and Alexandria 4th Track are under construction right now. VRE is both a funder and direct beneficiary. When Long Bridge opens in 2030, VRE grows from 32 to 52 daily trains. The infrastructure is coming —the question is whether the state funds the trains to run on it.
- **Build Business Allies:** Mobilize regional employers — they are the most credible validators. The Greater Washington Partnership (GWP), Northern Virginia Chamber and regional employers have already made the economic case for VRE expansion in their own publications. A CEO backing the same ask carries very different weight than a transit agency alone.
- **Craft the Ask:** Back every ask with data, deliverables and shared investment. Name the bill, the funding line and the dollar amount. Show legislators that VRE is a shared investment —riders pay fares, local jurisdictions pay a ridership-based subsidy (up 8% in FY 2026), and the state's 3.5% Mass Transit Fund share is the lever that needs to grow. Frame it as a Return on Investment (ROI): every state capital dollar leverages ~ \$2 in federal match. Deliverables are real: 52 trains by 2030, weekend service by 2026 and 21 new railcars by 2027.

Ms. Choe stated that the biggest wins in advocacy come from persistent, credible, respectful engagement over time. Commissioners need to keep talking about VRE whenever they get a chance. That over time engagement can happen anywhere, anytime and does not just need to happen during Session. Now is the time to get started and make VRE part of the conversation. Commissioners are VRE's greatest advocates but VRE is not asking them to do it alone. VRE staff are ready to help in any way, including providing materials, talking points, data and graphics.

Chair Bagley stated that at the Operations Board Retreat, VRE staff shared some compelling videos and she encouraged Commissioners to reach out to VRE staff on these. Mr. Alcorn asked when VRE will run out of pandemic relief funding. Ms. Choe replied in FY 2028. Mr. Alcorn asked about the timing of the 2030 plan costs. Ms. Choe stated that the 2030 service increases should hit about FY 2031. Mr. Alcorn stated that another reason to advocate for VRE is that it is his understanding that when pandemic relief funding runs out jurisdictional subsidies will double. And then when the 2030 plan kicks in, they could double again. Ms. Choe stated that VRE staff are updating those numbers and can provide them to Commissioners with next year's budget. Mr. Alcorn asked if there is any plan to get the Commonwealth to help with these operational costs. Ms. Choe stated that this is why it is so important to start advocating now for operational funding. Most funding VRE receives is for capital. The administration is aware of these needs. Mr. Alcorn stated that for Fairfax County it could mean going from \$6 million to \$18-20 million in subsidy annually. Chair Bagley noted that this is one reason why it's so important to advocate for all the transit systems as it is not just WMATA that needs funding. In response to a question from Mr. Srinivasan, Ms. Choe provided additional information about VRE funding, grants and fares. She extended an invitation to personally meet with Mr. Srinivasan to go over more information and give him a system tour. Mr. Storck noted that the majority of VRE riders are federal employees and receive a transit benefit to use for their commute. Chair Bagley also noted that one piece of the discussion should be parking in the District and whether to disincentivize parking with higher charges to encourage transit use.

Biennial State Budget Presentation. Chair Bagley reported that the state biennial budget finally wrapped up earlier this week. NVTC has been closely watching funding and other policy issues related to supporting WMATA as well as hoping to see some increase in funding for the local transit systems and VRE. There are also studies being done by DRPT and others in the state that look at some of the operational considerations for local bus systems, which NVTC is monitoring. She then introduced Executive Director Kate Mattice and Legislative Liaison Aimee Perron Seibert to give their presentation.

Ms. Mattice stated that the budget includes a \$153 million General Fund transfer to support WMATA operating in FY 2027 for the state share (50%) to be spread over two years (FY 2027-2028). General Fund transfers are a temporary solution. For WMATA capital, there is now a Code requirement that NVTC jurisdictions collectively contribute \$136 million annually beginning in FY 2029, growing 3% annually. The budget authorizes up to a 1% local option sales tax. In Planning District 8, these revenues could be used for school construction, public transportation or both, subject to referendum. Revenues may be used for other public transportation purposes (i.e., VRE, local bus) at local discretion.

Ms. Mattice stated that the budget also amends the WMATA 3% cap beginning in FY 2029 to focus on WMATA rail and bus unit-cost growth. It includes withholding provisions in FY 2027-2028 requiring WMATA to establish a new unit-cost growth calculation and reporting process.

Ms. Mattice noted that there are reporting provisions in the budget. She highlighted the following:

- DMVMoves Reporting: Requires a 20-year conceptual capital plan beginning June 30, 2027, financial plans for projects over \$300 million and annual performance reporting.
- Efficiency Review: Directs DRPT to review WMATA's cost-savings and efficiency efforts; report due October 15, 2026.
- Rail Automation Withholding: Requires withholding 35% of state assistance in FY 2029 if WMATA does not approve a rail signaling and automation workforce transition plan. Beginning July 1, 2028, an automation-related reduction-in-force termination of a rail or bus operator triggers withholding in the following fiscal year.

Ms. Mattice also stated that there are several studies NVTC will be monitoring, including the Regional Bus Consolidation study directing DRPT to evaluate consolidating DASH, Fairfax Connector, ART and CUE into a unified regional bus system. The report is due December 15, 2026. The NVTC District Parking Tax study directs the Office of Intermodal Planning and Investment (OIPI) to study the feasibility and potential revenue of a tax on paid, nonresidential parking in NVTC jurisdictions. The report is due November 15, 2026. DRPT is also directed to identify transit-oriented development and funding opportunities around existing and proposed stations statewide and this report is due December 15, 2026.

Ms. Mattice stated that the region still needs long-term sustainable funding for NVTC jurisdictional commitments to WMATA operations especially after the two-year General Fund transfer; VRE capital and operations (post-COVID revenue depletion and for Long Bridge opening); and funding to support the local bus systems.

Ms. Mattice reported that HB 547 and SB 731 relate to labor costs of private companies providing public transportation services. There could be a fiscal impact to local transit agencies in Virginia as it could increase costs for a majority of those transit providers. DRPT will be studying this. This could play into future funding asks.

Legislative Liaison Aimee Perron Siebert thanked legislators and Commissioners who helped advocate for transit funding during the past General Assembly Session. The budget includes a short-term fix for transit funding, so it will be important to continue to advocate for a long-term solution for both operating and capital needs for all Northern Virginia transit systems.

Delegate Krizek thanked everyone for their lobbying efforts. He stated that the referendum option is a patch for a longer-term fix. Chair Bagley stated that it is an important step, but not a final step. Mr. Bierman expressed his hope that it truly is a patch because of the extraordinarily complex politics of coupling a way to provide for transit funding and a way to fund public school construction in the same referendum, which becomes a political disaster. He is not sure if a referendum like this would ever pass in Fairfax County. It will be important to find a different solution for transit funding.

Mr. Snyder stated that it will be important to work closely with the members of the Northern Virginia Delegation to help understand the dynamics in Richmond. He hopes NVTC uses the summer to have that dialogue and to seek a more comprehensive solution. Ms. Coffey stated that it is good that a short-term funding crisis has been averted, but there are major challenges with the referendum option. Having a referendum pitting schools and transit against each other is so hard to navigate. Regarding timing, trying to put it on the 2026 election cycle does not allow time to have a conversation with the community in a thoughtful, thorough and intentional way. It needs to be a cohesive Northern Virginia message. She agreed that she hopes this is just a short-term patch.

Delegate Krizek stated that it is important for NVTC to spend the off-session giving legislators solutions and ideas. There are 140 General Assembly members with very few in leadership positions that represent Northern Virginia. He encouraged the region to speak with one voice. Mr. Letourneau stated that with respect to Delegate Krizek, the region spent a fair amount of time with certain members of the delegation over the past several years, including the Senate majority leader who served as a member of the SJ 28 Subcommittee. Mr. Letourneau noted that he personally had meetings with legislators, as did the WMATA general manager and the NVTC executive director. The issue is not that this region did not put time in at the front end; the issue is that it is challenging, there are competing interests, etc. He noted that the region will not give up and will do it all again next year. Mr. Letourneau stated that the Commission is grateful for all the work Delegate Krizek did as a budget conferee and they know that he did his very best on behalf of Northern Virginia. These comments are not directed at him, but at the process.

[Mr. Aguirre dropped off for the final time around 8:35 p.m. and did not reconnect.]

Chair Bagley stated that NVTC and its Commissioners are ready to put in the time again to continue to advocate for transit funding. This conversation crystalizes that it is an important measure but not the end. Delegate Reid stated that he is now the new chair of the House Appropriations Subcommittee on Transportation and Public Safety. He has already reached out to Kate Mattice and others to have discussions on what needs to happen next Session. To Delegate Krizek's point, it is important to understand the dynamics of Richmond, as well as the dynamics across the entire Commonwealth with competing interests. The Northern Virginia economy will either survive or deteriorate based upon transportation. That economy drives the entire economy of the Commonwealth.

Executive Director Wrap-Up

Ms. Mattice stated that the rest of the agenda includes written reports. She announced that Commissioners will receive the summer edition of the Executive Director Newsletter via email mid-July. NVTC doesn't publish a newsletter in August, so the summer edition captures an additional couple weeks of news. The newsletter will report out on NVTC's successful first NoVaTransit Talks webinar held on Friday, June 12, which focused on projects aimed at improving the experience of bus riders across the region.

Ms. Mattice also reported that at the July 2 WMATA Board meeting, the Board made some leadership changes. Joe McAndrews (MD) is the new WMATA Board chair, with Walter Alcorn (VA) as first vice chair and Tracy Hadden Loh (DC) as the second vice chair.

Ms. Mattice also provided a look ahead of NVTC activities and upcoming meetings through the fall. She reminded Commissioners that there is no August Commission meeting. Fall efforts include the 10th Anniversary of Commuter Choice, a Route 7 bus tour for Commissioners, executive director performance process, Transit Performance Report, 2026 Annual Report of the Performance and Condition of WMATA and 2027 Legislative Agendas. She also announced that the Joint NVTC-PRTC-VRE Legislative Forum is scheduled for Monday, December 14, 2026 at 8:30 a.m. at the George Mason University Schar School in Arlington.

Adjournment

Without objection, Chair Bagley adjourned the meeting at 8:50 p.m.

Approved this 3rd day of September 2026.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer