

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	
Jason Adle	Tenley O'Hara
Shannon Bacon	Amanda Sink
Genoveva Cutrell	Sophie Spiliotopoulos
Rhonda Gilchrest	Colie Touzel
Sarah Godfrey	Melissa Walker
Adam Hager	Aimee Perron Seibert
Meg Johnson	Henry Watkins
Scott Kalkwarf	Jenner Foster
Hwajung Kim	MinhChau Corr (NVTC/VRE)
Daniel Knickelbein	Katie Choe (VRE)
Ann McGrane	Joe Swartz (VRE)
	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

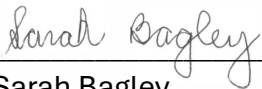
- SUBJECT:** Approve the Operations and Access Agreement with VPRA for Service Over the Manassas Line and Authorize the VRE CEO to Execute the Agreement on Behalf of the Commissions
- WHEREAS:** Since 1992, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation 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;

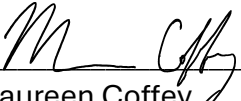
WHEREAS: In March 2026, the Commissions approved a Purchase and Sale Agreement for Seminary Yard, reflecting a reduced purchase price for Seminary Yard based on a reduction and reallocation of the acquisition area for Seminary Yard and the commuter rail operating easement;

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

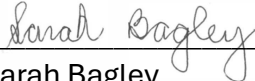
WHEREAS: The VRE Operations Board recommends the following action.

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