

Combined
Blue Items/Handouts/
Presentations
for
June 4, 2026
NVTC Meeting



Metro Update for the Northern Virginia Transportation Commission

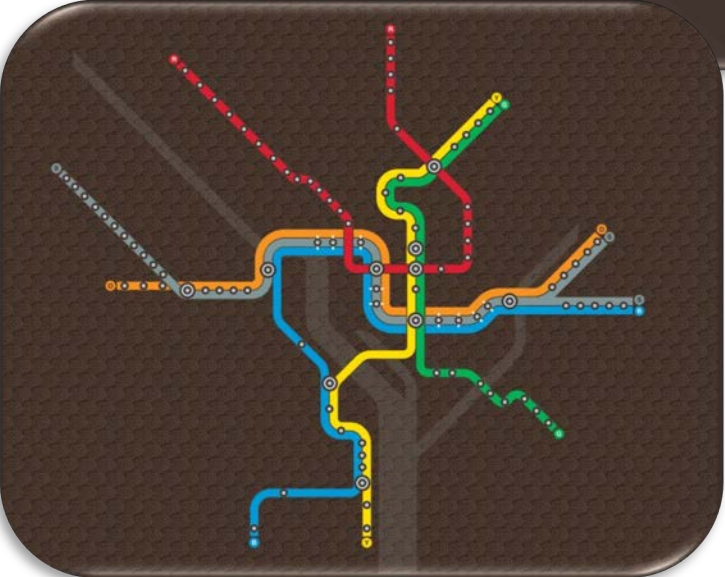
Randy Clarke, General Manager and CEO, WMATA

Washington Metropolitan Area Transit Authority

June 4, 2026

7B+ Customer Trips Served Since 1976

Metro Rail has grown from its original five stations in Washington, DC to 98 stations throughout the National Capital Region today. Today, Metro moves 1M riders per day on bus and rail.



Transit Is Essential to the DMV and the Commonwealth

\$9.4b

Additional business output from transit.

\$330b

Property value in Metro station areas.



1.2m

Auto trips avoided each day by 2025.

20x safer

Nearly 30 deaths and over 2,500 injuries avoided annually.

\$2,800

Annual household savings from riding transit.

250k

Jobs accessible within an hour on transit.

8 Metric tons of fine particulate matter avoided.

30min

Additional daily exercise from riding transit.

Metro's Impact by the Numbers

#1

2025 APTA award for outstanding transit agency

9

years of successful clean audits

92%

FY25 historic customer satisfaction numbers on rail

83%

FY25 historic customer satisfaction numbers on bus

13M

Trips taken with Tap.Ride.Go.

60%

reduction in crime over three years — lowest level in eight years

30,000+

systemwide public safety cameras

82%

reduction in Metro Rail fare evasion

66%

of paratransit trips served through Abilities-Ride

1,490

residential units built on Metro property since 2022

\$2.2M

saved by customers using Metro Lift

54

consecutive months of year-over-year ridership growth

267M

total trips in FY2025

11

new high-frequency routes in new bus network

\$215M

annual tax revenue through joint development

Ridership is Up, and Crime is at an All-Time Low

54
Consecutive Months of Overall Ridership Growth

61
Consecutive Months of Rail Ridership Growth

On-Time Performance
Best Bus On-Time Performance in Three Years

60%
Reduction in Crime since FY23

82%
Reduction in Fare Evasion on Metro Rail

184%
Increase in Bus Fare Enforcement



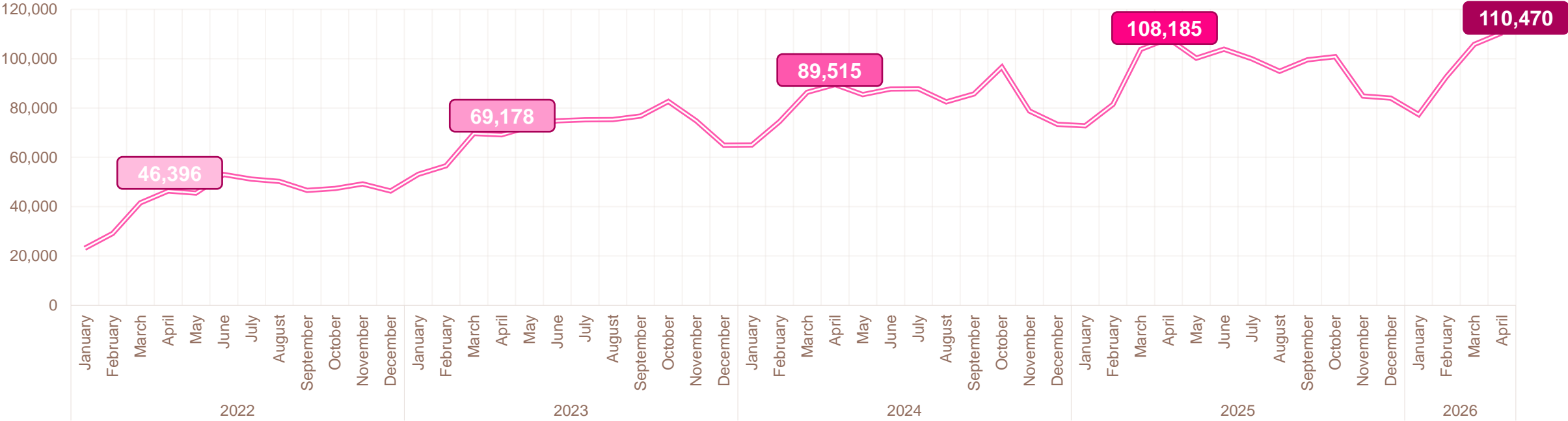
Virginians Are Returning to Metro Rail

The number of trips originating at Virginia Metro Rail stations continues to grow year-over-year.

April 2026 saw the highest ridership at Virginia Metro Rail stations since the pandemic, with over 110,000 average daily rail entries.

April 2026 ridership was 138 percent higher than in April 2022 – more than double the ridership at Virginia Metro Rail stations.

AVERAGE DAILY RIDERSHIP AT VA METRO RAIL STATIONS



Virginia Joint Development Overview

Under Construction

- **West Falls Church** (810 apartments and 82 townhomes when all phases complete)

Upcoming Solicitation

- **Braddock Rd**

Active Planning

- **Huntington**

Sites for Additional Analysis

- **East Falls Church**
- **Eisenhower Ave**
- **Van Dorn St**
- **Vienna**

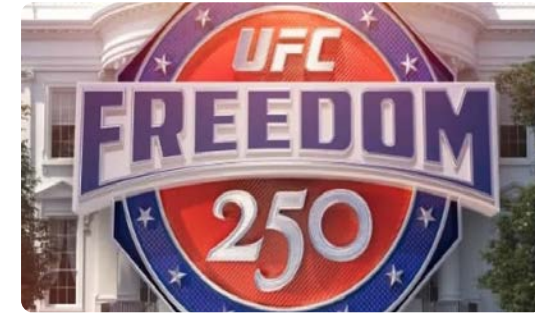


Groundbreaking ceremony at West Falls Church (Nov. 2025)



Upcoming Events

- June 11-July 19, FIFA Fan Fest
- June 13-June 14, UFC Freedom 250
- June 25-July 10, Great American State Fair
- July 4, Independence Day
- August 23, Freedom 250 Grand Prix
- April 2027, NFL Draft in Washington, D.C.



FY2027 Budget Funds Both Operating Needs and Capital Investments

Total FY2027 Budget - \$4.8B

Funding from July 1, 2026 – June 30, 2027

Operating Budget - \$2.7B*

- Delivers Metro Rail, Bus, and Access service
- Funds maintenance and core support services



McLean Metro Rail Station, Fairfax County

*Includes reimbursables, preventative maintenance and debt service

Capital Budget - \$2.1B

- Investments in system renewal and modernization
- Restores, sustains, and improves Metro across all modes



FY 27 Operating Budget Delivers Efficient, Targeted Improvements

Metro Bus \$912M | 33%

More efficient bus operations through schedule optimization

Targeted frequency improvements to drive ridership and improve the customer experience

- In June, A76 Route, Ballston to Mark Center, getting 15 min headways (from 30)

Added capacity to improve on-time performance

Metro Rail \$1,641M * | 60%

More efficient rail operations through train length optimization and Automatic Train Operations

Better all-day and late-night service with more frequent trains

- In December, Orange, Silver, and Blue lines will arrive every 10 minutes (improved from 12)

Increase peak capacity to alleviate crowding on Red, Orange and Silver lines

Metro Access \$197M | 7%

More fiscally sustainable model for Metro Access and Abilities Ride trips while maintaining service for eligible customers

* FY2027 Metro Rail Operating Expense total includes \$133M of eligible preventive maintenance expenses funded by the capital budget

Capital Program Summary

Capital investments provide a safe, reliable, and efficient transit service for customers

Major Capital Investments

- 8000-Series Railcars
- Bladensburg Bus Garage
- Bus Fleet Acquisition
- Enterprise Resource Planning Software
- Fare Systems
- Northern Bus Garage
- Radio System
- Fleet Maintenance Facility
- Metro Training Center
- Rail Modernization

Ongoing Reinvestment Programs, Including

- Track
- Bridges and Tunnels
- Train Power Systems
- Roofs
- Vent Shafts
- Drainage and Pumping Systems
- Cameras and Security
- Supporting Technology Systems
- Electrical, Heating, Cooling, Lighting
- Stations, Escalators, Elevators, and Stairways

Metro Rail is facing multiple challenges, with a system that is aging and increasingly outdated

+ Safety



Ongoing trespassing incidents

- Trespassers, trash, slips/trips/falls
- Human error in operation
- Challenging to mitigate with current system design

🕒 Reliability



Aging and unreliable infrastructure

- Inconsistent acceleration and braking by operators and signal system failures causing delays
- Growing maintenance costs; replacement parts are increasingly difficult to source

📊 Capacity



Insufficient room for long-term growth

- Bottlenecks at key locations limit service
- Expensive alternatives to adding capacity

\$ Efficiency



Outdated concept of operations

- Rising operating expenses and inflexible service model

Rail modernization directly addresses Metro's key challenges

Investment in modern, automated systems is the path to world-class transit

Metro has a unique opportunity to align needed investments in our major systems (railcars and signals) by upgrading our capabilities with next-generation technology.

Benefits from modernization and automation can transform Metro's operations

1. **Safer:** reduce staff on roadway, keep trespassers off tracks, reduce track fires
2. **More reliable:** increase service reliability up to 99% with precision operation and dynamic adjustments, less physical infrastructure to maintain
3. **Greater capacity:** faster trips and more trains running per hour
4. **More efficient:** more productive service with the same assets and lower operating costs; growing ridership and revenue

Program Elements

Signals



Fleet



Stations/Platforms



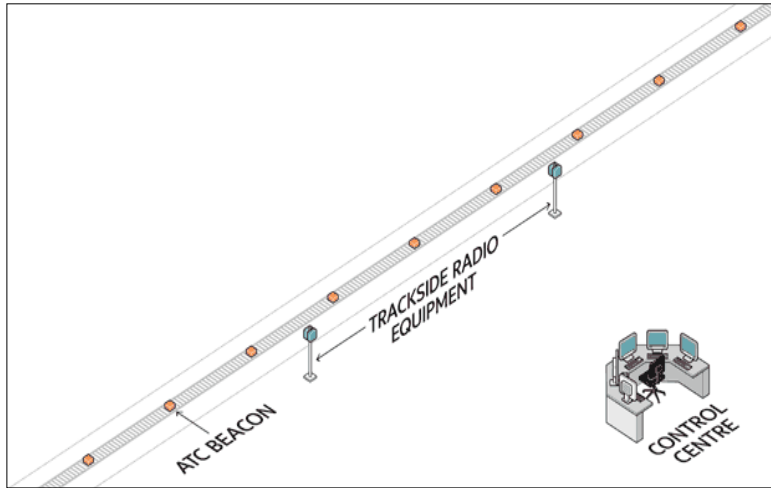
Operations



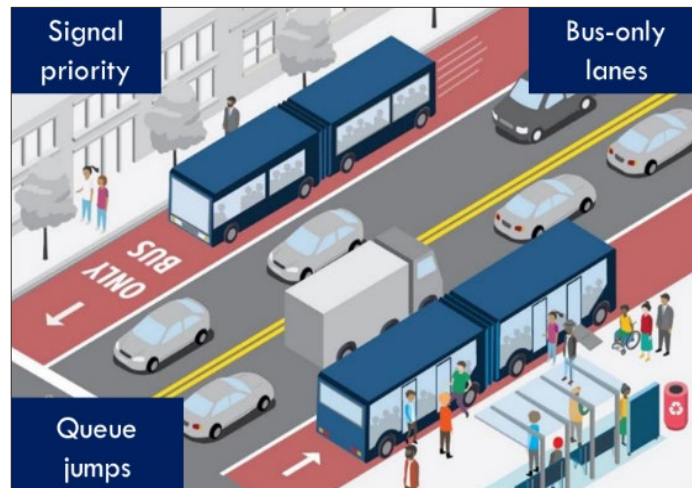
DMV MOVES Transit Investment Plan

World-Class Metro System

Rail Modernization



Bus Frequency and Priority



\$460M annually starting in FY28 + 3% per year

Plus state/local investments in:

- Priority bus corridors
- Improved local bus service
- Commuter rail growth plans

Reinvesting in and Modernizing Metro



Fast, frequent service all day/all week



Modern vehicles, infrastructure, and technology



Sustained repair and replacement of assets









Integrated, customer-focused system

Regional Coordination Through DMVMoves

Through the DMVMoves Initiative, leaders from across the region endorsed a regional transit investment plan, and a set of coordinated actions to deliver consistent & integrated transit service across jurisdictions. **The region is moving to secure funding for, and implement, those plans.**



-  Implement bus priority on initial, high-ROI corridors
-  Regional bus service guidelines and consistent performance reporting
-  More consistent fare policies
-  Unified bus stop signs and improved customer information
-  Exploring grouped buying power and shared resources
-  Consistent training and certification programs

Thank You

Government Relations Team Contact

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Appendix

A long, narrow tunnel with a ceiling of square, recessed light fixtures. The fixtures are arranged in a grid pattern, creating a rhythmic pattern of light and shadow. The tunnel extends into the distance, with a dark opening at the end. The overall atmosphere is industrial and futuristic.

Metro At A Glance

FY2027 Budget



**Includes reimbursables and debt service. Totals may not sum due to independent rounding.*

APTA Transit Agency of the Year



Fastest growing U.S. transit system by ridership



2nd busiest U.S. rail transit system



6th busiest U.S. bus network

Within a Half-Mile of Metro Stations & Bus Stops:

2.8M people

1.7M jobs

134,000+ businesses



\$9.4B in transit-supported business output

\$330B in property value

\$3.2B in tax revenue generated

Continuous Customer Improvements

More Accessible Hours

- Fridays and Saturdays Metro Rail is open later
- Open until 2 a.m. instead of 1 a.m.
- Saturdays and Sundays Metro Rail opens earlier
- Open at 6 a.m. instead of 7 a.m.

Automatic Train Operation systemwide which provides more safe, reliable, frequent service

Launched Tap. Ride. Go. on Metro Rail and Metro Bus, allowing customers to use any form of **contactless payment**

- Tap. Ride. Go. rolled out at seven parking facilities and slated for system-wide completion later this year

Launched **MetroPulse App**, which is available in Apple, Google stores



22 Measures Meeting or Moving Toward Target In Q1-Q3

Metric **Result** **Right trend? Featured**
 ● Target met ● Target just missed ● Target missed ● No target
 Q3 vs. Q2

Goal 1: Service excellence

Customer satisfaction

Metro Rail	● 91%	✓	+
Metro Bus	● 78%	✓	+
Metro Access	● 76%		

Ridership (average monthly trips)	● 21.6M		+
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Objective 1A: Safety and security

Part 1 crime rate	● 2.7	✓	+
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Transit worker assault rate	● 43.7	✓	+
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Customer dissatisfaction: safety from crime

Metro Rail	● 5%	✓	
Metro Bus	● 12%		

Customer injury rate	● 30.7		
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Employee injury rate	● 6.2		
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Crowding

Metro Rail	● 1.1%		
Metro Bus	● 3.1%		

Collision rate

Metro Access	● 12.4	✓	
Metro Bus	● 53.8		

Fare Evasion

Metro Bus	● 69.4%		
Metro Rail	● 4.8%		

Metric **Result** **Right trend? Featured**
 ● Target met ● Target just missed ● Target missed ● No target
 Q3 vs. Q2

Objective 1B: Reliability

On-time performance

Metro Rail	● 87.6%	✓	+
Metro Bus	● 76.5%	✓	+
Metro Access	● 90.5%	✓	+

Percent of scheduled service delivered

Metro Rail	● 95.6%		
Metro Bus	● 97.2%		+
Metro Access	● 98.3%		

Elevator Availability	● 97.9%	✓	
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Escalator Availability	● 94.9%		
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Mean Distance Between Failure

Metro Rail	● 26,730		
Metro Bus	● 5,940		
Metro Access	● 27,000		

Objective 1C: Convenience

Accuracy of real-time arrival information

Metro Rail	● 96.9%		
Metro Bus	● 88.1%		

Availability of real-time bus arrival information	● 92.4%		
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Customer satisfaction: cleanliness

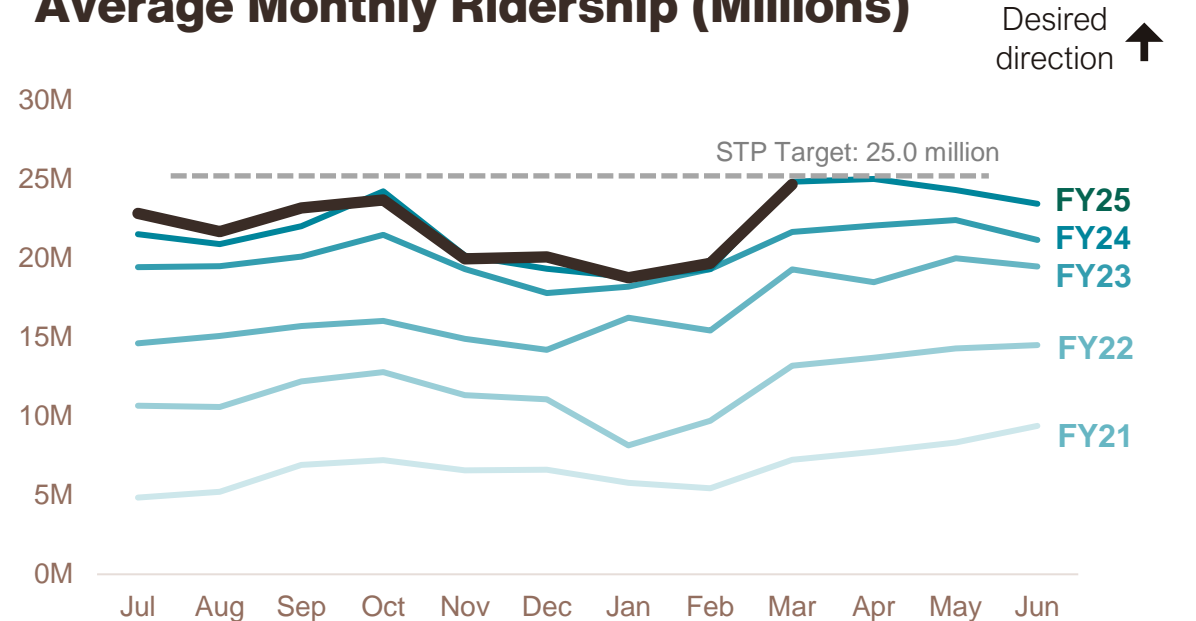
Metro Rail	● 72%		
Metro Bus	● 68%	✓	



Ridership Up 2% Year-Over-Year; Seasonal Patterns Unchanged

- **Metro Rail ridership increased 13%** compared to FY25, driven by federal return to office. Anticipate slower year-over-year growth in Q4 as federal in-office policy has been consistent for a full year. Modest Q3 ridership growth on Green/Yellow thanks to new service pattern and frequency
- **Metro Bus ridership down 8%** compared to FY25, mirroring regional economic trends. Paid ridership up 16%
- **Metro Access network ridership up 16%** compared to FY25, with +33% growth on AbilitiesRide. Ridership on Metro Access vehicles dropped 10% compared to FY25
- Cherry Blossoms season was similar to 2025 overall, with ridership boost spread over multiple days in March. Winter weather (snowcrete) reduced bus ridership by 1-2 percentage points
- **Tap. Ride. Go.** passed 13m total trips with 4.6m in Q3. It made up 15% of all rail trips in March.

Average Monthly Ridership (Millions)



194.3 million
total trips in
FY26Q1-Q3

2% higher vs.
FY25Q1-Q3
805,000 average
weekday trips

108.9 million
rail trips in
FY26Q1-Q3

13% higher vs.
FY25Q1-Q3
456,000 average
weekday trips

84.6 million
bus trips in
FY26Q1-Q3

8% lower vs.
FY25Q1-Q3
349,000 average
weekday trips

0.7 million
access trips in
FY26Q1-Q3

8% lower vs.
FY25Q1-Q3
3,200 average
weekday trips

FY27 Operating Budget Grows Revenue While Reducing Regional Subsidies

Expenses +\$11M to reflect trends from FY2026 Forecast, updated service proposal

Revenue +\$14M from updated forecast including improved fare payment compliance, expanded Tap.Ride.Go. and multi-day parking, and Abilities-Ride administrative fee

Prior Year Savings +\$12M from reconciliation of prior pass sales revenue

Net Savings of \$15M and Preventive Maintenance increase of \$7M reduce overall Subsidy growth from 3.0% to 1.8%

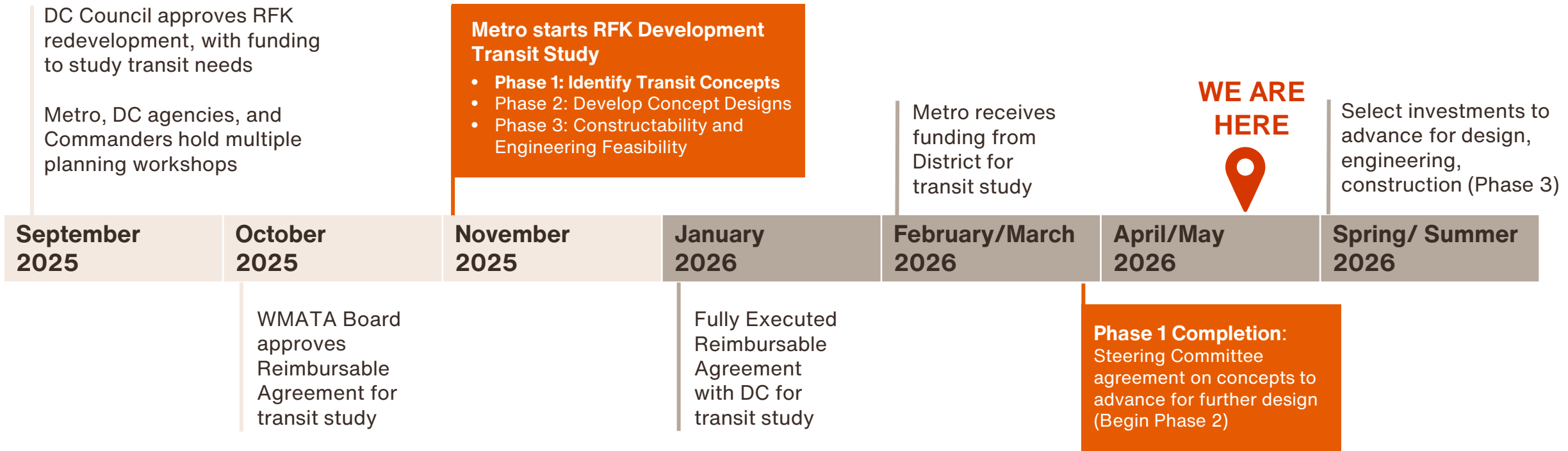
\$ in M	FY2026 FORECAST	FY2027 PROPOSED		FY2027 RECOMMENDED	
		Amount	Vs. FY26 Forecast	Amount	Vs. FY26 Forecast
Expense	\$2,675	\$2,740	2.4%	\$2,751	2.8%
Revenue	\$632	\$651	3.0%	\$665	5.2%
Prior Year Savings	\$28	-	-100.0%	\$12	-57.8%
Gap before PM and Subsidy	(\$2,014)	(\$2,089)	3.7%	(\$2,074)	3.0%
Preventive Maintenance Transfer	\$109	\$126	15.5%	\$133	22.3%
Jurisdictional Subsidy	\$1,906	\$1,963	3.0%	\$1,940	1.8%
District of Columbia	\$737	\$746	1.2%	\$743	0.8%
Maryland	\$677	\$711	5.0%	\$697	3.0%
Virginia	\$492	\$506	2.9%	\$500	1.6%

Amounts are independently rounded and may not sum

Note: \$12M prior year savings preliminary estimate; estimates subject to change

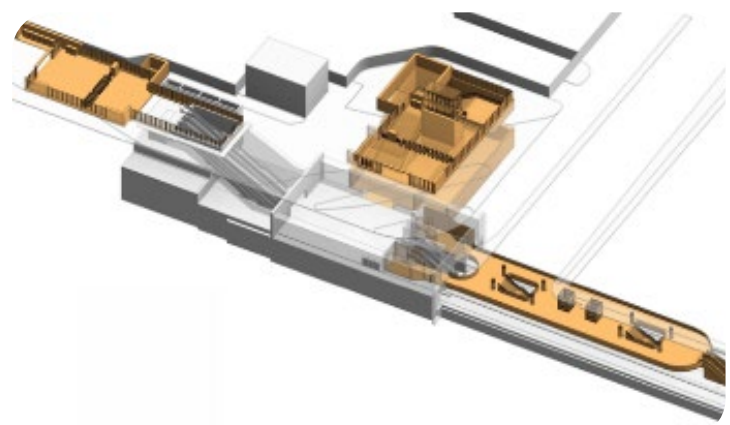
RFK Transit Study: Where We Are Today

Metro and the District have agreed on transit improvements to advance for further definition, design, and cost estimates



Stadium-Armory station and Gold Line BRT investments will meet the transit-first stadium and campus vision

Stadium-Armory Station Improvements



Elevators, escalators, stairs, mezzanines, and an expanded north entrance to safely and efficiently accommodate customers

Gold Line Bus Rapid Transit, Transit Center near the stadium and a transitway



Transit center on the RFK campus located near the stadium, connecting to Benning Road NE with a transitway separated from general traffic



Center-running, dedicated bus lanes on H Street/Benning Road NE connecting to Union Station, Red Line, Amtrak, MARC, and VRE

Investments Delivered



Tap. Ride. Go. on Rail and Bus

Planning for 8000-Series Railcar Delivery



Bus Acquisition

New Carrollton Parking Garage



Bike Lockers

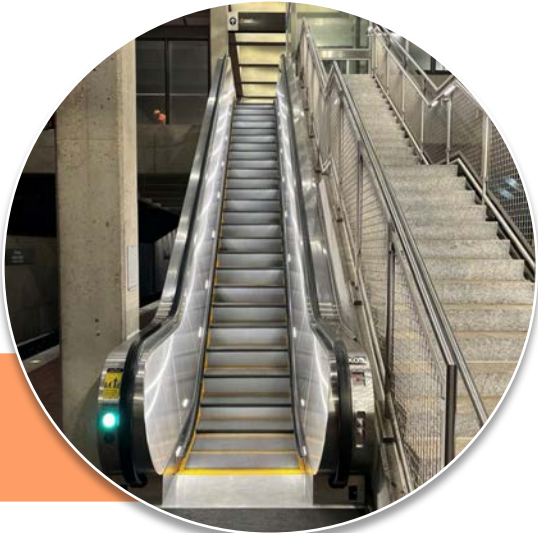


Track Rehabilitation

Bus Shelters

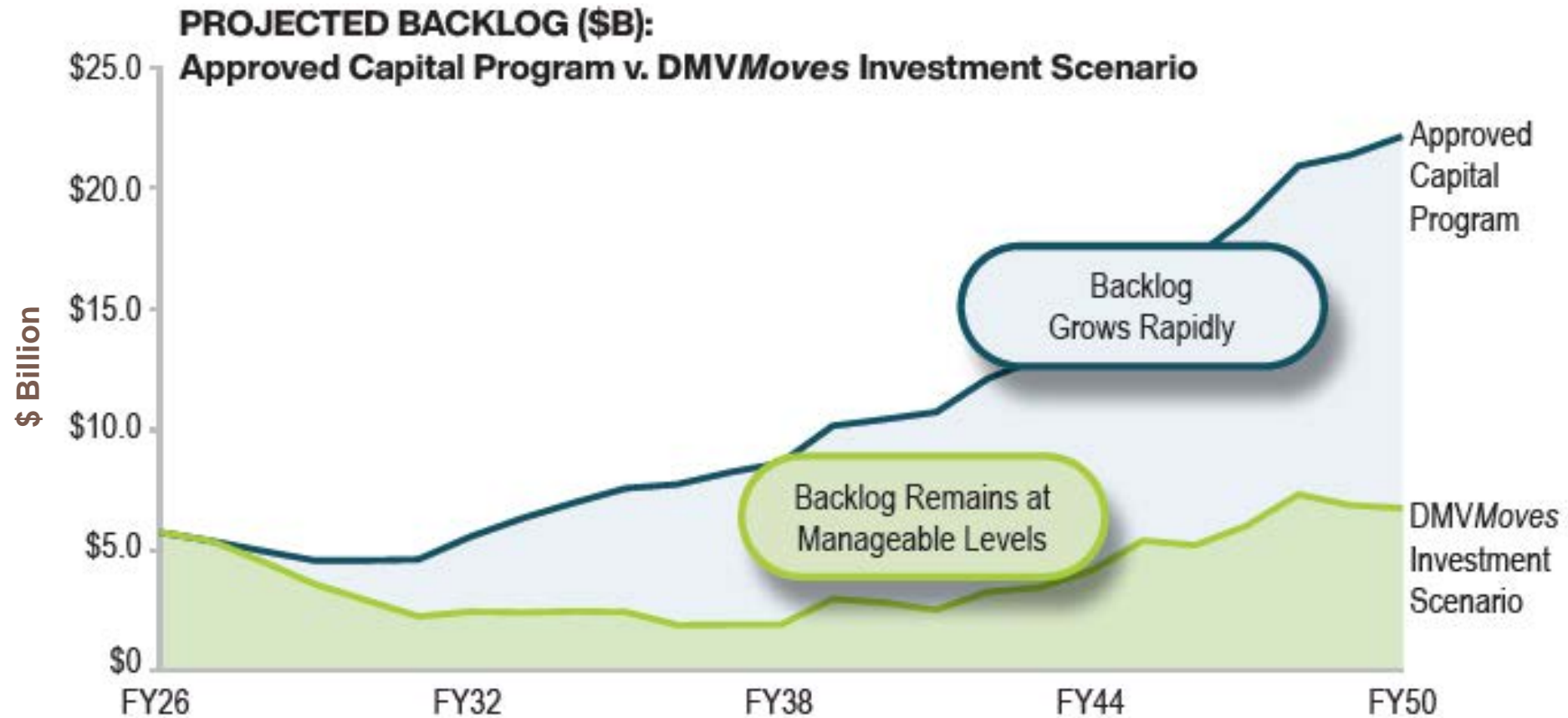


Escalator Replacement



Impact of Draft Capital Program Scenarios on Reinvestment Backlog

Without additional funding, progress will be reversed leading to declining reliability, worsening customer experience, and, eventually, increased safety risk



Advancing transit in
Northern Virginia
since 1964



June 2026

 @NoVaTransit
NoVaTransit.org | NoVaRides.org

Executive Director Newsletter





A Message From Kate Mattice

Public transit is, at its heart, a communal endeavor – and the work of NVTC reflects the shared commitment of everyone across Northern Virginia who believes in a more connected region. That’s why we work tirelessly with and for the local governments, transit agencies and community organizations serving Northern Virginia.

We strengthen these relationships every day. In May we gathered with transit operators and elected officials from across the Commonwealth at the Virginia Transit Association’s annual conference. While our staff created and led a panel on NVTC’s Commuter Choice program, I moderated another panel on legislative issues, where panelists stressed the importance of statewide coordination.

This month, we are hosting two significant events that rely on the regional collaboration that has become NVTC’s hallmark. First up, an [open house](#) for Envision Route 7, the planned bus rapid transit (BRT) route incorporating partnerships with the Cities of Alexandria and Falls Church along with Arlington and Fairfax Counties.

We follow the open house with the first of a new series of webinars: NoVaTransit Talks on June 12. This [webinar](#), introduced by NVTC Chair Sarah Bagley and moderated by NVTC’s Data Visualization Program Manager Sophie Spiliotopoulos, will share best practices on improving the rider experience, featuring bus planning experts from Loudoun County and the Cities of Alexandria and Fairfax.

We’re also engaged in collaborative work behind the scenes. While the DMVMoves Task Force completed its recommendations last year, topical working groups continue their missions to improve public transit across the Greater Washington region. NVTC is especially involved in undertakings to expand regional bus priority, unify service guidance and performance measures, and share designs for customer information systems. These efforts, combined with studies mandated by the Virginia General Assembly, have the potential to impact how our jurisdictions coordinate with one another and provide transit services in our region.

Ultimately, every meeting, every partnership, every route moves us closer to the region we’re building together.


Executive Director



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June 9

Envision Route 7
Open House

June 12

NoVaTransit Talks Webinar:
"Improving the Bus Rider
Experience"

June 16-17

Commonwealth
Transportation Board

June 18

Program Advisory
Committee

Joint WMATA & Legislative
and Policy Committees

June 26

VRE Operations Board
Retreat

July 2

Commission Meeting
Virtual Meeting

NoVaTransit.org

NoVaRides.org

@NoVaTransit



NVTC welcomes new Commissioners

NVTC Chair Sarah Bagley swore in four new Commissioners at the May 7 Commission meeting.



(Left to right) New Commissioners Mariia Zimmerman, Kate Garman Burns, and Del. Kirk McPike being sworn in by NVTC Chair Sarah Bagley (Not pictured: Sen. Kannan Srinivasan, who took the oath of office virtually.)



Sen. Kannan Srinivasan, who represents parts of Loudoun County, fills the vacancy created when Gov. Abigail Spanberger appointed former Sen. Adam Ebbin to her administration.



Del. Kirk McPike, who represents parts of Alexandria, fills the vacancy created when Gov. Spanberger appointed Del. Mark Sickles to her administration. He previously served as an alternate Commissioner and a member of the Alexandria City Council.



Department of Rail and Public Transportation (DRPT) Director Mariia Zimmerman, who addressed the Commission about her vision for the agency during the meeting, serves as an alternate representing the Commonwealth of Virginia.



Kate Garman Burns is the appointee of Virginia Secretary of Transportation Nick Donohue to the Commission to serve as a principal member of the Metro Board of Directors. She replaces Darien Flowers who was subsequently appointed as a Federal appointee to the Metro Board of Directors.



ENVISION ROUTE 7



Envision Route 7 kicks off spring outreach efforts

The second round of community outreach for the [Envision Route 7](#) project kicked off on May 13. The outreach team is visiting businesses, transit centers and other key places along the Route 7 corridor to gather feedback and inform community members about the project. Envision Route 7 is a planned bus rapid transit system connecting Tysons and Alexandria in a corridor with one of the highest rates of transit ridership in Northern Virginia.

Respondents are being asked about existing transit in the corridor, their travel preferences, challenges and needs, as well as what bus priority design elements are important to riders. The goal of the outreach effort is to educate the public, stakeholders and decision-makers on the benefits of bus priority while gathering valuable feedback on how to improve mobility along the project corridor.

The outreach period includes an open house at the [Ellen Coolidge Burke Branch Library](#) on Tuesday, June 9, from 5 to 7 pm. People can also provide feedback through an [online form](#).

As part of the lead-up to the public outreach effort, Senior Program Manager Vikram Sinha participated in a webinar called "The Future of Sustainable Transit in Northern Virginia" held May 7. The event was co-hosted by the [Coalition for Smarter Growth](#), [EcoAction Arlington](#), [Sierra Club Potomac River](#), [Faith Alliance for Climate Action](#) and [Sustainable Mobility for Arlington](#). NVTC Commissioner and Arlington County Board Member Maureen Coffey provided opening remarks, with Vikram and representatives from Metro, DASH and Arlington County.



Help shape bus service along Route 7

Join us for an open house and share your ideas.

Where:
Ellen Coolidge Burke Branch Library
4701 Seminary Road
Alexandria, VA 22304

When:
Tuesday, June 9
Drop in anytime between 5 and 7 p.m.!

novatransit.org/programs/route7



CTB briefed on 10 years of Commuter Choice benefits

Executive Director Kate Mattice [briefed](#) the Commonwealth Transportation Board (CTB) on NVTC's [Commuter Choice](#) program and the benefits it brings to Northern Virginia and the entire Commonwealth May 19 as the program celebrates its 10th anniversary. Funding high quality, frequent and reliable public transit on express lanes provides new and affordable transportation options for commuters. It also benefits drivers by reducing the number of cars in both the general purpose and express lanes.

Commuter Choice has brought tremendous benefits over the last 10 years - moving 10.5 million people, saving nearly \$26 million in fuel costs and avoiding 197 million vehicle miles traveled in the I-66 and I-395/95 corridors.



A look back...See a timeline on pages 8 - 9



Saved
\$25.9M
in fuel cost for Virginians



Prevented
293
vehicle crashes



Moved more than
10.5M
people along I-66 and I-395/95



Avoided
1.9M
hours of travel delay



Reduced
197M
vehicle miles traveled



Commuter Choice outreach receives National Association of Government Communicators award

Senior Public Affairs Manager Matt Friedman accepted a second-place award from the National Association of Government Communicators at their 2026 Communications School on May 12. The award recognized NVTC’s paid social media campaign to promote the 2025 Commuter Choice Program of Projects public comment survey.

Commuter Choice Program Manager Daniel Knickelbein provided key information on the projects proposed for funding, and

Communications and Design Specialist Colie Touzel created six animated and six static graphics in English and Spanish that we used for the ads. Matt recorded and edited videos in English and Spanish with Program Advisory Committee Chair Dalia Palchik to drive additional attention to the public comment opportunity and managed uploading, scheduling and targeting for the ads. For just \$500 for ads on Facebook and Instagram, the campaign returned a reach of more than 27,000 and an astonishing engagement rate topping 68%.



Matt Friedman accepting NAGC award
Courtesy Gregg Felsen Photography





10 Years of

A novel idea was born 10 years ago—use money collected from tolls on Northern Virginia’s most traffic-congested highways to pay for projects that encourage people to find other ways to commute. That idea became NVTC’s Commuter Choice program. First, in the I-66 corridor, then in the I-395/95 corridor. Since then, Commuter Choice has invested \$212 million into 72 unique projects that provide travel alternatives and help reduce congestion. That includes new and improved bus service, new buses, expanded Metro Rail and Virginia Railway Express stations, new park-and-ride lots, Capital Bikeshare stations and other projects to improve access to public transit.

What do these projects bring? Faster commutes for people riding transit and transportation alternatives and for those choosing the express lanes. It also saves commuters money they would have spent filling up their gas tanks, reduces pollution and prevents car crashes.



December 9, 2015

The Commonwealth Transportation Board authorizes the use of I-66 Inside the Beltway tolls for use by NVTC for a new competitive program (initially called Transform66: Inside the Beltway) to support transit and other investments. The official Memorandum of Agreement is signed on January 5, 2016.

March 6, 2016

NVTC issues its first call for projects for the program that will become Commuter Choice, receiving 19 applications for new multimodal projects including new and enhanced transit services for commuters.

May 5, 2016

NVTC officially kicks off Commuter Choice when the Commission awards \$9.8 million to 10 projects. The Commonwealth Transportation Board (CTB) [approves](#) the first program in July.

October 25, 2016

The first of many Commuter Choice project groundbreakings: Representatives from NVTC, Loudoun County, and the Virginia Department of Transportation (VDOT) break ground on the Stone Ridge park-and-ride lot, which opened in July 2017.



December 12, 2016

PRTC’s OmniRide is the first grant recipient to implement new bus service as its Gainesville to Pentagon commuter bus route becomes operational.

Commuter Choice



September 20, 2017

Gov. Terry McAuliffe hosts an event celebrating the first year of Commuter Choice and announcing a second call for projects.

December 20, 2017

Commuter Choice officially expands to the I-395/95 corridor, with the creation of a new Memorandum of Agreement.



October 2019

The first I-395/95 funding awards are approved, with \$18.1 million for 10 projects receiving funding ahead of the November 17 "go live" date for the new I-395 Express Lanes.

October 6, 2023

Commuter Choice celebrates three milestones in FY 23: achieving the program's highest weekday ridership, largest funding award and most public comments received.

July 1, 2025

Boosted by return-to-office policies, Commuter Choice sets a record in FY 2025, averaging over 65,000 trips per workweek on projects in both corridors.

2026

Commuter Choice turns 10! The program continues to improve quality of life for Northern Virginia residents by reducing congestion, providing transportation alternatives, and supporting economic development.



Gov. Terry McAuliffe, NVTC Commissioners and NoVa elected officials at the July 2017 I-66 Commuter Choice Ribbon Cutting

Kate and staff play key roles at VTA conference

NVTC staff made their presence known at the [Virginia Transit Association](#) conference in Fredericksburg May 19 to 20. We had the opportunity to share lessons learned and takeaways from our work, as well as connect with and learn from our transit colleagues across the Commonwealth.

Executive Director Kate Mattice moderated a panel on navigating the legislative landscape at the state and federal levels, where government affairs professionals from OmniRide, the Greater Richmond Transit Company (GRTC) and Hampton Roads Transit stressed the importance of continued coordination among transit agencies and entities in securing sustainable transit funding.



Joe Dillard, Greater Richmond Transit Company; Kate Mattice; Noelle Pinkard, Hampton Roads Transit; Lauren Gilbert, Advantus Strategies (left to right)

NVTC also marked 10 years of NVTC's Commuter Choice program – Director of Programs and Policy Ann McGrane and Program Manager Daniel Knickelbein led a panel discussing lessons learned from a decade of investing toll revenues into transit projects that move more people through Northern Virginia's most traffic-congested corridors. Perrin Palistrant of OmniRide joined Ann and Daniel to share a grantee's perspective on the impact of the program, which has awarded more than \$212 million to support travelers along the I-66 and I-395/95 Express Lanes since 2016.



Ann McGrane, Perrin Palistrant, Daniel Knickelbein (left to right)



Lt. Gov. Ghazala Hashmi with DRPT Deputy Director Allan Fye and VTA Executive Director Danny Plaughter (left to right); NVTC staff. (Two photos courtesy of VTA.)

Discussing transit funding in Richmond

Executive Director Kate Mattice joined Chair Sarah Bagley, Director of Programs and Policy Ann McGrane and Metro Program Manager Adam Hager for an informative meeting with Virginia Transportation Secretary Nick Donohue in Richmond May 28. They had an important discussion focused on funding for Metro and all the transit agencies that serve Northern Virginia as Gov. Abigail Spanberger and the General Assembly work toward a final budget for the year.



Adam Hager, Sarah Bagley, Katie Mattice, Ann McGrane (left to right)

NoVaTransit — Talks —

Improving the Bus Rider Experience

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Friday, June 12, 2026
12 - 1 p.m. Online

**Welcoming
Speaker**



Sarah Bagley

NVTC Chair,
Vice Mayor,
City of Alexandria

Moderator



Sophie Spiliotopoulos

NVTC Data
Visualization
Manager

Local Experts



Gladys Hurwitz

Loudoun County,
Microtransit Program



Silas Sullivan

City of Alexandria,
Bus Stop Accessibility
& Amenities



Wendy Sanford

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Register for the
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Metro Board welcomes new members, receives updates on planned RFK transit improvements

The Metro Board swore in new member Kate Garman Burns at its meeting May 14. Appointed by NVTC at its May 7 Commission meeting as the Commonwealth principal director to the Metro Board, Ms. Burns will also serve on Metro's Finance and Capital Committee. The Board also swore in two new federal appointees: former Virginia Board Member Darien Flowers and Anthony Bedell.

Metro staff provided updates on the FY 2026 third quarter [Service Excellence Report](#) metrics, highlighting year-over-year ridership growth, improved customer satisfaction and continued declines in major crimes. Metro will provide an annual report this summer, which is anticipated to feature an analysis of the Better Bus Network implementation, among other items.

Finally, the Board received an update regarding transit improvements at the RFK Campus/Kingman Park site in Washington. As the district prepares for the new Washington Commanders stadium to open in summer 2030, Metro is working closely with partners to develop a transit strategy that moves tens of thousands of fans safely and efficiently. Planning stage recommendations include improvements to the existing Stadium-Armory Metro Rail Station, a new transit center and Gold Line bus rapid transit (BRT) connecting RFK stadium to Union Station and a suite of operational enhancements.



TSDAC advances MERIT operating formula review and TRIP program changes

Executive Director Kate Mattice participated in a meeting of the Transit Service Delivery Advisory Committee (TSDAC) in Richmond May 12, where members continued reviewing state transit funding programs.

In its review of Policy Decision #2, TSDAC indicated tentative support for DRPT's recommended MERIT Operating sizing metrics, including a shift to using a three-year average of agency data and cohort-specific weights for operating cost, ridership, revenue hours and revenue miles. DRPT staff will continue analyzing the recommended sizing metrics as part of the full formula development, including the Performance and Stability Fund, for further consideration by TSDAC in June.

DRPT staff also introduced initial concepts for Policy Decision #3, the Performance and Stability Fund, including whether the funds should be distributed by cohort and whether agencies that reach the 30% cap should remain eligible for performance funding. TSDAC indicated support for distributing performance funding by cohort, while the 30% cap question will be further considered at the June meeting. Members also began reviewing proposed TRIP [policy updates](#) following [HB 200](#), with discussion focused on regional connectivity, enhanced mobility innovation and zero/reduced fare program changes.

DRPT Recommendation: Policy Decision #2d

- DRPT recommends the following Sizing Metric Weights for the Large Urban Cohort:
 - Operating Cost: 40%
 - Ridership: 30%
 - Vehicle Revenue Hours (VRH): 15%
 - Vehicle Revenue Miles (VRM): 15%

CHARTING TRANSIT

Collecting feedback on bus service along Route 7

Last fall, NVTC's Envision Route 7 team hit the corridor to talk to residents, visitors, business owners and bus riders about their vision for bus service between Seven Corners and Mark Center/Southern Towers. Across hundreds of conversations and online survey responses in five languages, three priorities rose to the top: more frequent service, bus priority and expanded hours. Data Visualization Manager Sophie Spiliotopoulos created this graphic to catalog the feedback received in the fall.

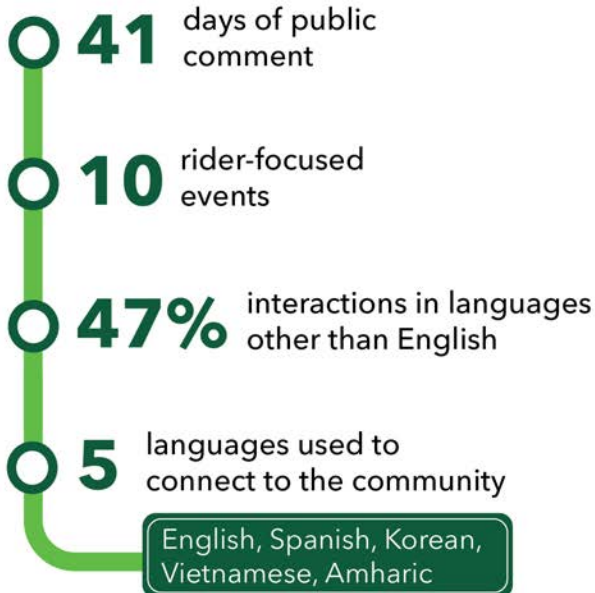
Envision Route 7 Fall 2025 Outreach



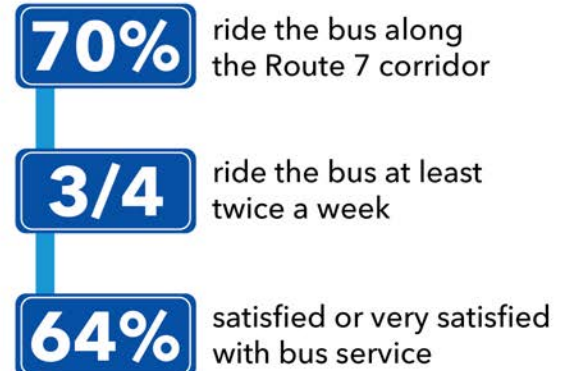
The Northern Virginia Transportation Commission asked the community both in-person and online to share their vision for improving bus service along Route 7



Spreading the Word



What We Heard



Your Bus Improvement Ideas

- Frequency
- Bus Priority
- Hours of Operation



Introducing the Commuter Choice Project Explorer

The [Commuter Choice Project Explorer](#) is a new interactive map featuring the most up-to-date information on Commuter Choice-funded projects. You can search by project type, corridor, or grantee, and view funding amounts and when each project was awarded. As we approach 10 years of the Commuter Choice program and celebrate a decade of investing toll revenue to improve travel in our region, we're excited to share new ways to showcase its impact on Northern Virginians.

The screenshot shows the 'Commuter Choice Project Explorer' web application. At the top left are the NVTC and Commuter Choice logos. The title 'Commuter Choice Project Explorer' is centered at the top. On the left side, there is a navigation menu with categories: 'Explore Projects', 'Access to Transit', 'Bus Capital', and 'Bus Service'. Under 'Access to Transit', several projects are listed with vertical bars of varying heights and colors representing funding amounts. The main area is a map of the Washington, DC region, showing project locations as colored dots and lines. A QR code is located in the bottom right corner of the map area.



Want to share your thoughts for Envision Route 7? Scan the QR code or [click here](#) to fill out the survey, open until June 12.





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