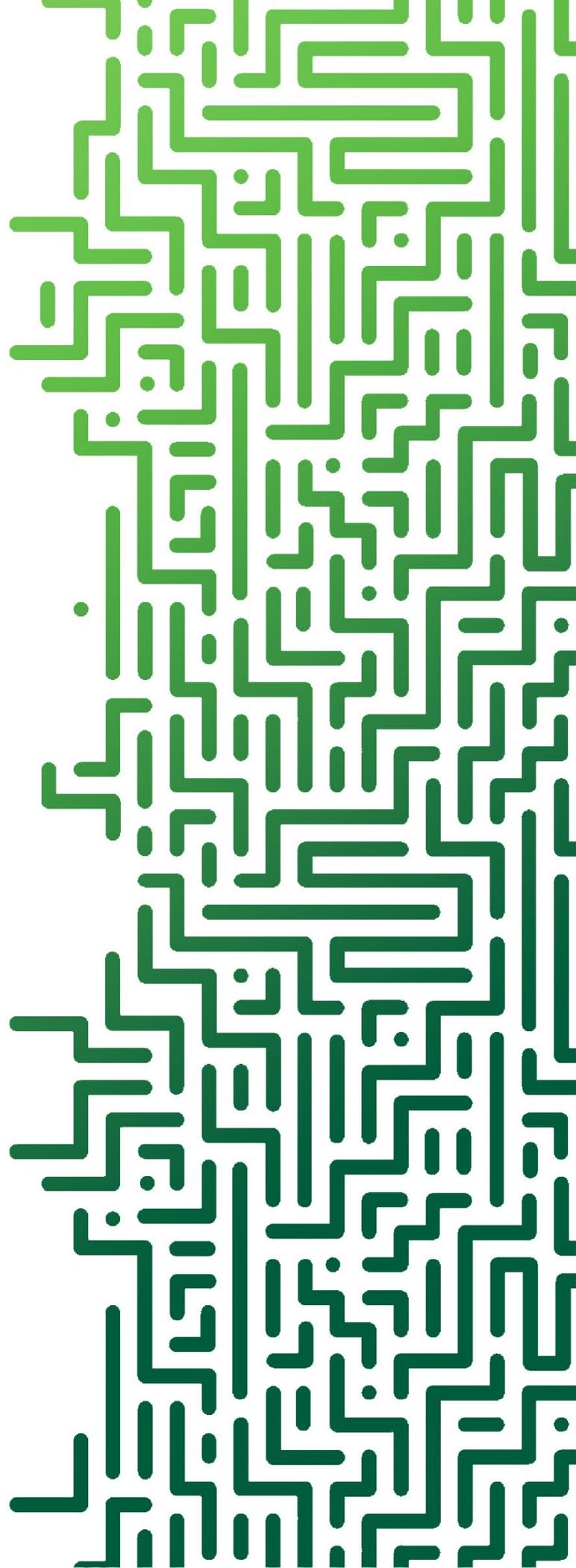




# Commission Meeting Materials

March 5, 2025

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



# Meeting Overview

NVTC’s **March 5, 2026 meeting** is an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

## Action Items

- Resolutions of Commendation for Departing Commissioners
- FY 2027 State Assistance Applications to DRPT, including a request for 2026 Blue and Yellow Lines Construction Marketing Initiative Funds
- RFP for a 2026 Blue and Yellow Lines Construction Marketing Grant
- Updated NVTC Committee Membership
- Five VRE actions, including two grant applications and three Virginia Passenger Rail Authority (VPRA) agreements.

## Other Meeting Highlights

- Recognition of New and Departing Commissioners
- Reports from NVTC Committee Chairs
- General Assembly Update
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director

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**NVTC COMMISSION MEETING**  
**THURSDAY, MARCH 5, 2026**  
**FIRST FLOOR CONFERENCE ROOM**  
**2300 Wilson Blvd., Arlington, VA 22201**  
[Public Streaming Via YouTube](#)  
**7:00 p.m.**

**UPDATED AGENDA**

**5:45 p.m. Boxed Dinners Available for Commissioners**  
**6:00 p.m. Executive Committee Meeting – NVTC Suite #230 Conference Room**  
**7:00 p.m. Commission Meeting – First Floor Large Conference Room ([public streaming](#))**

*NVTC is receiving general public comment. The deadline for written general public comments is 3:00 p.m., Thursday, March 5, 2026 via [NVTC's website](#). Comments will be provided to Commissioners prior to the March 5 meeting.*

**1. Opening Remarks**

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

**2. Recognition of New and Departing Commissioners**

A. Oath of Office for New Commissioners

**B. Recognition of Departing Commissioners**

- **ACTION: Approve a Resolution of Commendation for the Honorable Adam P. Ebbin on His Departure from the Northern Virginia Transportation Commission**
- **ACTION: Approve a Resolution of Commendation for Tiffany Robinson on Her Departure from the Northern Virginia Transportation Commission**

**3. ACTION: Approve the Minutes of the January 8, 2026 NVTC Meeting**

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

- A. **ACTION: Approve Resolution #2598: Approve the FY 2027 State Assistance Applications to DRPT**
- B. **ACTION: Approve Resolution #2599: Authorize the Executive Director to Apply to DRPT for Funding to Support the 2026 Blue and Yellow Lines Construction Marketing Initiative**

- C. ACTION: Authorize the Executive Director to Issue a Request for Proposals (RFP) for Development and Implementation of the 2026 Blue and Yellow Lines Construction Marketing**
    - D. ACTION: Approve Resolution #2600: Approve Updates to the 2026 NVTC Committee Membership**
- 5. Washington Metropolitan Area Transit Authority (WMATA)
  - A. Report from the Virginia WMATA Board Members
  - B. Other WMATA News
  - C. Report from the Chair of the WMATA Committee
- 6. Report from the Chair of the Legislative and Policy Committee
  - A. 2026 General Assembly Legislative Session
  - B. Transit Service Delivery Advisory Committee (TSDAC) Update
  - C. Federal Update
- 7. Report from the Chair of the Program Advisory Committee
  - A. Commuter Choice Program
  - B. Envision Route 7 Bus Rapid Transit (BRT)
  - C. Zero-Emission Bus Technical Assistance
- 8. Virginia Railway Express (VRE)**
  - A. VRE CEO Report and Minutes
  - B. ACTION: Approve Resolution #2601: Ratify VRE’s Application, on Behalf of the Commissions, to the U.S. Department of Transportation (USDOT) for a FY 2026 BUILD Grant for the VRE L’Enfant Station and 4<sup>th</sup> Track Improvements Project**
  - C. ACTION: Approve Resolution #2602: Ratify VRE’s Application, on Behalf of the Commissions, to the DRPT FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the Design Phase of the Broad Run Lead Track**
  - D. ACTION: Approve Resolution #2603: Approve and Authorize the VRE CEO to Execute Capital Project Funding Addendum with VPRA for the Alexandria (King Street Station) Pedestrian Tunnel Project**
  - E. ACTION: Approve Resolution #2604: Approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for the Broad Run Corridor**
  - F. ACTION: Approve Resolution #2605: Approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for Station Site Permanent Easements on the Manassas Line**
  - G. ACTION: Approve Resolution #2606: Approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for the Seminary Yard Property**

9. Department of Rail and Public Transportation (DRPT)

10. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Communications Metrics Report
- C. NVTC Financial Reports
- D. NVTC Letters of Support

## AGENDA ITEM #2 Recognition of New and Departing Commissioners

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** February 26, 2026  
**SUBJECT:** Recognition of New and Departing Commissioners

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

### A. Oath of Office for New Commissioners

At the March meeting, the ceremonial oath of office will be administered to new Commissioners appointed to NVTC.

*I do solemnly swear that I will support the Constitution of the United States and the Commonwealth of Virginia and that I will faithfully discharge all the duties incumbent upon me as a member of the Northern Virginia Transportation Commission, according to the best of my ability.*

On February 24, Secretary of Transportation Nick Donohue appointed DRPT Director Mariia Zimmerman and DRPT Chief Deputy Director Allan Fye to represent the Commonwealth as alternates on NVTC.

NVTC also welcomes Justine Underhill as a principal Commissioner. On January 12, the Falls Church City Council appointed Justine Underhill to serve on NVTC as a principal Commissioner and David Snyder to serve as the alternate. Since Ms. Underhill was already serving as an alternate, she doesn't need to be sworn in again.

### B. Recognition of Departing Commissioners

At the March meeting, the Commission will recognize two departing Commissioners.

- **ACTION: Approve a Resolution of Commendation for the Honorable Adam P. Ebbin on His Departure from the Northern Virginia Transportation Commission**

The Commission will be asked to approve a Resolution of Commendation recognizing Senator Adam Ebbin's service on NVTC. In January 2026, Senator Ebbin announced his intent to resign his Senate seat effective February 18, 2026 to join Governor Abigail Spanberger's administration and take up a position as senior advisor with the Virginia Cannabis Control Authority.

Senator Ebbin served 22 years in the General Assembly. He served in the Senate (2012-2026) representing Virginia's 39th District which includes Alexandria, Arlington and Fairfax County. Prior to that, he served eight years in the House of Delegates (2004-2012). During this time,

Adam Ebbin served with distinction as a member of the Northern Virginia Transportation from 2004 through 2012 representing the Virginia House of Delegates and from 2016 to February 2026 representing the Virginia Senate.

During his tenure on NVTC, Senator Ebbin worked tirelessly with local and regional officials to propose long-term sustainable transit funding that would provide adequate growth to meet current and future operating and capital needs for WMATA, VRE and Northern Virginia's local bus providers. Senator Ebbin served as the chair of the Northern Virginia Growing Needs of Public Transit Joint Subcommittee (SJ 28), advocating for sustainable funding, cost containment measures and strategies to move the region toward a more integrated, seamless transit network.

▪ **ACTION: Approve a Resolution of Commendation for Tiffany Robinson on Her Departure from the Northern Virginia Transportation Commission**

The Commission will be asked to approve a Resolution of Commendation recognizing Tiffany Robinson's service on NVTC. Ms. Robinson served as the director of the Department of Rail and Public Transportation (DRPT) from November 2024 through January 2026. During her tenure at DRPT, Director Robinson supported and partnered with NVTC to improve transit in Northern Virginia to connect and improve the quality of life for all Virginians with innovative transportation solutions.



## RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable Adam P. Ebbin on His Departure from the Northern Virginia Transportation Commission
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network and demonstrating that effective and efficient public transit fosters economic vitality in the region and the Commonwealth;
- WHEREAS:** The Honorable Adam P. Ebbin most recently served as a member of the Virginia Senate since January 2012 representing Alexandria and portions of Arlington and Fairfax counties; He currently represents Virginia's 39th District which includes Alexandria, Arlington and Fairfax County;
- WHEREAS:** Prior to that, the Honorable Adam P. Ebbin served eight years in the House of Delegates from 2004 to 2012;
- WHEREAS:** The Honorable Adam P. Ebbin has served with distinction as a member of the Northern Virginia Transportation from 2004 through 2012 representing the Virginia House of Delegates and from 2016 to February 2026 representing the Virginia Senate;
- WHEREAS:** In January 2026, Senator Ebbin announced his intent to resign his Senate seat effective February 18, 2026, to join Governor Abigail Spanberger's administration and take up a position as senior advisor with the Virginia Cannabis Control Authority;
- WHEREAS:** During his tenure on NVTC, Senator Ebbin worked tirelessly with local, regional and state officials to propose long-term sustainable transit funding that will provide adequate growth to meet current and future operating and capital needs for WMATA, VRE and Northern Virginia's local bus providers;
- WHEREAS:** Senator Ebbin served as the chair of the Northern Virginia Growing Needs of Public Transit Joint Subcommittee (SJ 28), advocating for sustainable funding, cost containment measures and strategies to move the region toward a more integrated, seamless transit network; and
- WHEREAS:** As a testament to his vision and commitment, Senator Ebbin offered early and consistent vocal support in both regional transit funding initiatives and worked closely with colleagues in Virginia to ensure the broader region could collectively develop a long-term transit funding solution.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby commends the Honorable Adam P. Ebbin for his service to NVTC, WMATA, the citizens of Northern Virginia and the Commonwealth of Virginia.

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

Approved this 5<sup>th</sup> day of March, 2026.

---

Sarah Bagley  
Chair



## RESOLUTION OF COMMENDATION

**SUBJECT:** Commending Tiffany Robinson on Her Departure from the Northern Virginia Transportation Commission

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

**WHEREAS:** In November 2024, Governor Youngkin appointed Tiffany Robinson as the director of the Virginia Department of Rail and Public Transportation (DRPT);

**WHEREAS:** The Department of Rail and Public Transportation oversees and supports the funding, planning and implementation of public transportation and rail services throughout the Commonwealth of Virginia to connect and improve the quality of life for all Virginians with innovative transportation solutions;

**WHEREAS:** Director Robinson served as a member of the Commonwealth Transportation Board (CTB), which makes transportation funding decisions for the state, and chaired the Board of Directors of the Virginia Passenger Rail Authority (VPRA), which was created to expand opportunities for passenger rail travel across the state;

**WHEREAS:** Under Director Robinson's leadership, the Department of Rail and Public Transportation worked tirelessly to advance their mission to serve all Virginians with high quality and innovative transportation solutions; and

**WHEREAS:** During her tenure as DRPT Director, Ms. Robinson has supported and partnered with NVTC to improve transit in Northern Virginia.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby commends Tiffany Robinson for her service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

**BE IT FURTHER RESOLVED** that NVTC prepare a copy of this resolution for presentation to Ms. Robinson as an expression of its gratitude and in appreciation for her leadership and work on the Commission in promoting and funding public transit in Northern Virginia.

Approved this 5<sup>th</sup> day of March, 2026.

---

Sarah Bagley  
Chair

**MINUTES**  
**NVTC COMMISSION MEETING – JANUARY 8, 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 Snyder at 7:05 p.m.

Members Present

Canek Aguirre (*via electronic participation*)  
Walter Alcorn  
Sarah Bagley  
James Bierman, Jr.  
Juli Briskman  
Maureen Coffey  
Matt de Ferranti  
Adam Ebbin  
Darien B. Flowers  
Takis Karantonis  
Paul Krizek  
Matt Letourneau  
Alfonso Lopez  
Tom Peterson (Alternate, City of Fairfax)  
David Reid (*via electronic participation*)  
Saddam Azlan Salim  
Rachna Sizemore Heizer  
David Snyder  
Justine Underhill (Alternate, City of Falls Church)

Members Absent

Dalia Palchik  
Catherine Read  
Daniel Storck

Staff Present

Kate Mattice, Executive Director	Tenley O’Hara
Jason Adle	Aimee Perron Seibert ( <i>via electronic participation</i> )
Shannon Bacon	Sophie Spiliotopoulos
Genoveva Cutrell	Melissa Walker
Andrew D’huyvetter	Henry Watkins ( <i>via electronic participation</i> )
Matt Friedman	Owen Williams
Rhonda Gilchrest	MinhChau Corr (NVTC/VRE)
Sarah Godfrey	Dallas Richards (VRE)
Adam Hager	Mark Schofield (VRE)
Scott Kalkwarf	Joe Swartz (VRE)
Hwajung Kim	Mark Sickles (former NVTC Commissioner)
Daniel Knickelbein	Paul Smedberg (former NVTC Commissioner)
Ann McGrane	

## Opening Remarks

Chair Snyder welcomed everyone to the January 8, 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.

Chair Snyder stated that Mr. Aguirre requested electronic participation for a medical reason since he is sick. Mr. Reid requested electronic participation for a personal reason as he is in Richmond for pre-Session meetings. Ms. Bagley moved, with a second by Mr. Letourneau, to approve Commissioners Aguirre and Reid's electronic participation. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Flowers, Karantonis, Letourneau, Peterson, Salim, Sizemore Heizer and Snyder. The motion passed.

Chair Snyder gave a special welcome to new Commissioner Rachna Sizemore Heizer from the Fairfax County Board of Supervisors. She won the special election in December for the Braddock District seat and she fills Fairfax County's vacant seat on NVTC, left when James Walkinshaw won his congressional seat. He also welcomed new Commissioner Darien Flowers, who has been appointed by Secretary of Transportation Miller to serve on NVTC and the WMATA Board, succeeding Paul Smedberg's appointment which expired on January 5, 2026. He also thanked Fairfax City Councilmember Tom Peterson for serving as Mayor Read's alternate for this meeting, since she needs to attend the Northern Virginia Transportation Authority (NVTA) meeting. Chair Snyder also welcomed NVTC Alternate Justine Underhill from the City of Falls Church.

Ms. Mattice gave a brief overview of the meeting agenda. She announced two additional Commissioners who will be departing NVTC. Governor-elect Spanberger announced appointments including DRPT Director-nominee Mariia Zimmerman to replace Tiffany Robinson and the selection of Senator Adam Ebbin to serve on Virginia's Cannabis Authority, leading to him stepping down from the Virginia Senate in mid-February. Ms. Robinson and Senator Ebbin will be officially honored for their service at the March Commission meeting.

Chair Snyder noted that Senator Ebbin has a long tenure serving on the Commission. He first served on NVTC starting in 2004 as a delegate from June 2004 thru Jan 2012, then rejoined as senator from May 2016 thru present. Senator Ebbin has been a tireless advocate for NVTC and public transit, in general, especially in his recent role as chair of the SJ 28 Joint Subcommittee.

Ms. Mattice reported that one general public comment was received this month from County Taxpayers' Alliance Board Member Rob Whitfield. His comment was emailed to Commissioners prior to the meeting.

## New and Departing Commissioners

Oath of Office for New Commissioners. Chair Snyder stated that Fairfax County has appointed Rachna Sizemore Heizer to NVTC and the Secretary of Transportation has

appointed Darien Flowers to NVTC and the WMATA Board of Directors. Chair Snyder noted that he will also administer the ceremonial oath of office to Mr. Peterson as this is his first meeting as Mayor Read's alternate. (The board administrator administered the official oath of office to the three members prior to the meeting.)

Chair Snyder administered the ceremonial oath of office to Ms. Sizemore Heizer, Mr. Flowers and Mr. Peterson. The Commission welcomed them to NVTC.

Mr. Flowers expressed his excitement to be a member of NVTC and the WMATA Board and he appreciates the opportunity to serve as he represents the Commonwealth. He acknowledged his predecessor, Paul Smedberg, for all his hard work and leadership. Mr. Peterson thanked the Commission for letting him "be part of the family." Ms. Sizemore Heizer stated that she is excited to be on NVTC and to work with her colleagues and regional partners on transportation issues.

Recognition of Departing Commissioners. Chair Snyder stated that both Paul Smedberg and Mark Sickles have served with distinction on NVTC and have been instrumental in the most recent efforts to secure long-term sustainable transit funding for WMATA, VRE and Northern Virginia's local bus providers.

Chair Snyder noted that Paul Smedberg's second term on the WMATA Board expired on January 5, 2026. Mr. Smedberg served on the WMATA Board during a time of uncertainty as well as growth, and it is safe to say that WMATA is better off due to his service on the Board. He led the WMATA Board as its chair as they navigated the effects of the COVID-19 pandemic, selected Randy Clarke as WMATA's General Manager/CEO, and celebrated key Metrorail expansions in Virginia, including the Silver Line Phase 2 to Dulles and the Potomac Yard Station in Alexandria. He also shepherded initiatives that will shape the region for years to come, including the first major redesign of the Metrobus network and the restructuring of WMATA's subsidy allocation formulas to better align investment and service. Most recently, Mr. Smedberg served as the co-chair of DMVMoves and as a member of the SJ 28 Joint Subcommittee, helping identify a path forward for sustainable transit funding in the region. Chair Snyder stated that he could go on and on but referred Commissioners to the prepared commendation resolution prepared for Mr. Smedberg.

Mr. Letourneau moved, with a second by Mr. Alcorn, to approve the Resolution of Commendation for the Honorable Paul C. Smedberg on his departure from NVTC. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Flowers, Karantonis, Letourneau, Peterson, Salim, Sizemore Heizer and Snyder. A roll call vote was conducted for Commissioners participating electronically and Mr. Aguirre and Mr. Reid voted in the affirmative. The motion passed. (A copy of the resolution is attached.)

Ms. Mattice read the following remarks from DRPT Director Tiffany Robinson, who was not able to attend the meeting:

*Although I have only been with DRPT a limited time, I had the privilege of meeting with Paul in my prior role as Deputy Chief of Staff for the Governor where he met with us along with WMATA management multiple times to help ensure the long-term*

*sustainability of Metro. He has been a great leader on the Board, took his oversight role very seriously, and has been a solid partner to the Commonwealth.*

*In particular, I want to commend Paul for his engagement and leadership on the recent WMATA Operational Analysis (presented to the CTB this week), which he has helped position to be a guiding resource for the Board and WMATA management. My hope is that this work product will offer additional options to help WMATA better manage its growing costs and increase self-generated revenue, allowing the Commonwealth and the jurisdictions to get the most possible for our dollars. Paul's tenure reflected a deep understanding of both regional needs and statewide responsibilities in a way that has transcended partisan divides...AND he was very helpful to me along the way as well. Thank you for your service, Paul!*

*Sincerely,  
Tiffany P. Robinson / DRPT Director*

Mr. Alcorn thanked Mr. Smedberg for his service and noted the amount of work he accomplished while he served as chair of the WMATA Board. Mr. Smedberg was a credit to the Commonwealth, especially for all his recent work co-chairing DMVMoves and serving on the SJ 28 Joint Subcommittee.

Mr. Letourneau reflected that NVTC is not just saying goodbye to Mr. Smedberg as a member of the WMATA Board but also as an NVTC Commissioner. Mr. Letourneau observed that as he served as Mr. Smedberg's colleague on the WMATA Board for the last five years, it cannot be overstated the significant impact Mr. Smedberg had on the WMATA Board and the entire Metro system. Given everything that happened over the last five years at WMATA, there can't be a more consequential member of the WMATA Board than Paul Smedberg, especially during his tenure as Board chair. It also speaks volumes that Mr. Smedberg was a Commonwealth appointee for both Governor Northam and Governor Youngkin. Mr. Smedberg had the ability to keep the entire Board moving in the same direction. On a personal level, Mr. Letourneau thanked Mr. Smedberg for being a good friend and colleague. He encouraged Mr. Smedberg that there is life after serving on the WMATA Board and he wished him the very best.

Mr. Lopez joined the discussion at 7:23 p.m.

Mr. de Ferranti expressed his appreciation for Mr. Smedberg's extraordinary leadership. On behalf of the City of Alexandria, Ms. Bagley thanked Mr. Smedberg for his pivotal work on the Potomac Yard Station, which took 20 years of vision to get it accomplished. She thanked him for his service on both NVTC and WMATA. Mr. Sickles thanked Mr. Smedberg for his leadership and for always doing the hard things.

Mr. Smedberg thanked the Commission for the kind words. He observed that NVTC is a very different Commission than what it was when he joined in 2005. With Kate Mattice's knowledge and leadership, where staff are mentored and fostered, NVTC has made remarkable progress. NVTC is the "go to organization" for everything transit. He thanked NVTC staff, with a special shout-out to Kate Mattice, Rhonda Gilchrest, Andrew D'huyvetter, Adam Hager and Shannon Bacon; Jen Monaco (DRPT); Jennifer Mitchell (former DRPT

Director); Adam Ebbin and Mark Sickles (SJ 28); Matt de Ferranti and Mark Sickles (DMVMoves); and Walter Alcorn (WMATA Board). He especially recognized Matt Letourneau who served with him on the WMATA Board for five years. Mr. Smedberg stated that appointing Mr. Letourneau to chair the Finance Committee was one of the best decisions he made as WMATA Board chair. Mr. Smedberg stated that the time he served on the WMATA Board was a challenging time, but it was rewarding to see all that they accomplished.

Chair Snyder invited Mr. Smedberg up front and presented him with the commendation resolution and a trophy award. Commissioners honored Mr. Smedberg with a round of applause.

Chair Snyder stated that the Commission is also saying goodbye to Delegate Mark Sickles as Governor-elect Spanberger has selected him to serve on her cabinet as her secretary of finance. On behalf of the entire Commission, Chair Snyder congratulated Mr. Sickles on his appointment.

Chair Snyder noted that Delegate Sickles was appointed to NVTC in April 2024 and, although his time on NVTC has been relatively short, he has made a lasting impact by working tirelessly with local, regional and state officials to propose long-term sustainable transit funding for WMATA, VRE and Northern Virginia's local bus providers. Delegate Sickles served on the Task Force of DMVMoves and the SJ 28 Joint Subcommittee. In these roles, he offered early and consistent vocal support to both transit funding initiatives and worked closely with colleagues in Maryland and the District of Columbia to ensure the broader region could collectively develop a long-term transit funding solution. He then collaborated with Senator Ebbin to draft a bill supporting the solution and has ensured it will be in good hands as he leaves the House of Delegates. He did all of this while continuing to meet the needs of his constituents in the 17<sup>th</sup> House District, which he has served for 22 years. Chair Snyder thanked Mr. Sickles for his service to NVTC, Northern Virginia and to the Commonwealth.

Mr. Ebbin moved, with a second by Ms. Bagley, to approve the Resolution of Commendation for the Honorable Mark Sickles on his departure from NVTC. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Flowers, Karantonis, Letourneau, Lopez, Peterson, Salim, Sizemore Heizer and Snyder. A roll call vote was conducted for Commissioners participating electronically and Mr. Aguirre and Mr. Reid voted in the affirmative. The motion passed. (A copy of the resolution is attached.)

Mr. Ebbin stated that he has been a friend of Mr. Sickles before he was elected and he expressed his appreciation for Mr. Sickles dedication to finding a legislative solution for the region's transit funding needs. Mr. Alcorn specifically thanked Mr. Sickles for his work on SJ 28 and his transit funding work as he has a remarkable ability to combine substance with politics and to understand the political "possible" while getting into the details of what will actually work.

Mr. Krizek arrived at 7:34 p.m. and joined the discussion.

Mr. Smedberg noted that Delegate Sickles is also known for doing the tough things. He is adept at combining policy and politics and managing them beyond that. Mr. Smedberg noted

that Delegate Sickles is highly respected among his fellow legislators. He also thanked him for his work on SJ 28.

Delegate Sickles thanked the Commission for the kind words. He stated that both legislative bills regarding the transit funding solve the problem and they have gotten a lot of attention even before the Session. He observed that he never requested to be appointed to NVTC, but he has enjoyed his time as a Commissioner and is impressed with the organization and noted that it is well run.

Chair Snyder thanked Delegate Sickles for his unfailing sense of humor, the ability to deal with civility without limitation, and his firm commitment to transit. Chair Snyder then invited Delegate Sickles up front and presented him with the commendation resolution and a trophy award. Commissioners honored Delegate Sickles with a round of applause.

### Minutes and Meeting Summary

Chair Snyder suggested voting on the minutes and summary as a block vote. There were no objections.

Mr. Lopez moved, with a second by Mr. Krizek, to approve the Minutes of the December 4 Commission Meeting and the Meeting Summary of the December 15 Joint Legislative Forum. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Flowers, Karantonis, Krizek, Letourneau, Lopez, Peterson, Salim, Sizemore Heizer and Snyder. A roll call vote was conducted for Commissioners participating electronically and Mr. Aguirre and Mr. Reid voted in the affirmative. The motion passed. (A copy of the resolution is attached.)

### Annual Leadership and Governance

Slate of Officers for 2026. Chair Snyder reported that the Executive Committee recommends the following slate of officers for 2026:

Chair: Sarah Bagley (City of Alexandria)  
Vice-Chair: Matt Letourneau (Loudoun County)  
Secretary-Treasurer: Maureen Coffey (Arlington County)

Chair Snyder asked for any further nominations from the floor and there were none.

Mr. Alcorn moved, with a second by Mr. Bierman, to approve the recommended slate of officers. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Flowers, Karantonis, Krizek, Letourneau, Lopez, Peterson, Salim, Sizemore Heizer and Snyder. A roll call vote was conducted for Commissioners participating electronically and Mr. Aguirre and Mr. Reid voted in the affirmative. The motion passed.

Chair Snyder invited the new officers up front and he administered the oath of office. Commissioners congratulated the new officers with a round of applause.

Outgoing-Chair Snyder congratulated the new officers and stated that the Commission is lucky to have these remarkable new officers. He recognized their leadership and experience to serve well in these roles. He then passed the gavel to Chair Bagley, who took over chairing the meeting.

Chair Bagley thanked the Commission and stated that she is excited for this next year and for the opportunity to serve as NVTC chair. She has observed the leadership of her predecessors – Canek Aguirre, Dalia Palchik and David Snyder – and has learned so much from them.

Resolution of Commendation for the Honorable David F. Snyder for His Service as Chair for 2025. On behalf of the entire Commission, Chair Bagley thanked Mr. Snyder for his exceptional service as chair during 2025. He has the distinction of being one of NVTC's longest serving Commissioners (31 years) and he has served as NVTC's chair a record number of four times. Chair Bagley highlighted some of NVTC's accomplishments under his leadership, which are included in the resolution:

- Chair Snyder led NVTC during its 61<sup>st</sup> year of operations, which was a standout year for the Commission as it celebrated record-breaking ridership across the region's public transit agencies, including key bus routes funded through NVTC's Commuter Choice program.
- The past year was pivotal for building the case to strengthen the public transit network. Both NVTC Commissioners and staff played integral roles in two initiatives to establish sustainable, long-term funding for public transit – DMVMoves and SJ 28.
- Under Chair Snyder's leadership, NVTC staff supported this critical work and other NVTC projects and programs by producing timely reports and online explorers to provide deeper understanding of the complex way public transit is funded, how bus priority measures can improve the overall rider experience, how agencies can work together to plan for zero-emission bus infrastructure and other studies designed to offer functional transit-focused research.
- Chair Snyder supported the Commuter Choice program, which set records in 2025 with the highest reported ridership numbers in the history of the program.
- Chair Snyder championed NVTC's Envision Route 7 project to bring better bus service to the to the Route 7 corridor while simultaneously planning for bus rapid transit (BRT) connecting Tysons and Alexandria.
- Chair Snyder supported NVTC's Transit Data and Analysis program, which in 2025 elevated the use of data to tell the story of public transit in Northern Virginia.
- Chair Snyder continued to faithfully chair NVTC during a personally challenging time while he underwent treatment following a diagnosis of oral cancer. His dedication to NVTC, his constituents and the region is inspirational.

Chair Bagley stated that it is a privilege to follow someone in leadership who has so much experience and a lengthy perspective. She looks forward to continuing that with Mr. Snyder in his role as immediate past chair.

Mr. Letourneau moved, with a second by Mr. Ebbin, to approve the Resolution of Commendation for the Honorable David F. Snyder for his service as chair for 2026. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Flowers, Karantonis, Krizek, Letourneau, Lopez, Peterson, Salim, Sizemore Heizer and Snyder. A roll call vote was conducted for Commissioners participating electronically and Mr. Aguirre and Mr. Reid voted in the affirmative. The motion passed. (A copy of the resolution is attached.)

Mr. Letourneau observed that Mr. Snyder has been a stalwart defender of transit for all these years and is highly respected by this body and throughout the region, especially at the Metropolitan Washington Council of Governments. Mr. Letourneau thanked Mr. Snyder for his service and for making the region a better place.

Mr. Salim thanked Mr. Snyder for his service and expertise. He stated that it is a privilege to serve alongside Mr. Snyder. Mr. Smedberg thanked Mr. Snyder for asking the hard questions and for his advocacy for transit. Mr. de Ferranti stated that Mr. Snyder is good at being able to synthesize information, which is a good leadership trait. Mr. Alcorn agreed that Mr. Snyder has the ability to ask the hard questions and has good common sense.

Chair Bagley presented the resolution to Mr. Snyder and thanked him for his for his service. Commissioners thanked him with a round of applause.

Mr. Snyder thanked the Commission for the kind words. He observed that NVTC is a unique entity with the ability for members to come together and work collaboratively. It is a precious thing and he knows that the new leadership will carry this forward. It didn't happen by accident, as NVTC's prior leadership and Commissioners helped build this body into what it is today. However, he observed that it is the staff that does the work and deserves most of the credit. He thanked Ms. Mattice and her staff for moving NVTC to its highest level. He stated that this past year was about putting down a foundation for the future, especially ensuring a world class transit system in the future, the Envision Route 7 BRT project and the connections it will make, and VRE with its new long-term plan and a new CEO. While foundations are great, they are just a beginning so it is a collective responsibility to finish the important work that has begun. Mr. Snyder thanked everyone who has been involved in the success of NVTC. Commissioners recognized him with a round of applause.

Mr. Snyder recognized his colleague, Justine Underhill, and noted that he will need to step out during the meeting and Ms. Underhill will vote as his alternate during his absence. He does plan to return.

Chair Bagley suggested presenting the next three items and then voting on them as a block vote. There were no objections.

NVTC Appointments to Various Boards for 2026. Chair Bagley reported that each January NVTC appoints and/or reconfirms its appointments to the WMATA Board of Directors, the Virginia Railway Express Operations Board and the Virginia Transit Association Board of Directors. For the WMATA Board, it is recommended that Walter Alcorn continue as the NVTC principal appointee to the WMATA Board, with Canek Aguirre as his alternate. Resolution #2591 has been updated to add Darien Flowers as the Commonwealth principal appointee to the WMATA Board. Matt de Ferranti will continue to serve as the alternate to the Commonwealth appointee. The VRE Operations Board appointments are selected by each VRE jurisdiction and then appointed by NVTC. Fairfax County has selected Rachna Sizemore Heizer to serve as a VRE Operations Board principal member, which fills the vacancy from James Walkinshaw’s departure. Virginia Transit Association Board of Directors appointments remain the same as last year.

Chair Bagley reminded Commissioners that some of these actions may be contingent on subsequent action by local boards and councils as their NVTC appointments may not have been adopted as of today. Resolution #2591 reflects the following appointments:

**NVTC’s WMATA Board of Directors**

**Principals**

Darien B. Flowers  
*Commonwealth Appointee*  
 (term expires 01-01-2030)

Walter L. Alcorn  
*NVTC Appointee*  
 (term expires 01-05-2029)

**Alternates**

Matt de Ferranti  
*Alternate to Commonwealth Principal*  
 (term expires 01-04-2028)

Canek Aguirre  
*Alternate to NVTC Principal*  
 (term expires 01-05-2027)

**Virginia Railway Express (VRE) Operations Board**

**Principals:**

Fairfax County:  
 Rachna Sizemore Heizer  
 Daniel Storck

City of Alexandria:  
 Sarah Bagley

Arlington County:  
 Takis Karantonis

**Alternates:**

Fairfax County:  
 James Bierman

City of Alexandria:  
 Canek Aguirre

Arlington County:  
 Maureen Coffey

**Virginia Transit Association (VTA) Board of Directors**

**Principals:**

David Snyder  
 Kate Mattice

**Alternates:**

Sarah Bagley  
 Canek Aguirre

NVTC Committee Membership for 2026. Chair Bagley stated that as outlined in NVTC’s By-Laws, NVTC has four committees – the Executive Committee, WMATA Committee, Legislative and Policy Committee and Program Advisory Committee. Each

January the Commission approves the committee roster and the 2026 committee assignments are reflected in Resolution #2592. For 2026, the changes to note are: 1) Takis Karantonis will replace Maureen Coffey on the Program Advisory Committee; 2) Committee vice-chairs have been added to help facilitate meetings if the chair cannot be present at a meeting, as this will help to keep the continuity of committee work moving forward; and 3) Darien Flowers has been added to the Executive Committee and the WMATA Committee. Chair Bagley reminded everyone that all Commissioners can attend any committee meeting and they are public meetings. Committee membership for 2026 is as follows:

**NVTC Executive Committee**

Chair, Sarah Bagley  
Vice-Chair, Matt Letourneau  
Secretary-Treasurer, Maureen Coffey  
WMATA Committee Chair, Matt de Ferranti  
Legislative and Policy Committee Chair, Canek Aguirre  
Program Advisory Committee Chair, Dalia Palchik  
Immediate Past Chair, David F. Snyder  
General Assembly Member, Adam Ebbin  
*Non-Voting Members:*  
WMATA Principal Member, Walter Alcorn  
WMATA Principal Member, Darien B. Flowers

**NVTC Legislative and Policy Committee**

Chair, Canek Aguirre  
Vice-Chair, James Bierman, Jr.  
Maureen Coffey  
Matt Letourneau  
Catherine Read  
David Snyder  
*Non-Voting Member:*  
General Assembly Member, Adam Ebbin

**NVTC WMATA Committee**

Chair, WMATA Alternate Member, Matt de Ferranti  
Vice-Chair, Matt Letourneau  
WMATA Principal Member, Walter Alcorn  
WMATA Principal Member, Darien B. Flowers  
WMATA Alternate Member, Canek Aguirre  
David Snyder

**NVTC Program Advisory Committee**

Chair, Dalia Palchik  
Vice-Chair, Juli Briskman  
Sarah Bagley  
Takis Karantonis  
David Snyder

Mr. Ebbin noted that he will need to be replaced on the Executive Committee and Legislative and Policy Committee. Ms. Mattice suggested revisiting this and taking action at the March 5 meeting since Senator Ebbin doesn't resign until February 18.

Designation of NVTC Signatories and Pension Trustees. Chair Bagley stated that Resolution #2593 is an administrative housekeeping item that is done every January to designate the newly appointed secretary-treasurer as an NVTC signatory and pension trustee. Maureen Coffey is listed in the resolution as the new secretary-treasurer.

Chair Bagley reviewed the actions for the block vote:

- Resolution #2591: Approve the NVTC Board Appointments for 2026
- Resolution #2592: Approve NVTC Committee Membership for 2026
- Resolution #2593: Approve NVTC Signatories and Pension Trustees

Mr. de Ferranti moved, with a second by Mr. Alcorn, to approve Resolutions #2591, #2592 and #2593. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Flowers, Karantonis, Krizek, Letourneau, Lopez, Peterson, Salim, Sizemore Heizer and Snyder. A roll call vote was conducted for Commissioners participating

electronically and Mr. Aguirre and Mr. Reid voted in the affirmative. The motion passed. (Copies of the resolutions are attached.)

Mr. Snyder left the meeting at 8:02 p.m. (but returned later in the agenda). Ms. Underhill voted as his alternate during his absence.

### Consent Agenda

Chair Bagley stated that there is one item on the Consent Agenda to authorize the executive director to submit a DRPT Technical Assistance Grant application for NVTC Strategic Planning.

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

### NVTC 2025 Year in Review and 2026 Look Ahead

2025 Year in Review. Ms. Mattice stated that NVTC's communications team published a 2025 Year in Review, which was provided to Commissioners at their seats. She noted that 2025 was a very busy year at NVTC. It was a milestone year for public transit in the region that was marked by record ridership on bus and rail, major progress on bus rapid transit planning, and critical work to secure long-term funding for the region's transit network. NVTC's 2025 Year in Review highlights these efforts, detailing the continued success of the Commuter Choice program, major planning and outreach activities for the Envision Route 7 bus rapid transit project, and the role of NVTC staff and Commissioners in DMVMoves and the SJ 28 Joint Subcommittee, which are two efforts that provided recommendations for sustainable transit funding.

Ms. Mattice also stated that NVTC continued its fiscal stewardship, its oversight of WMATA, and the support it provides to the local jurisdictions and transit agencies that move more than two million riders each week.

2026 Look Ahead. Ms. Mattice stated that first and foremost, for 2026 NVTC will continue its strong and effective financial management of public transportation funding. NVTC expects 2026 to be a critical year for Northern Virginia transit as funding recommendations from DMVMoves and the Virginia General Assembly's SJ 28 Joint Subcommittee guide new legislation in the Virginia General Assembly's 2026 Session. The recommendations, if enacted into law, have the potential to provide long-term financial stability for the regional transit network, which experienced record-breaking ridership last year. She invited Commissioners to attend NVTC's Legislative Reception in Richmond on February 5 to meet with lawmakers and continue advocating for transit initiatives that will

be working their way through the General Assembly this year. The Virginia Transit Association will also be holding a Transit Advocacy Day on January 26.

Ms. Mattice highlighted NVTC's upcoming milestones for the Commuter Choice program, including the I-66 Needs Assessment, another round of I-66 project programming, and issuing a next Call for Projects for I-395/95. The Envision Route 7 project, which completed a planning and outreach push in the fall, will go out to the community again this spring to update riders on project progress between Seven Corners and Southern Towers/Mark Center and gather additional input. NVTC will continue its strong relationship with WMATA, as it is charged with the funding and stewardship of WMATA, is represented on the WMATA Board, manages regional and state funding for WMATA on behalf of NVTC's local jurisdictions, and reports Metro performance data. Throughout the year, NVTC will continue to use committees for a great deal of the work – all of which are meetings open to all Commissioners and the public in person.

Chair Bagley recognized the teamwork of staff and Commissioners.

#### Washington Metropolitan Area Transit Authority (WMATA)

Chair Bagley asked WMATA Board Principal Walter Alcorn to give an update on the WMATA budget and then the WMATA Board Member Report.

Proposed FY 2027 WMATA Budget. Mr. Alcorn reported that the proposed FY 2027 WMATA Budget was previewed to the WMATA Board on December 11. He provided some context for the major elements in the budget, which will help facilitate the discussion in the next agenda item regarding NVTC's budget comments.

Mr. Alcorn stated that the proposed operating budget anticipates continued ridership and revenue growth, reinvesting anticipated savings into better service, and 3% growth in total jurisdictional subsidy. He also reported that service enhancements in Virginia include additional Orange/Silver/Blue service, additional peak-period rail service, and expanded peak-period bus service on two routes with high ridership. Most of the service enhancements will be funded through savings from Automatic Train Operation (ATO) efficiencies and bus scheduling efficiencies as WMATA continues to refine and optimize the Better Bus Network.

Mr. Alcorn stated that the major decision points with this budget are in the capital program. The proposed budget contains two scenarios: one with DMVMoves funding and one without. The WMATA Board will need some level of confidence that the DMVMoves funding needs in Virginia, Maryland and the District are going to be met in order to proceed with that scenario. In the baseline scenario (without DMVMoves funding), WMATA staff have proposed advancing rail modernization on the Red Line. The tradeoff is that there is not sufficient funding for the first option of the 8000-series railcars. Fewer railcars will limit future service improvements and potentially reduce railcar reliability as the fleet ages. Right now, WMATA funded the base order of 256 cars. The first option, which would support an additional 104 railcars, needs to be executed by December 2026. On the other hand, rail modernization on

the Red Line is WMATA's highest priority capital need and would serve as the starting point for the systemwide rail modernization program. Mr. Alcorn stated that beyond this key decision point, there are several other capital program areas that would be severely limited without DMVMoves funding: bridges, tunnels, heating and cooling, and maintenance facilities to name a few. More information should be available in the next few weeks regarding the budget public comment period timeline. The budget is anticipated to be approved in April.

Report from the Virginia WMATA Board Members. Mr. Alcorn reported that he attended the Commonwealth Transportation Board (CTB) meeting on January 6 where there was a presentation on the WMATA Operational Analysis. This study was funded by the Commonwealth to assess opportunities to drive costs down and increase revenues through optimization and internal efficiencies. The presentation was well received by CTB members and will be a tool for WMATA management into the future.

Mr. Alcorn noted that the written report includes extensive information on the rail modernization program, the updated Strategic Transformation Plan and the Blue and Yellow Line track work beginning next month between Pentagon City and National Airport.

Mr. Alcorn welcomed Mr. Flowers to NVTC and the WMATA Board and asked Mr. Flowers if he would like to make any comments. Mr. Flowers stated that he is looking forward to working with his fellow WMATA Board members and NVTC Commissioners. He provided some background information on his experience with transportation and infrastructure since he moved to this region 13 years ago. He is also a member of the Virginia Passenger Rail Authority (VPRA).

Mr. Snyder returned to the meeting at 8:17 p.m. Mr. Ebbin stepped out of the room at 8:19 p.m.

Chair Bagley observed that the need for capital investments is so important. She appreciates all the work on the DMVMoves and SJ 28.

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

Chair Bagley asked WMATA Committee Chair Matt de Ferranti and Ms. Mattice to give the report.

NVTC's FY 2027 Proposed Budget Comments to WMATA. Mr. de Ferranti stated that due to the anticipated public outreach schedule, WMATA's proposed budget documents will be released following NVTC's January meeting and the public comment period will close before the next Commission meeting in March. Based upon preliminary information presented to the WMATA Board in December, staff recommend the letter reflect the following themes:

- Support legislative efforts in Virginia, Maryland and the District of Columbia to advance the Capital Improvement Program (CIP) scenario that includes DMVMoves funding.
- Advance rail modernization on the Red Line and continue to refine the costs and benefits of a systemwide modernization program.
- Ensure that funding is secured to allow Option 1 of the 8000-series railcar contract to be executed to avoid production disruptions or delays.
- Until legislation removes the need to address the current 3% cap on growth in Virginia’s operating assistance to WMATA, ensure Virginia’s proposed subsidy does not conflict with the 3% cap thereby causing the withholding of state aid to NVTC jurisdictions.
- Continue to look for opportunities to identify one-time and recurring cost savings in the operating and capital budgets.

Mr. de Ferranti explained that the recommended action is to authorize the WMATA Committee chair to submit budget comments. After Commission action, staff will work with the chair of NVTC’s WMATA Committee to finalize and submit a letter from NVTC to WMATA regarding its FY 2027 Proposed Budget and CIP prior to the close of the public comment period. The NVTC WMATA Committee is scheduled to meet at 6:00 p.m. on Thursday, January 29 at NVTC.

Mr. Lopez moved, with a second by Mr. Krizek, to authorize the WMATA Committee chair to submit the budget comments. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Karantonis, Krizek, Letourneau, Lopez, Peterson, Salim, Sizemore Heizer and Snyder. Mr. Flowers abstained. A roll call vote was conducted for Commissioners participating electronically and Mr. Aguirre and Mr. Reid voted in the affirmative. The motion passed. (Mr. Ebbin was not present for the vote.)

2026 General Assembly Legislative Session. Ms. Mattice reported that the Legislative Committee and NVTC staff are closely tracking this year’s General Assembly Session, which convenes on January 14. NVTC passed its 2026 Legislative and Policy Agenda at the last Commission meeting, and those priorities are guiding staff through this Session. In December, Governor Youngkin presented his budget, noting that General Fund revenues are up 5.2% year-over-year. The introduced budget represents the starting point for the General Assembly’s budget deliberations and is expected to undergo significant revision during the 2026 Session. With respect to transportation, the proposal includes only modest new General Fund support and largely maintains existing funding frameworks. As expected, longer-term transportation and transit funding issues are not addressed in the introduced budget and would require separate legislative action or future budget amendments.

Ms. Mattice stated that it is expected that there will be two bills introduced that would address the transit needs identified through DMVMoves and SJ 28. In either case, a combination of statewide and regional funding is identified to sustainably fund the region’s transit network. One bill achieves this by modernizing Virginia’s sales tax to include services (and thus generating other revenue to fund additional statewide priorities) and the second

bill achieves this by focusing specifically on the SJ 28 recommendations and a handful of revenue sources identified through that process.

Ms. Mattice introduced NVTC Legislative Liaisons Aimee Perron Seibert and Henry Watkins for additional updates. Ms. Perron Seibert gave an update on the upcoming General Assembly Session. She thanked Senator Ebbin and Delegate Sickles who have been gracious and helpful to continue the work on transit funding legislation. Senator Ebbin can carry his bill through Crossover on February 17 and Senator Scott Surovell has agreed to help with the senate legislation after that. Ms. Perron Seibert stated that Delegate Richard Sullivan, who serves as vice-chair of the Finance Committee, has agreed to patron the larger bill in the House and Delegate Kathy Tran, who is the majority caucus chair, will patron the SJ 28 legislation.

Senator Ebbin returned to the discussion at 8:25 p.m.

Ms. Perron Seibert noted that there are lots of changes for this General Assembly Session, with a record number of special elections and a new administration with Governor-elect Spanberger. They will need everyone's help to talk with legislators to make this transit funding legislation a priority.

In response to a question from Mr. Lopez, Ms. Perron Seibert stated that they have already submitted a request to give a presentation to the Northern Virginia Delegation. Mr. Alcorn asked about down-state support and Ms. Perron Seibert stated that Ms. Mattice has been speaking to Hampton Roads and Mr. Sickles has been speaking with multiple people, including the Speaker of the House and Senator Louise Lucas. She stated that it is a hard road ahead. Mr. Smedberg noted that Nick Donohue as Secretary of Transportation will be invaluable as he previously served as facilitator for the DMVMoves effort. Mr. de Ferranti noted that there are many moving pieces, and asked staff to let Commissioners know when they are needed and Commissioners should be ready to help.

Ms. Mattice gave a quick overview of how she and other NVTC staff will be actively engaged down in Richmond. Staff will also be tracking other legislation of interest to NVTC. She sadly announced that this is Andrew D'huyvetter's last meeting as he and his family are relocating to Australia. His service to NVTC will be recognized later in the agenda but she wanted to note that Andrew has played a pivotal role in all of NVTC's hard work on transit funding legislation. The good news is that Ann McGrane is stepping into the role of Director of Programs and Policy. Ms. Mattice also announced that Sarah Godfrey has been promoted to Director of Strategic Communications. Ms. Mattice asked both of them to provide more details on what NVTC is doing to advocate for a transit funding solution and how Commissioners can help.

Ms. McGrane provided an overview of what staff have been doing to create materials and educate stakeholders on the region's transit funding needs and the benefits that transit provides. They are not starting from zero as NVTC's Value of Transit Study from 2023 identified a financial benefit of \$1.5 billion to the Commonwealth due to Northern Virginia's transit system. Throughout these efforts, NVTC staff have been creating materials in

preparation for the legislative Session, including the 2026 Legislative and Policy Agenda, as well as ridership and transit funding need handouts.

Ms. Godfrey provided an overview of NVTC’s advertising and media plan. NVTC is launching a small, strategic ad campaign during the General Assembly Session to remind Virginians that public transit is a valuable, essential service. NVTC is also issuing advertisements with two statistics (Virginia transit moved three million people per week and generates billions of dollars in economic activity every year) and a short message (Keep Virginia Moving Forward: Invest in Transit). These ads will run across four channels (Richmond Times Dispatch (print/digital), VaNews, VPM pod, social media coordinated with partners) between January 20 and February 18. NVTC will also continue to share other materials through usual NVTC channels, including in-person events, such as Virginia Transit Association’s Advocacy Day on January 26 and NVTC’s Legislative Reception on February 5.

Transit Service Delivery Advisory Committee (TSDAC). Ms. Mattice reported that the Department of Rail and Public Transportation (DRPT) briefed the Commonwealth Transportation Board (CTB) on proposed changes to the MERIT program at the December 9 CTB meeting and recommended that CTB delay any action until June 2026. This is in keeping with the recommendations of the TSDAC resolution of November 24 and the comments that NVTC submitted as a member of the Virginia Transit Association. She stated that staff will continue to follow the process and provide updates as next steps are identified. The next TSDAC meeting will be in Richmond on January 20.

Federal Update. Ms. Mattice reported that Congress has not yet passed the FY 2026 spending bill for programs authorized through the Transportation, Housing and Urban Development (THUD) appropriations process. Those programs are currently funded at FY 2025 levels through a continuing resolution that will expire on January 30. Programs authorized through the Infrastructure Investment and Jobs Act (IIJA) expire on September 30, so it will be a busy year for surface transportation policy and funding. She also reported that USDOT released a Notice of Funding Opportunity for FY 2026 BUILD grants, which can be used to fund transit capital investments. Applications are due February 24. In response to a question from Mr. Lopez about the reauthorization bill, Ms. Mattice stated that there was a concern that transit funding would be pulled from the trust fund but that has been portrayed as a “non-starter” but staff will continue to monitor this. Mr. Letourneau stated that the big question is how to close the trust fund gap.

#### NVTC FY 2027 Budget and 2026-2027 Work Plan

Chair Bagley reminded Commissioners that there was a detailed presentation on the FY 2027 General and Administrative Budget and the 2026-2027 Work Plan at the December meeting. The proposed budget is the same budget presented last month. The budget totals \$5,074,850 including \$639,300 for the administration of the Commuter Choice program, which is funded entirely with toll related revenue, and the management of the Envision Route 7 BRT project, which includes \$60,300 in revenue from the related project budget. The balance of the general and administrative budget is funded primarily by the member jurisdictions through direct contributions and state aid received by NVTC. Other revenue

sources include interest earnings, project chargebacks, grant billings and a carryover of prior period favorable net budget variances in excess of minimum operating requirements. Total expenses are proposed to increase by \$141,050, or 2.9% over the FY 2026 Budget, which is the second consecutive year with a less than 3% increase. Staff levels are held constant from the prior year, and a provision for cost-of-living (COLA) and performance-based increases are included for existing staff.

Chair Bagley also noted that the Work Plan covers the work NVTC plans to accomplish with its proposed budget. NVTC's Work Plan is a living document that shapes the day-to-day management, analysis and oversight work conducted by NVTC staff and works in tandem with the budget. NVTC conducted a public comment period on the Work Plan and NVTC received and incorporated additional introductory information in the Work Plan to reflect one of the public comments received. The other comments were not relevant to the content of the Work Plan.

Mr. Alcorn moved, with a second by Ms. Coffey, to approve NVTC's FY 2027 Budget and the 2026-2027 Work Plan. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Peterson, Salim, Sizemore Heizer and Snyder. Mr. Flowers abstained. A roll call vote was conducted for Commissioners participating electronically and Mr. Aguirre and Mr. Reid voted in the affirmative. The motion passed.

#### Report from the Chair of the Program Advisory Committee

Chair Bagley encouraged Commissioners to read the written report, which includes updates on the Envision Route 7 BRT project and the Commuter Choice program.

#### Virginia Railway Express (VRE)

Chair Bagley stated that last month NVTC and PRTC appointed Katie Choe as the new VRE CEO and it is anticipated that she will begin giving her VRE CEO Reports at the March meeting. She starts at VRE on January 20. Meanwhile, Acting VRE CEO Dallas Richards is here to give his CEO Report. Chair Bagley also noted that VRE Vice-Chair Dan Storck has agreed moving forward to introduce the VRE action items at NVTC meetings, but since he cannot be here tonight, she will go ahead and introduce them one last time. She suggested presenting the action items first and then doing a block vote at the end. There were no objections.

VRE CEO Report. Mr. Richards reported that on-time performance reached 87% for the month of November, and numbers are looking good for the month of December. Ridership took a hit with the federal government shutdown but it looks like it rebounded in December. Mr. Richards reported that in December VRE participated in several holiday events including the City of Alexandria's 54<sup>th</sup> Annual Scottish Walk Christmas Parade, VRE Santa Trains and toy collection for the Marine Corps Reserve Toys for Tot campaign. VRE is one of the largest Toys for Tots donators in this region.

Mr. Richards gave an update on the Long Bridge project. Due to the District of Columbia's restrictions that construction cannot be done on weekends and nights, this will impact VRE daily service from 8:00 a.m. to 1:00 p.m. This will impact also AMTRAK and CSX service in the corridor. VRE is conducting a strong media blitz to get the word out on how this will impact service. No VRE trains are being eliminated. Morning and evening trains will continue running; however, some trains will start or end at Alexandria instead of Union Station. Riders who are impacted on the later trains in the morning, have the option to shift to an earlier train with no impact or they can reallocate their smart benefits to another mode of transit. Unfortunately, construction is expected to last for another five years. VRE staff does anticipate that this will have an impact on ridership.

In response to Mr. Krizek, Mr. Richards stated that there will be new signage to help passengers, both online and at the stations, and VRE will have ambassadors on the platforms to help riders. Chair Bagley noted that the new train recently added to the morning schedule is an additional option for riders. Mr. Richards explained that the new train was only possible because of the completion of the Seminary Yard project.

VRE's Amended FY 2026 and the Recommended FY 2027 VRE Operating and Capital Budgets to the Jurisdictions. Chair Bagley stated that Resolution #2594 will adopt and refer VRE's Amended FY 2026 and Recommended FY 2027 VRE Operating and Capital Budgets to the jurisdictions for their formal review and adoption. The resolution also authorizes the executive directors of NVTC and PRTC to take the necessary actions to apply for federal and state grant funding.

VRE Chief Financial Officer Mark Schofield reported that the total FY 2027 operating budget totals \$115.1 million and includes all operations, maintenance and existing debt service. This budget is down \$0.1 million versus the FY 2026 approved budget. The budget supports the existing 32 daily weekday trains and is balanced with all projected expenses supported by reasonably expected revenues. The jurisdictional subsidy is unchanged and there is a 5% fare increase to go into effect July 1, 2026. VRE conducted a public comment period on the proposed fare increase. VRE received 20 comments and opposition to a fare increase was expressed due to overall economic challenges, VRE reliability, and desire for additional services (e.g., WiFi). There were some comments requesting changes to \$5 flat fare and kids ride free fare.

Mr. Schofield stated that ridership remains hard to project in rapidly changing environment (i.e., return to work (RTO), government shutdown, economic uncertainty, work windows). Average daily ridership for FY 2027 is projected at 9,300 with total fare revenue of \$22.7 million. Regarding pandemic relief funding, \$36.7 million is projected for FY 2027, but VRE staff expect to bring that figure down through expense savings and alternative approaches to grant matching. VRE is still on trend for late FY 2028 for exhaustion of funds, so action on SJ 28 recommendations is critical. He also reviewed the different projects in the Capital Improvement Program for FY 2027-2032, which totals \$1.27 billion.

Chair Bagley noted that it is worthy to acknowledge that this budget is basically flat from the previous year's budget. She expressed appreciation to VRE staff for their work on the budget.

Chair Bagley explained that the next three VRE actions are related as they are all Capital Project Funding Addenda required by the Master Funding Agreement between the Commissions and the Virginia Passenger Rail Authority (VPRA). For context, back in August 2022, the Commissions entered into a Master Funding Agreement with VPRA and under this agreement, any projects that commenced after the execution of the Master Funding Agreement require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which establishes the project's scope, budget, schedule and VPRA funding commitment.

Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Woodbridge Station Platform Extension. Chair Bagley stated that Resolution #2595 will approve and authorize the VRE CEO to execute a capital project funding addendum with VPRA for the Woodbridge Station Platform Extension Project. This will facilitate VPRA providing up to \$3,281,260 in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds to VRE for this project.

Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Rolling Road Platform Extension Project. Chair Bagley stated that Resolution #2596 will approve and authorize the VRE CEO to execute a capital project funding addendum with VPRA for the Rolling Road Platform Extension Project. This will facilitate VPRA providing up to \$600,000 in non-federal match funds to VRE for this project.

Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Backlick Road Platform Extension Project. Chair Bagley stated that Resolution #2597 will approve and authorize the VRE CEO to execute a capital project funding addendum with VPRA for the Backlick Road Platform Extension Project. This will facilitate VPRA providing up to \$2.5 million in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds to VRE for the Backlick Road project.

In response to a question from Mr. Snyder, Mr. Schofield stated these actions are budgeted and funded in the VRE budget, are not a new financial liability, and usually do not require a local match.

Chair Bagley reviewed the four actions as part of the block vote:

- Resolution #2594: Adopt and Refer VRE's Amended FY 2026 and the Recommended FY 2027 VRE Operating and Capital Budgets to the Jurisdictions
- Resolution #2595: Approve and Authorize the VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Woodbridge Station Platform Extension
- Resolution #2596: Approve and Authorize the VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Rolling Road Platform Extension Project
- Resolution #2597: Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Backlick Road Platform Extension Project

Mr. de Ferranti moved, with a second by Mr. Krizek, to approve Resolution #2594, #2595, #2596 and #2597. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Peterson, Salim, Sizemore Heizer and Snyder. Mr. Flowers abstained as he is also a member of the Virginia Passenger Rail Authority. A roll call vote was conducted for Commissioners participating electronically and Mr. Aguirre and Mr. Reid voted in the affirmative. The motion passed. (Copies of the resolutions are attached.)

2026 VRE Operations Board Officers. Chair Bagley reported that at the December 19 VRE Operations Board meeting, the following slate of officers were approved and will be sworn in at the January VRE meeting:

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

#### Department of Rail and Public Transportation

Chair Bagley noted that DRPT Director Tiffany Robinson could not attend so the chair encouraged Commissioners to read the written DRPT Report. She noted that as mentioned earlier in the agenda, Governor-elect Spanberger has selected Mariia Zimmerman as the next DRPT Director. NVTC is excited to work with her and know she comes with strong credentials working on transit, affordable housing and transit-oriented development work. Tiffany Robinson's service will be recognized at the March meeting.

#### Executive Director Report

Ms. Mattice encouraged Commissioners to read the newsletter, which includes a recap of the December 15 annual NVTC-PRTC-VRE Legislative Forum. Over 200 people attended. The event had two panel discussions: one with Northern Virginia transit leaders and another on work to secure sustainable, dedicated transit funding. From the post-event survey, glowing comments were received about the information presented during the program, the opportunity to network with transit professionals, and the overall organization of the event. Ms. Mattice thanked Tenley O'Hara and Genoveva Cutrell for their leadership in putting together this year's forum. She also thanked everyone who attended and participated this year.

Ms. Mattice stated that as earlier mentioned Director of Programs and Policy Andrew D'huyvetter is leaving NVTC to move to Australia. He has been in this position for just over a year, but he's been at NVTC since 2016. When he first started at NVTC, he supported NVTC's work with VRE and transit ridership but the bulk of his tenure he supported WMATA and the

Virginia WMATA Board members. He is a wealth of information and has great stories from his time here as well as his previous jobs with Arlington County.

Mr. Alcorn stated that Mr. D’huyvetter has been an incredible resource for WMATA Board members. Mr. Letourneau stated that access to NVTC’s staff as a resource has been a big advantage to Virginia WMATA Board members. Maryland and the District don’t have this same resource. Mr. Letourneau also noted that Andrew is well respected at WMATA, from the general manager and on down. Mr. Ebbin thanked Mr. D’huyvetter for all his hard work on SJ 28. Mr. Smedberg thanked Mr. D’huyvetter for his work and noted that he worked very well with the other WMATA jurisdictions. Chair Bagley noted Mr. D’huyvetter’s tenure on NVTC and thanked him for his service. She noted that the internal handoff to Ann McGrane into the position of Director of Programs and Policy benefits everyone. Commissioners thanked Mr. D’huyvetter with a round of applause.

Ms. Mattice reviewed upcoming meetings:

- Joint WMATA Committee/Legislative and Policy Committee meeting on January 29 at 6:00 p.m.
- No February Commission meeting, but Legislative Reception in Richmond on Thursday, February 5 (4:45-7:00 p.m.) at the Commonwealth Strategy Group offices.
- Program Advisory Committee meeting on February 19 at 4:30 p.m., followed by the Joint WMATA Committee/Legislative and Policy Committee meeting at 6:00 p.m.
- Next Commission meeting on March 5, 2026 at 7:00 p.m. (Executive Committee meets at 6:00 p.m.)

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

Ms. Briskman congratulated Ms. Mattice on her WTS Woman of the Year award, which was announced at the last meeting and part of this month’s newsletter.

### Adjournment

Without objection, Chair Bagley adjourned the meeting at 9:20 p.m.

Approved this 5<sup>th</sup> day of March 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer



## RESOLUTION OF COMMENDATION

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

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

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

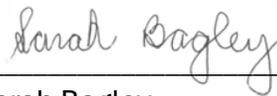
**WHEREAS:** In 2023, as a credit to his leadership and dedicated service, Mr. Smedberg was honored as Board Member of the Year by the American Public Transportation Association (APTA); and

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

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

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

Approved this 8<sup>th</sup> day of January, 2026.



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Sarah Bagley  
Chair



## RESOLUTION OF COMMENDATION

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

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

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

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

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

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

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

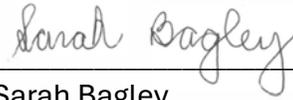
**WHEREAS:** Delegate Sickles served on the Task Force of the DMVMoves initiative and played a leading role on the Northern Virginia Growing Needs of Public Transit Joint Subcommittee, advocating for sustainable funding, cost containment measures and strategies to move the region toward a more integrated,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

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

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

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

Approved this 8<sup>th</sup> day of January, 2026.

A handwritten signature in cursive script that reads "Sarah Bagley". The signature is written in black ink and is positioned above a horizontal line.

Sarah Bagley  
Chair



## RESOLUTION OF COMMENDATION

**SUBJECT:** Commending the Honorable David F. Snyder for His Service as Chair of the Northern Virginia Transportation Commission for 2025

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

**WHEREAS:** The Honorable David F. Snyder has served with distinction as a NVTC Commissioner since 1994 and served as chair in 2000, 2007, 2015 and 2025;

**WHEREAS:** In 2025, Chair Snyder led NVTC during its 61<sup>st</sup> year of operations, which was a standout year for the Commission as it celebrated record-breaking ridership across the region's public transit agencies, including key bus routes funded through NVTC's Commuter Choice program;

**WHEREAS:** The year 2025 was pivotal for the building the case to strengthen the public transit network as NVTC Commissioners and staff played integral roles in two initiatives to establish sustainable, long-term funding for public transit. While DMVMoves provided a roadmap for transit across the Greater Washington region, SJ 28, the General Assembly's Growing Needs of Northern Virginia Public Transit, studied long-term, sustainable, dedicated operations and capital funding as well as cost-containment controls and strategies to meet the growing needs of public transit agencies in Northern Virginia including WMATA, VRE, and local, regional and commuter bus operators serving the region;

**WHEREAS:** Under Chair Snyder's leadership, NVTC staff supported this critical work and other NVTC projects and programs by producing timely reports and online explorers to provide deeper understanding of the complex way public transit is funded, how bus priority measures can improve the overall rider experience, how agencies can work together to plan for zero-emission bus infrastructure and other studies designed to offer functional transit-focused research;

**WHEREAS:** In 2025, Chair Snyder engaged with the NVTC WMATA Committee, local jurisdictional leaders, regional stakeholders and staff to develop NVTC's 8<sup>th</sup> Annual Report on the Performance and Condition of WMATA, highlighting key priorities; offering strategies for WMATA to continue its efforts toward reducing cost growth and increasing revenues as well as safety, reliability and financial performance data; and providing a framework to develop longer-term funding and reform solutions;

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

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

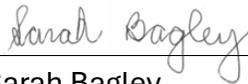
**WHEREAS:** Chair Snyder supported NVTC's Transit Data and Analysis program, which in 2025 elevated the use of data to tell the story of public transit in Northern Virginia in easy-to-understand formats, including debuting the Transit Funding Guide (an interactive tool created as an informational guide to how transit is funded in Northern Virginia at the federal, state, regional and local levels); giving a face-lift to the Transit Data Dashboard to prove a more streamlined and user-friendly experience; and developing the Envision Route 7 Explorer and the Bus Priority Interactive Map; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby commends the Honorable David F. Snyder for his leadership as chair of NVTC for 2025 and his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

**BE IT FURTHER RESOLVED** that NVTC prepare a copy of this resolution for presentation to Mr. Snyder as an expression of its gratitude and in appreciation for his leadership and work on the Commission in promoting and funding public transit in Northern Virginia.

Approved this 8<sup>th</sup> day of January 2026.

  
\_\_\_\_\_  
Sarah Bagley  
Chair



**RESOLUTION #2591**

**SUBJECT:** Approve the Appointments of NVTC Representatives to Various Boards for 2026

**WHEREAS:** NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE) and the Virginia Transit Association (VTA);

**WHEREAS:** Some of NVTC’s jurisdictions may not formally appoint their NVTC members prior to NVTC’s January 2026 meeting and some may not be ready with recommendations for appointment to various boards; and

**WHEREAS:** Virginia Secretary of Transportation W. Sheppard Miller III designated Darien B. Flowers to be the secretary’s designee on NVTC and the WMATA Board, which became effective January 6, 2026 with the term expiring January 1, 2030.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principals and alternates to the WMATA Board of Directors, subject to possible subsequent action by NVTC’s jurisdictions that alters their NVTC members for 2026 and their recommendations for members of the various boards:

**WMATA Board of Directors**

**Principals:**

Darien B. Flowers  
Commonwealth.Appointee  
(term expires 01-01-2030)

Walter L. Alcorn  
NVTC.Appointee  
(term expires 01-05-2029)

**Alternates:**

Matt de Ferranti  
Alternate.to.Commonwealth.Principal.  
(term expires 01-04-2028)

Canek Aguirre  
Alternate.to.NVTC.Principal.  
(term expires 01-05-2027)

**BE IT FURTHER RESOLVED** that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC’s jurisdictions that alters their NVTC members for 2026 and their recommendations for members of the various boards:

**Virginia Railway Express (VRE) Operations Board**

**Principals:**

Fairfax County:

Daniel Storck

Rachna Sizemore Heizer

City of Alexandria:

Sarah Bagley

Arlington County:

Takis Karantonis

**Alternates:**

Fairfax County:

James Bierman

City of Alexandria:

Canek Aguirre

Arlington County:

Maureen Coffey

**BE IT FURTHER RESOLVED** that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2026 and their recommendations for members of the various boards:

**Virginia Transit Association Board:**

**Principals:**

David F. Snyder

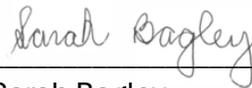
Katherine A. Mattice

**Alternates:**

Sarah Bagley

Canek Aguirre

Approved this 8<sup>th</sup> day of January, 2026.



Sarah Bagley

Chair



Maureen Coffey

Secretary-Treasurer



**RESOLUTION #2592**

**SUBJECT:** Approve the 2026 NVTC Committee Membership

**WHEREAS:** Every January, the Northern Virginia Transportation Commission approves the appointments to its four committees, including the Executive Committee, the WMATA Committee, the Program Advisory Committee, and the Legislative and Policy Committee;

**WHEREAS:** The NVTC By-Laws determine the membership of the Executive Committee and also speak to the make-up of the other committees;

**WHEREAS:** For the other three NVTC committees, membership is drawn from the member jurisdictions in a representative manner; and

**WHEREAS:** Some of NVTC’s jurisdictions may not formally appoint their NVTC members prior to NVTC’s January 2026 meeting and, therefore, subsequent action may be needed at a future date to update the committee membership roster.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the following Commissioners to serve on the four NVTC committees, subject to possible subsequent action by NVTC’s jurisdictions that alters their NVTC members for 2026:

**NVTC Executive Committee**

- Chair, Sarah Bagley
- Vice-Chair, Matt Letourneau
- Secretary-Treasurer, Maureen Coffey
- WMATA Committee Chair, Matt de Ferranti
- Program Advisory Committee Chair, Dalia Palchik
- Legislative and Policy Committee Chair, Canek Aguirre
- Immediate Past Chair, David F. Snyder
- General Assembly Member, Adam Ebbin
- Non\_Voting.Members;
- WMATA Principal Member, Walter Alcorn
- WMATA Principal Member, Darien B. Flowers

**NVTC WMATA Committee**

- |   |                      |
|---|----------------------|
| Chair, WMATA Alternate Member, Matt de Ferranti | Arlington County     |
| Vice-Chair, Matt Letourneau                     | Loudoun County       |
| WMATA Principal Member, Walter Alcorn           | Fairfax County       |
| WMATA Principal Member, Darien B. Flowers       | Commonwealth         |
| WMATA Alternate Member, Canek Aguirre           | City of Alexandria   |
| David Snyder                                    | City of Falls Church |

**NVTC Legislative and Policy Committee**

Chair, Canek Aguirre  
Vice-Chair, James Bierman, Jr.  
Maureen Coffey  
Matt Letourneau  
Catherine Read  
David Snyder  
Non\_Voting.Member;  
General Assembly Member, Adam Ebbin

City of Alexandria  
Fairfax County  
Arlington County  
Loudoun County  
City of Fairfax  
City of Falls Church

**NVTC Program Advisory Committee**

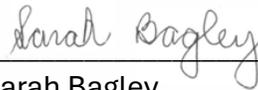
Chair, Dalia Palchik  
Vice-Chair, Juli Briskman  
Sarah Bagley  
Takis Karantonis  
David Snyder

Fairfax County  
Loudoun County  
City of Alexandria  
Arlington County  
City of Falls Church

Approved this 8<sup>th</sup> day of January, 2026.



Maureen Coffey  
Secretary-Treasurer



Sarah Bagley  
Chair



**RESOLUTION #2593**

**SUBJECT:** Approve the Designation of NVTC Signatories and Pension Trustees

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

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

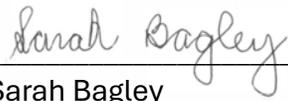
**NOW, THEREFORE BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby selects the following persons to serve as NVTC signatories (who are eligible to sign individually for any transaction of less than \$5,000 and with one other signatory for transactions of \$5,000 or greater):

Hon. Maureen Coffey  
Katherine A. Mattice  
Scott C. Kalkwarf

Secretary-Treasurer  
Executive Director  
Director of Finance and Administration

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

Approved this 8<sup>th</sup> day of January 2026.

  
\_\_\_\_\_  
Sarah Bagley  
Chair

  
\_\_\_\_\_  
Maureen Coffey  
Secretary-Treasurer



## RESOLUTION #2594

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

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

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

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

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

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

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

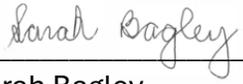
**BE IT FURTHER RESOLVED** that NVTC hereby concurs with the VRE Operations Board's recommendation that, given the availability of federal pandemic relief funding to supplement lost passenger revenues, that it is in the best interests of the Commissions and the riders of VRE that the Amended FY 2026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

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

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

Approved this 8th day of January, 2026.

  
\_\_\_\_\_  
Maureen Coffey  
Secretary-Treasurer

  
\_\_\_\_\_  
Sarah Bagley  
Chair



## RESOLUTION #2595

**SUBJECT:** Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Woodbridge Station Platform Extension Project

**WHEREAS:** On August 4, 2022, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“Commissions”) entered into a Master Funding Agreement for VPRA-Supplied Funding on VRE Projects. (“Master Funding Agreement”) with the Virginia Passenger Rail Authority;

**WHEREAS:** Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule and VPRA funding commitment;

**WHEREAS:** VPRA has identified up to \$3,281,260 in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds available for the Woodbridge Station Platform Extension project; and

**WHEREAS:** The VRE Operations Board recommends Commission approval of the proposed Capital Project Funding Addendum for the Woodbridge Station Platform Extension Project to facilitate VRE’s access to up to \$3,281,260 in CMAQ and non-federal match funds.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve the Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Woodbridge Station Platform Extension Project and authorize the Acting VRE CEO to execute the Addendum on behalf of the Commissions.

Approved this 8<sup>th</sup> day of January 2026.

A handwritten signature in cursive script, reading "Sarah Bagley", is written over a horizontal line.

Sarah Bagley  
Chair

A handwritten signature in cursive script, reading "Maureen Coffey", is written over a horizontal line.

Maureen Coffey  
Secretary-Treasurer



## RESOLUTION #2596

**SUBJECT:** Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the VPRA for the Rolling Road Platform Extension Project

**WHEREAS:** On August 4, 2022, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“Commissions”) entered into a Master Funding Agreement for VPRA-Supplied Funding on VRE Projects. (“Master Funding Agreement”) with the Virginia Passenger Rail Authority;

**WHEREAS:** Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule and VPRA funding commitment;

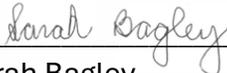
**WHEREAS:** VPRA has identified up to \$600,000 in non-federal match funds available for the Rolling Road Platform Extension project;

**WHEREAS:** The VRE Operations Board recommends Commission approval of the proposed Capital Project Funding Addendum for the Rolling Road Platform Extension Project to facilitate VRE’s access to up to \$600,000 in non-federal match funds.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve the Capital Project Funding Addendum with VPRA for the Rolling Road Platform Extension Project and authorizes the acting VRE chief executive officer to execute the Addendum on behalf of the Commissions.

Approved this 8th day of January, 2025.

  
\_\_\_\_\_  
Maureen Coffey  
Secretary-Treasurer

  
\_\_\_\_\_  
Sarah Bagley  
Chair



## RESOLUTION #2597

**SUBJECT:** Approve and Authorize the Acting VRE CEO to Execute a Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Backlick Road Platform Extension Project

**WHEREAS:** On August 4, 2022, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“Commissions”) entered into a Master Funding Agreement for VPRA-Supplied Funding on VRE Projects (“Master Funding Agreement”) with the Virginia Passenger Rail Authority;

**WHEREAS:** Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule and VPRA funding commitment;

**WHEREAS:** VPRA has identified up to \$2.5 million in Congestion Mitigation and Air Quality (CMAQ) and non-federal match funds available for the Backlick Road Platform Extension project; and

**WHEREAS:** The VRE Operations Board recommends Commission approval of the proposed Capital Project Funding Addendum for the Backlick Road Platform Extension Project to facilitate VRE’s access to up to \$2.5 million in CMAQ and non-federal match funds.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve the Capital Project Funding Addendum with VPRA for the Backlick Road Platform Extension Project and authorize the acting VRE chief executive officer to execute the Addendum on behalf of the Commissions.

Approved this 8<sup>th</sup> day of January, 2025.

A handwritten signature in cursive script, reading "Sarah Bagley", is written above a horizontal line.

Sarah Bagley  
Chair

A handwritten signature in cursive script, reading "Maureen Coffey", is written above a horizontal line.

Maureen Coffey  
Secretary-Treasurer

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice, Scott Kalkwarf, Meg Johnston, Matt Friedman and Rhonda Gilchrest  
**DATE:** February 26, 2026  
**SUBJECT:** Consent Agenda

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The Consent Agenda includes four actions regarding the FY 2027 state assistance applications to the Department of Rail and Public Transportation (DRPT), a DRPT application for a 2026 Blue and Yellow Lines Construction Marketing Initiative, a Request for Proposals for marketing services, and updates to the NVTC committee roster.

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

**A. Approve Resolution #2598: Approve the FY 2027 State Assistance Applications to DRPT**

The Commission is asked to approve Resolution #2598 approving the FY 2027 state transit assistance applications, and authorizing the executive director, or her designee, to submit the state assistance applications to the Virginia Department of Rail and Public Transportation (DRPT), and accept and execute funding agreements for the following:

- State operating and capital transit assistance on behalf of NVTC's five original WMATA jurisdictions for their local bus systems and transit capital costs. The applications total \$206.6 million in eligible operating costs and \$34.6 million in total capital expenses.
- State technical assistance on behalf of the City of Fairfax for \$57,500 for CUE Route Change Launch Support and for NVTC's Strategic Plan with costs of \$300,000.
- State assistance through DRPT's Workforce Development Program for NVTC's Fellows Program for \$50,000 in costs.
- State assistance through DRPT's Demonstration Program on behalf of Arlington County for AI Enabled Customer Service for \$250,000 in costs.
- State assistance through DRPT's TRIP program on behalf of Fairfax County for Zero Fare in the amount of \$1.04 million, and on behalf of City of Fairfax for \$2 million.
- State assistance through DRPT's I-66 Outside the Beltway (OTB) Capital Funding program for VRE's Broad Run Lead Track Design in the amount of \$11.3 million.

The resolution also authorizes the executive director, or her designee, to execute agreements for FY 2027 WMATA capital and operating funds, and FY 2027 VRE capital and operating funds, both of which are not applied for, but rather are provided to NVTC based on percentages of the Commonwealth Mass Transit Fund.

Detailed tables are provided showing the amount of each form of assistance being requested, with comparison to FY 2026.

**B. ACTION: Approve Resolution #2599: Authorize the Executive Director to Apply to DRPT for Funding to Support the 2026 Blue and Yellow Lines Construction Marketing Initiative**

The Commission is asked to approve Resolution #2599, which will authorize the executive director to apply to DRPT for funding to support the 2026 Blue and Yellow Lines Construction Marketing Initiative in the amount of \$80,000, with the required \$20,000 match from NVTC's General and Administrative Budget.

WMATA announced the Crystal City Station will be closed across 10 weekends from February 14 through June 21 for construction of the second entrance for the Crystal City Station to support growing ridership demand and improve station access. Ronald Reagan National Airport and Potomac Yard Stations will also be closed on three weekends in March and May for infrastructure renewal. The closures will particularly impact Northern Virginia residents who travel on the Blue and Yellow Lines at or south of Crystal City Station who wish to use Metrorail to travel to Arlington, Fairfax and Loudoun Counties, the District of Columbia and Maryland. While WMATA will provide shuttle buses, riders can expect longer travel times. The closures will also affect all riders who plan to travel to and from the airport on those weekends.

With the DRPT funding, NVTC will conduct a region-wide NoVaRides marketing campaign to encourage people to return to riding public transit following the completion of construction work. NVTC managed successful marketing campaigns in 2019, 2021, 2022 and 2023 and will use the expertise gained from those campaigns to inform the design and execution of the 2026 campaign.

**C. ACTION: Authorize the Executive Director to Issue a Request for Proposals (RFP) for Development and Implementation of the 2026 Blue and Yellow Lines Construction Marketing Initiative**

The Commission is asked to authorize the executive director to issue a Request for Proposals (RFP) for marketing services for the 2026 Blue and Yellow Lines Construction Marketing Initiative, contingent on the successful grant application for DRPT funding (previous item #4B).

The firm selected shall be responsible for, but not be limited to, the following tasks:

- Develop campaign messaging, in partnership with NVTC staff and regional partners.
- Design campaign marketing assets.
- Develop a comprehensive marketing plan designed to reach public transit riders and potential and lapsed public transit riders to encourage them to ride the trains and buses serving Northern Virginia, reflective of the demographics of the region

and inclusive of modern geo-targeting technology to reach people who travel in the Blue and Yellow Lines corridor affected by construction work.

The value of the contract shall not exceed \$100,000, based on the potential DRPT grant and NVTC match.

Following the procurement process and a formal evaluation of the proposing firms, staff will return in June to seek Commission authorization to award a contract.

**D. ACTION ITEM: Approve Resolution #2600: Approve Updates to the 2026 NVTC Committee Membership**

The Commission will be asked to approve Resolution #2600, which will approve updates to various NVTC committees.

At the January meeting, the Commission approved 2026 committee assignments, but that action was contingent on subsequent actions by local boards and councils as their NVTC appointments may not have been known by January 8, 2026.

On January 12, the Falls Church City Council appointed Justine Underhill to serve on NVTC as a principal Commissioner and David Snyder to serve as an alternate. Per NVTC By-Laws, the immediate past chair serves on the Executive Committee as long as they serve on the Commission, so Mr. Snyder will continue to serve as a non-voting member of the Executive Committee. Resolution #2600 will appoint Ms. Underhill as the principal Falls Church member of the other NVTC committees and Mr. Snyder as her alternate on the WMATA Committee and Legislative and Policy Committee as he plans to continue to actively participate in the work of these two committees.

Senator Salim will fill the vacancy on the Executive Committee and Legislative and Policy Committee left with Senator Ebbin's departure.

The NVTC Committee Roster has been updated with changes in bold:

**NVTC Executive Committee**

Chair, Sarah Bagley

Vice-Chair, Matt Letourneau

Secretary-Treasurer, Maureen Coffey

WMATA Committee Chair, Matt de Ferranti

Legislative and Policy Committee Chair, Canek Aguirre

Program Advisory Committee Chair, Dalia Palchik

General Assembly Member, **Saddam Azlan Salim**

*Non-Voting Members:*

WMATA Principal Member, Walter Alcorn

WMATA Principal Member, Darien Flowers

Immediate Past Chair, David F. Snyder

**NVTC WMATA Committee**

Chair, WMATA Alternate Member, Matt de Ferranti  
Vice-Chair, Matt Letourneau  
WMATA Principal Member, Walter Alcorn  
WMATA Principal Member, Darien Flowers  
WMATA Alternate Member, Canek Aguirre  
**Justine Underhill (David Snyder, Alternate)**

Arlington County  
Loudoun County  
Fairfax County  
Commonwealth  
City of Alexandria  
City of Falls Church

**NVTC Legislative and Policy Committee**

Chair, Canek Aguirre  
Vice-Chair, James Bierman, Jr.  
Maureen Coffey  
Matt Letourneau  
Catherine Read  
**Justine Underhill (David Snyder, Alternate)**  
*Non-Voting Member:*  
**Saddam Azlan Salim**

City of Alexandria  
Fairfax County  
Arlington County  
Loudoun County  
City of Fairfax  
City of Falls Church  
  
General Assembly

**NVTC Program Advisory Committee**

Chair, Dalia Palchik  
Vice-Chair, Juli Briskman  
Sarah Bagley  
Takis Karantonis  
**Justine Underhill**

Fairfax County  
Loudoun County  
City of Alexandria  
Arlington County  
City of Falls Church



**RESOLUTION #2598**

**SUBJECT:** Approve the FY 2027 State Transit Assistance Applications to DRPT

**WHEREAS:** The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal funding to help defray NVTC, Washington Metropolitan Area Transit Authority (WMATA), local bus systems and Virginia Railway Express (VRE) operating and capital costs.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY 2027 commencing July 1, 2026 in the amount of \$206.6 million in eligible local transit operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

**BE IT FURTHER RESOLVED** that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file applications to DRPT for grants of public transportation assistance for FY 2027 for capital expenses totaling \$34.6 million in costs to defray the costs borne by NVTC and its members for capital expenditures;
- 2) To revise the capital portion of the application to reflect refined estimates by the local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file an application to DRPT for FY 2027 Technical Assistance for the City of Fairfax for \$57,500 in costs for CUE Route Change Launch Support;

- 2) To file an application to DRPT for FY 2027 Technical Assistance for NVTC's Strategic Plan in the amount of \$300,000 in costs;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file an application to DRPT for FY 2027 Workforce Development funding for NVTC's Fellows Program in the amount of \$50,000 in costs;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file an application to DRPT for FY 2027 Demonstration Program funding on behalf of Arlington County for AI Enabled Customer Service in the amount of \$250,000 in costs;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file an application to DRPT for Transit Ridership Incentive Program (TRIP) on behalf of Fairfax County for Zero Fare in the amount of \$1.04 million;
- 2) To file an application to DRPT for Transit Ridership Incentive Program (TRIP) on behalf of City of Fairfax for Zero Fare in the amount of \$2 million;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC authorizes the executive director, or her designer, for and on behalf of NVTC:

- 1) To file an application to DRPT for I-66 OTB Capital Funding on behalf of VRE for Broad Run Lead Track Design in the amount of \$11.3 million;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC:

- 1) To accept from DRPT and execute the grant for WMATA capital and operating purposes per Section 33.2-1526.1.D.4 of the Code of Virginia in such amounts as may be awarded; and
- 2) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and PRTC and their members:

- 1) To accept from DRPT and execute the grant for VRE capital and operating purposes per Section 33.2-1526.1.D.3 of the Code of Virginia in such amounts as may be awarded; and
- 2) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, and that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts.

**BE IT FURTHER RESOLVED** that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and its members, to furnish to the Transportation Planning Board, the Commonwealth Transportation Board, and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

**BE IT FURTHER RESOLVED** that NVTC authorizes the executive director, or her designee, to amend the above-described applications at the request of NVTC's member jurisdictions or VRE to include the most recent information and project costs.

Approved this 5<sup>th</sup> day of March 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer

**NVTC**

**SUMMARY OF DRPT CAPITAL AND OPERATING ASSISTANCE APPLICATIONS**

	<u>FY 2027</u>	<u>FY 2026</u>	<u>Increase (Decrease)</u>
<b><u>NVTC</u></b>			
<b><u>CAPITAL ASSISTANCE (Schedule A)</u></b>			
Local Systems Capital			
Alexandria	\$ 10,482,050	\$ 5,241,524	\$ 5,240,526
City of Fairfax	4,788,044	3,514,098	1,273,946
Fairfax County	17,006,990	42,001,822	(24,994,832)
Arlington	2,333,000	17,133,039	(14,800,039)
 Total	<u>\$ 34,610,084</u>	<u>\$ 67,890,483</u>	<u>\$ (33,280,399)</u>
<b><u>OPERATING ASSISTANCE (Schedule B)</u></b>			
Local Systems Operating			
Prior Year Operating Expenses (50%)	\$ 206,594,092	175,519,685	\$ 31,074,407
Prior Year Ridership (30%)	18,494,077	17,512,600	981,477
Prior Year Vehicle Hours (10%)	1,442,746	1,392,817	49,929
Prior Year Vehicle Miles (10%)	17,190,471	16,439,282	751,189
 <b><u>OTHER ASSISTANCE (Schedule C)</u></b>	<u>\$ 3,697,500</u>	<u>\$ 75,000</u>	<u>\$ 3,622,500</u>
<b><u>VRE</u></b>			
 <b><u>CAPITAL ASSISTANCE (Schedule D)</u></b>	<u>\$ 11,238,388</u>	<u>\$ -</u>	<u>\$ 11,238,388</u>

Effective FY2019, NVTC no longer applies for WMATA capital and operating assistance, as it receives a percentage of the Commonwealth Mass Transit Fund for WMATA capital and operating purposes (VA Code 33.2-1526.1.D.4).

Effective FY2025, NVTC no longer applies for VRE capital and operating assistance, as it receives up to 3.5% of the Commonwealth Mass Transit Fund for VRE transit capital and operating purposes (VA Code 33.2-1526.1.D.3).

**SCHEDULE A****STATE TRANSIT CAPITAL ASSISTANCE  
LOCAL SYSTEMS  
FY2027**

	<u>Project Type</u>	<u>State Costs</u>
<b>CITY OF ALEXANDRIA</b>		
DASH Bus Replacements	State of Good Repair	10,482,050
Total		10,482,050
<b>CITY OF FAIRFAX</b>		
CUE Replacement Vehicles	State of Good Repair	4,080,000
Two-way Radio Replacement	State of Good Repair	47,000
Fuel Island Maintenance	Minor Enhancements	661,044
Total		4,788,044
<b>FAIRFAX COUNTY</b>		
Burke VRE Renovations	Minor Enhancement	250,000
Midlife Rebuild	State of Good Repair	2,250,000
Shop Equipment	Minor Enhancement	135,000
Bus Garage Renovations	Minor Enhancement	1,185,000
Bus Replacement	State of Good Repair	11,628,990
3rd Party Project Management - Consultant Services	Minor Enhancement	275,000
Bus Stop and Shelter Improvement Program	Minor Enhancement	1,083,000
Bus Shelter Replacement	Minor Enhancement	200,000
Total		17,006,990
<b>ARLINGTON COUNTY</b>		
Transit ITS/Security	State of Good Repair	831,000
Bus Stop Program	State of Good Repair	409,000
Bus Stop ADA	State of Good Repair	868,000
Bus Stop Sign Installation and Replacement	State of Good Repair	225,000
Total		2,333,000
<b>TOTAL LOCAL CAPITAL</b>		<b>\$ 34,610,084</b>

Capital assistance is awarded using a prioritization process, where projects are classified, scored and prioritized within three categories: state of good repair, minor enhancement, and major expansion.

**SCHEDULE A****STATE TRANSIT CAPITAL ASSISTANCE  
LOCAL SYSTEMS  
FY2026**

	<u>Project Type</u>	<u>State Costs</u>
<b>CITY OF ALEXANDRIA</b>		
DASH SGR Bus Replacment (7)	State of Good Repair	5,241,524
Total		<u>5,241,524</u>
<b>CITY OF FAIRFAX</b>		
Replacement Engines (2) for 2015 Buses	Minor Enhancement	65,544
Tire Changer and Tire Balancer Replacement	Minor Enhancement	12,960
Replacement Fleet Buses (6)	State of Good Repair	3,435,594
Total		<u>3,514,098</u>
<b>FAIRFAX COUNTY</b>		
Richmond Highway Rapid Bus Transit	Major Expansion	25,000,000
Shop Equipment	Minor Enhancement	125,000
Burke VRE Renovations	Minor Enhancement	350,000
Bus Garage Renovations	Minor Enhancement	1,660,000
3rd Party Project Management	Minor Enhancement	498,960
Backlick VRE paving	Minor Enhancement	150,000
Replacment Bus Shelters	Minor Enhancement	200,000
Su Shelter Program	Minor Enhancement	375,000
Midlife Overhaul	State of Good Repair	2,500,000
FTA Funded Buses - DRPT Match	State of Good Repair	8,927,862
Farebox Updates	State of Good Repair	2,215,000
Total		<u>42,001,822</u>
<b>ARLINGTON COUNTY</b>		
ART Bus Stop Improvements	Minor Enhancement	796,000
ART ITS & Security	Minor Enhancement	1,305,000
Bus Stop Acessibility Improvements	Minor Enhancement	857,000
ART Fare Collection System Electronic Fare Payment	Minor Enhancement	4,072,903
Art Fleet & Equipment Replacement (8) BEB Vehicles	Minor Enhancement	10,102,136
Total		<u>17,133,039</u>
<b>CITY OF FALLS CHURCH</b>		
Total		<u>-</u>
<b>TOTAL LOCAL CAPITAL</b>		<u><b>\$ 67,890,483</b></u>

**NVTC**  
**STATE TRANSIT OPERATING ASSISTANCE**  
**LOCAL SYSTEMS**

**SCHEDULE B**

	<b>LOCAL SYSTEMS</b>				
	<b>City of Alexandria</b>	<b>City of Fairfax</b>	<b>Fairfax County</b>	<b>Arlington County</b>	<b>Total</b>
<b>FY 2027</b>					
FY2025 Reimbursable Expenses (50%)	36,573,545	5,984,099	134,400,840	29,635,608	<b>206,594,092</b>
FY2025 Ridership (30%)	5,443,456	954,021	9,567,049	2,529,551	<b>18,494,077</b>
FY2025 Revenue Vehicle Hours (10%)	310,280	34,318	869,675	228,473	<b>1,442,746</b>
FY2025 Revenue Vehicle Miles (10%)	2,861,647	431,704	11,612,117	2,285,003	<b>17,190,471</b>
<b>FY 2026</b>					
FY2024 Reimbursable Expenses (50%)	33,822,665	5,734,227	108,653,622	27,309,171	<b>175,519,685</b>
FY2024 Ridership (30%)	5,351,634	985,979	8,716,249	2,458,738	<b>17,512,600</b>
FY2024 Revenue Vehicle Hours (10%)	308,722	34,643	819,206	230,246	<b>1,392,817</b>
FY2024 Revenue Vehicle Miles (10%)	2,855,428	437,260	10,824,847	2,321,747	<b>16,439,282</b>

Operating Assistance is determined by calculating each system's weighted size to the state-wide total using the prior year reimbursable operating expenses, ridership, revenue hours, and revenue miles. The weighted size of each system is then adjusted by five performance metrics, resulting in five size-performance weight factors, which are then used to allocate the total available state-wide operating assistance.

**SCHEDULE C**

**NVTC  
OTHER STATE TRANSIT ASSISTANCE**

	<b>Eligible Costs</b>	
	<b>FY2027</b>	<b>FY2026</b>
<b>Workforce Development Program</b>		
NVTC fellows program	\$ 50,000	\$ -
<b>Technical Assistance Program</b>		
NVTC Strategic Plan	300,000	-
City of Fairfax CUE Route Change Launch Support	57,500	-
City of Fairfax - Zero Fare Evaluation	-	75,000
<b>Demonstration Program</b>		
Arlington AI Enabled Customer Service and Comment Resolution Pilot	250,000	-
<b>Transit Ridership Incentive Program (TRIP)</b>		
Fairfax County Zero Fare	1,040,000	-
City of Fairfax Zero Fare	2,000,000	-
	<u>\$ 3,697,500</u>	<u>\$ 75,000</u>

SCHEDULE D

STATE TRANSIT CAPITAL ASSISTANCE  
VRE

FY2027

	<u>Project Type</u>	<u>Eligible Costs</u>
VRE Broad Run Lead Track Design	I-66 OTB Capital Funding	<u>\$ 11,238,388</u>

**RESOLUTION #2599**

**SUBJECT:** Authorize the Executive Director to Apply to DRPT for Funding to Support the 2026 Blue and Yellow Lines Construction Marketing Initiative

**WHEREAS:** The Department of Rail and Public Transportation (DRPT) recognizes the need to support transit riders during and after the planned shutdown of WMATA's Crystal City Metrorail Station for 10 weekends between February and June 2026, with Ronald Reagan National Airport and Potomac Yard Stations also closed for three weekends between March and May 2026;

**WHEREAS:** DRPT is making funding available to both support mitigation transit services during the project as well as a regional marketing campaign to bring back transit riders following the project;

**WHEREAS:** DRPT has a total \$80,000 available in FY 2027 funding to support shutdown mitigation and marketing;

**WHEREAS:** NVTC will request \$80,000 to develop and implement a marketing effort to bring back riders to public transit once the Crystal City, Ronald Reagan National Airport and Potomac Yard Stations reopen;

**WHEREAS:** The funding requires a local match of 20% (\$20,000) which NVTC will provide from its General and Administrative Budget; and

**WHEREAS:** The Commission has consistently supported efforts to improve Metrorail and transit ridership and supported a series of successful marketing campaigns to date.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorize the executive director, or her designee, to apply to the Department of Rail and Public Transportation for funding to support the Blue and Yellow Lines Construction Marketing Initiative, to execute the associated funding agreement with DRPT and for NVTC to provide the 20% local match required for the grant.

Approved this 5<sup>th</sup> day of March 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer



## RESOLUTION #2600

**SUBJECT:** Approve Updates to the 2026 NVTC Committee Membership

**WHEREAS:** Every January, the Northern Virginia Transportation Commission approves the appointments to its four committees, including the Executive Committee, the WMATA Committee, the Program Advisory Committee, and the Legislative and Policy Committee;

**WHEREAS:** Some of NVTC's jurisdictions did not formally appoint their NVTC members prior to NVTC's January 8, 2026 meeting and, therefore, subsequent action is needed to update the committee membership roster;

**WHEREAS:** On January 12, 2026, the Falls Church City Council appointed Justine Underhill to serve as the principal Commissioner on NVTC and David Snyder to serve as an Alternate;

**WHEREAS:** Per NVTC By-Laws, as the immediate past chair of NVTC, Mr. Snyder can serve as a non-voting member on the NVTC Executive Committee;

**WHEREAS:** Senator Adam Ebbin effectively resigned from his Senate seat on February 18, 2026 to join Governor Abigail Spanberger's administration, which leaves a vacancy on NVTC's Executive Committee and Legislative and Policy Committee; and

**WHEREAS:** Senator Saddam Azlan Salim has agreed to fill these vacancies and serve as the General Assembly member on the NVTC Executive Committee and the NVTC Legislative and Policy Committee.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby confirms and approves the following Commissioners to serve on the four NVTC committees for 2026:

**NVTC Executive Committee**

Chair, Sarah Bagley

Vice-Chair, Matt Letourneau

Secretary-Treasurer, Maureen Coffey

WMATA Committee Chair, Matt de Ferranti

Program Advisory Committee Chair, Dalia Palchik

Legislative and Policy Committee Chair, Canek Aguirre

General Assembly Member, Saddam Azlan Salim

*Non-Voting Members:*

Immediate Past Chair, David F. Snyder

WMATA Principal Member, Walter Alcorn

WMATA Principal Member, Darien B. Flowers

**NVTC WMATA Committee**

Chair, WMATA Alternate Member, Matt de Ferranti	Arlington County
Vice-Chair, Matt Letourneau	Loudoun County
WMATA Principal Member, Walter Alcorn	Fairfax County
WMATA Principal Member, Darien B. Flowers	Commonwealth
WMATA Alternate Member, Canek Aguirre	City of Alexandria
Justine Underhill (David Snyder, Alternate)	City of Falls Church

**NVTC Legislative and Policy Committee**

Chair, Canek Aguirre	City of Alexandria
Vice-Chair, James Bierman, Jr.	Fairfax County
Maureen Coffey	Arlington County
Matt Letourneau	Loudoun County
Catherine Read	City of Fairfax
Justine Underhill (David Snyder, Alternate)	City of Falls Church
<i>Non-Voting Member:</i>	
Saddam Azlan Salim	General Assembly

**NVTC Program Advisory Committee**

Chair, Dalia Palchik	Fairfax County
Vice-Chair, Juli Briskman	Loudoun County
Sarah Bagley	City of Alexandria
Takis Karantonis	Arlington County
Justine Underhill	City of Falls Church

Approved this 5<sup>th</sup> day of March, 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice, Ann McGrane, Adam Hager and Shannon Bacon  
**DATE:** February 26, 2026  
**SUBJECT:** Washington Metropolitan Area Transit Authority (WMATA)

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At the March 2026 meeting, the Commission will receive a report from Virginia WMATA Board Members Walter Alcorn and Darien Flowers on several WMATA items. This month's report covers information on the annual safety update and Service Excellence Report, advancements in the Metro U training program, and facility and procurement actions. WMATA also continues to work through the annual budget process. Full proposed budget documents for the [FY 2027 Budget](#) and [FY 2027-2032 Capital Improvement Program](#) are available online. Public comment closed in early February and Board adoption is anticipated in April.

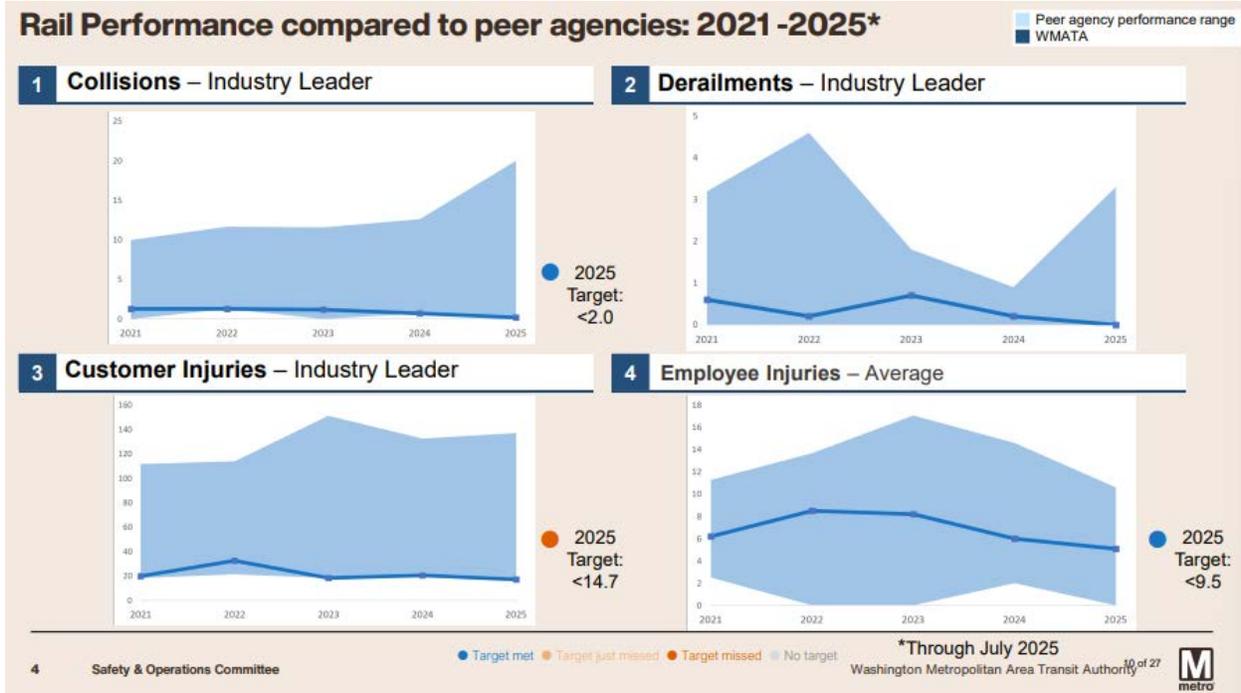
#### **A. Report from the Virginia WMATA Board Members**

- [Annual Safety Update](#)

At the [January 15, 2026 Safety and Operations Committee](#) meeting, the WMATA Board received an Annual Safety Update. Staff provided an update on the agency's Safety Management System (SMS), the [2026 Agency Safety Plan](#) (ASP) and the Metro Transit Police Department (MTPD) public safety initiatives and [crime statistics](#) for calendar year 2025.

The SMS includes a three-year blueprint across four focus areas: safety policy, safety risk management, safety assurance and safety promotion. Milestones in each focus area are assessed and updated through the ASP each year as WMATA works toward continuous improvement across its safety programs. Staff provided a snapshot of a peer benchmarking analysis to gauge how WMATA is performing relative to other agencies and highlighted that the agency is an industry leader in three of 10 key safety metrics, including rail collisions and customer injuries, and better than average in several others (Figure 1).

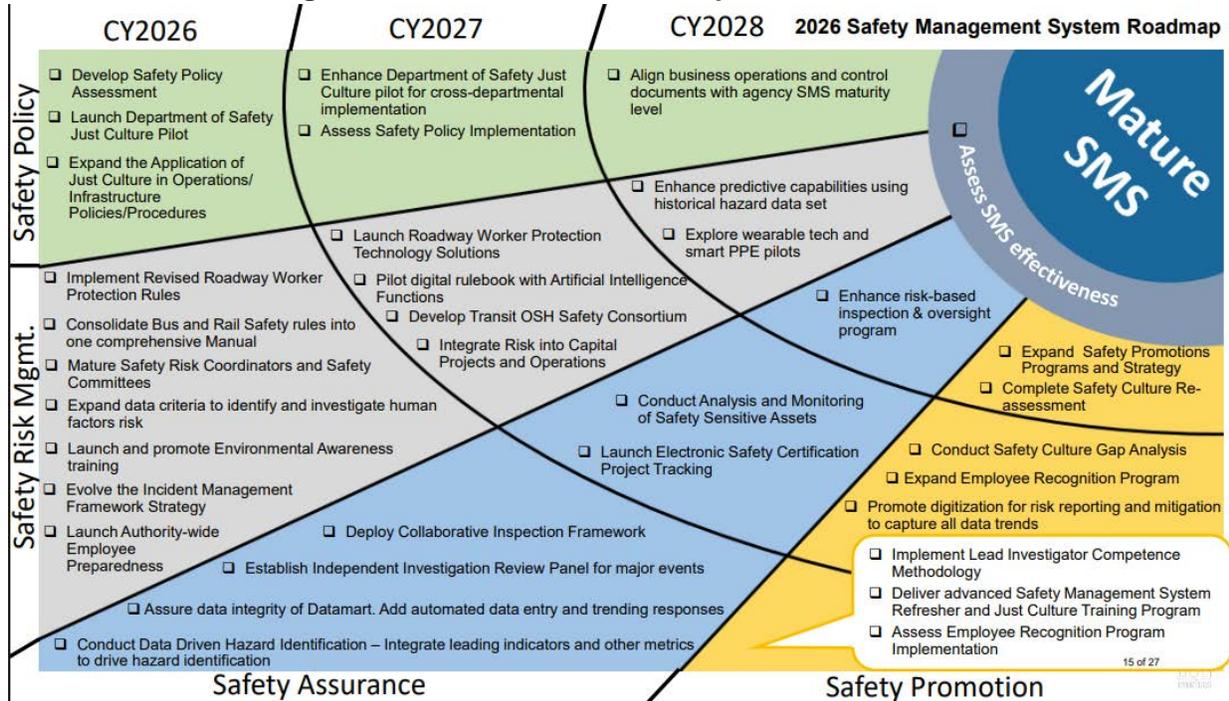
**Figure 1: Rail Performance Compared to Peer Agencies**



Source: [January 15, 2026 Safety and Operations Committee](#)

WMATA’s SMS Roadmap is a continuous effort which outlines specific activities and timelines for each of the four focus areas. The roadmap sets annual goals following the calendar year, rather than fiscal year (Figure 2). Staff highlighted milestones accomplished in 2025 throughout the focus areas, such as approving the 2026 Agency Safety Plan, initiating the migration of the Job Hazard Analysis Program into the SMS database and implementing enhanced safety inspection procedures. The 2026 Roadmap builds on these accomplishments and others to continue improving safety for WMATA customers and employees.

**Figure 2: WMATA SMS Roadmap CY 2026-CY 2028**



Source: [January 15, 2026 Safety and Operations Committee](#)

MTPD Chief Anzallo provided an update on the agency’s crime reduction strategy and key safety achievements from 2025. Chief Anzallo noted that the MTPD uses a problem-oriented policing style, also called root cause policing, to identify and mitigate trends in crime. He identified numerous improvements across the agency’s safety metrics, particularly Part 1 crime which constitutes the highest level of crime (Figure 3). In 2025, Part 1 crime hit its lowest level in 25 years, with crimes decreasing at all WMATA locations. This is attributed to the problem-oriented policing and higher enforcement, with department-wide enforcement up 27% in CY 2025 compared to CY 2024. Fare enforcement was a specific focus area, rising 35% across rail and bus combined, with Metrobus fare enforcement increasing 184% year-over-year.

**Figure 3: Part I Crime Department-Wide**

Department-wide: Part I Crime			
Offense Type	2024	2025	% Change
Aggravated Assault	211	145	-31%
Arson	1	3	200%
Burglary	2	2	0%
Homicide – MTPD	0	2	200%
*Homicide - Other Agencies	1	0	-100%
Rape	4	0	-100%
Robbery	303	212	-30%
Theft Auto	219	191	-13%
Theft Bicycle	115	49	-57%
Theft Other	175	108	-38%
Theft Pickpocket	23	5	-78%
Theft Snatch	134	74	-45%
Theft from Auto	87	42	-52%
<b>Total</b>	<b>1,274</b>	<b>833</b>	<b>-35%</b>

\* Homicides taken by other agencies are not counted in the Part I totals

Source: [January 15, 2026 Safety and Operations Committee](#)

▪ **FY 2026 Q2 Service Excellence Report**

At the [February 12, 2026 Safety and Operations Committee](#) meeting, WMATA staff updated Board members on key service performance indicators for FY 2026 Q2. Staff highlighted that over half of key performance metrics met or trended toward targets in Q2 (Figure 4).

**Figure 4: 15 Measures Meeting or Moving Toward Target in Q1-Q2**

Metric	Result	Right trend? Q2 vs. Q1	Featured	Metric	Result	Right trend? Q2 vs. Q1	Featured
<b>Goal 1: Service excellence</b>				<b>Objective 1B: Reliability</b>			
<b>Customer satisfaction</b>				<b>On-time performance</b>			
Metro Rail	91%	✓	+	Metro Rail	88.2%		+
Metro Bus	77%		+	Metro Bus	76.7%	✓	+
Metro Access	77%		+	Metro Access	90.5%	✓	+
<b>Objective 1A: Safety and security</b>				<b>Percent of scheduled service delivered</b>			
Part 1 crime rate	2.9	✓	+	Metro Rail	97.1%		
Transit worker assault rate	45.8	✓		Metro Bus	97.5%		+
<b>Customer dissatisfaction: safety from crime</b>				<b>Percent of Metro Rail planned service delivered</b>			
Metro Rail	5%	✓		Metro Rail	90.2%		
Metro Bus	11%	✓		Metro Bus	97.4%	✓	
<b>Customer injury rate</b>				<b>Elevator Availability</b>			
Customer injury rate	29.6			Escalator Availability	94.4%	✓	
<b>Employee injury rate</b>				<b>Objective 1C: Convenience</b>			
Employee injury rate	5.2	✓		<b>Accuracy of real-time arrival information</b>			
<b>Crowding</b>				Metro Rail			
Metro Rail	1.0%			Metro Rail	97.3%		
Metro Bus	2.4%	✓		Metro Bus	88.0%		
				<b>Availability of real-time bus arrival information</b>			
				Metro Bus			
				92.4%			
				<b>Customer satisfaction: cleanliness</b>			
				Metro Rail			
				81%			
				Metro Bus			
				66%			
				<b>Active Mobility Access</b>			
				1.4% (2022)			

5 Service Excellence Report FY2026 Q2 (July - Dec 2025)

● Target met ● Target just missed ● Target missed ● No target

Washington Metropolitan Area Transit Authority

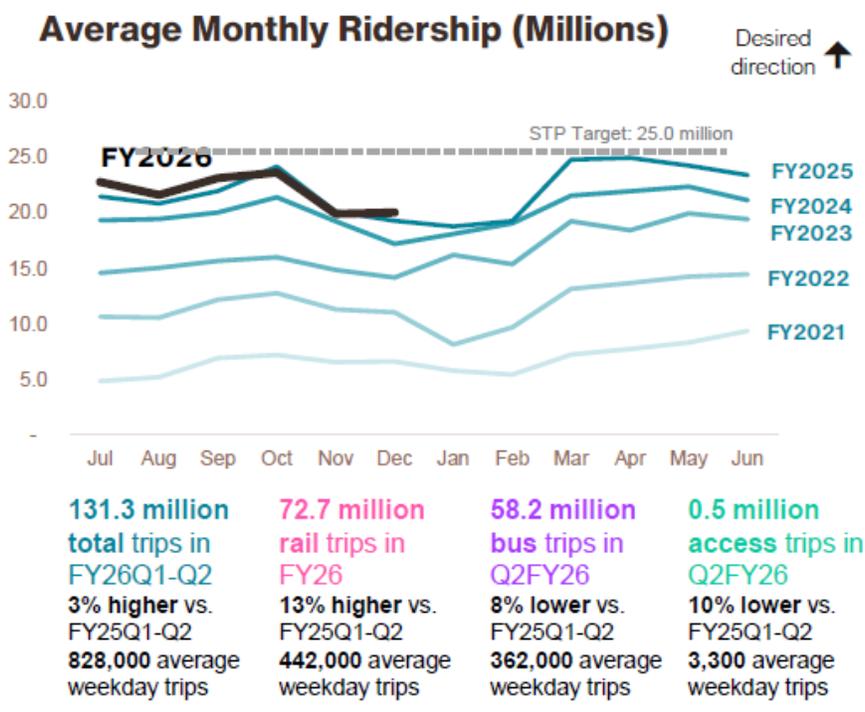
12 of 79



Source: [February 12, 2026 Safety and Operations Committee Meeting](#)

WMATA staff attributed rising customer satisfaction rates to shorter wait times and faster, more reliable travel times. They noted that Metrobus and Metrorail scheduling efficiencies, including those brought by automatic train operation, have improved service reliability to its best performance in years. Overall ridership also grew 3% over the same period in FY 2025, despite the fall’s federal government shutdown (Figure 5). Metrorail and Metro Access trips increased 13% and 15% year over year, respectively, while Metrobus ridership fell by 8% in the same period.

**Figure 5: Average Monthly Ridership, FY 2021 – FY 2026 Q2**



Source: [February 12, 2026 Safety and Operations Committee Meeting](#)

Metrobus missed trips increased in Q2, mainly attributed to operator availability. WMATA has been roughly 120 operators short of the staffing target in FY 2026 and is aggressively hiring and training bus operators to fill the need. While the average absenteeism rate decreased relative to FY 2025, absenteeism continues to pose a problem for Metrobus service.

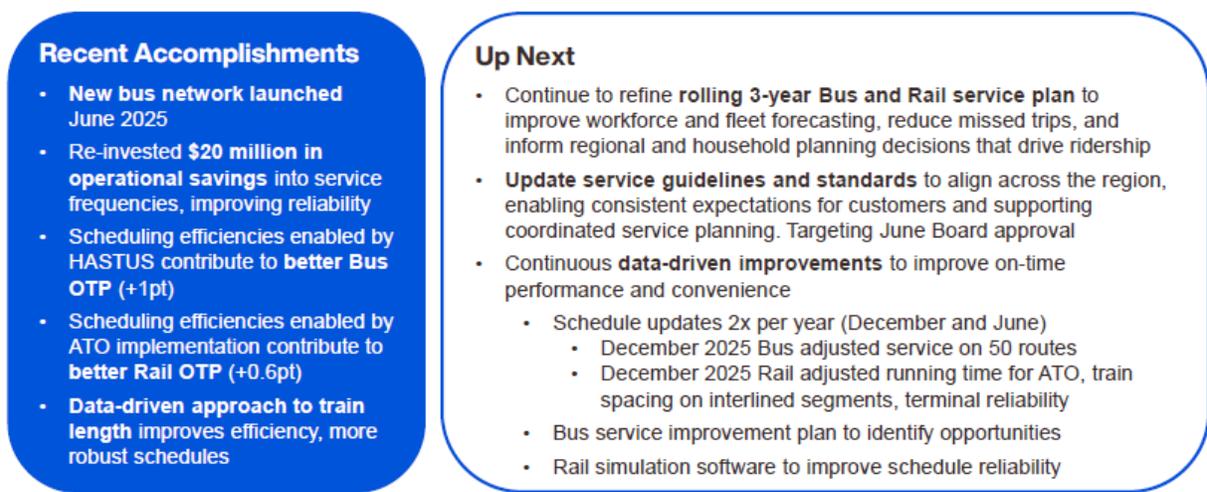
- Service Design and Management Update

At the [February 12, 2026 Safety and Operations Committee](#) meeting, WMATA staff updated the Board on projects within the new Service Design and Management (SDM) program. The SDM program is part of [WMATA’s Strategic Transformation Plan](#) aiming to improve the overall WMATA network access and reliability. The program addresses opportunities through projects in three areas: improving scheduling and planning, advancing operational strategies and expanding bus priority by working with regional partners to advance the high priority corridors identified in the DMVMoves Action Plan.

WMATA’s strategy with scheduling and planning initiatives is to identify efficiencies so that savings can be reinvested in expanded service. To accomplish this, WMATA is implementing three projects: a rolling three-year service plan, updated service guidelines and standards and continuous schedule improvements.

The rolling three-year service plan is intended to enable better workforce and fleet forecasting, reduce missed trips and inform regional and household planning decisions around transportation (Figure 6). The [FY 2027 proposed budget](#) introduced the forecast for FY 2028 and 2029 with improvements to the process and proposals in subsequent budgets. WMATA is also updating service guidelines and standards for frequency, hours and performance, setting the basis for decision making regarding the service plan. Metrobus service guidelines were most recently updated in December 2020 and Metrorail standards followed in February 2022. Regional service standards were a component of the DMVMoves Action Plan and WMATA aims to work with regional partners to develop common guidelines with anticipated adoption this year. Finally, data-driven schedule improvements will aim to increase efficiency and on-time performance with schedules updated every six months. Staff intend to use simulation software and other tools to optimize resources and reliability under multiple operating scenarios.

**Figure 6: Scheduling and Planning Initiatives**



Source: [February 12, 2026 Safety and Operations Committee Meeting](#)

The Metro Integrated Command and Communications (MICC) center opened in October 2023 to enable real-time coordination of operations and more collaborative incident response. Metrobus operations management work to reduce early arrivals, ensure on-time departures and minimize bunching through strategies such as headway management and all-door boarding (Figure 7). WMATA launched headway management on the C53 route in December 2025 and intends to use lessons learned from this initiative to drive reliability on other busy routes. WMATA also intends to launch all-door boarding on all routes this spring to reduce dwell time at stops and speed up service, with guidance provided to operators on when to deploy.

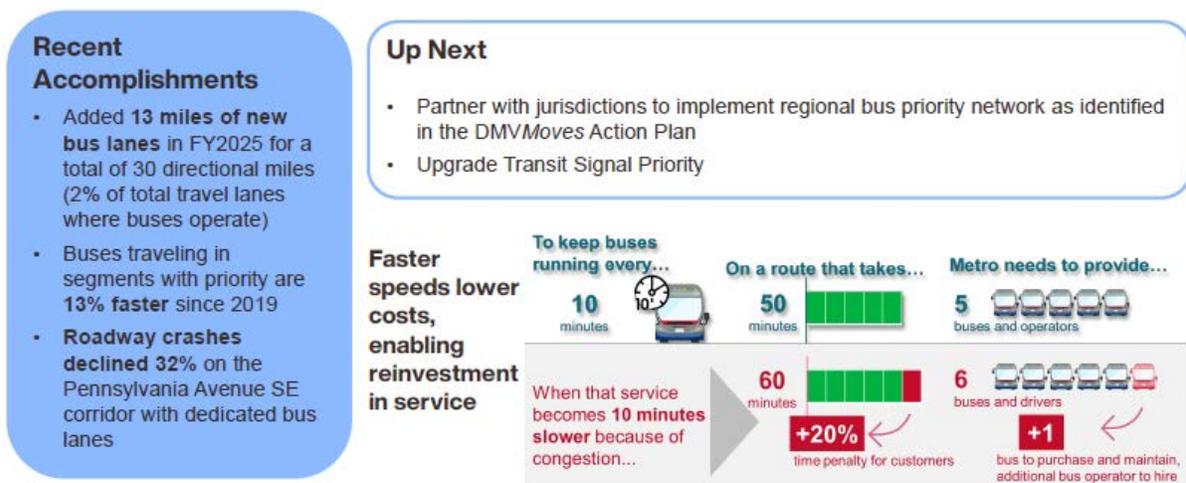
**Figure 7: Operational Improvement Strategies**



Source: [February 12, 2026 Safety and Operations Committee Meeting](#)

Bus priority treatments have been identified as a significant need for the region through various working groups including DMVMoves. Treatments may include dedicated bus lanes and transit signal priority (TSP) at intersections to reduce the time that buses spend in road congestion. Currently, on corridors with bus-only lanes, Metrobuses travel 13% faster than in 2019 despite overall speeds declining by 11%. To advance bus priority on the seven high-priority corridors identified in DMVMoves, WMATA aims to work with partners over the next three years to identify outcomes, targets and performance levels and collaborate on designing specific investments to meet these targets (Figure 8). Additionally, WMATA has coordinated with regional agencies on a concept for TSP operations and aims to procure a next-gen system and begin phased development within the next year on key corridors. Any bus priority strategies will require agreement and collaboration between WMATA, governments agencies and roadway owners.

**Figure 8: Bus Priority Strategies**



Source: [February 12, 2026 Safety and Operations Committee Meeting](#)

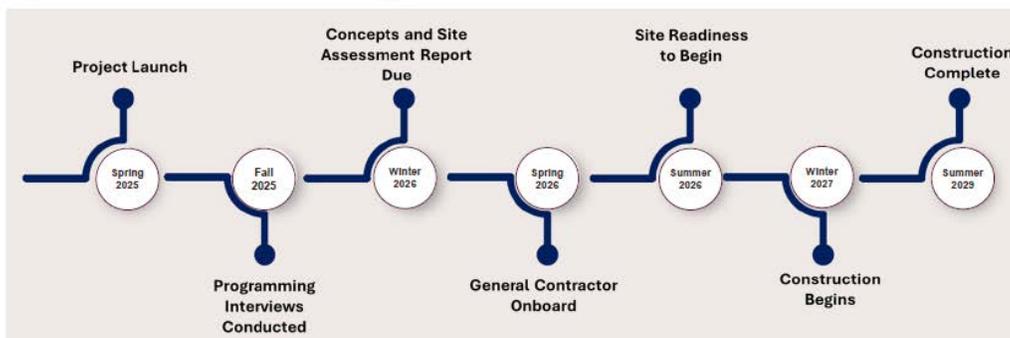
- Learning and Development Metro U Update

At the [February 12, 2026 Safety and Operations Committee](#) meeting, WMATA staff provided an informational briefing on the current state of WMATA’s learning and development functions including the Metro U program and new training center. Metro University, or Metro U, is WMATA’s training program which aims to unify corporate, technical and police training to improve workforce competency, safety and service delivery. Staff explained that the current state of the Metro U program lacks the latest learning techniques and technologies to be most effective. The team is working to align employee development programs across the agency by standardizing instructional design and delivery and modernizing equipment and facilities.

The Metro Training Center will be a crucial element of an updated Metro U program, housing much of the modernized learning capabilities and optimizing resources (Figure 9). The training center is anticipated to complete construction in Summer 2029. As development of the training center and program advance, staff will regularly report to the WMATA Board on their progress.

**Figure 9: New Training Center Timeline and Opportunities**

**Vision:** A state-of-the-art facility that consolidates training across the agency, all designed to provide hands-on, immersive and flexible learning environments.



**Opportunities**

- Facility connection: enable classroom, practical, and hands on learning of safety-critical skills in a purpose- built environment
- Support modern instructional methods where spaces are designed around technology, not adapted to it.
- Creates a single, visible center of excellence (world class) for workforce development.

Source: [February 12, 2026 Safety and Operations Committee Meeting](#)

- Procurement Actions

At the [January 29, 2026 Finance and Capital Committee meeting](#), the WMATA Board concurred with three procurement activities. Board Resolution [M2025-01](#) from November 2025 requires Finance and Capital Committee concurrence for new awards of \$15 million or more, sole source contracts valued at \$500,000 or greater and change orders or modifications to existing contracts where the cumulative total of the current and prior modifications exceeds \$1 million or 10% of the original contract amount.

The Finance and Capital Committee provided concurrence on three procurement activities; one new procurement for traction power system upgrades, one sole source project

regarding the MetroPulse mobile application and a sole source maintenance project at the Four Mile Run CNG fueling station.

At the [February 12, 2026 Finance and Capital Committee](#) meeting, the Board provided concurrence for six additional procurement activities including engineering consulting services, an automatic train control training lab, midlife overhaul support for buses, the purchase of 100 buses, modification to a parts contract and modification to a staff augmentation contract.

- [Drug and Alcohol Testing Program Policy](#)

At the [January 29, 2026 Board of Directors meeting](#), the Board approved the [revised Drug and Alcohol Testing Program Policy](#) as presented. The policy was updated in accordance with the Federal Transit Administration regulations, including updates deemed necessary by the U.S. Department of Transportation (USDOT) following a February 2025 audit of the program. Revisions to the policy include the approval of oral fluid testing for appropriate tests, updates to testing cutoff levels to mirror the USDOT's standards, clarified procedures concerning alcohol violations and others as necessary to align with FTA requirements.

- [Potomac Yard Reimbursable Agreement](#)

The Board approved an [amendment to the Potomac Yard Station reimbursable project](#). The Potomac Yard Station was authorized in partnership with the City of Alexandria on February 29, 2009 and the station opened for revenue service on May 19, 2023. Due to project and construction requirements, the cost to close out the project has been amended to increase the funding provided by the City of Alexandria from \$350 million to \$385 million. WMATA approved a plan to pay the additional \$35 million in FY 2026 with the city to reimburse WMATA over FY 2027 and FY 2028.

- [Parking Policy Amendment](#)

The Board [amended the Comprehensive Parking Policy](#) to expand revenue collection hours for riders and non-riders and facilitate parking fee waivers for planned events and emergencies. The updated policy will collect non-rider parking revenue 24 hours a day and 7 days a week, increasing non-fare revenues, and will facilitate parking fee waivers for planned events, emergencies or station closures.

- [New Board Members Oaths of Office](#)

At the January 15, 2026 [Special Board Meeting](#), WMATA Board Chair Santos administered the oath of office to new Board members Director Leslie Ford Weber of Maryland and Director Darien B. Flowers of Virginia. Mr. Flowers was appointed to the Finance and Capital Committee and Ms. Weber to the Safety and Operations Committee.

## B. Other WMATA News

- [Closures for Construction at Crystal City, National Airport and Potomac Yard Stations](#)

[Weekend closures](#) have begun at the Crystal City, National Airport and Potomac Yard Metrorail Stations to accommodate construction. All three stations will be closed on the weekends of March 7-8, May 9-10 and May 16-17, with shuttles replacing trains between Pentagon City and Braddock Road Stations to support customer travel. The Crystal City Station will experience weekend closures from February through June, with a break for the cherry blossom season, to allow for construction of a second entrance.

- [WMATA and Kawasaki Announce Resolution of 7000-Series Railcar Disputes](#)

Following the 2021 derailment of a 7000-series railcar on the Blue Line, WMATA and Kawasaki Rail Car, Inc. (KRC) supported an investigation into the incident by the National Transportation Safety Board (NTSB). The NTSB investigation did not assign responsibility for the wheel migration which caused the derailment and WMATA and KRC agreed to move forward without litigation. As part of the settlement, [the parties agreed to reduce WMATA's remaining contractual payment obligations by up to \\$35 million.](#)

- [WMATA Receives TSA's Gold Standard Award for Transit Security for a Record Fifth Time](#)

WMATA received the [Transportation Safety Administration's Gold Standard Award for safety](#), demonstrating a sustained and systemwide commitment to customer and employee safety. WMATA received perfect scores across all 17 transit security categories and is the first agency to receive the Gold Standard Award five times, most recently in 2022. MTPD Chief Michael Anzallo and WMATA GM/CEO Randy Clarke accepted the award and [highlighted WMATA's achievement reaching the lowest crime rate in its history in 2025.](#)

## C. Report from the Chair of the WMATA Committee

The NVTC WMATA Committee and Legislative and Policy Committee held a joint meeting on January 29 and received briefings on transit funding legislation under consideration by the General Assembly and WMATA's FY 2027 operating budget and Capital Improvement Program (CIP). Both committees also reviewed and discussed their respective 2026 work plans.

The joint committee received a briefing from NVTC Program Analyst Shannon Bacon regarding WMATA's FY 2027 proposed budget, highlights of which included rail and bus service enhancements, ridership and revenue growth, 3% total subsidy growth and a CIP that features two scenarios, one with an additional \$460 million as recommended by DMVMoves and one without. Members also discussed a comment letter from NVTC to WMATA regarding its FY 2027 budget which documents NVTC's support for the CIP scenario including DMVMoves funding, advancing rail modernization and using operating efficiencies to provide better service, among other items. NVTC's [final comment letter](#) was submitted to WMATA prior to its February 10 deadline.

The previously scheduled February 19 meeting of the WMATA Committee was canceled. NVTC staff will continue working with WMATA Board members and jurisdictional staff throughout the remainder of the budget process to ensure any remaining questions or concerns are addressed prior to budget adoption.



February 4, 2026

**Chair**

Hon. Sarah Bagley

**Vice-Chair**

Hon. Matthew F. Letourneau

**Secretary-Treasurer**

Hon. Maureen Coffey

**City of Alexandria**

Hon. Canek Aguirre

Hon. Sarah Bagley

**Arlington County**

Hon. Maureen Coffey

Hon. Matt de Ferranti

Hon. Takis Karantonis

**Fairfax County**

Hon. Walter L. Alcorn

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**City of Fairfax**

Hon. Catherine S. Read

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Hon. David F. Snyder

**Loudoun County**

Hon. Juli E. Briskman

Hon. Matthew F. Letourneau

**Commonwealth of Virginia**

Darren B. Flowers

**Virginia General Assembly****Senate**

Hon. Adam Ebbin

Hon. Saddam A. Salim

**House of Delegates**

Hon. Paul Krizek

Hon. Alfonso Lopez

Hon. David Reid

**Executive Director**

Katherine A. Mattice

Chair Santos and Members of the Board  
Office of Board Affairs, SECT 2E  
Washington Metropolitan Area Transit Authority  
P.O. Box 44390, Washington, DC 20026-439

Re: Comments on Proposed Fiscal Year 2027 WMATA Budget  
(Docket B26-01 and B26-02)

Dear Chair Santos:

On behalf of the Northern Virginia Transportation Commission (NVTC) and its WMATA Committee, I write to convey our comments regarding WMATA's proposed FY 2027 Operating Budget and FY 2027-2032 Capital Improvement Program (CIP). Over the past two years, WMATA has demonstrated its commitment to delivering safe, reliable and efficient service as the region worked to develop a long-term, sustainable funding solution through DMVMoves and Virginia's Growing Needs of Public Transportation Joint Subcommittee (SJ 28). Ridership and revenue are up considerably; crime is at an eight-year low, WMATA has the best safety metrics in the nation and management has generated over \$500 million in cost savings and cost avoidance. These efforts led to recognition by the American Public Transportation Association as Agency of the Year for 2025. As the Virginia, Maryland and District of Columbia legislative bodies work toward a dedicated capital funding solution as recommended by DMVMoves, NVTC commends WMATA for reinvesting in better service through internally generated savings, maintaining fares at current levels and moving forward with the first phase of systemwide rail modernization in this proposed budget.

**Support legislative efforts in Virginia, Maryland and the District of Columbia to advance the Capital Improvement Program (CIP) scenario that includes DMVMoves funding**

NVTC supports the Capital Improvement Program (CIP) scenario that features additional capital funding as recommended by the DMVMoves Task Force. While WMATA has made great strides in system performance and safety from the \$500 million in annual dedicated capital funding established in 2018, these funds, along with Passenger Rail Investment and Improvement Act (PRIIA) funding since 2010, were not indexed to inflation and have lost significant purchasing power over time. The \$460 million in new, regional DMVMoves funding from Maryland, the District of Columbia and Virginia, annually indexed to inflation, would provide ongoing, predictable funding for WMATA's capital program to maintain state of good repair and improve reliability and safety across the system. This new funding is also critical to advancing WMATA's rail modernization program which offers the region a once-in-a-generation opportunity to bend WMATA's long-term operating cost curve. NVTC

urges WMATA to work closely with partners in Virginia, Maryland and the District of Columbia to establish their respective shares of DMVMoves funding in addition to accountability, transparency and reporting measures.

**Advance rail modernization on the Red Line and continue to refine the costs and benefits of a systemwide modernization program.**

NVTC supports Metrorail modernization investments to improve reliability, capacity, safety and efficiency. Through the rail modernization program, WMATA anticipates a significant return on investment through communications-based train control (CBTC), a renewed signaling system, targeted platform screen doors and technology and infrastructure upgrades. In December 2025, WMATA unveiled conceptual plans for systemwide modernization and demonstrated the need to begin on the Red Line, largely due to the age of the infrastructure and the fact that it does not interline with other Metrorail lines. As work advances on rail modernization and automation, NVTC recommends further refining the costs and benefits and communicating those results to stakeholders and the public.

**Ensure that funding is secured to allow Option 1 of the 8000-series railcar contract to be executed to avoid production disruptions or delays.**

The 8000-series railcar acquisition program will improve the safety, efficiency and reliability of the Metrorail system with a renewed fleet and by replacing aging railcars. WMATA's contract with the railcar vendor includes multiple options above the base order of 256 railcars awarded in 2020; the first option would secure 104 additional railcars at \$324 million and all additional contract options would secure approximately 800 new railcars. The CIP scenario without additional capital funding does not include sufficient funding to execute Option 1, potentially resulting in price increases and inhibiting progress to overhaul the railcar fleet. NVTC recommends that WMATA either secure funding in the CIP to execute Option 1 by December 2026 or work with the vendor to enable greater flexibility in railcar acquisition timelines.

**Until legislation obviates the need to address the current 3% cap on growth in Virginia's operating assistance to WMATA, ensure Virginia's proposed subsidy does not conflict with the 3% cap thereby causing the withholding of state aid to NVTC jurisdictions.**

The proposed FY 2027 jurisdictional subsidy contributions were not publicized by December 2025. Virginia's cap on annual WMATA subsidy growth requires that Virginia's subsidy to WMATA does not increase by more than 3% year over year. If Virginia's operating subsidy in the FY 2027 budget exceeds the cap, Virginia law mandates that the Commonwealth withhold 35% of its operating assistance to NVTC jurisdictions which would place extraordinary financial pressure on local governments already facing economic headwinds. NVTC supported DMVMoves and SJ 28 recommendations to establish a revised cap in the 2026 General Assembly session. However, until Virginia law changes, NVTC encourages WMATA to proactively avoid any potential conflicts with the existing 3% cap.

**Continue to look for opportunities to identify one-time and recurring cost savings in the operating and capital budgets.**

NVTC is encouraged by WMATA's cost savings initiatives in the capital and operating budgets in recent years. Between FY 2023 and FY 2025, WMATA saved \$532 million through salary and wage freezes, reducing consulting services and digital modernization in addition to rail and bus service efficiencies. The launch of the Better Bus Network redesign and return to semi-automated train operations in FY 2025 and FY 2026 have

also resulted in higher quality service for the same cost across the system. Schedule optimizations, modernized fare payment technologies, continued investment in Automatic Train Operations and other planned service improvements in FY 2027 will allow WMATA to reinvest savings into the system. NVTC supports strategies to maximize cost savings and identifying further opportunities for system reinvestments.

We look forward to FY 2027 as we embark on the first stages of the rail modernization program, improve connectivity and continue serving the transportation needs of our region. Please reach out to me or NVTC Executive Director Kate Mattice should you have questions or concerns.

Best regards,

A handwritten signature in black ink that reads "Matt de Ferranti". The signature is written in a cursive, flowing style.

Matt de Ferranti  
Chair, NVTC WMATA Committee

# AGENDA ITEM #6

## Report from the Chair of the Legislative and Policy Committee

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice, Ann McGrane, Daniel Knickelbein and Owen Williams  
**DATE:** February 26, 2026  
**SUBJECT:** Report from the Chair of the Legislative and Policy Committee

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At the March 2026 meeting, Legislative and Policy Committee Chair Canek Aguirre and staff will provide updates on the January 29 joint NVTC WMATA Committee/Legislative and Policy Committee meeting, the 2026 General Assembly Session, the Transit Service Delivery Advisory Committee and federal legislative efforts.

### A. 2026 General Assembly Legislative Session

While the primary transit funding measures that have been the focus of Commission engagement – [HB 900/SB 730](#) and [HB 1179/SB 638](#) – will not advance in their current legislative form, discussions surrounding sustainable transit funding remain active and ongoing. NVTC continues to engage closely with legislative leadership and Governor Spanberger’s administration, and those conversations have been constructive. There is broad recognition, particularly among key decision-makers, that identifying a sustainable, long-term transit funding solution remains a priority for the Commonwealth. With several weeks remaining in the legislative Session, there remains meaningful opportunity to pursue alternative paths forward. Any eventual solution may emerge through a different legislative vehicle or through the budget process, and the precise structure of a final approach is still evolving. Importantly, the shared commitment to addressing long-term transit funding needs has not diminished. Staff will remain fully engaged in these discussions and will continue to keep Commissioners informed as potential frameworks begin to take shape. In the interim, continued engagement and reinforcement of the importance of long-term transit investment remain critically important.

Several other bills supported by NVTC continue to move through the legislative process. [HB 200](#) (McQuinn) modifies the purposes and geographic applicability of the Transit Ridership Incentive Program (TRIP) and streamlines various administrative requirements related to the program’s implementation and use of funds. The bill removes the requirement for the Secretary of Transportation to coordinate revisions to the WMATA Compact and related reform efforts and repeals the sunset provision delegating enforcement of the Uniform Statewide Building Code for certain bus shelters to local building officials. HB 200 passed the House unanimously and awaits action in the Senate.

[HB 564](#) (Reid) and [SB 583](#) (Salim) authorize localities to allow public transit agencies to utilize bus obstruction monitoring systems to enforce parking, stopping and standing restrictions in bus stop zones and dedicated transit lanes during posted times. The legislation is intended to improve transit reliability and safety by reducing obstructions in

bus lanes. SB 583 passed the Senate on a 21–18 vote, and HB 564 passed the House by a vote of 80-14.

[HB 330](#) (McClure) authorizes certain signs and advertisements affixed to WMATA-owned real property to be displayed within 660 feet of specified highways, provided they comply with applicable federal requirements. The bill passed the House unanimously and is currently pending in the Senate Transportation Committee.

### Budget Proposals

On February 22, the House and Senate money committees released their respective budget proposals, which take notably different approaches to transit funding and support for WMATA (Figure 1, courtesy of Virginia Transit Association). Conference negotiations will determine which of these operating, capital, and policy provisions are ultimately included in the final adopted budget.

**Figure 1: Comparison of House and Senate Proposed Budgets**

Budget Item	House Budget		Senate Budget	
	FY 2027	FY 2028	FY 2027	FY 2028
Statewide WMATA Assistance	\$153 million* (Item 433 2h)		\$4.3 million&	\$10.5 million&
Statewide Transit Assistance	\$0	\$0	\$4.6 million&	\$11.2 million&
Statewide VRE Assistance	\$0	\$0	\$0.32 million&	\$0.79 million&
Regional WMATA Assistance	\$0	\$0	\$62.2 million	\$128.2 million
Special Statewide Transit Capital Support (Item 433 3s)	\$0	\$0	\$0	\$19 million*
Hampton Roads Transit Study (Item 433 1h)	\$0.3 million*	\$0	\$0	\$0
WMATA Huntington Parking Garage (Item 433 3h)	\$10 million#			
DRPT + VA Dept. of Housing & Community Development to study opportunities for TOD.	Item 435 1h	Item 435 1h	Item 435 1s	Item 435 1s
Give DRPT authority to provide loans to transit agencies for 5310 + 5311 programs in the case of a Federal Government shutdown.	Item 435 2h	Item 435 2h		
WMATA Capital Plan			Item 433 1s	Item 433 1s
DRPT NoVA Transit Agency Consolidation Study			Item 433 2s	Item 433 2s

Notes:

\* General Fund

# Transportation Partnership Opportunity Fund

& Expiration of Data Center Sales & Use Tax Exemption

Source: Virginia Transit Association (VTA)

The [House proposal](#) focuses primarily on near-term operating stabilization for our localities' payments to WMATA. In contrast to NVTC's request for \$153 million in FY 2027 alone, growing by 3% in FY 2028, the House proposal provides \$153.0 million in General Fund support in FY 2027 for the Commonwealth's share of additional operating assistance for WMATA, with authority to carry forward any unexpended balance into FY 2028. The proposal also temporarily suspends the statutory provision in Virginia Code that limits annual Virginia WMATA operating assistance growth to no more than 3% over the prior year's approved budget, with the cap resuming in FY 2029. The House budget does not include additional statewide transit operating assistance for our local transit systems, any additional funding for VRE nor additional capital funding to WMATA as identified through DMVMoves and SJ 28.

Additional transit-related items in the House budget proposal include:

- \$10.0 million from the Transportation Partnership Opportunity Fund in FY 2027 to support demolition of the Huntington Metrorail Station parking garage, contingent upon sufficient funding to complete the project;
- \$300,000 from the General Fund in FY 2027 to support a joint subcommittee for a one-year study of public transit in Hampton Roads;
- Language to direct the Department of Rail and Public Transportation (DRPT), in coordination with the Department of Housing and Community Development (DHCD), to conduct a statewide review identifying opportunities for transit-oriented development around existing and proposed transit and rail stations; and
- Authorization for DRPT to use reserves from the Commonwealth Mass Transit Fund to provide short-term loans to transit agencies in the event of a federal shutdown affecting Sections 5310 and 5311 grant programs.

The [Senate proposal](#) emphasizes structural revenue changes and capital funding that while more expansive across the Commonwealth program, has a nexus to providing additional funding for transportation. It codifies an expiration of the sales and use tax exemption for computer equipment and software used in qualifying data centers effective January 1, 2027. The expiration, previously scheduled for 2035, is projected to generate significant additional sales tax revenue, including increased deposits to the Commonwealth Transportation Fund, a portion of which flows through existing statutory formulas to support transit statewide, including WMATA. These formula-driven impacts are reflected in small increases in statewide transit assistance and statewide WMATA assistance over the biennium. The Senate also uses the increase in regional tax revenue from the data center tax expiration to provide new revenue to the WMATA Capital Fund and enacts an increase in the Northern Virginia regional transient occupancy tax from 3.0% to 4.0% beginning January 1, 2027, to generate approximately \$17.0 million to the WMATA Capital Fund. The Senate proposal also provides \$19.0 million in General Fund revenue in FY 2028 for a one-time increase in statewide transit capital investments.

In addition to funding provisions, the Senate proposal:

- Directs the Office of Intermodal Planning and Investment to study revenue options and estimates for a potential tax on paid parking within the Northern Virginia Transportation Commission region;
- Requires WMATA to produce a recurring 20-year conceptual capital plan and enhanced annual reporting on major capital projects, cost efficiency efforts, and use of dedicated funding;
- Directs the Department of Rail and Public Transportation (DRPT) to evaluate WMATA cost savings and efficiency efforts;
- Requires DRPT to assess the feasibility of consolidating DASH, Fairfax Connector, ART and CUE into a unified regional bus system; and
- Directs DRPT and the Department of Housing and Community Development to conduct a statewide transit-oriented development study.

## **B. Transit Service Delivery Advisory Committee (TSDAC) Update**

At the Commonwealth Transportation Board (CTB) [meeting](#) on Tuesday, February 17, Department of Rail and Public Transportation (DRPT) staff provided a status update on the ongoing review of the MERIT program (Making Efficient and Responsible Investments in Transit) and the work of the Transit Service and Delivery Advisory Committee (TSDAC) supporting that effort. DRPT continues discussions regarding potential updates to MERIT Operating and Capital Assistance, with particular attention to how revised performance measures and formula adjustments could affect transit agencies across the Commonwealth.

DRPT requested, and the CTB approved, a [revised timeline](#) for final Board action. DRPT will present a formal recommendation in September, with the CTB expected to vote in October. Any approved changes would still be implemented with the FY 2028 Six-Year Improvement Program (SYIP), which opens for applications in December 2026.

DRPT staff noted that the updated timeline allows additional time to incorporate April 2026 performance data, complete an impact analysis of potential formula changes, and continue engagement with transit agencies and stakeholders. The goal is to ensure that any MERIT adjustments are data-driven, well-vetted and informed by the most current information prior to CTB action, without altering the overall implementation schedule. The next TSDAC meeting is scheduled for March 10 in Richmond.

## **C. Federal Update**

On February 3, 2026, President Trump signed the [Consolidated Appropriations Act 2026](#) into law. The bill, which passed the House and Senate with bipartisan majorities, includes funding for federal transit and transportation programs under the Transportation, Housing, and Urban Development Appropriations Act. The bill includes \$21.1 billion in funding in FY 2026 for public transit, an increase of \$168 million from FY 2025 levels. The bill also provides \$100 million in funding from FTA's Capital Investment Grants program for Fairfax County's Richmond Highway BRT project. The American Public Transportation Association (APTA) strongly supported the bill and applauded its passage.

With federal transportation programs authorized through the Infrastructure Investment and Jobs Act (IIJA) expiring on September 30, 2026, Congress has begun working on surface transportation reauthorization, which is expected to continue throughout 2026. As with prior reauthorizations, there is a possibility of short-term extensions of the IIJA beyond the September 30, 2026 deadline to give Congress additional time to craft a long-term bill.

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice, Ann McGrane, Sophie Spiliotopoulos, Daniel Knickelbein and Jason Adle  
**DATE:** February 26, 2026  
**SUBJECT:** Report from the Chair of the Program Advisory Committee

For the March meeting, Program Advisory Committee Chair Dalia Palchik will give a brief update on PAC activities and reference the following written updates on the Commuter Choice, Envision Route 7 and Zero-Emission Bus programs.

**A. Commuter Choice Program**

- I-66 Commuter Choice FY 2027-2028 Call for Projects Update

At the February 19 Program Advisory Committee (PAC) meeting staff provided an update on the I-66 Commuter Choice FY 2027-2028 Call for Projects, which opened on October 6, 2025 and closed on December 12, 2025. NVTC received 16 applications totaling \$69.8 million in requested funding, less than the \$100 million in funding available for new projects. The 16 applications included:

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

A list of the applications received and a description of each application can be found in Table 1 below.

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

Eligible Applications			
Applicant	Application Title	Application Description	Commuter Choice Funding Request
Arlington County	Ballston-MU Metrorail West Entrance	This project would help fund the construction of a new entrance at the west end of the Ballston-MU Metrorail Station. The new entrance would be located at the intersection of North Fairfax Drive and North Vermont Street and include two street-level elevators, stairs connecting to an underground passageway, and a new mezzanine with stairs and elevators to the train platform.	\$20,000,000

<b>Eligible Applications</b>			
<b>Applicant</b>	<b>Application Title</b>	<b>Application Description</b>	<b>Commuter Choice Funding Request</b>
<b>Arlington County</b>	Route 55: East Falls Church to Rosslyn Enhanced Service	This project would fund enhanced service on ART Route 55, a local bus running between the East Falls Church Metro Station and the Rosslyn Metro Station via Langston Boulevard. This funding would increase frequencies on the route to every 10 minutes during the morning and afternoon peak periods.	\$475,000
<b>Fairfax County</b>	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 699, an express bus service operating between the Monument Drive Transit Center and downtown Washington D.C. This funding would provide for three new morning and afternoon trips, the purchase of a new hybrid bus to support enhanced service and expand the route to serve the Farragut West Metro station.	\$4,588,744
<b>Fairfax County</b>	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 698, an express bus service operating between Stringfellow Road Park and Ride Lot, Vienna Metro Station and the Pentagon.	\$1,684,916
<b>Fairfax County</b>	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 697, an express bus service operating between the Stringfellow Road Park and Ride Lot and L'Enfant Plaza in Washington D.C. This funding would provide for three new morning and four new afternoon trips as well as the purchase of a new hybrid bus to support enhanced service.	\$4,072,453
<b>Fairfax County</b>	Route 598: Reston to the Pentagon Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 598, an express bus service operating between the Reston South and Reston North Park and Ride Lots, the Pentagon and Crystal City.	\$2,514,209
<b>Loudoun County</b>	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	This project would fund one morning and one afternoon commuter bus trip between the Leesburg Park and Ride Lot and Washington D.C. This new route would provide a direct trip between Leesburg and downtown Washington D.C.	\$269,698
<b>Loudoun County</b>	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	This project would fund the continued operation of two morning and two afternoon commuter bus trips between the Dulles South/Stone Ridge II Park and Ride Lot and downtown Washington D.C.	\$476,008

Eligible Applications			
Applicant	Application Title	Application Description	Commuter Choice Funding Request
<b>Loudoun County</b>	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	This project would fund the continued operation of one morning and one afternoon commuter bus trip between the Harmony Park and Ride Lot in western Loudoun County and downtown Washington D.C.	\$219,005
<b>Potomac and Rappahannock Transportation Commission</b>	Gainesville to Central/Northeast DC New Express Service	This project would fund the operation of a new commuter bus route from the University Boulevard Commuter Lot in Gainesville to the Union Station/NoMa area in Washington, D.C. Funding would also be used to purchase five coach buses for deployment on the new route.	\$9,445,500
<b>Potomac and Rappahannock Transportation Commission</b>	Route 622: Haymarket to Rosslyn Express Service (Continuation)	This project would fund the continued operation of OmniRide Route 622, an express bus service running between Haymarket, the University Boulevard Commuter Lot in Gainesville, and the Rosslyn-Ballston corridor.	\$605,600
<b>Potomac and Rappahannock Transportation Commission</b>	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	This project would fund the continued operation of OmniRide Route 612, an express bus service running between the University Boulevard Commuter Lot in Gainesville and major employment areas including the Pentagon, L'Enfant Plaza and Navy Yard.	\$1,773,700
<b>WMATA</b>	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	This project would fund a new weekday limited-stop bus service connecting the Dunn-Loring Metro Station, Pentagon, and Crystal City Metro Station primarily via Arlington Boulevard. Route A6X would operate every 20 minutes during the morning and evening peak periods.	\$3,112,587
<b>WMATA</b>	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	This project would fund a new weekday limited-stop bus service connecting the Spring Hill Metro Station in Tysons, Mark Center and West Alexandria Transit Center primarily via Route 7. Route F2X would operate every 15 minutes during the morning and evening peak periods.	\$11,255,525
<b>Total Eligible Projects Funding Request</b>			<b>\$60,492,945</b>

Ineligible Application			
Applicant	Application Title	Application Description	Commuter Choice Funding Request
<b>Fairfax County</b>	Route 400X New Limited-Stop Service	This project would fund a new weekday limited-stop bus service operating between the Tysons Corner Metro Station and the Franconia-Springfield Metro Station primarily via Backlick Road and Gallows Road. Route 400X would operate every 20 minutes during the morning and evening peak periods.	\$4,389,294

Application Referred to DRPT I-66 OTB Program			
Applicant	Application Title	Application Description	Commuter Choice Funding Request
VRE	Broad Run Lead Track Design	This project would help fund preliminary engineering, environmental review, and final design of the construction of a new third (lead) track in the Manassas area on VRE's Manassas Line. The new track would help eliminate conflicts between VRE, Norfolk Southern, and Amtrak trains in the corridor and allow for future increased service on the Manassas Line.	\$5,000,000

Source: NVTC

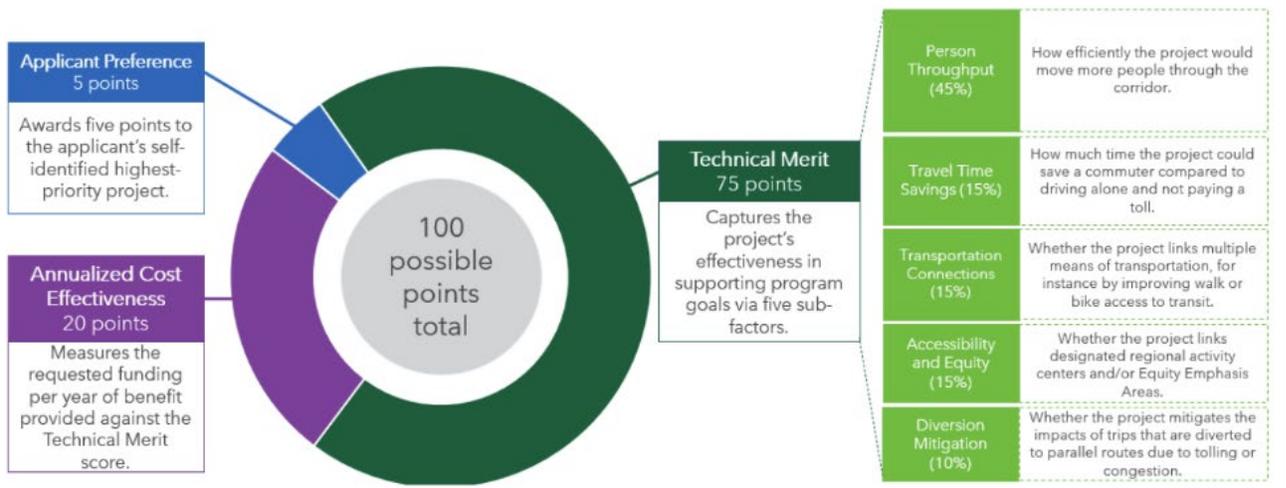
In January, NVTC and DRPT staff undertook an eligibility review to ensure that all applications for funding met the requirements of the [I-66 Memorandum of Agreement \(MOA\)](#) between NVTC and the Commonwealth as well as Commuter Choice policy as outlined in the [Commuter Choice Recipient Handbook](#). To be eligible, a proposed project must demonstrate a benefit to toll-payers of the I-66 Inside the Beltway Express Lanes, improve person throughput, have a logical nexus to the I-66 corridor, obligate funding within two years of award and expend all Commuter Choice funds within five years of award, among other requirements.

As part of that review, NVTC and DRPT determined that one application, Fairfax County's Route 400X New Limited-Stop Service, was ineligible for funding, as it did not demonstrate a sufficient nexus to the I-66 corridor to provide benefits to I-66 Inside the Beltway toll payers. The proposed route would travel between the Franconia – Springfield Metro Station and the Tysons Corner Metro Station running primarily along Backlick Road and Gallows Road, and the eligibility review determined that this route did not meet the first eligibility requirement of Section II.B.1 of the [I-66 MOA](#), that the project must provide a benefit to I-66 toll payers.

Additionally, one application, VRE's Broad Run Lead Track Design, was referred to DRPT's I-66 Outside the Beltway (OTB) program for funding consideration (See VRE Action Item #8C).

After the eligibility review, the remaining 14 applications were scored in accordance with the approved evaluation criteria detailed in Chapter 4 of the Commuter Choice Recipient Handbook, which can be found in Figure 1 below. All applicants were provided with the opportunity to review and discuss their scores with NVTC staff prior to the scores being finalized. The final scores are shown in Table 2 below.

**Figure 1: Commuter Choice Evaluation Criteria**



Source: [Commuter Choice Handbook, Chapter 4](#)

**Table 2: I-66 Commuter Choice FY 2027-2028 Application Scores**

Applicant	Application Title	Application Type	Technical Merit Score (75)	Annualized Cost Effectiveness Score (20)	Applicant Preference Score (5)	Total Score (100)	Funding Request
<b>Loudoun County</b>	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	Enhanced Bus Service	68	20	0	<b>88</b>	\$219,005
<b>Potomac and Rappahannock Transportation Commission</b>	Route 622: Haymarket to Rosslyn Express Service (Continuation)	Enhanced Bus Service	68	20	0	<b>88</b>	\$605,600
<b>Loudoun County</b>	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	New Bus Service	60	20	5	<b>85</b>	\$269,698
<b>Loudoun County</b>	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	Enhanced Bus Service	64	20	0	<b>84</b>	\$476,008
<b>Potomac and Rappahannock Transportation Commission</b>	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	Enhanced Bus Service	60	13	5	<b>78</b>	\$1,773,700

Applicant	Application Title	Application Type	Technical Merit Score (75)	Annualized Cost Effectiveness Score (20)	Applicant Preference Score (5)	Total Score (100)	Funding Request
<b>Arlington County</b>	Ballston-MU Metrorail West Entrance	Rail Capital	60	13	5	<b>78</b>	\$20,000,000
<b>Potomac and Rappahannock Transportation Commission</b>	Gainesville to Central/Northeast DC New Express Service	New Bus Service	60	13	0	<b>73</b>	\$9,445,500
<b>Fairfax County</b>	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	Enhanced Bus Service	56	13	0	<b>69</b>	\$1,684,916
<b>Fairfax County</b>	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	Enhanced Bus Service	49	7	5	<b>61</b>	\$4,588,744
<b>Fairfax County</b>	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	Enhanced Bus Service	45	7	0	<b>52</b>	\$4,072,453
<b>Arlington County</b>	Route 55: East Falls Church to Rosslyn Enhanced Service	Enhanced Bus Service	38	13	0	<b>51</b>	\$475,000
<b>Washington Metropolitan Area Transit Authority (WMATA)</b>	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	New Bus Service	38	7	5	<b>50</b>	\$11,255,525
<b>Fairfax County</b>	Route 598: Reston to the Pentagon Express Service (Continuation)	Enhanced Bus Service	38	7	0	<b>45</b>	\$2,514,209
<b>Washington Metropolitan Area Transit Authority (WMATA)</b>	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	New Bus Service	38	7	0	<b>45</b>	\$3,112,587

Source: NVTC

After removing the Fairfax County Route 400X and VRE Broad Run Lead Track Design applications from funding consideration, the requested Commuter Choice funding amount is \$60,492,945, less than the \$100 million in available funding. Unprogrammed funds will remain with NVTC and be carried over to the next I-66 funding cycle. A public comment period will open on March 4 and close on April 3, and all comments received and a staff-recommended FY 2027-2028 Program of Projects will be brought to the Program Advisory Committee for consideration at their April 16 meeting. In May, staff will present a draft Program of Projects to the Commission for review, with a request for Commission approval in June to transmit a final Program of Projects to DRPT for Commonwealth Transportation Board approval and inclusion in the Six-Year Improvement Program.

▪ I-66 Needs Assessment Update

Staff presented an update on the I-66 Needs Assessment to the Program Advisory Committee (PAC) at its February 19 meeting. The I-66 Needs Assessment, a joint study between NVTC and DRPT, is studying past, current and anticipated future travel patterns on the corridor along with identifying previously identified projects to develop an investment pipeline of capital and operating projects that could be funded through either NVTC's I-66 Commuter Choice or DRPT's I-66 Outside the Beltway funding programs.

At the February PAC meeting, the committee reviewed updated transit and vehicular travel trends along the I-66 corridor as well as the investment pipeline of projects identified through existing plans and studies. At the April 16 PAC meeting, the committee will review different financial scenarios for both programs and how they fit into the investment pipeline and will discuss potential policy changes to either or both programs that could be implemented to support the projects identified in the investment pipeline. The Commission will be briefed on the I-66 Needs Assessment at its May meeting, with requested Commission action to accept the findings at the June meeting.

**B. Envision Route 7 Bus Rapid Transit (BRT)**

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

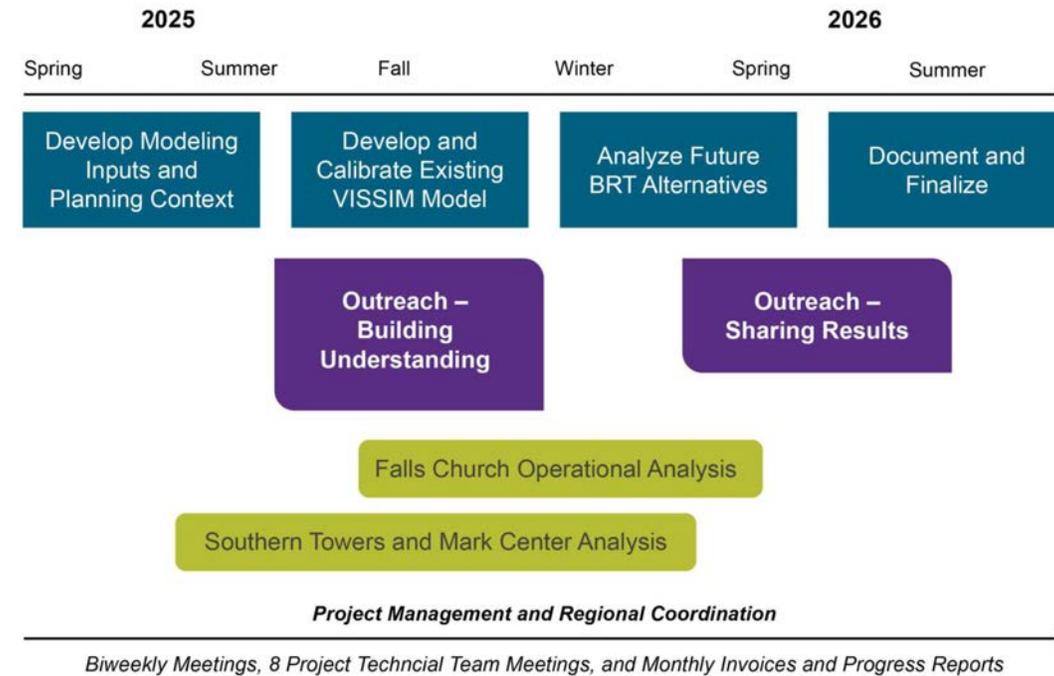
- Worked with City of Falls Church staff to further refine the scope of the Falls Church operational analysis task;
- Provided updates to the first reconvening of the Northern Virginia Transportation Authority (NVTA) BRT Planning Working Group;
- Reviewed and refined the results of a Southern Towers and Mark Center terminus analysis task; and
- Met with Virginia Department of Transportation (VDOT) and Fairfax County staff to outline proposed assumptions for conceptual roadway designs to evaluate as part of the Seven Corners to Mark Center/Southern Towers analysis.

These were critical conversations to maintain the schedule for Phase 4-2, which is currently about halfway complete (Figure 2). Outside of this contract work, staff are continuing discussions with project partners about how to include bus priority treatments within the

project corridor as a short- to medium-term improvement that could occur as planning continues for the BRT corridor.

The project team will also hold the next iteration of Program Technical Advisory Committee (PTAC) in early March, which serves as a venue to provide jurisdictional staff and other project partners, including the Washington Metropolitan Area Transit Authority (WMATA), Northern Virginia Transportation Authority (NVTA), and the Virginia Department of Transportation (VDOT), with status updates. The PTAC also provides these partners an opportunity to share updates on supporting work throughout the Route 7 corridor.

**Figure 2: Timeline of Consultant Services for Phase 4-2**



Source: NVTC

In addition to technical analyses, NVTC staff continue to focus on effective community outreach and engagement. Community input helps the project team understand how public transit impacts the daily lives of residents and businesses along the corridor and the perceptions of bus service on the corridor. At the February PAC meeting, NVTC staff provided an update on the Phase 1 outreach process and results (Figures 3 and 4). Over the 41 days of public comment, there were 11 scheduled events along with many informal interactions with respondents prioritizing increased frequency, more bus priority features and increased hours of operation as the most necessary improvements to bus service along the Route 7 corridor. This engagement also reached a diverse group of respondents, with 47% of interactions occurring in a language other than English.

Figure 3: What We Heard from Outreach

## What We Heard

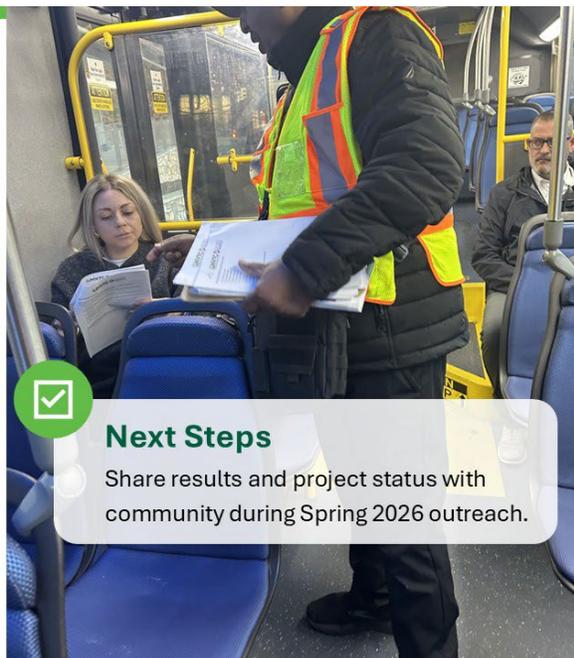


   
Source: NVTC

Figure 4: Key Takeaways from Outreach

## Key Takeaways

- Outreach efforts successfully engaged diverse groups of bus riders along the Route 7 project corridor, between Seven Corners and Mark Center/Southern Towers.
- **Bus service is essential and well-used** in the Route 7 corridor.
- Bus service is good, **but there is room for improvement.**
- Riders and would-be riders in the area both want better **service frequency** and current riders would like to see **bus priority treatments.**



Source: NVTC

Looking ahead to later in 2026, NVTC staff will collaborate with jurisdictional staff on relevant updates to boards and commissions, with the goal of providing a recommendation on what roadway improvements to pursue to upgrade bus service on the corridor. The results of the analysis will be shared with the community and other stakeholders in a second outreach phase, currently scheduled for late spring. Commissioners and other interested parties can

also learn more about the progress of the Envision Route 7 project by [subscribing to its newsletter](#), which published its [second edition](#) on December 8.

### **C. Zero-Emission Bus Technical Assistance**

Since March 2022, NVTC has hosted a regional Zero-Emission Bus (ZEB) Working Group that serves as a forum to discuss key issues or areas of collaboration for zero-emission bus technology. Based on these conversations, NVTC has procured consultant support on a variety of initiatives, including a regional strategic plan, shared charging feasibility study, and the launch of a regional technical assistance program to support ZEB implementation at our local bus systems.

NVTC's 2024 [Northern Virginia Zero-Emission Bus Strategic Plan](#) identified six strategies to complement and leverage individual agencies' ZEB transition plans:

1. Serve as a Regional ZEB Forum
2. Advocate for Consistent and Supportive ZEB Standards and Policies
3. Provide Regional ZEB Funding Coordination
4. Support Development of Shared Battery-Electric Bus (BEB) Charging Infrastructure
5. Evaluate Opportunities for Private Partnerships Related to ZEBs
6. Support ZEB Workforce Training and Education

NVTC subsequently requested and received free technical assistance through the Joint Office of Energy and Transportation to analyze Strategy 4: Support Development of Shared Battery-Electric Bus (BEB) Charging Infrastructure. This resulted in the [Shared On-Route Charging Feasibility Study](#), which identified locations that could support on-route charging for battery-electric buses for multiple agencies. The report concluded that while technically feasible, there were still unresolved questions about how agencies would manage operations and maintenance and whether the cost savings were worth the effort of the shared infrastructure.

Based on the findings of the Shared On-Route Charging Feasibility Study and the current status of ZEB rollout in Northern Virginia, NVTC contracted with AECOM to provide technical assistance to agencies in the NVTC district as they incorporate ZEBs into their fleets. The Commission approved this technical assistance contract, funded through NVTC's research budget and a DRPT Technical Assistance grant, in December 2025 and the kickoff meeting was held in January 2026. The ZEB Working Group will serve as the convening space for this technical assistance. At the quarterly meetings, the consultants will provide presentations and technical assistance to agencies based on their needs over the next two years. Topics may include lithium-ion battery fire safety, capital costs of electric buses, and increasing costs of electricity. The first ZEB Working Group meeting of 2026 will be March 13.

The collaboration and technical assistance provided as part of these ZEB Working Group meetings will support the continued ZEB growth around the region.

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** March 2, 2026 -- Updated  
**SUBJECT:** Virginia Railway Express (VRE)

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At the March 2026 meeting, VRE staff will update the Commission on VRE activities. The Commission will be asked to approve six actions regarding a USDOT BUILD grant application, an I-66 Outside the Beltway grant application, a Capital Funding Addendum with the Virginia Passenger Rail Authority (VPRRA) and three Contract and Purchase of Sale agreements with VPRRA.

#### **A. VRE CEO Report and Minutes**

At the March meeting, NVTC will welcome VRE's new Chief Executive Officer Katie Choe, who started on January 20, 2026, and also recognize Dallas Richards, who served as acting VRE CEO.

Katie Choe has over 25 years of program management and safety oversight leadership in the transportation sector and brings a wealth of experience closely aligned to VRE's mission. Most recently, Ms. Choe served as the chief of staff to the Massachusetts Bay Transportation Authority and prior to that, as chief engineer for the City of Boston Public Works, and as a program manager at Massport, the Massachusetts Port Authority. In these roles, Ms. Choe delivered numerous major infrastructure projects with an emphasis on safety and quality. In 2022, she was named WTS Boston's Woman of the Year.

The [VRE CEO Report for February 2026](#), the [Minutes of the January 30, 2026 VRE Operations Board Meeting](#), and the [Minutes of the February 20, 2026 VRE Operations Board Meeting](#) are attached.

#### **B. ACTION: Approve [Resolution #2601](#): Ratify VRE's Application, on Behalf of the Commissions, to the U.S. Department of Transportation (USDOT) for a FY 2026 BUILD Grant for the VRE L'Enfant Station and 4<sup>th</sup> Track Improvements Project**

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2601](#), which will ratify VRE's application, on behalf of the Commissions, to advance the construction of the VRE L'Enfant Station and 4th Track Improvements project to the U.S. Department of Transportation (USDOT) for funding consideration for the Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program. The resolution will also give the VRE CEO the authority to make any necessary corrections to the project amount or descriptions in the application and to

authorize the execution of all project funding agreements that may result from consideration of the project.

The action is to ratify VRE's application since the application deadline was February 24, 2026. Since neither Commission had a February meeting, the application was submitted by the deadline and will be withdrawn if the action is not approved.

On November 26, 2025, USDOT issued a Notice of Funding Opportunity (NOFO) to solicit applications for the BUILD program. VRE staff have identified VRE L'Enfant Station and 4th Track Improvements project as a strong BUILD grant candidate. The project aligns with multiple BUILD merit criteria including environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and partnership and collaboration. If authorized, USDOT BUILD grant funding will be used for the construction phase of the project. The federal grant amount requested in the grant application is \$25 million. Federal BUILD grant funds may be used for up to 80% of the project cost. The balance of the project cost must be from non-federal sources including state funds originating from programs funded by state revenue, local funds originating from state or local revenue sources, or private funds. The maximum BUILD program grant award for capital projects for construction of surface transportation projects is \$25 million. A minimum 20% non-federal match contribution is required for BUILD grants in urban areas. The required match for this application in the amount of \$6.25 million will be provided from state funds already committed to the project. The attached [VRE memorandum](#) provides additional information.

**C. ACTION: Approve Resolution #2602: Ratify VRE's Application, on Behalf of the Commissions, to the DRPT FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the Design Phase of the Broad Run Lead Track**

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2602](#), which will ratify VRE's application, on behalf of the Commissions, to the DRPT FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the design phase of the Broad Run Lead Track. The resolution will also give the VRE CEO the authority to make any necessary corrections to the project amount or description in the application and to authorize the execution of all project funding agreements that may result from consideration of the VRE application.

The action is to ratify VRE's application since the application deadline was February 1, 2026. Since neither Commission had a February meeting, the application was submitted by the deadline and will be withdrawn if the action is not approved.

On December 1, 2025, the Virginia Department of Rail and Public Transportation (DRPT) opened a call for projects for the FY 2027 I-66 OTB Funding Program. The I-66 OTB Funding Program is a funding initiative designed to support transit services operating within the I-66 Express Lanes corridor outside the Capital Beltway. Established under the Transform 66 public-private partnership, the program utilizes concession payments from I-66 Express Mobility Partners to advance multimodal transportation objectives.

VRE staff identified the Broad Run Lead Track project's design and environmental review phase as the highest priority project for consideration for I-66 OTB funding. The Lead Track would be constructed parallel to the existing mainline railroad between the Broad Run Station and Maintenance and Storage Facility (MSF) and a point west of Grant Avenue in the City of Manassas, from roughly milepost 35.7 to milepost 32.75 on the Manassas Line.

The estimated total cost of the design and environmental review phases for the Broad Run Lead Track is \$11.3 million. Therefore, this application to the I-66 OTB Program will seek \$11.3 million in funding to support final design and all necessary environmental reviews on the proposed lead track. Note that when this item was brought to the VRE Operations Board in January, VRE had anticipated a request of \$6.3 million in I-66 OTB funding, to be supplemented by a \$5 million Commuter Choice fund application. Since that time, VRE has determined that I-66 OTB funding is more appropriate and will therefore seek the full \$11.3 million from the I-66 OTB Program. This change does not require further action from the Operations Board, since the resolution passed by the Operations Board authorized the VRE CEO to make necessary changes to the application amount. The attached [VRE memorandum](#) provides additional information.

**D. ACTION: Approve [Resolution #2603](#): Approve and Authorize the VRE CEO to Execute Capital Project Funding Addendum with VPRA for the Alexandria (King Street Station) Pedestrian Tunnel Project**

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2603](#), which will approve and authorize the VRE CEO to execute a [Capital Funding Addendum](#) with the Virginia Passenger Rail Authority (VPRA) for the Alexandria (King Street Station) Pedestrian Tunnel project. This Capital Project Funding Addendum is required by the Master Funding Agreement for VPRA-Supplied Funding on VRE Projects between the Commissions and VPRA in order for VRE to access VPRA-supplied funding. This Capital Project Funding Addenda would facilitate VPRA providing up to \$21,853,149 in SMARTSCALE funds to VRE for the Alexandria (King Street Station) Pedestrian Tunnel Project.

On August 4, 2022, the Commissions entered into a Master Funding Agreement with the Virginia Passenger Rail Authority (VPRA), which transferred projects previously funded by DRPT to VPRA. Under the Master Funding Agreement, projects which commenced after the execution of the Master Funding Agreement require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which establishes the project's scope, budget, schedule and VPRA funding commitment. Additional information is included in the attached [VRE memorandum](#).

- E. ACTION: Approve Resolution #2604: Approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for the Broad Run Corridor**
- F. ACTION: Approve Resolution #2605: Approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for Station Site Permanent Easements on the Manassas Line**
- G. ACTION: Approve Resolution #2606: Approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for the Seminary Yard Property**

These three related actions are grouped together as VRE staff recommend Commission approval of these contracts with the Virginia Passenger Rail Authority (VPRA). The Commission will be asked to approve Resolution #2604, which will approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for the Broad Run Corridor; to approve Resolution #2605 which will approve a Contract of Purchase and Sale with VPRA for Station Site Permanent Easements on the Manassas Line; and to approve Resolution #2606, which will approve a Contract for Purchase and Sale with VPRA for the Seminary Yard Property.

The Commissions had previously approved a Purchase and Sale agreement in September 2025 for four property interests from VPRA for \$155 million. The process of getting Federal Transit Administration (FTA) approvals of appraisals for these four property interests makes closing on all four property interests simultaneously infeasible. Instead, VRE and VPRA would like to move forward with the acquisition of these four property interests in separate contract and sale agreements, to allow the parties to expeditiously close on each property interest as soon as VRE obtains all necessary approval from FTA.

VRE staff are bringing these actions directly to the Commissions, rather than through the Operations Board, because both Commissions are not meeting in April, and the appraisal for the Broad Run Corridor property is approaching its expiration date for purposes of FTA approval. The Operations Board members have been briefed on this situation, but the amended Purchase and Sale agreements were not ready in time for Operations Board approval at its February meeting.

After more recent conversations with FTA, VRE staff think there is a possibility that Seminary Yard may also get sufficient approvals to close prior to the Commissions' next meeting in May. Therefore, staff are also bringing the Seminary Yard PSA to the Commissions for approval to enable the deal to close while the Commissions are not meeting.

# CEO REPORT

FEBRUARY 2026



# MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



CEO REPORT | FEBRUARY 2026

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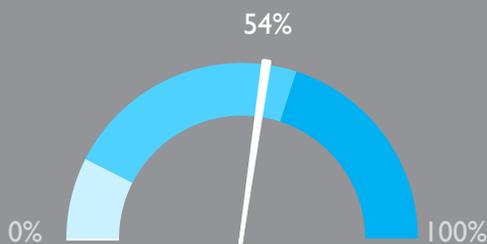
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VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

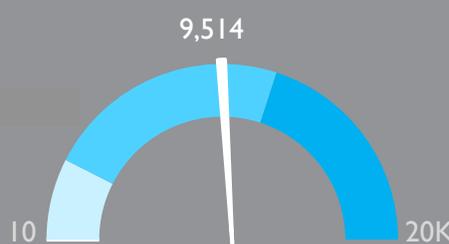


# PERFORMANCE AT A GLANCE



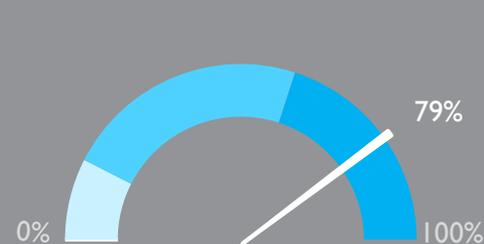
## PARKING UTILIZATION

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



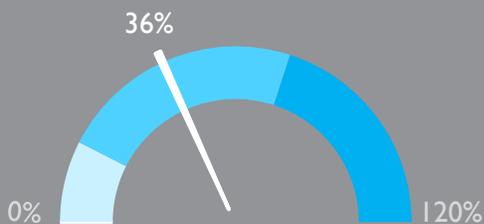
## AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.  
Same month, previous year: 5,594



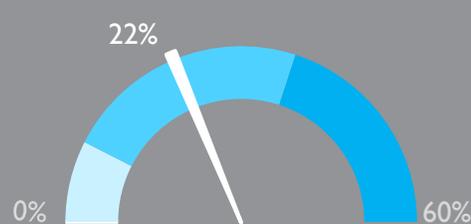
## ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.  
Same month, previous year: 84%



## SYSTEM CAPACITY

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



## OPERATING RATIO

*Through January 2026*

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

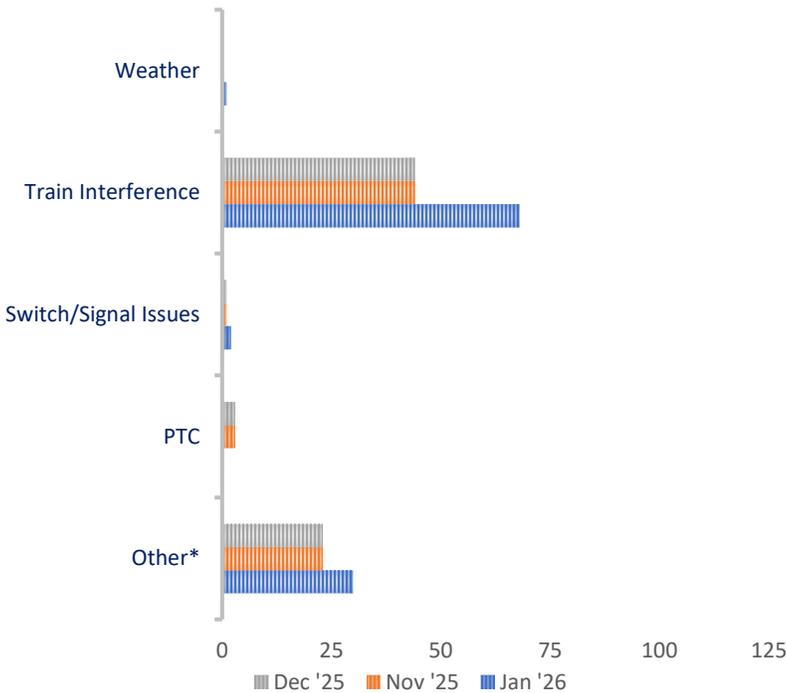
**JAN 2026**

# ON-TIME PERFORMANCE

## OUR RECORD

	Jan. 2026	Dec. 2025	Jan. 2025
Manassas Line	77%	85%	88%
Fredericksburg Line	82%	89%	81%
Systemwide	79%	87%	84%

## PRIMARY REASON FOR DELAY



VRE operated four hundred and ninety-two trains in the month of January. The on-time rate for the month was 79 percent.

One hundred and one trains arrived more than 5 minutes late to their final destinations. Of those late trains, 57 were on the Manassas Line (56 percent), and 44 were on the Fredericksburg Line (44 percent). The average delay was 16 minutes. Eleven trains were more than 30 minutes late to their destination station.

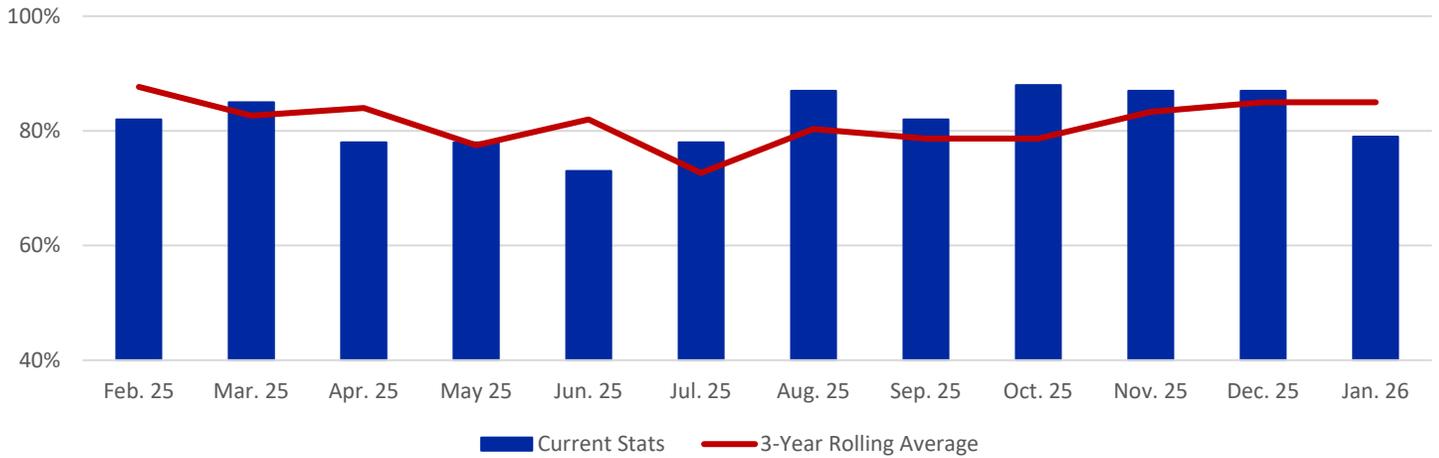
\*Includes trains that were delayed due to operational testing and passenger handling.

## LATE TRAINS

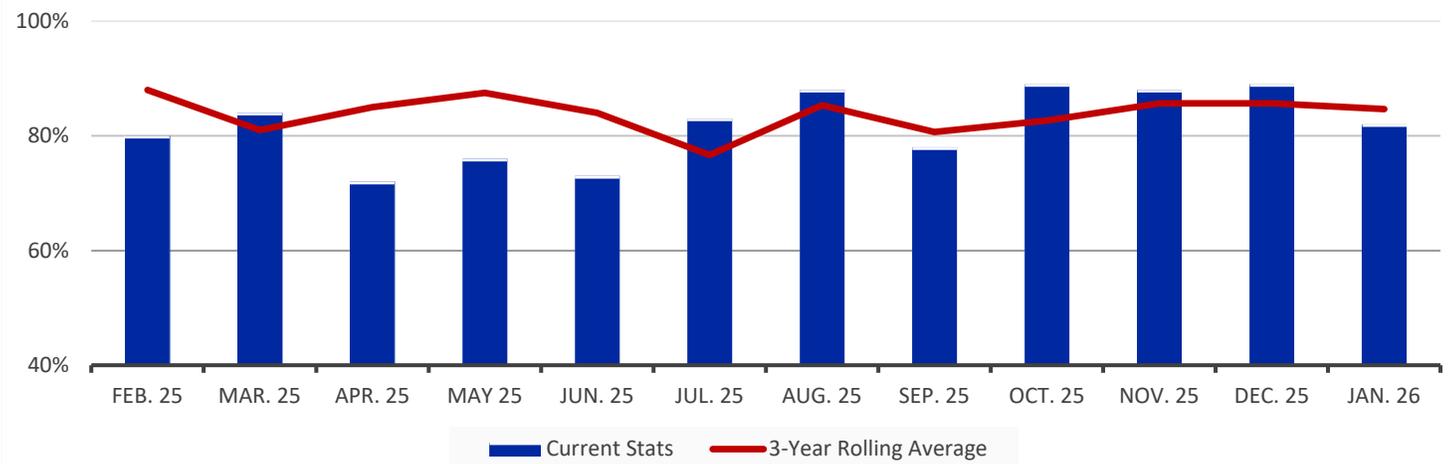
	System Wide			Fredericksburg Line			Manassas Line		
	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.
Total late trains	71	80	101	32	34	44	39	46	57
Average minutes late	15	11	16	15	11	13	16	11	18
Number over 30 minutes	9	1	11	3	0	2	6	1	9
Heat restrictions	0	0	0	0	0	0	0	0	0

## ON-TIME PERFORMANCE

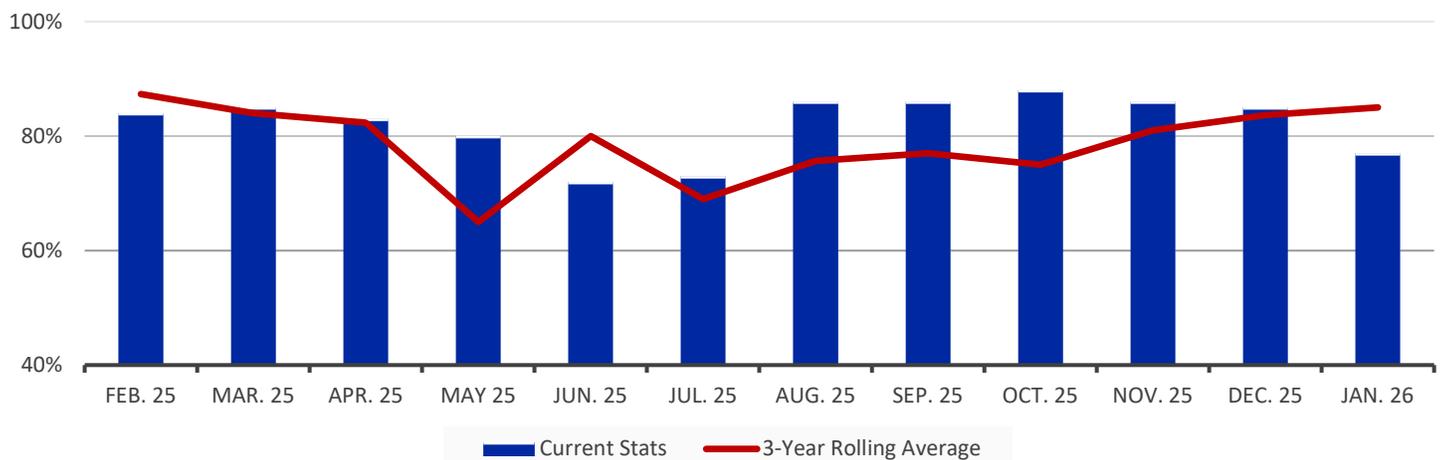
### VRE SYSTEM



### FREDERICKSBURG LINE

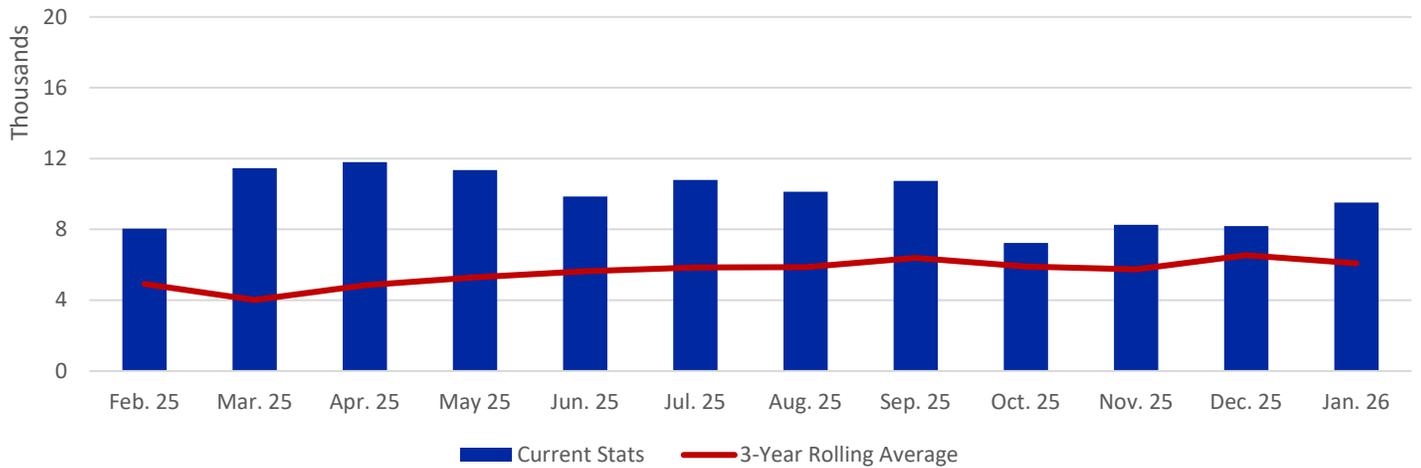


### MANASSAS LINE

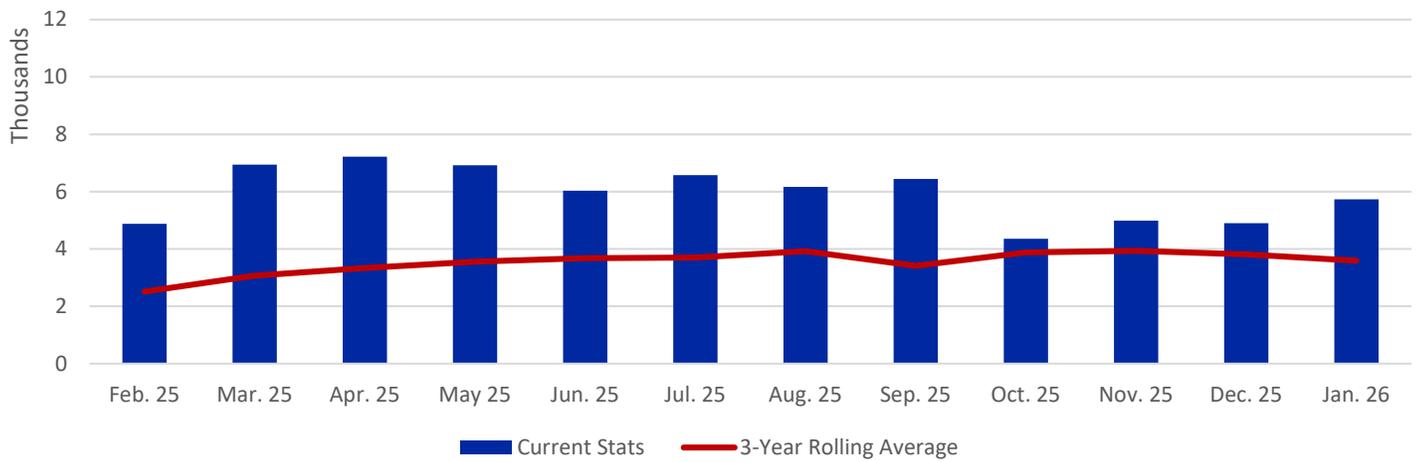


# AVERAGE DAILY RIDERSHIP

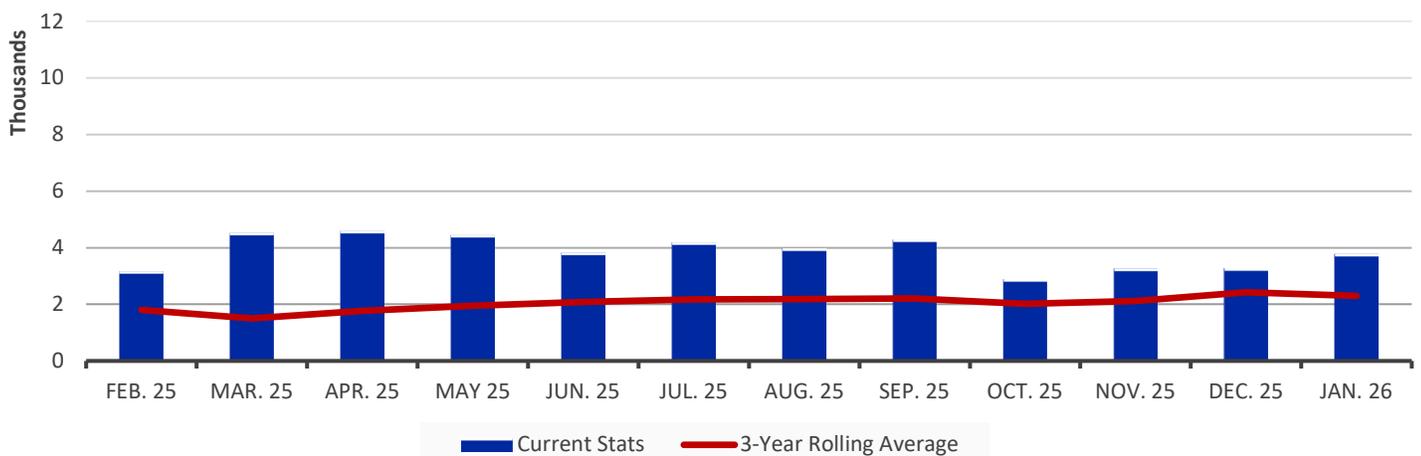
## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE



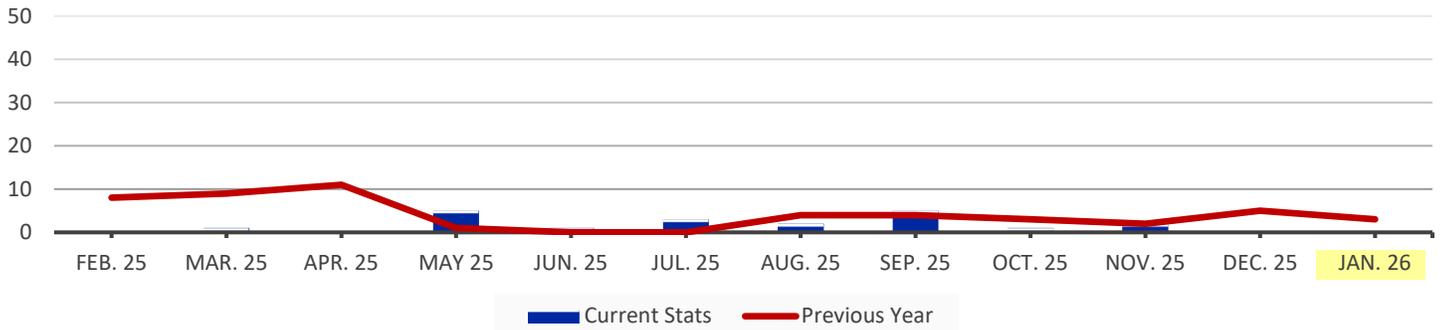
# RIDERSHIP UPDATES

Average daily ridership for the month was 8,395. There were 17 service days.

	January 2026	December 2025	January 2025
Monthly Ridership	142,714	171,887	110,625
Average Daily Ridership	8,395	8,185	5,531
Bicycles on Trains	1,117	1,201	983
Full-Service Days	14	17	15
“S” Service Days	3	4	5

## SUMMONSES ISSUED

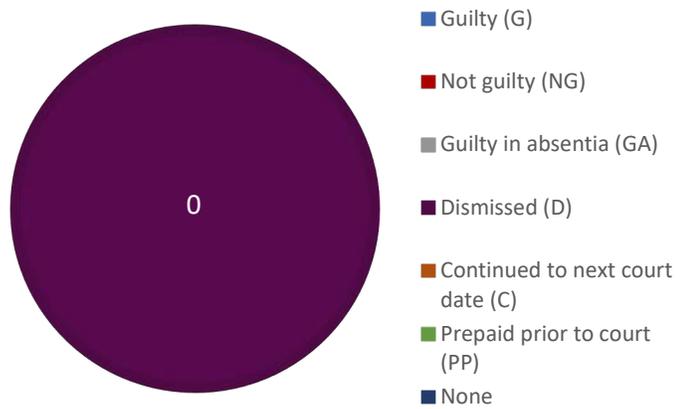
### VRE SYSTEM



### SUMMONSES WAIVED OUTSIDE OF COURT

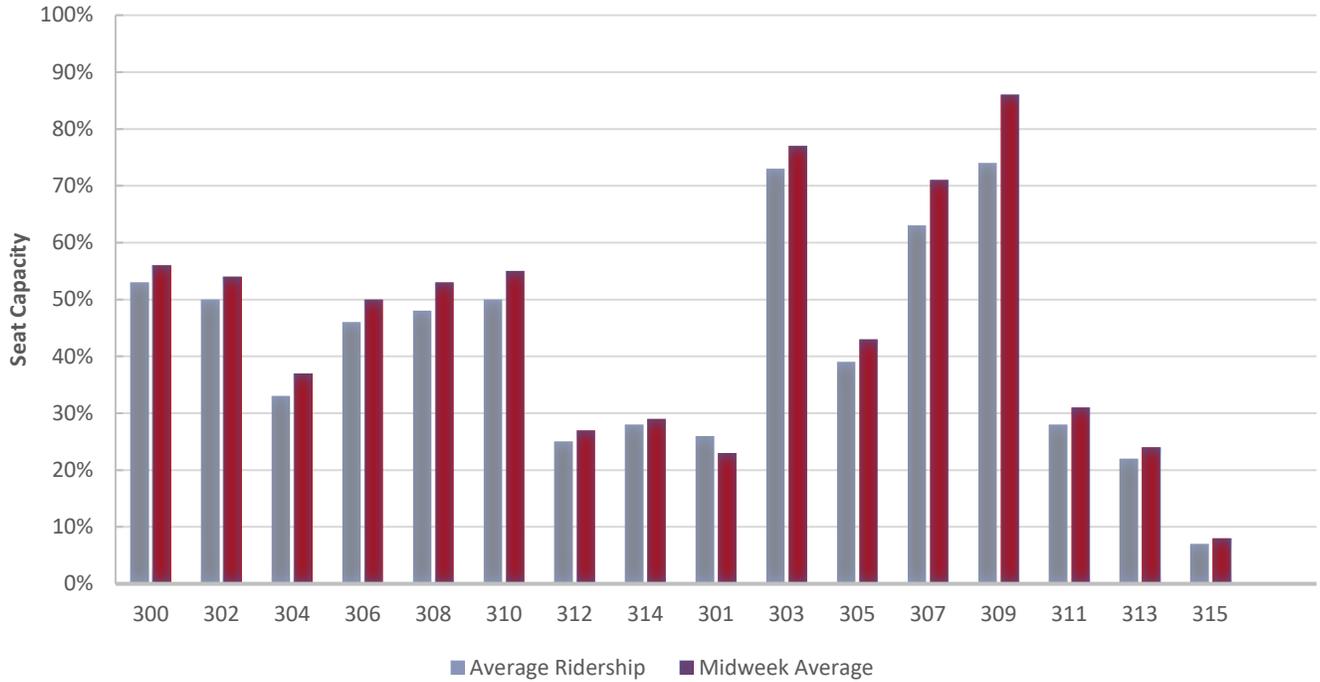
Reason for Waiver	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
<b>Total Waived</b>	<b>0</b>

### MONTHLY SUMMONSES COURT ACTION

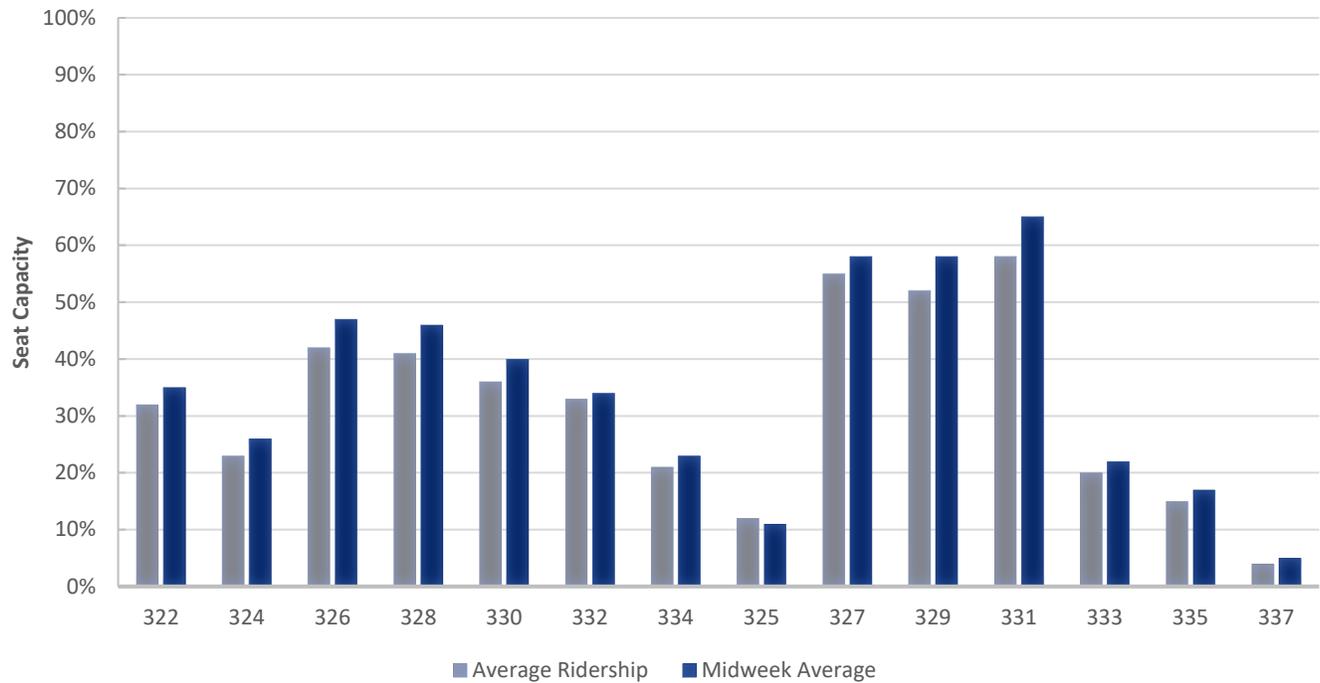


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

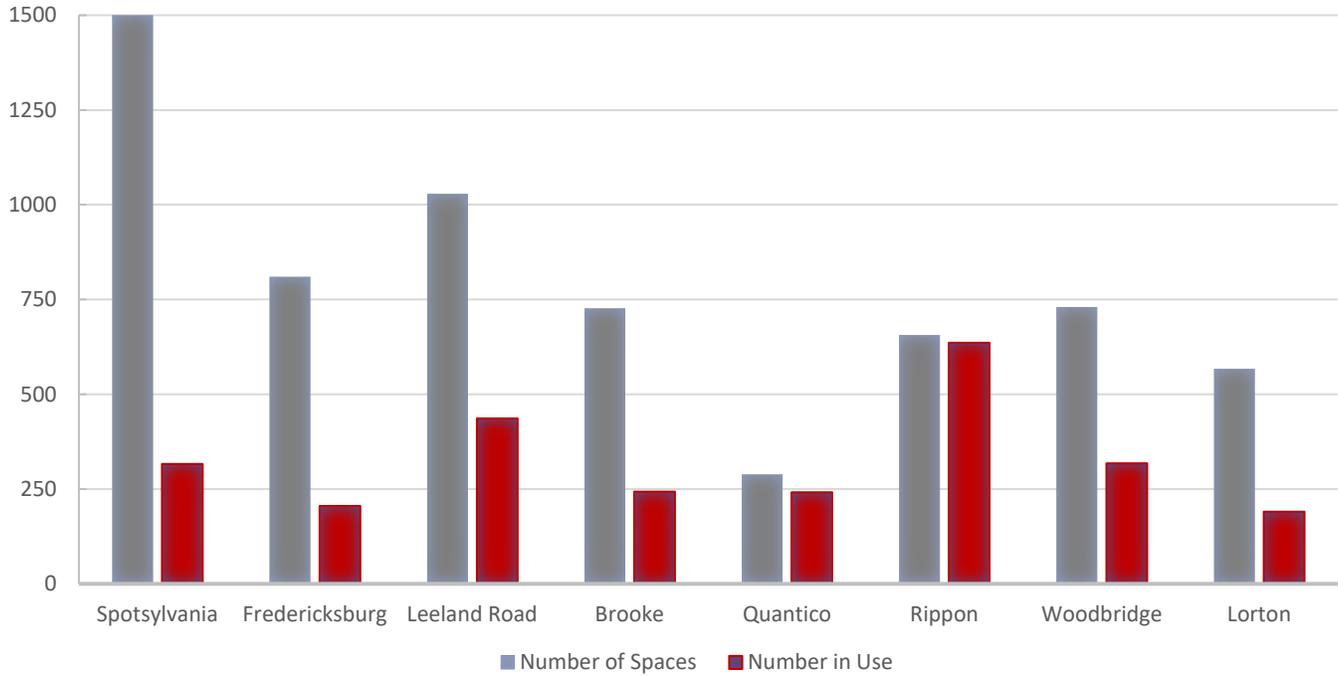


## MANASSAS LINE

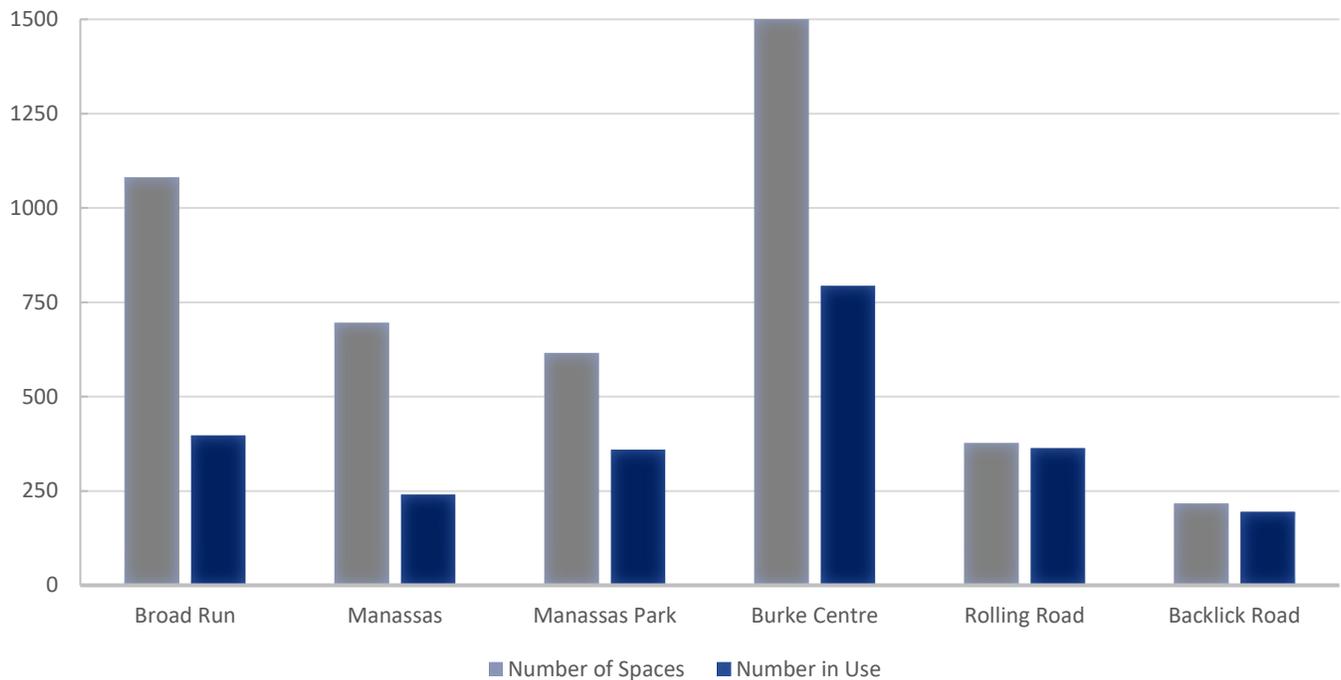


# PARKING UTILIZATION

## FREDERICKSBURG LINE



## MANASSAS LINE



# FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Painting of steel railing repairs at Backlick Road and Burke Centre stations
2. Replacement of existing lighting with LED fixtures at Alexandria Headquarters Crossover conference room

Projects scheduled to be completed this quarter:

1. Replacement of ADA tactile warning panels at Manassas Park station platform
2. Replacement of damaged light pole at Broad Run station Airport parking lot
3. Replacement of existing lighting with LED fixtures at Broad Run station Airport parking lot
4. Painting of steel railing repairs at Brooke and Leeland Road stations
5. Replacement of emergency generator and transfer switch at Alexandria Headquarters
6. Replacement of system map signs at various stations

Projects scheduled to be initiated this quarter:

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

Ongoing projects:

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

# UPCOMING PROCUREMENTS

1. Locomotive AR-10 parts
2. Upgrade of the camera communications and power infrastructure at Broad Run and Crossroads
3. Locomotive exterior painting services
4. Safety and security consulting services
5. Modernization of the Woodbridge station parking garage elevator
6. Final design services for the Seminary Midday Storage Replacement Facility
7. Construction management services for the Crossroads maintenance and storage facility administrative and employee welfare building and employee parking lot project
8. Special track materials for the Broad Run Expansion project
9. Upgrade of security camera network video recorders

## CAPITAL PROJECTS UPDATE (MAINTENANCE & STORAGE)

Project Name	Project Description	tl	Budget	Monthly Project Notes
Broad Run Maintenance and Storage Facility (MSF) Expansion	Expansion of the MSF will support increased Manassas Line service. Enhancements will include new storage tracks for additional rolling stock and reconstruction of the station platform and crew buildings.	Final Design	\$ 100,133,891.00	VRE will seek Operations Board authorization this month for two items: first, approval to execute a contract with our construction management consultant; and second, approval to issue an invitation for bids for the construction phase.
Crossroads Maintenance and Storage Facility (MSF) - Employee Parking	Permanent parking facility will replace gravel lot and support a future Administrative and Employee Welfare building.	Final Design	\$ 7,396,500.00	Our project team met with Spotsylvania County staff on January 29, 2026, as part of the Technical Review Committee process to discuss review comments on the combined site permit application. The consultant team is now addressing those comments and anticipates resubmitting the updated package within the next few weeks.
Crossroads Maintenance and Storage Facility (MSF) - Administrative and Employee Welfare (AEW) Building	New 7,532 square foot AEW building will consolidate functions now spread across two small spaces and include locker rooms, conference rooms, individual offices, and a kitchen.	Final Design	\$ 14,439,741.00	The project team has been focused on addressing the County's comments on the combined site permit application. Once we receive the next round of comments related to our building permit resubmission, we will begin working through those as well.
Seminary Yard Midday Storage Replacement Facility	New facility at former Norfolk Southern yard in Alexandria will replace VRE's current midday storage at Amtrak's Coach Yard in Washington, D.C. Amtrak requires more space in the Coach Yard to store its intercity trains. The new storage facility on the Manassas Line will provide increased flexibility for VRE.	Development	\$ 75,899,512.00	The design team is using the recently obtained survey data to advance the conceptual design for the Phase 2 improvements and to further develop the Phase 3 master plan deliverables. In parallel, VRE is moving forward with execution of a task order for the Phase 1 track maintenance work.

## CAPITAL PROJECTS UPDATE (PARKING)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
Fredericksburg Station Parking Lot Improvements	VRE Lot G, now a gravel lot, will be paved; lighting will be enhanced; and access to the right of way will be maintained.	Final Design	\$ 2,593,773.00	Final Design and Permitting anticipated 3rd Quarter calendar 2025. IFB anticipated Fall 2025. Construction anticipated 4th Quarter calendar 2025.
Manassas Park Parking Expansion	New garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of Manassas Park's proposed transit-accessible high-density mixed-use town center.	Construction	\$ 35,262,764.00	Contractor to complete installation of parking counter system and complete handrail and sidewalk work at the main platform stairwell, and project to be closed out.

## CAPITAL PROJECTS UPDATE (ROLLING STOCK)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
Fleet Expansion Coaches-21 Railcars	Eleven new coaches will expand capacity on the Fredericksburg Line while 10 coaches will facilitate near-term Manassas Line capacity expansion. The coaches will be manufactured by Alstom through a joint procurement with Chicago Metra.	Final Design	\$ 84,624,563.00	Final Designs drawing packages are being reviewed. Customer First Article Inspections are taking place. Construction of first Chicago Metra Cars has started in Hornell NY.

## CAPITAL PROJECTS UPDATE (STATIONS)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
Alexandria Station Improvements	ADA-compliant, grade-separated pedestrian tunnel and elevator will connect the two platforms, which will be extended to accommodate eight-car trains simultaneously on three tracks. Raised platforms will eliminate the need for step-boxes. Rail bridges over King St. and Commonwealth Ave. will be replaced to improve safety.	Construction	\$ 141,308,118.00	Contractor has been issued Notice To Proceed, and is commencing preliminary field activities. Survey and trailer delivery to occur next week. Coordination underway with CSXT for installation of at-grade crossings, and jump spans. Crossings anticipated in March, with jump spans to follow.
Backlick Road Station Improvements	A 270-foot platform extension will accommodate eight-car trains. Other enhancements include a second ADA-compliant entrance, upgraded lighting and communication systems, and rehabilitation of the existing platform and canopy.	Development	\$ 8,621,823.00	Temporary Right of Entry for Survey and Geotechnical activities is pending approval by VPRA.
Brooke Station Improvements	A platform extension will accommodate eight-car trains. The design will allow for potential infrastructure upgrades, such as a third mainline track.	Development	\$ 10,612,440.00	VRE is collaborating with Stafford County, Fredericksburg Area Metropolitan Planning Organization (FAMPO), George Washington Regional Commission (GWRC) and Office of Intermodal Planning and Investment (OIPI) on funding reallocations.
Crystal City Station Improvements	An island platform at this expanded and relocated station will allow for the simultaneous boarding of two eight-car trains and accommodate VPRA's planned fourth track between AF and RO interlockings. This two-phased project is being coordinated with Arlington County's planned intermodal bridge from the station to Ronald Reagan Washington National Airport and VPRA's Long Bridge Project.	Final Design	\$ 89,582,919.00	Phase 2 90% design package, and Phase I Draft IFB package distributed for stakeholder review and awaiting responses. License to use adjacent property for contractor laydown space is with property owner for final execution. Site plan process in coordination with property owner. Permitting coordination underway.
Franconia-Springfield Station Improvements	Both existing platforms will be extended to accommodate eight-car trains and the east platform will be widened. A pedestrian ramp and tunnel entrance to the east platform will provide access during VPRA's Franconia to Lorton Third Track project.	Final Design	\$ 32,247,202.00	Stakeholder review comments on the 100% design package have been received, and comment resolution is underway. Site permit application package has been submitted to Fairfax County.
Leeland Road Station Improvements	A platform extension will accommodate eight-car trains. Other enhancements include a new canopy, ADA-compliant entrance, and shared-use path.	Development	\$ 12,065,300.00	Temporary Right of Entry for Survey and Geotechnical activities is pending approval by CSX. No right of entry is required from VPRA.

## CAPITAL PROJECTS UPDATE (STATIONS)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
L'Enfant Station and Fourth Track	The expanded station will allow for the simultaneous boarding of two eight-car trains. An additional mainline track between the VA and LE interlockings will be coordinated with VPRA's Long Bridge Project.	Development	\$ 131,800,302.00	VRE held a successful, non-mandatory RFQ pre-submittal conference for the CMGC procurement. Deadline for Offeror's written questions is February 11, 2026 and Statements of Qualifications are due March 3, 2026.
Manassas Station Improvements	An extended platform will accommodate eight-car trains and enhance pedestrian access to the station. The continuous platform will replace the at-grade crossing at Battle St., improving safety. A new 300-foot platform with a canopy will be constructed west of the station. The project will be coordinated with the Manassas Line crossover feasibility study to inform future bi-directional service to the platforms.	Development	\$ 9,124,597.00	Temporary Right of Entry for Survey and Geotechnical activities is pending approval by VPRA.

Quantico Station Improvements	This project will construct a new center platform as well rehabilitate and lengthen the existing platform. Station access will be provided by a new pedestrian bridge over the existing tracks and the future third track. The construction of the new third track and corresponding signals will also be facilitated through the project limits.	Closeout	\$ 27,009,714.00	Final Punchlist Items being resolved. Final Change Orders being finalized and processed. Final As-Built Survey for Final Real Estate Actions being accomplished. MCBQ completing Traffic Signal/RR Signal Preemption Install and Connection. CSX to complete Quad Gate install at RR Crossing upon signal completion.
Woodbridge Station Improvements	Extended platforms will accommodate eight-car trains. The project will enhance pedestrian access and support the addition of a third and fourth mainline track as proposed by the commonwealth's Transforming Rail in Virginia program.	Development	\$ 3,281,261.00	Task Order proposal requested from VRE General Planning Consultant (GPC) to initiate project development and engineering investigations.  FTA FFY25 grant (CMAQ) awarded. VPRA funding agreement for non-federal state match is pending.

For more information about VRE capital projects, visit <https://www.vre.org/projects-and-studies/>

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## VIRGINIA RAILWAY EXPRESS

1500 KING STREET, SUITE 202 • ALEXANDRIA, VA 22314 • 703.684.1001

VRE.ORG





# Virginia Railway Express

## MINUTES Operations Board Meeting

9:00 AM - Friday, January 16, 2026  
14700 Potomac Mills Road

The Operations Board Meeting of the Virginia Railway Express was called to order on Friday, January 16, 2026, at 9:00 AM, in the 14700 Potomac Mills Road, with the following members present:

**PRESENT:** Chair Andrea Bailey, Vice Chair Dan Storck, Treasurer Jannan Holmes, At-Large Sonia Vasquez Luna, Immediate Past Chair Sarah Bagley, Board Member Takis Karantonis<sup>†</sup>, Board Alternate Michael McLaughlin<sup>†</sup>, Board Member Alanna Mensing, Board Member Rachna Sizemore Heizer, Board Member George Stewart<sup>‡</sup> and Board Member Dr. Pamela Yeung

**EXCUSED:** Secretary Lori Hayes, Board Member Margaret Franklin, Board Member Tom Gordy, Board Member Tiffany Robinson, Alternate Canek Aguirre, Alternate Victor Angry, Alternate Kenny Boddye, Alternate Maureen Coffey, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith

**STAFF AND VISITORS** VRE: Dallas Richards, Trinette Broussard, Mubashir Ahmed, John Duque, MinhChau Corr, Lezlie Lamb, Mark Schofield, Joseph Swartz, Lindsey Martin, Chris Henry, Kristin Nutter, Sarah Higgins, Eric Johnson, Antonio Thames  
NVTC: Kate Mattice. PRTC: Bob Schneider. Keolis: John Kearins. Prince William County Government: Karen Mills

### 1. Pledge of Allegiance

### 2. Roll Call

- A. Approval of Remote Participation  
No remote participant requests for this meeting.

### 3. Safety Moment

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

### 4. Approval of Agenda

- A. Approval of the January 16, 2026 VRE Operations Board meeting agenda.

#### 1-2026

Board Member Jannan Holmes made a motion to approve the agenda as presented. Vice Chair Andrea Bailey seconded the motion. Carried unanimously.

<sup>†</sup> = Arrived after meeting was called to order  
<sup>‡</sup> = Present but currently non-voting member

**5. Approval of Previous Minutes**

- A. Approval of Minutes from the December 19, 2025 VRE Operations Board Meeting.

**2-2026**

Board Member Pamela Yeung made a motion to approve the minutes from the December 19, 2025 VRE Operations Board meeting. Vice Chair Andrea Bailey seconded the motion. Carried unanimously.

**6. Chair's Comments and Installation of New Officers**

The outgoing Chair, Chair Bagley, opened the meeting by welcoming attendees to the first VRE Operations Board meeting of 2026. She welcomed new Board Members Fairfax County Braddock District Supervisor Rachna Sizemore-Heizer and Prince William County Gainesville District Supervisor George Stewart.

Outgoing Chair noted that the Executive Committee met earlier that morning and announced the new slate of officers for the VRE Operations Board for 2026:

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

Chair Bagley briefly reflected on highlights from her term, including leading the Board through the selection of successors to the Chief Executive Officer and General Counsel following their retirements, and guiding the Board's work on projects associated with Transforming Rail in Virginia. She specifically referenced the joint groundbreaking with the Virginia Passenger Rail Authority in November for improvement projects in and around Alexandria Station.

Chair Bagley then formally passed the gavel to Vice Chair Andrea Bailey, who assumed her role as Chair of the VRE Operations Board for 2026.

**7. New Chair's Comments**

Incoming Chair Andrea Bailey thanked the outgoing Chair, Sarah Bagley, for her leadership and service to the VRE Operations Board, noting accomplishments during her tenure including the opening of the Manassas Park Parking Garage, finalization of the Manassas Line funding agreement, reinstatement of the Amtrak Step-Up program, advancement of capital projects aligned with Transforming Rail in Virginia, and leadership of the Chief Executive Officer and Chief Legal Officer search committees.

Chair Bailey stated that VRE is entering a period of significant transformation, with projects underway throughout the system in coordination with Transforming Rail in Virginia, and noted expectations for expanded service, improved safety, and greater operational efficiency. She expressed hope that construction of the Potomac Shores platforms would begin in the coming year and welcomed incoming Chief Executive Officer Katie Choe, who is scheduled to begin her role the following week.

Chair Bailey emphasized the importance of committee work to the Operations Board and advised that committee assignments would be made at the February 20, 2026 Board meeting. Board members were invited to submit any requested changes to their committee assignments in advance of the next meeting.

**8. Chief Executive Officer's Report**

Acting CEO Dallas Richards briefed the Operations Board on performance metrics and Capital Projects updates.

**9. Virginia Railway Express Riders' and Public Comment**

**10. Action Items**

A. Recommend Authorization to Submit USDOT FY2026 BUILD Grant Application

**3-2026** Immediate Past Chair Sarah Bagley made a motion to authorize the submission of USDOT FY2026 BUILD Grant Application. At-Large Sonia Vasquez Luna seconded the motion. Carried unanimously.

B. Recommend Authorization to Submit a Grant Application for the Broad Run Lead Track Design Phase to the DRPT FY 2027 I-66 Outside the Beltway Funding Program

**4-2026** At-Large Sonia Vasquez Luna made a motion to authorize the submission of a grant application for the Broad Run Lead Track Design Phase to the DRPT FY 2027 I-66 Outside the Beltway Funding Program. Treasurer Jannan Holmes seconded the motion. Carried unanimously.

C. Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for the Alexandria (King Street Station) Pedestrian Tunnel Project

**5-2026** At-Large Sonia Vasquez Luna made a motion to recommend Commission approval and authorization to execute Capital Project funding addendum with VPRA for the Alexandria (King Street Station) Pedestrian Tunnel Project. Treasurer Jannan Holmes seconded the motion. Carried unanimously.

D. Adoption of the 2026 VRE Operations Board Meeting Schedule

**6-2026** Vice Chair Dan Storck made a motion to adopt the 2026 VRE Operations Board Meeting Schedule. Immediate Past Chair Sarah Bagley seconded the motion. Carried unanimously.

**11. Information Items**

A. Spending Authority Report

**12. Closed Session**

A. Motion to Convene a Closed Session

**7-2026** Vice Chair Dan Storck made a motion to convene a closed meeting pursuant to the Virginia Freedom of Information Act Section 2.2-3711.A(7) of the Code of Virginia, for consultation with General Counsel regarding probable litigation. Immediate Past Chair Sarah Bagley seconded the motion. Carried unanimously.

B. Motion to Certify the Closed Session

**8-2026** Vice Dan Chair Storck made a motion to certify The VRE Operations Board, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and,
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed, or considered.

Board Member Alanna Mensing seconded the motion.

The motion carried by a vote of seven (7) in Favor, two (2) Opposed and one (1) Abstention.

**13. Operations Board Member's Time**

NVTC Director Kate Matice provided an update on House Bill 1179, which mirrors the recommendations of Senate Joint Resolution 28 and includes proposals for increased statewide public transportation funding, dedicated funding and staffing, and sales tax changes, with parallel provisions for the NVTC and PRTC districts. She also noted House Bill 900, which proposes statewide sales tax changes resulting in increased funding for the Commonwealth Transportation Fund.

Immediate Past Chair Sarah Bagley extended invitation to the City of Alexandria's George Washington Day Parade

Chair Andrea Bailey encouraged new members to stay informed by reviewing materials, to exchange contact information, and to join VRE staff for a lunch at Headquarters to welcome incoming CEO Katie Choe.

**14. Adjournment**

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Chief Executive Officer

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Board Clerk



# Virginia Railway Express

## MINUTES Operations Board Meeting

9:00 AM - Friday, February 20, 2026  
14700 Potomac Mills Road  
Woodbridge, VA 22192

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The Operations Board Meeting of the Virginia Railway Express was called to order on Friday, February 20, 2026, at 9:00 AM, at the OmniRide Transit Center, located at 14700 Potomac Mills Road, Woodbridge, Virginia with the following members present:

- PRESENT:** Chair Andrea Bailey, Vice Chair Daniel G. Storck, Secretary Lori Hayes, Treasurer Jannan Holmes, At-Large Sonia Vasquez Luna, Immediate Past Chair Sarah Bagley, Board Member Tom Gordy, Board Member Takis Karantonis, Alternate Michael McLaughlin<sup>1</sup>, Board Member Alanna Mensing, Board Member Rachna Sizemore Heizer, Board Member George T. Stewart, Board Member Dr. Pamela Yeung, and Board Member Mariia Zimmerman.
- EXCUSED:** Alternate Canek Aguirre, Alternate Victor Angry, Alternate Kenny Boddye, Alternate Maureen Coffey, Alternate Maya P. Guy, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith
- STAFF AND VISITORS** VRE Staff: Mubashir Ahmed, Katie Choe, MinhChau Corr, Chris Henry, Christine Hoeffner, Sarah Higgins, Chris Kocher, Lezlie Lamb, Lindsey Martin, Charlotte Nourse, Kristin Nutter, Dallas Richards, Nick Ruiz, Mark Schofield, Dagmawie Shikurye, Sukh Sidhu, Brandon Stine, Alex Sugatan, Joe Swartz, and Antonio Thames.  
Others: Paul Garnett, Keolis; John Kerins, Keolis; Kate Mattice, NVTC; Jen Monaco, DRPT; Bob Schneider, PRTC; John Winans, Keolis.

1. **Moment of Silence and Pledge of Allegiance**
2. **Roll Call**
  - A. Approval of Remote Participation  
  
No Members participated remotely.
3. **Safety Moment**
4. **Approval of Agenda**
  - A. Approval of the February 20, 2026 VRE Operations Board Meeting Agenda

### 1-2026

At-Large Sonia Vasquez Luna made a motion to approve the agenda. Secretary Lori Hayes seconded the motion. Carried unanimously.

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<sup>1</sup> Non-voting attendance

**5. Approval of Previous Minutes**

A. Approval of Minutes of the January 16, 2026 VRE Operations Board Meeting

**2-2026**

Secretary Lori Hayes made a motion to approve the minutes from the January 16, 2026 VRE Operations Board meeting as presented. Treasurer Jannan Holmes seconded the motion. Carried unanimously.

**6. Chair's Comments**

Andrea Bailey, VRE Operations Board Chair, welcomed attendees to the February 2026 VRE Operations Board meeting and welcomed Mariia Zimmerman, Director of the Virginia Department of Rail and Public Transportation, to the Board. The Chair asked the Members to take a moment to introduce themselves to Director Zimmerman stating their title and jurisdiction.

Chair Bailey announced that she would make committee assignments at the March meeting and urged Members to let her know which committees they were interested in serving on.

The Chair invited attendees to a luncheon immediately following the meeting to welcome Katie Choe, VRE's new Chief Executive Officer.

Finally, Chair Bailey presented former Chair Bagley with a commemorative plaque and thanked her for her exceptional service in 2025, highlighting major accomplishments, including:

- The opening of the Manassas Park parking garage
- Finalization of the Manassas Line funding agreement
- Reinstatement of the Amtrak Step-Up program
- Advancement of capital projects aligned with Transforming Rail in Virginia
- Leading the CEO and CLO search committees.

**7. Chief Executive Officer's Report**

Katie Choe, VRE Chief Executive Officer, reported on the following topics:

- Recognition of Dallas Richards' leadership during the CEO transition.
- First Month Recap
- Path to 2030 and 2050
- Incidents and Response
  - Recognition of VRE Facilities Staff: Eric Johnson, Paul Rink, Brandon Stine, and Antonio Thames
- Operations Performance
- VRE in the Community
- Additions to the VRE Family
  - Sukh Sidhu, Senior Communications Specialist

**8. Virginia Railway Express Riders' and Public Comment**

There were no public comments.

**9. Action Items**

- A. Authorization to Execute a Contract for Construction Management Services for the Broad Run Expansion Project

**3-2026**

Board Member Tom Gordy made a motion to authorize the Chief Executive Officer to execute a contract for Construction Management Services for the Broad Run Expansion Project. Secretary Lori Hayes seconded the motion. Carried unanimously.

- B. Authorization to Issue an Invitation for Bids for Construction of the Broad Run Expansion Project

**4-2026**

Board Member Tom Gordy made a motion to authorize the Chief Executive Officer to issue an Invitation for Bids for Construction of the Broad Run Expansion Project. At-Large Sonia Vasquez Luna seconded the motion. Carried unanimously.

- C. Authorization to Issue a Request for Proposals for Cost Validation Services for the L'Enfant Station and Fourth Track Project

**5-2026**

Board Member Takis Karantonis made a motion to authorize the Chief Executive Officer to issue a Request for Proposals for Cost Validation Services for the L'Enfant Station and Fourth Track Project. Immediate Past Chair Sarah Bagley seconded the motion. Carried unanimously.

- D. Authorization to Provide a Letter of Support for VPRA's Application for FFY2024-2025 Federal-State Partnership for Intercity Passenger Rail Program Funding

**6-2026**

Vice Chair Daniel G. Storck made a motion to authorize the Chief Executive Officer to provide a letter of support for VPRA's Application for FFY2024-2025 Federal-State Partnership for Intercity Passenger Rail Program Funding. Treasurer Jannan Holmes seconded the motion. Carried unanimously.

- E. Authorization to Extend the Lease Agreement for Parking at the Rippon VRE Station

**7-2026**

Treasurer Jannan Holmes made a motion to authorize the Chief Executive Officer to extend the Lease Agreement for Parking at the Rippon VRE Station. Secretary Lori Hayes seconded the motion. Carried unanimously.

- F. Authorization to Amend a Contract for IT Consulting for Train Information Provider Maintenance and Support.

**8-2026**

Secretary Lori Hayes made a motion to authorize the Chief Executive Officer to amend a contract for IT Consulting Services for Train Information Provider Maintenance and Support. Treasurer Jannan Holmes seconded the motion. Carried unanimously.

- G. Authorization to Execute a Sole Source Service Level Agreement for Automated Passenger Counting System Software Licensing, Technical Support, and Hardware Maintenance

**9-2026**

Treasurer Jannan Holmes made a motion to authorize the Chief Executive Officer to execute a sole-source service level agreement for Automated Passenger Counting System software licensing, technical support, and hardware maintenance. At-Large Sonia Vasquez Luna seconded the motion. Carried unanimously.

- H. Authorization to Execute a Sole Source Contract for Passenger Railcar Waste Treatment Tanks

**10-2026**

Treasurer Jannan Holmes made a motion to authorize the Chief Executive Officer to execute a sole-source contract for Passenger Railcar Waste Treatment Tanks. Secretary Lori Hayes seconded the motion. Carried unanimously.

**10. Information Items**

- A. VRE Transit Asset Management Plan 2025 Update

Dallas Richards reviewed the 2025 VRE Transit Asset Management Plan report with the Board.

- B. Spending Authority Report

**11. Closed Session**

- A. Motion to Convene a Closed Session

**11-2026**

Vice Chair Daniel G. Storck made a motion , pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A(3) of the Code of Virginia,) to convene a closed session for consultation with General Counsel regarding discussions of acquisition of real property for a public purpose, where discussion in an open meeting would adversely affect the bargaining or negotiating strategy of the public body. Board Member George T. Stewart seconded the motion. Carried unanimously.

- B. Motion to Certify the Closed Session

**12-2026**

Vice Chair Daniel G. Storck made a motion that the VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and,
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed, or considered.

Board Member George T. Stewart seconded the motion. Carried unanimously.

## 12. Operations Board Member's Time

The Chair went around the table to offer each Member the opportunity to make announcements or offer comments. When called on, each Member offered their welcome to Katie Choe on her first Operations Board meeting as Chief Executive Officer. Below are additional comments by the following Members:

- Ms. Bagley thanked Vice Chair Storck for participating in the City of Alexandria's George Washington Parade in the character of Abraham Lincoln. She also thanked VRE Staff for their daily presence at the station during the afternoon train shuffle.
- Mr. Karantonis thanked VRE Staff for their hard work keeping the trains running safely. He also stated that there is interest in rail and transit and noted the Commonwealth's investment in rail. He invited Ms. Choe to his county board to give an update on the Crystal City station project at a later date.
- Mayor Mensing thanked Ms. Choe for the communication she provided to Members during the storm.
- Director Zimmerman appreciated her discussion with Ms. Choe and reiterated the importance of keeping the various capital projects on schedule. The Director also stated that she and her staff will be working on the 5-year CIP and expect the draft to be ready in April. She also announced that March will be Transit Operator Appreciation Month and DRPT is accepting nominations to recognize outstanding transit operators through March 2nd.
- Mr. Gordy invited Ms. Choe to tour the Broad Run area for context and get a sense of the growth and potential for future riders.
- Dr. Yeung indicated she would like to host Ms. Choe for a tour of Stafford stations. She thanked VRE staff for their work to recover from the storm.
- Ms. Luna welcomed new members and stated she appreciated the discussions she has had with Ms. Choe. She congratulated former Chair Bagley on her leadership last year. Ms. Luna continues to advocate for increased marketing, bilingual access and accommodation, and weekend services.
- Vice Chair Storck thanked staff for their storm response. He thanked staff for the 2025 Annual Report, and stated he enjoyed the opportunity to be a part of Alexandria's George Washington Parade.
- Chair Bailey stated that relationships are important and welcomed the new Board Members and Ms. Choe. She said her priority is to enhance transparency and communication. The Chair has been holding one-on-one discussions with Board Members and has heard interest in a Board Retreat. Chair Bailey stated that she, Ms. Choe, and Joe Swartz attended the VTA Day and Reception in Richmond.

## 13. Adjournment

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Chief Executive Officer

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Board Clerk



## RESOLUTION #2601

- SUBJECT:** Ratify VRE’s Application, on Behalf of the Commissions, to the U.S. Department of Transportation (USDOT) for a FY 2026 BUILD Grant for the VRE L’Enfant Station and 4<sup>th</sup> Track Improvements Project
- WHEREAS:** On November 26, 2025, the U.S. Department of Transportation (USDOT) issued a Notice of Funding Opportunity (NOFO) to solicit applications for the Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grant program;
- WHEREAS:** VRE staff considers the VRE L’Enfant Station and 4th Track Improvements project a strong candidate for construction grant funding under the BUILD program;
- WHEREAS:** If authorized, the construction grant funding will be used for the construction phase of the project;
- WHEREAS:** The total federal amount requested in the grant application is \$25 million with a required non-federal match in the amount of \$6.25 million to come from existing committed state funds;
- WHEREAS:** The VRE Operations Board recommended NVTC and PRTC (the “Commissions”) authorize the VRE Chief Executive Officer to apply for funding; and
- WHEREAS:** Since neither Commission had a February meeting, the application was submitted by the February 24, 2026 deadline and will be withdrawn if the action is not approved.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby ratify VRE’s application, on behalf of the Commissions, to the U.S. Department of Transportation (USDOT) for a FY 2026 BUILD Grant for the VRE L’Enfant Station and 4<sup>th</sup> Track Improvements Project.
- BE IT FURTHER RESOLVED** that NVTC authorize the VRE Chief Executive Officer to make any necessary corrections to the project amount or descriptions in the application and to authorize the execution of all project funding agreements that may result from consideration of the project.

Approved this 5<sup>th</sup> day of March, 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer

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

**To:** Chair Bailey and the VRE Operations Board  
**From:** Dallas Richards  
**Date:** January 16, 2026  
**Re:** Recommend Authorization to Submit USDOT FY2026 BUILD Grant Application

**RECOMMENDATION:**

The Virginia Railway Express (VRE) Operations Board is asked to recommend the Commissions authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, an application to advance the construction of the VRE L'Enfant Station and 4th Track Improvements project to the U.S. Department of Transportation (USDOT) for funding consideration for the Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program, to make any necessary corrections to the project amount or descriptions in the application, and execute all project funding agreements that may result from consideration of the project.

**SUMMARY:**

On November 26, 2025, USDOT issued a Notice of Funding Opportunity (NOFO) to solicit applications for the BUILD program. VRE staff have identified the construction of the VRE L'Enfant Station and 4th Track Improvements as a BUILD grant candidate project. If authorized, USDOT BUILD construction grant funding will be used for the construction phase of the project.

**BACKGROUND INFORMATION:**

On November 26, 2025, USDOT issued a NOFO to solicit applications for the BUILD program. According to the NOFO, BUILD grants will be awarded on a competitive basis for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity; state of good repair; partnership and collaboration; and innovation. Applications are due February 24, 2026.

VRE staff have identified VRE L'Enfant Station and 4th Track Improvements project as a strong BUILD grant candidate. The project aligns with multiple BUILD merit criteria including environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and partnership and collaboration. If authorized, USDOT BUILD grant funding will be used for the construction phase of the project. The federal grant amount requested in the grant application is \$25 million.

Federal BUILD grant funds may be used for up to 80 percent of the project cost. The balance of the project cost must be from non-Federal sources including state funds originating from

programs funded by state revenue, local funds originating from state or local revenue sources, or private funds. The maximum BUILD program grant award for capital projects for construction of surface transportation projects is \$25 million. A minimum 20 percent non-federal match contribution is required for BUILD grants in urban areas. The required match for this application in the amount of \$6.25 million will be provided from state funds already committed to the project.

VRE staff, along with VRE's General Planning Consultant (GPC), will develop the required application documentation. A benefit-cost analysis (BCA) is required as part of the application. A preliminary BCA will be conducted prior to submission of the application to confirm the BCA indicates the project benefits will exceed its costs; if the project costs exceed its benefits and revisions to the project assumptions cannot be made to achieve a positive outcome, no application will be submitted.

#### **FISCAL IMPACT:**

The submission of a grant application has no immediate fiscal impact. If selected for BUILD construction grant funding, a formal amendment to the FY 2027 Operating and Capital Budget to reflect the receipt of the BUILD grant funds will be presented to the Operations Board in December 2026 for approval and referral to the Commissions.

#### **ATTACHMENTS:**

[Output Document \(2026-145\) - Pdf](#)



Virginia Railway Express  
Operations Board

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**Recommend Authorization to Submit USDOT FY2026 BUILD Grant Application**

**ACTION: APPROVED**

**WHEREAS**, on November 26, 2025, the U.S. Department of Transportation (USDOT) issued a Notice of Funding Opportunity (NOFO) to solicit applications for the Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grant program; and,

**WHEREAS**, VRE staff considers the VRE L'Enfant Station and 4th Track Improvements project a strong candidate for construction grant funding under the BUILD program; and,

**WHEREAS**, if authorized, the construction grant funding will be used for the construction phase of the project; and,

**WHEREAS**, the total federal amount requested in the grant application is \$25 million with a required non-federal match in the amount of \$6.25 million to come from existing committed state funds;

**NOW, THEREFORE, BE IT RESOLVED** that the Virginia Railway Express Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to submit, on behalf of the Commissions, a BUILD discretionary construction grant application for the VRE L'Enfant Station and 4th Track Improvements project, to make any necessary corrections to the project amount or descriptions in the application, and execute all project funding agreements that may result from consideration of the project.

**INTRODUCTION AND VOTE RECORD:**

**MOTION:** Sarah Bagley

**SECOND:** Sonia Vasquez Luna

**Ayes:** Bagley, Bailey, Holmes, McLaughlin, Mensing, Sizemore Heizer, Storck, Vasquez Luna, Yeung

**Nays:**

**Abstentions:**

**Absent from Vote:** Franklin, Gordy, Hayes, Karantonis, Robinson

**RESOLUTION 26-01-10A**

Regular Meeting

January 16, 2026

**I certify the foregoing resolution was APPROVED by the Board of Commissioners at a meeting on January 16, 2026, at which a quorum was present and voted.**



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Acting Chief Executive Officer



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VRE Operations Board Clerk

**RESOLUTION #2602**

**SUBJECT:** Ratify VRE's Application, on Behalf of the Commissions, to the DRPT FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the Design Phase of the Broad Run Lead Track

**WHEREAS:** The Virginia Department of Rail and Public Transportation (DRPT) opened a call for projects for the FY 2027 I-66 Outside the Beltway (OTB) Funding Program;

**WHEREAS:** VRE staff have identified a project, the VRE Broad Run Lead Track Design Phase, for an \$11.3 million capital funding request to the I-66 Outside the Beltway Program that supports and implements planned service enhancements consistent with the System Plan 2050's 2030 and 2050 service plans as well as the Transforming Rail in Virginia initiative;

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

**WHEREAS:** The VRE Operations Board recommended NVTC and PRTC (the "Commissions") authorize the VRE Chief Executive Officer to apply for funding; and

**WHEREAS:** Since neither Commission had a February meeting, the application was submitted by the February 1, 2026 deadline and will be withdrawn if the action is not approved.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby ratify VRE's application, on behalf of the Commissions, to the Department of Rail and Public Transportation (DRPT) FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the Design Phase of the Broad Run Lead Track.

**BE IT FURTHER RESOLVED** that NVTC does hereby authorize the VRE Chief Executive Officer to make any necessary corrections to the project amount or description in the application, and to authorize the execution of all project funding agreements that may result from consideration of the VRE application.

Approved this 5<sup>th</sup> day of March, 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer

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

**To:** Chair Bailey and the VRE Operations Board

**From:** Dallas Richards

**Date:** January 16, 2026

**Re:** Recommend Authorization to Submit a Grant Application for the Broad Run Lead Track Design Phase to the DRPT FY 2027 I-66 Outside the Beltway Funding Program

**RECOMMENDATION:**

The VRE Operations Board is asked to recommend the Commissions authorize the Acting Chief Executive Officer to submit, on behalf of the Commissions, a VRE application for Design of the Broad Run Lead Track to the FY 2027 I-66 Outside the Beltway (OTB) Funding Program, to make any necessary corrections to the project amount or description in the application, and to execute all project funding agreements that may result from consideration of the VRE application.

**SUMMARY:**

VRE has identified a capital project, the Broad Run Lead Track, to support planned service enhancements on the Manassas Line, consistent with the System Plan 2050 Service Vision, that benefits toll payers, maximizes person throughput, and provides enhanced multimodal choices in the I-66 travel corridor. If authorized, VRE will apply for funding for this improvement from the FY 2027 I-66 OTB Funding Program.

**BACKGROUND INFORMATION:**

On December 1, 2025, the Virginia Department of Rail and Public Transportation (DRPT) opened a call for projects for the FY 2027 I-66 OTB Funding Program. The I-66 OTB Funding Program is a funding initiative designed to support transit services operating within the I-66 Express Lanes corridor outside the Capital Beltway. Established under the Transform 66 public-private partnership, the program utilizes concession payments from I-66 Express Mobility Partners to advance multimodal transportation objectives.

The primary purpose of the funding program is to enhance regional mobility, increase person throughput, and improve the quality and reliability of transit services along this corridor. Participation is limited to eligible transit providers serving the designated area, and funding is allocated through annual application cycles managed via DRPT's WebGrants platform. Applications are due by February 1, 2026. DRPT selects projects to fund and the CTB approves the program for inclusion in the Six Year Improvement Program in June 2026.

VRE staff have identified the Broad Run Lead Track project's design and environmental review phase as the highest priority project for consideration for I-66 OTB funding. The Lead Track would be constructed parallel to the existing mainline railroad between the Broad Run Station and Maintenance and Storage Facility (MSF) and a point west of Grant Avenue in the City of Manassas, from roughly milepost 35.7 to milepost 32.75 on the Manassas Line.

Consistent with VRE procedures for grant applications, the Operations Board must recommend the submission of grant applications to the Commissions for their authorization. The pending authorization of the Commissions does not confer endorsement of any VRE application in relation to the DRPT I-66 OTB project selection process.

The estimated total cost of the design and environmental review phases for the Broad Run Lead Track is \$11,300,000. In addition to this proposed I-66 OTB application, VRE previously submitted a Commuter Choice application in the amount of \$5,000,000 for Broad Run Lead Track design phase funding through the Northern Virginia Transportation Commission (NVTC) in December. Therefore, this application to the I-66 OTB Program will seek \$6,300,000 in funding to support final design and all necessary environmental reviews on the proposed lead track,

Funding for the future project construction phase will be secured as funding opportunities arise and as a more refined cost estimate is available from the design effort. If VRE is not successful in either of the I-66 OTB or Commuter Choice applications, then alternative funding sources will be considered for the design phase, likely including a portion of VRE's federal Section 5307 (Urbanized Area) funds, which can be used to support expansion projects.

#### **FISCAL IMPACT:**

There is no fiscal impact associated with this request. The DRPT I-66 OTB Funding Program will provide 100% of the requested funds and no match is required. If selected for I-66 OTB funding, an amendment to the FY 2027 Operating and Capital Budget and/or item in the FY 2028 Operating and Capital Budget to reflect the receipt of the I-66 OTB funds would be presented to the Operations Board for approval and referral to the Commissions.

#### **ATTACHMENTS:**

[Output Document \(2026-149\) - Pdf](#)



Virginia Railway Express  
Operations Board

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**Recommend Authorization to Submit a Grant Application for the Broad Run Lead Track Design Phase to the DRPT FY 2027 I-66 Outside the Beltway Funding Program**

**ACTION: APPROVED**

**WHEREAS**, the Virginia Department of Rail and Public Transportation (DRPT) opened a call for projects for the FY 2027 I-66 Outside the Beltway (OTB) Funding Program; and,

**WHEREAS**, VRE staff have identified a project, the VRE Broad Run Lead Track Design Phase, for a \$6,300,000 capital funding request to the I-66 Outside the Beltway Program that supports and implements planned service enhancements consistent with the System Plan 2050's 2030 and 2050 service plans as well as the Transforming Rail in Virginia initiative; and,

**WHEREAS**, staff considers the proposed capital project a strong candidate for I-66 Outside the Beltway funding due to the ability to move more people more efficiently through the I-66 corridor and expand commuters' travel options;

**NOW, THEREFORE, BE IT RESOLVED** that the Virginia Railway Express Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to submit, on behalf of the Commissions, an application to the FY 2027 I-66 Outside the Beltway Funding Program, to make any necessary corrections to the project amount or descriptions in the application, and to execute all project funding agreements that may result from consideration of VRE's application.

**INTRODUCTION AND VOTE RECORD:**

**MOTION:** Sonia Vasquez Luna

**SECOND:** Jannan W. Holmes

**Ayes:** Bagley, Bailey, Holmes, McLaughlin, Mensing, Sizemore Heizer, Storck, Vasquez Luna, Yeung  
**Nays:**

**Abstentions:**

**Absent from Vote:** Franklin, Gordy, Hayes, Karantonis, Robinson

**RESOLUTION 26-01-10B**

Regular Meeting

January 16, 2026

I certify the foregoing resolution was **APPROVED** by the **Board of Commissioners** at a meeting on **January 16, 2026**, at which a quorum was present and voted.



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Acting Chief Executive Officer



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VRE Operations Board Clerk

**RESOLUTION # 2603**

**SUBJECT:** Approve and Authorize the VRE CEO to Execute a Capital Project Funding Addendum with VPRA for the Alexandria (King Street Station) Pedestrian Tunnel Project

**WHEREAS:** On August 4, 2022, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“Commissions”) entered into a Master Funding Agreement for VPRA-Supplied Funding on VRE Projects (“Master Funding Agreement”) with the Virginia Passenger Rail Authority (VPRA);

**WHEREAS:** Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule and VPRA funding commitment;

**WHEREAS:** VPRA has identified up to \$21,853,149 in funds available for the Alexandria (King Street Station) Pedestrian Tunnel Project;

**WHEREAS:** VRE staff recommends approval of the proposed Capital Project Funding Addendum for the Alexandria (King Street Station) Pedestrian Tunnel Project to facilitate VRE’s access to up to \$21,853,149 in funds; 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 Capital Project Funding Addendum with the Virginia Passenger Rail Authority (VPRA) for the Alexandria (King Street Station) Pedestrian Tunnel Project and authorize the VRE Chief Executive Officer to execute the Addendum on behalf of the Commissions.

Approved this 5<sup>th</sup> day of March, 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer

**January 8, 2025**

**Capital Project Addendum for Alexandria (King Street Station) Pedestrian Tunnel**

**among**

**Virginia Passenger Rail Authority**

**and**

**Northern Virginia Transportation Commission**

**and**

**Potomac and Rappahannock Transportation Commission**

**UPC 99712**

This capital project addendum for the construction of improvements to the Alexandria (King Street Station) Pedestrian Tunnel (“**Agreement**”) is between (i) the Virginia Passenger Rail Authority (“**VPRA**”) and (ii) the Northern Virginia Transportation Commission (“**NVTC**”) and the Potomac and Rappahannock Transportation Commission (“**PRTC**”) and together with NVTC, the “**Commissions**”), as joint owners and operators of the Virginia Railway Express commuter rail service (“**VRE**”) (the Commissions are referred to as “**Grantee**”) (VPRA and Grantee collectively referred to as the “**Parties**”).

## RECITALS

WHEREAS, Code of Virginia § 33.2-214.1 (1950), as amended, known as Smart Scale, requires a prioritization process in selecting transportation projects for funding; and

WHEREAS, Grantee submitted the Application (defined below), and the Commonwealth Transportation Board (“**CTB**”) allocated funding for the Project (defined below); and

WHEREAS, pursuant to the Application and the CTB’s allocation of funding for the Project, the Parties intend under this Agreement for the Grantee to design certain improvements at the VRE King Street station in Alexandria, Virginia (the “**Project**”); and

WHEREAS, the Parties wish to define the extent of the Project, the responsibilities of each Party, the manner of performing the necessary Work, the method and time of payment, and to set out additional conditions associated with the Project.

## AGREEMENT

NOW, THEREFORE, in consideration of the covenants and agreements set forth, and other good and valuable consideration, the sufficiency of which is acknowledged, the Parties agree as follows.

### ARTICLE 1. DEFINITIONS

Capitalized terms not otherwise defined in the recitals or the body provisions of this Agreement shall have the following meanings.

§ 1.1 **Application** means the application for funding of the King Street Station Pedestrian Tunnel through the Smart Scale program, with Smart Scale application identification number 1414.

§ 1.2 **CSX** means CSX Transportation, Inc.

§ 1.3 **CTB Policy and Guidelines** means the document titled Smart Scale Technical Guide found at [technical-guide-2022.pdf \(smartscale.org\)](https://www.smartscale.org/technical-guide-2022.pdf), revised February, 2021, and as amended and revised from time to time.

**§ 1.4 Eligible Project Cost** means costs incurred by Grantee in support of the Project, which costs meet the requirements set forth in Section 2.8 of the Master Funding Agreement.

**§ 1.5 Final Construction Documents** means the completed construction documents for the Work prepared by or on behalf of the Grantee and accepted by VPRA.

**§ 1.6 Fiscal Year** means the funding year for the Commonwealth of Virginia beginning July 1 and ending June 30.

**§ 1.7 [reserved]**

**§ 1.8 Master Funding Agreement** means the agreement among VPRA and NVTC and PRTC titled *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* and dated August 4, 2022.

**§ 1.9 Notice to Proceed** is a written notice issued by VPRA upon or after the effective date of this Agreement, authorizing the Grantee to commence the Work or a specified portion of the Work.

**§ 1.10 Re-work** means work required to correct deficiencies in Work caused by the Grantee's incomplete work, incorrect work, or failure to comply with any of the provisions of this Agreement.

**§ 1.11 [reserved].**

**§ 1.12 Work** means all labor, materials, equipment, tasks, duties, obligations, services, requirements, and activities of whatever kind or nature, express or implied, direct, indirect, or incidental, and all items tangible and intangible, required for the Grantee to fulfill its obligations under this Agreement.

## **ARTICLE 2. SCOPE OF WORK, BUDGET, AND SCHEDULE**

### **§ 2.1 Project Scope**

#### **§ 2.1.1 Design and Construction**

The Grantee shall complete the construction of station and platform improvements at the Alexandria Union Station in Alexandria, Virginia, for accessibility, safety, and capacity. The construction includes the elimination of the current at-grade pedestrian crossing and provision of ADA-compliant, grade-separated access via two new elevators and replacement of the existing pedestrian tunnel. The construction also includes modification and extension of existing passenger platforms to accommodate eight-car trains on up to three tracks simultaneously, as well as raising platform heights to eliminate the need for passenger step-boxes to access VRE and Amtrak trains. The Grantee shall complete all Work necessary to construct the Project on right(s) of way owned or controlled by the Grantee, or on which the Grantee has the legal authority to construct improvements pursuant to a right of entry, operating access agreement, license, easement, or other legal agreement.

**§ 2.1.2 Land Ownership and Easement Acquisition**

To the extent necessary, the Grantee shall complete all Work necessary to acquire any land ownership, easements, or other property rights necessary to construct the Project.

**§ 2.1.3 Final Project Scope**

The Grantee shall prepare and submit a final Project scope document for review and acceptance by VPRA.

**§ 2.2 Project Budget**

**§ 2.2.1** As of the effective date of this Agreement, the project budget (the “**Project Budget**”) for the Work under this Agreement is **\$40,060,092**. This figure does not include any direct or shared costs related to the separate King Street & Commonwealth Avenue Bridge Replacement project that is being funded by VPRA and managed by VRE in conjunction with the Project.

**§ 2.2.2** As of the effective date of this Agreement, the maximum funding available for reimbursement from VPRA under this Agreement (“**Maximum VPRA Funding**”) is **\$21,853,149**.

**§ 2.2.3** Amounts not spent in a planned fiscal year shall be carried forward into subsequent years, so that the entire amount of the Maximum VPRA Funding available under the Agreement is available for reimbursement for Eligible Project Costs.

**§ 2.2.4** The Maximum VPRA Funding available to be provided by VPRA pursuant to this Agreement is subject to appropriation by the General Assembly of Virginia and allocation by the CTB. The Maximum VPRA Funding under this Agreement cannot exceed the amount allocated by the CTB and the amount appropriated by the General Assembly of Virginia.

**§ 2.2.5** Any cost of completing the Work in excess of the Maximum VPRA Funding identified in § 2.2.2 shall be the responsibility of the Grantee.

**§ 2.2.6 Final Project Budget**

The Grantee shall prepare and submit a final Project Budget for review and acceptance by VPRA. If, at any time, it appears that the final Project Budget is insufficient for completion of the final Project Scope, the Grantee shall promptly notify VPRA.

**§ 2.3 Project Schedule**

**§ 2.3.1 Initial Project Schedule**

The initial Project schedule is as follows:

<b>PROJECT MILESTONE</b>	<b>TARGET DATE</b>
Complete Project Design	June 20, 2025
Award Contract	October 17, 2025
Start Construction (Full NTP)	January 12, 2026
Complete Construction	December 13, 2027
Project Closeout	June 13, 2028

### **§ 2.3.2 Final Project Schedule**

After completion of the Final Construction Documents, the Grantee shall prepare and submit a final Project schedule for review and acceptance by VPRA.

**§ 2.4** The Project Budget, Project Schedule, and Project Scope are subject to the requirements established in the CTB Policy and Guidelines, and the Code of Virginia. Grantee shall fulfill any CTB reporting requirements, and any requirements to report to an entity overseen by the CTB such as the Virginia Department of Transportation, with respect to the Project and the Project funding.

**§ 2.5** The Project shall be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event that the Grantee requests termination of the Project and VPRA does not agree to the termination, or if the Grantee does not advance the Project to the next phase of construction when requested by the CTB and VPRA has expended state or federal funds, the Grantee may be required to reimburse VPRA for all funds expended on the Project, pursuant to Code of Virginia § 33.2-214 (1950), as amended.

**§ 2.6** The Project has been selected through the Smart Scale application and selection process and will remain in the Six Year Improvement Program as a funding priority unless certain conditions set forth in the CTB Policy and Guidelines arise. Pursuant to the CTB Policy and Guidelines, this Project will be re-scored and/or the funding decision re-evaluated if any of the following conditions apply: a change in the scope, an estimate increase prior to contract advertisement or award, or a significant reduction in the locally/regionally leveraged funds. Applications may not be submitted in a subsequent annual Smart Scale prioritization cycle to account for a cost increase on a previously prioritized project.

## **ARTICLE 3. INCORPORATION OF MASTER FUNDING AGREEMENT; JOINT AND SEVERAL OBLIGATIONS**

**§ 3.1** The Master Funding Agreement is hereby incorporated as if set out in full herein, which together with the terms of this Agreement, shall govern the Project. To receive reimbursements, Grantee shall submit reimbursement requests pursuant to Section 2.9 of the Master Funding Agreement.

**§ 3.2** It is understood and agreed that the Commissions shall act together in all matters related to the performance of this Agreement, and the rights and obligations of the Commissions hereunder shall be shared jointly and severally.

## **ARTICLE 4. SPECIAL CAPITAL PROVISIONS**

**§ 4.1** By execution of this Agreement, VPRA provides the Grantee a notice to proceed for the Work specified in § 2.1.3, § 2.2.6, and § 2.3.2 (*i.e.*, preparation of a final Project scope, Project Budget, and Project schedule). Any submissions made by an entity representing the Grantee shall contain the Grantee's written approval of the submission.

**§ 4.2** The Grantee shall not commence the Work described in § 2.1.1 and § 2.1.2 until VPRA has issued in writing a notice to proceed for this Work. In order for VPRA to consider issuing

such a notice to proceed, the Grantee must submit a final Project scope, final Project Budget, and final Project schedule for the Work to VPRA for approval.

**§ 4.3** If the Grantee desires to perform any Work specified in Section 2 prior to receiving a written notice to proceed from VPRA, the Grantee shall request in writing from VPRA a letter of no prejudice with respect to the Work the Grantee desires to perform. The costs for Work incurred since the issuance of a letter of no prejudice may be considered Eligible Project Costs upon execution of this Agreement and the issuance by VPRA of a written notice to proceed with respect to the specified Work. However, nothing shall obligate VPRA to reimburse the Grantee for any portion of the cost of such Work in the absence of VPRA's letter of no prejudice, executed Agreement, and notice to proceed.

**§ 4.4** VPRA reserves the right to propose or reject any Project scope items, Project Budget, or Project schedule because VPRA's own analysis reveals that significant cost or schedule savings could be achieved through other contracting means than Grantee proposes which meet the Grantee's performance and Project requirements.

**§ 4.5** VPRA does not make any warranty as to the accuracy or suitability of the information contained in the Application or any other submissions provided to VPRA by the Grantee, nor does it relieve the Grantee of any liability under this Agreement. Any such submissions provided shall contain the approval of the Grantee in those situations where the submitter is not the Grantee.

**§ 4.6** The Grantee shall ensure completion of the Work is consistent with all parameters set forth in the Application.

**§ 4.7** The Grantee shall construct the Project in accordance with

- .1** the most recent VPRA-accepted Final Construction Documents, final Project Budget, and final Project schedule;
- .2** applicable provisions of the *Manual for Railway Engineering* published by the American Railway Engineering and Maintenance-of-Way Association;
- .3** applicable federal, state, and local law; and
- .4** applicable host railroad standards and specifications.

**§ 4.8** The Grantee shall be solely responsible for the construction means, methods, techniques, sequences, and procedures, and the safety precautions and programs in connection with the Work. If, at any time, VPRA or the Grantee, or an authority having jurisdiction over the Work, determine that construction of Work is not in accordance with the requirements of this Agreement, the Grantee shall undertake the Re-work necessary to correct the deficiency.

**§ 4.9** If the Grantee, VPRA, or inspectors duly authorized to uphold applicable federal, state, and local laws and regulations regarding construction and operating practices, determines that any material or construction is not in accordance with the standards which comply with all applicable federal, state, or local laws and regulations, the Grantee shall replace materials or otherwise correct any workmanship necessary to cure the deficiency. The Grantee shall not use any funds provided under this Agreement to pay for a replacement or correction required under this section, or for any other Re-work.

**§ 4.10 Utility Relocation and Protection**

**§ 4.10.1 Utilities on Non-CSX Property**

For utilities and utility crossings affected by the final Project scope that are not located on property owned or controlled by CSX, the Grantee shall relocate and protect the utilities as necessary after consultation with the utility owners.

**§ 4.10.2 Utilities on CSX Property**

For utilities and utility crossings affected by the final Project scope that are located on property owned or controlled by CSX, the Grantee shall consult with CSX as to the relocation and protection of the utilities as necessary and then, to the extent the Grantee is responsible, relocate and protect the utilities after consultation with the utility owners.

**§ 4.11 Record Documents**

The Grantee shall provide VPRA with reliable record documents that incorporate all on-site changes made to the Work during construction.

**§ 4.12 Insurance**

The Grantee shall obtain and maintain, or require its construction contractor to obtain and maintain, at least the insurance coverage types and amounts set forth in **EXHIBIT A** (*Minimum Insurance Requirements*).

**§ 4.13** The Project constitutes the Initial Project referred to as “Alexandria Station Pedestrian Tunnel” under the Master Agreement, and the funding supplied by VPRA under this Agreement fully satisfies VPRA’s Initial VPRA Funding Commitment with respect to that project.

[SIGNATURE PAGE FOLLOWS]

IN TESTIMONY THEREOF, VPRA and the Grantee have caused this Agreement to be executed, each by their duly authorized officers, all as of the day, month, and year first written.

**NORTHERN VIRGINIA  
TRANSPORTATION  
COMMISSION**

**POTOMAC AND  
RAPPAHANNOCK  
TRANSPORTATION  
COMMISSION**

**VIRGINIA PASSENGER RAIL  
AUTHORITY**

**BY:** \_\_\_\_\_

**BY:** \_\_\_\_\_

**BY:** \_\_\_\_\_

**TITLE:** \_\_\_\_\_

**TITLE:** \_\_\_\_\_

**TITLE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

*[SIGNATURE PAGE TO CAPITAL PROJECT ADDENDUM FOR ALEXANDRIA PEDESTRIAN TUNNEL PROJECT]*

**EXHIBIT A**  
**MINIMUM INSURANCE REQUIREMENTS**

Action ItemOperations Board Meeting  
**AGENDA ITEM REPORT**

**To:** Chair Bailey and the VRE Operations Board

**From:** Dallas Richards

**Date:** January 16, 2026

**Re:** Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for the Alexandria (King Street Station) Pedestrian Tunnel Project

**RECOMMENDATION:**

The VRE Operations Board is asked to recommend approval and authorization to execute a capital project funding addendum with VPRA for the Alexandria (King Street Station) Pedestrian Tunnel Project.

**SUMMARY:**

This Capital Project Funding Addendum is required by the *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* between the Commissions and VPRA in order for VRE to access VPRA-supplied funding. This Capital Project Funding Addenda would facilitate VPRA providing up to \$21,853,149 in SMARTSCALE funds to VRE for the Alexandria (King Street Station) Pedestrian Tunnel Project.

**BACKGROUND INFORMATION:**

On August 4, 2022, the Commissions entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* (“Master Funding Agreement”) with the Virginia Passenger Rail Authority. This agreement transferred projects previously funded by the Department of Rail and Public Transportation to VPRA. Under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule, and VPRA funding commitment.

VRE was awarded these SMARTSCALE funds for Alexandria Station as part of the broader Fredericksburg Line Capacity Expansion program, which includes new railcars, improvements to the Crossroads maintenance and storage facility, and improvements to other stations on the Fredericksburg Line. At the time of the original award, the Alexandria Station Improvements Project included a planned pedestrian tunnel connection between WMATA's King Street Metrorail Station and Alexandria Union Station. However, as design on the project proceeded, the challenges of constructing a new tunnel underneath the existing freight right of way without disrupting rail service could not be overcome. The tunnel connection to the King Street Metrorail station was removed from

the project plans, with the concurrence of VRE's Commonwealth grant partners. However, the reference to this pedestrian tunnel remains in the name of the grant award.

**FISCAL IMPACT:**

This Capital Project Funding Addendum will allow VRE to access up to \$21,853,149 of SMARTSCALE funds from VPRA for the Alexandria Station Improvements Project.

**ATTACHMENTS:**

[Output Document \(2026-146\) - Pdf](#)  
[Alexandria Station Funding Addendum](#)



Virginia Railway Express  
Operations Board

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**Recommend Commission Approval and Authorization to Execute Capital Project Funding Addendum with VPRA for the Alexandria (King Street Station) Pedestrian Tunnel Project**

**ACTION: APPROVED**

**WHEREAS**, on August 4, 2022, the Commissions entered into a *Master Funding Agreement for VPRA-Supplied Funding on VRE Projects* (“Master Funding Agreement”) with the Virginia Passenger Rail Authority; and

**WHEREAS**, under the Master Funding Agreement, projects commenced after the execution of the Master Funding Agreement would require the Commissions and VPRA to enter into a Capital Project Addendum for each project, which would establish the project’s scope, budget, schedule, and VPRA funding commitment; and

**WHEREAS**, VPRA has identified up to \$21,853,149 in funds available for the Alexandria (King Street Station) Pedestrian Tunnel Project; and

**WHEREAS**, VRE staff recommends approval of the proposed Capital Project Funding Addendum for the Alexandria (King Street Station) Pedestrian Tunnel Project to facilitate VRE’s access to up to \$21,853,149 in funds;

**NOW, THEREFORE, BE IT RESOLVED** that the Virginia Railway Express Operations Board does hereby the VRE Operations Board does hereby recommend that the Commissions approve the Capital Project Funding Addendum with VPRA for the Alexandria (King Street Station) Pedestrian Tunnel Project and authorize the Acting VRE Chief Executive Officer to execute the Addendum on behalf of the Commissions.

**INTRODUCTION AND VOTE RECORD:**

**MOTION:** Sonia Vasquez Luna

**SECOND:** Jannan W. Holmes

**Ayes:** Bagley, Bailey, Holmes, McLaughlin, Mensing, Sizemore Heizer, Storck, Vasquez Luna, Yeung  
**Nays:**

**Abstentions:**

**Absent from Vote:** Franklin, Gordy, Hayes, Karantonis, Robinson

**RESOLUTION 26-01-10C**

Regular Meeting

January 16, 2026

**I certify the foregoing resolution was APPROVED by the Board of Commissioners at a meeting on January 16, 2026, at which a quorum was present and voted.**



## RESOLUTION #2604

**SUBJECT:** Approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for the Broad Run Corridor

**WHEREAS:** In August 2024, the Virginia Passenger Rail Authority (VPRA) acquired the Manassas Line from Norfolk Southern Railway (NSR);

**WHEREAS:** In February 2025, the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission ("the Commissions") approved an Amended Manassas Line Funding Agreement with VPRA, authorizing payment by the Commissions of \$155 million to VPRA over a five-year period to acquire four property interests from VPRA;

**WHEREAS:** These four property interests are (1) Seminary Yard in Alexandria; (2) the Broad Run Corridor providing a new lead track from the Broad Run Maintenance and Storage Facility to the Manassas main line; (3) permanent easements for the five existing station platforms in the VPRA-owned right of way on the Manassas Line (Backlick Road, Rolling Road, Burke Centre, Manassas Park and Manassas); and (4) a permanent commuter rail operating easement along one half of the entire VPRA-owned Manassas Line;

**WHEREAS:** In September 2025, the Commissions approved a Purchase and Sale Agreement for VRE's purchase of these four property interests from VPRA;

**WHEREAS:** It is infeasible for the Parties to close on all four property interests simultaneously, given the timing of various appraisals and deadlines imposed by federal agencies; and

**WHEREAS:** VRE and VPRA remain committed to the purchase and sale of these four property interests, and decoupling the purchase and sale of these four property interests into separate agreements would allow VRE and VPRA to expeditiously close on property interests that are ready to close, while allowing for the remaining property interests to obtain all necessary approvals.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority for acquisition by the Commissions of the Broad Run Corridor lead track from VPRA.

**BE IT FURTHER RESOLVED** that NVTC authorizes the Virginia Railway Express Chief Executive Officer to execute the agreement on behalf of the Commissions and to further execute all documents, approved by the VRE General Counsel, necessary to conclude the transfer of the Broad Run Corridor lead track to the Commissions.

Approved this 5<sup>th</sup> day of March, 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer

**CONTRACT OF PURCHASE AND SALE  
OF THE BROAD RUN CONVEYED PROPERTY**

This agreement, dated [●], 2026 (the “**Effective Date**”), is between (i) the VIRGINIA PASSENGER RAIL AUTHORITY (“**VPRA**”), a political subdivision of the Commonwealth of Virginia, and (ii) the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under provisions of the Transportation District Act of 1964, as amended, and owners and operators of the Virginia Railway Express commuter rail service (each a “**Commission**” and, collectively, the “**Commissions**”). VPRA and the Commissions shall be referred to, individually, as a “**Party**” and, collectively, as the “**Parties**”.

**RECITALS**

WHEREAS, the Parties entered into an *Amended Manassas Line Funding Agreement* (the “**Funding Agreement**”) dated April 2, 2025, under which they agreed, *inter alia*, to negotiate a purchase and sale agreement<sup>1</sup> with respect to the purchase and sale of four property interests; and

WHEREAS, it is infeasible for the Parties to close on all four property interests simultaneously, given the timing of various appraisals and deadlines imposed by federal agencies; and

WHEREAS, the Parties now desire to enter into this agreement, which will constitute the “purchase and sale agreement” contemplated by the Funding Agreement for the purchase of the Broad Run Conveyed Property<sup>2</sup> as defined below; and

WHEREAS, the Parties remain committed to entering into subsequent purchase and sale agreements as contemplated by the Funding Agreement for the remaining three real property interests.

**AGREEMENT**

NOW THEREFORE, the Parties agree as follows.

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<sup>1</sup> Reference to the purchase and sale agreement within the Funding Agreement appears in Exhibit A to the Funding Agreement, which is a *Purchase and Deposit Agreement* of the same date as the Funding Agreement.

<sup>2</sup> For historical reasons, the *Purchase and Deposit Agreement* refers to the relevant property as the “Broad Run Conveyed Property”, whereas, the body of the Funding Agreement refers to it as the “Broad Run Strip”. To avoid confusion, both of these terms refer to the same area of land.

**1. Property.** VPRA agrees to sell to the Commissions, and the Commissions agree to purchase from VPRA, subject to the terms and conditions hereinafter set forth, all right, title, and interest in the land and improvements of VPRA within the Broad Run Corridor, together with all servitudes, easements, appurtenances, and hereditaments appertaining thereto, each as acquired by VPRA pursuant to the quitclaim deed attached hereto as **EXHIBIT A-1** (*Quitclaim Deed for VPRA Acquisition of Broad Run Conveyed Property*), and as shown as the “VRE Purchase Area” within **EXHIBIT A-2** (*Broad Run Corridor Manassas, VA*) (such property, the “**Broad Run Conveyed Property**”);

**2. Purchase Price.** The purchase price for the Broad Run Conveyed Property (the “**Purchase Price**”) is **eleven million, five hundred thousand DOLLARS** (\$11,500,000.00).

**3. Form of Deed.** At the Closing (defined below), VPRA shall convey all of its right, title, and interest to the Broad Run Conveyed Property to the Commissions by quitclaim deed in substantially the form attached hereto as **EXHIBIT B** (*Form of Broad Run Conveyed Property Quitclaim Deed*). Such conveyance shall be subject to

(a) general real estate taxes, if any, for the year of closing (VPRA being exempt from such taxes up to the conveyance date) and subsequent years not yet due and payable;

(b) applicable zoning laws and regulations; and

(c) all easements, conditions, reservations, leases, licenses, and restrictions, whether or not of record.

**4. Closing.**

(a) The exchange of the deed and Purchase Price and other actions necessary to consummate the purchase and sale contemplated by this agreement (“**Closing**”) shall be held at a mutually agreed upon location and time, with the target date for such Closing being on or before June 30, 2026 (and such actual date of the Closing being the “**Closing Date**”). At the Closing:

(i) VPRA shall deliver to the Commissions a duly executed and acknowledged deed conveying the Broad Run Conveyed Property to the Commissions as provided in Section 3 (*Form of Deed*), together with possession of the Broad Run Conveyed Property.

(ii) The Commissions shall pay for all closing costs, taxes (except to the extent the Commissions or VPRA is exempt), filing fees, recording fees, survey costs, title examination fees, title insurance premiums, escrow or settlement agent fees, and the Commissions' attorney's fees.

(iii) The Parties will deliver other documents required by the settlement agent or otherwise necessary to achieve the Closing.

**5. Real Estate Commissions.** The Commissions and VPRA each represent that no real estate commissions are due and owing to any party with respect to the transaction contemplated by this agreement.

**6. Subdivision.** Pursuant to Va. Code § 33.2-291, the transaction contemplated by this agreement is not subject to the requirements of any local ordinances enacted pursuant to Va. Code § 15.2-2200, *et seq.*

**7. Assignment.** This agreement may not be assigned by the Commissions to any other party without the written consent of VPRA, which consent may be withheld for any reason.

**8. Disclaimer/Environmental Considerations.**

(a) The Broad Run Conveyed Property is referred to as the “**Premises.**”

(b) The Commissions agree to purchase the Premises "as is, where is" and acknowledges that VPRA has not made any express or implied representation or warranty with respect to the condition or suitability of the Premises, including, but not limited to, the condition of the soil, the presence of hazardous materials, substances, wastes or other environmentally regulated substances, or other contaminants in the soil, groundwater, or improvements, whether known or unknown, and other physical characteristics. The Commissions shall perform at their own expense and rely solely upon their own independent investigation concerning the physical condition of the Premises (including, but not limited to, an environmental assessment) and compliance of the Premises with any applicable law and regulations.

(c) VPRA has not and does not hereby make any express or implied representation or warranty or give any indemnification of any kind to the Commissions concerning the Premises, its condition or suitability or its compliance with any statute, ordinance or regulation, including, but not limited to, those relating to the environment. The Commissions acknowledges that neither VPRA nor any of its agents or representatives have made, and VPRA is not liable for, or bound in any manner by, any express or implied warranties, guarantees, promises, statements, inducements, representations or information pertaining to the Premises or any part thereof, the physical condition, size, zoning, income potential, expenses or operation thereof, the physical alteration or modification thereof, the uses that can be made of the same or in any manner or thing with respect thereof, including, without limitation, any existing or prospective leasing or occupancy of all or any part thereof.

**9. Eminent Domain.** If, at any time prior to the Closing hereunder, any action or proceeding is filed under which the land covered by the Premises, or a substantial portion thereof, may be taken pursuant to any law, ordinance or regulation or by condemnation or the right of eminent domain, then either VPRA or the Commissions may terminate this

agreement in part as to those portions related to the Premises affected by the taking, by delivering to the other Party written notice of termination on or before the 30th day following the day on which the terminating Party receives notice that such suit has been filed, in which case the Parties will have no further obligations to one another under this agreement. If neither Party elects to terminate this agreement pursuant to the preceding sentence, then VPRA, at the time of Closing hereunder, shall transfer and assign to the Commissions all of VPRA's right, title, and interest in any proceeds received or which may be received by the taking, or a sale in lieu thereof.

**10. Notice.** Any notice required or permitted to be delivered under this agreement shall be deemed to be delivered, whether or not actually received, when deposited in the United States Postal Service, postage prepaid, registered or certified mail, return receipt requested, addressed to VPRA or the Commissions, as the case may be, at the address set forth below.

VPRA:

VPRA Executive Director  
919 East Main St, Suite 2400  
Richmond, VA 23219

With a copy to:

VPRA General Counsel  
919 East Main St, Suite 2400  
Richmond, VA 23219

The Commissions:

VRE Chief Executive Officer  
1500 King Street, Suite 202  
Alexandria, VA 22314

With a copy to:

VRE General Counsel  
1500 King Street, Suite 202  
Alexandria, VA 22314

**11. Conditions to Closing.**

(i) VPRA's obligation to proceed to the Closing is subject to the following conditions:

- (A) the Commissions shall have delivered to the full Purchase Price<sup>3</sup>; and
- (B) all closing deliverables required from the Commissions have been executed and delivered pursuant to due authority; and
- (C) there have been no material changes in applicable law affecting VPRA's ability to proceed to the Closing.

(ii) The Commissions' obligation to proceed to the Closing is subject to the

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<sup>3</sup> The Commissions have already deposited \$2,300,000 of the Purchase Price with VPRA. Accordingly, the Commissions will pay an additional \$9,200,000 at Closing to reach the total Purchase Price of \$11,500,000.

following conditions:

- (A) all Closing deliverables required from VPRA have been executed and delivered pursuant to due authority; and
- (B) there have been no material changes in applicable law affecting the Commissions' ability to proceed to the Closing.

**12. Miscellaneous Provisions.**

- (a) This agreement embodies the entire agreement between the Parties with respect to the subject matter hereof and cannot be varied except by the written agreement of the Parties. No representation, promise, or inducement not included in this agreement shall be binding upon the Parties hereto.
- (b) All the terms and conditions of this agreement are hereby made binding on the successors and permitted assigns of both Parties hereto.
- (c) This agreement shall be governed by and construed in accordance with the laws of the Commonwealth of Virginia without regard to principles of conflict of laws.
- (d) This agreement shall not be effective or binding until fully executed by the Parties hereto. This agreement may be executed in any number of counterparts, each of which when executed and delivered, shall be deemed to be an original and all of which together shall be deemed to be one and the same instrument binding upon all of the Parties notwithstanding the fact that all Parties are not signatory to the original or the same counterpart. For purposes of this agreement, facsimile or electronic signatures shall be deemed originals.
- (e) If any provision of this agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provisions of this agreement shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

*[Remainder of page intentionally blank]*

EXECUTED in duplicate, each part being an original, as of the day and year set forth above.

**SELLER: VIRGINIA PASSENGER RAIL AUTHORITY**

By: \_\_\_\_\_

DJ Stadtler

Date

Executive Director

**PURCHASER: NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

and

**POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION**

By: \_\_\_\_\_

Date

Katie Choe

VRE Chief Executive Officer

**EXHIBIT A-1**

**QUITCLAIM DEED FOR VPRA ACQUISITION OF BROAD RUN CONVEYED  
PROPERTY**

[SEE ATTACHED DEED]

**EXHIBIT A-2**  
**BROAD RUN CORRIDOR MANASSAS, VA**  
[SEE ATTACHED GRAPHIC]

**EXHIBIT B**

**FORM OF BROAD RUN CONVEYED PROPERTY QUITCLAIM DEED**

This instrument prepared by:

[•]

After recording return to:

Michael Westermann  
General Counsel  
Virginia Passenger Rail Authority  
919 E. Main Street, Suite 2400  
Richmond, VA 23219

Tax Parcel: Not mapped/ railway property  
Consideration: \$11,500,000  
Value: \$11,500,000

*This Deed is exempt (i) from recordation taxes pursuant to §§58.1-811.A.3, C.4 and 58.1-3315 of the Code of Virginia (1950), as amended, and (ii) from the payment of Clerk's fees and assessments pursuant to §§ 17.1-266, 17.1-279.E and 42.1-70.*

THIS DEED, made this [•] day of [•], 2026 by and between (i) the VIRGINIA PASSENGER RAIL AUTHORITY, a political subdivision of the Commonwealth of Virginia, with a mailing address of 919 East Main Street, Suite 2400, Richmond, Virginia 23219 (hereinafter called VPRA), as grantor for indexing purposes, and (ii) NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under provisions of the Transportation District Act of 1964, as amended, and owners and operators of the Virginia Railway Express commuter rail service (hereinafter collectively called the Commissions) as grantee for indexing purposes;

W I T N E S E T H:

That, for and in consideration of the sum of \$11,500,000 and other good and valuable consideration paid by the Commissions to VPRA, receipt of which is hereby acknowledged, VPRA does hereby quitclaim and convey unto the Commissions, and their successors, and assigns the following described property in the City of Manassas, Virginia; to wit:

SEE **ATTACHMENT A**, attached hereto and made a part hereof (hereinafter referenced as the “**Broad Run Conveyed Property**”), which, for the avoidance of doubt, is identical to the property of that same name pursuant to that certain deed dated September 3, 2024 and recorded in the Circuit Court of Prince William County, VA as Instrument No. 202409050047223.

The foregoing conveyance is made, however, expressly subject to (a) any conditions, restrictions, reservations, licenses, tenancies, leases, permits, privileges, agreements, covenants, encumbrances, reversionary rights, rights of re-entry, or easements, whether or not of record (including, for the avoidance of doubt, all those rights reserved or provided to Norfolk Southern Railway Company and/or VPRA pursuant to that certain deed dated September 3, 2024, and recorded in the Circuit Court of Prince William County, VA as Instrument No. 202409050047223), and (b) general real estate taxes for the year of closing and subsequent years not yet due and payable, and (c) existing laws, orders, and regulations, including applicable zoning laws and regulations, and (d) rights of the public or any third party to use any roads, alleys, bridges, streets, streams, rivers, creeks, and waterways passing under, across, through, or otherwise affecting the Broad Run Conveyed Property (including, without limitation, any culverts, ditches, drainage systems or other facilities affecting the Broad Run Conveyed Property), and (e) all rights reserved unto VPRA (or any third party under agreement with VPRA) as part of this conveyance.

FURTHER, the Commissions agree and, by acceptance of the Broad Run Conveyed Property conveyed herein do accept, as permanent covenants running with and touching the land that (a) the Broad Run Conveyed Property shall not be used for residential use, including without limitation homes, schools, nursing homes, recreational facilities (other than an existing recreational trail, as may be reasonably modified, or a new recreational trail that has been designed to provide protection from exposures to existing soils) and daycare centers, and (b) use of groundwater at and beneath the Broad Run Conveyed Property for any purpose other than for investigation, monitoring, or remediation of the groundwater or for extraction in conjunction with construction or excavation activities or maintenance of subsurface utilities shall be prohibited.

By execution of this deed, VPRA agrees to the terms and conditions stated herein. By acceptance of this deed, the Commissions agree to the terms and conditions stated herein.

(Signature Pages to Follow)

WITNESS the following signatures and seal the day and year first above written.

By VIRGINIA PASSENGER RAIL AUTHORITY

\_\_\_\_\_  
DJ Stadtler, Executive Director

STATE OF VIRGINIA     )  
CITY OF RICHMOND     )

Before me, a Notary Public in and for the said City, personally appeared DJ Stadtler, known to me to be the person who, as Executive Director of the Virginia Passenger Rail Authority, the entity which executed the foregoing instrument, signed the same, and acknowledged to me that he did so sign said instrument in the name and upon behalf of said entity as such officer; that the same is his free act and deed as such officer and the free and corporate act and deed of said entity.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name, and affixed my official seal, at Richmond, Virginia, this \_\_\_\_\_ day of [●], 2026.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

NORTHERN VIRGINIA TRANSPORTATION  
COMMISSION

By: \_\_\_\_\_  
Katie Choe, VRE Chief Executive Officer

STATE OF VIRGINIA     )  
COUNTY OF [•]     )

Before me, a Notary Public in and for the said County, personally appeared Katie Choe, known to me to be the person who, as chief executive officer of the commuter rail service operated by the Northern Virginia Transportation Commission, the entity which executed the foregoing instrument, signed the same, and acknowledged to me that she did so sign said instrument in the name and upon behalf of said entity as such officer; that the same is her free act and deed as such officer and the free and corporate act and deed of said entity.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name, and affixed my official seal, at [•], Virginia, this \_\_\_\_\_ day of [•], 2026.

My commission expires: \_\_\_\_\_

\_\_\_\_\_

Notary Public

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

By: \_\_\_\_\_  
[•]

STATE OF VIRGINIA     )

COUNTY OF [•]     )

Before me, a Notary Public in and for the said County, personally appeared Katie Choe, known to me to be the person who, as chief executive officer of the commuter rail service operated by the Potomac and Rappahannock Transportation Commission, the entity which executed the foregoing instrument, signed the same, and acknowledged to me that she did so sign said instrument in the name and upon behalf of said entity as such officer; that the same is her free act and deed as such officer and the free and corporate act and deed of said entity.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name, and affixed my official seal, at [•], Virginia, this \_\_\_\_\_ day of [•], 2026.

My commission expires: \_\_\_\_\_

\_\_\_\_\_

Notary Public

**ATTACHMENT A to Quitclaim Deed**

Broad Run Conveyed Property Description

[TO BE ADDED PRIOR TO CLOSING; SHOULD BE BACK-TO-BACK WITH  
DESCRIPTION IN DEED UNDER WHICH VPRA ACQUIRED THE SAME TERRITORY]



## RESOLUTION #2605

**SUBJECT:** Approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for Station Site Permanent Easements on the Manassas Line

**WHEREAS:** In August 2024, the Virginia Passenger Rail Authority (VPRA) acquired the Manassas Line from Norfolk Southern Railway (NSR);

**WHEREAS:** In February 2025, the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission ("the Commissions") approved an Amended Manassas Line Funding Agreement with VPRA, authorizing payment by the Commissions of \$155 million to VPRA over a five-year period to acquire four property interests from VPRA;

**WHEREAS:** These four property interests are (1) Seminary Yard in Alexandria; (2) the Broad Run Corridor providing a new lead track from the Broad Run Maintenance and Storage Facility to the Manassas main line; (3) permanent easements for the five existing station platforms in the VPRA-owned right of way on the Manassas Line (Backlick Road, Rolling Road, Burke Centre, Manassas Park and Manassas); and (4) a permanent commuter rail operating easement along one half of the entire VPRA-owned Manassas Line;

**WHEREAS:** In September 2025, the Commissions approved a Purchase and Sale Agreement for VRE's purchase of these four property interests from VPRA;

**WHEREAS:** It is infeasible for the Parties to close on all four property interests simultaneously, given the timing of various appraisals and deadlines imposed by federal agencies; and

**WHEREAS:** VRE and VPRA remain committed to the purchase and sale of these four property interests, and decoupling the purchase and sale of these four property interests into separate agreements would allow VRE and VPRA to expeditiously close on property interests that are ready to close, while allowing for the remaining property interests to obtain all necessary approvals.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority for acquisition by the Commissions of the Station Site Permanent Easements on the Manassas Line from VPRA.

**BE IT FURTHER RESOLVED** that NVTC authorizes the Virginia Railway Express Chief Executive Officer to execute the agreement on behalf of the Commissions and to further execute all documents, approved by the VRE General Counsel, necessary to conclude the transfer of the Station Site Permanent Easements on the Manassas Line to the Commissions.

Approved this 5<sup>th</sup> day of March, 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer

**CONTRACT OF PURCHASE AND SALE  
OF COMMUTER RAIL PLATFORM EASEMENTS FOR  
VRE STATION SITES ON THE MANASSAS LINE**

This agreement, dated [●], 2026 (the “**Effective Date**”), is between (i) the VIRGINIA PASSENGER RAIL AUTHORITY (“**VPRA**”), a political subdivision of the Commonwealth of Virginia, and (ii) the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under provisions of the Transportation District Act of 1964, as amended, and owners and operators of the Virginia Railway Express commuter rail service (each a “**Commission**” and, collectively, the “**Commissions**”). VPRA and the Commissions shall be referred to, individually, as a “**Party**” and, collectively, as the “**Parties**”.

**RECITALS**

WHEREAS, the Parties entered into an *Amended Manassas Line Funding Agreement* (the “**Funding Agreement**”) dated April 2, 2025, under which they agreed, *inter alia*, to negotiate a purchase and sale agreement<sup>1</sup> with respect to the purchase and sale of four property interests; and

WHEREAS, it is infeasible for the Parties to close on all four property interests simultaneously, given the timing of various appraisals and deadlines imposed by federal agencies; and

WHEREAS, the Parties now desire to enter into this agreement, which will constitute the “purchase and sale agreement” contemplated by the Funding Agreement for the purchase of the Commuter Rail Platform Easements as defined below; and

WHEREAS, the Parties remain committed to entering into subsequent purchase and sale agreements as contemplated by the Funding Agreement for the remaining three real property interests.

**AGREEMENT**

NOW THEREFORE, the Parties agree as follows.

1. **Property.** VPRA agrees to sell to the Commissions, and the Commissions agrees to purchase from VPRA, subject to the terms and conditions hereinafter set forth,

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<sup>1</sup> Reference to the purchase and sale agreement within the Funding Agreement appears in Exhibit A to the Funding Agreement, which is a *Purchase and Deposit Agreement* of the same date as the Funding Agreement.

exclusive, non-transferable, permanent, perpetual, and irrevocable easements for the construction, improvement, operation, and maintenance of the Commissions' five commuter rail station platforms or portions thereof located within the railroad right-of-way along the Manassas line at each of the Commissions' commuter rail stations known as Backlick Road (M.P. 15.0), Rolling Road (M.P. 19.2), Burke Centre (M.P. 21.4), Manassas Park (M.P. 30.5), and Manassas (M.P. 32.6) (the "**Commuter Rail Platform Easements**" or the "**Premises**") all as generally shown as an "Existing Passenger Station" within **EXHIBIT A-1** (*Norfolk Southern Manassas Segment*) and as shown in aerial view in **EXHIBIT A-2** (*VRE Station Sites*), as such platforms may be modified from time to time by agreement of the Parties as provided in the applicable passenger station facility agreement, which easements shall provide that the Commissions' use of the Commuter Rail Platform Easements shall comply with the requirements of any applicable operating agreements and/or the passenger station facilities agreements executed between the Parties.

2. **Purchase Price.** The purchase price for the Commuter Rail Platform Easements (the "**Purchase Price**") is **two million, seven hundred and seventy-three thousand DOLLARS** (\$2,773,000.00).

3. **Form of Easements.**

(a) **Easement Instruments.** At the Closing (defined below), VPRAs shall grant to the Commissions the Commuter Rail Platform Easements in substantially the forms attached hereto as **EXHIBIT B** (*Form of Commuter Rail Platform Easements*).

(b) All such conveyances shall be subject to the following:

(i) Applicable zoning laws and regulations; and

(ii) All easements, conditions, reservations, leases, licenses, and restrictions whether or not of record.

4. **Closing.**

a. The exchange of the easement instrument and Purchase Price and other actions necessary to consummate the purchase and sale contemplated by this agreement ("**Closing**") shall be held at a mutually agreed upon location and time, with the target date for such Closing being on or before June 30, 2026 (and such actual date of the Closing being the "**Closing Date**"). At the Closing:

i. VPRAs shall deliver to the Commissions a duly executed and acknowledged deed conveying the Commuter Rail Platform Easements to the Commissions as provided in Section 3(a) (*Forms of Easements*), together with possession of the Commuter Rail Platform Easements.

- ii. The Commissions shall pay for all closing costs, taxes (except to the extent the Commissions or VPRA is exempt), filing fees, recording fees, survey costs, title examination fees, title insurance premiums, escrow or settlement agent fees, and the Commissions' attorney's fees.
  - iii. The Parties will deliver other documents required by the settlement agent or otherwise necessary to achieve the Closing.
5. **Real Estate Commissions.** The Commissions and VPRA each represent that no real estate commissions are due and owing to any party with respect to the transaction contemplated by this agreement.
6. **Subdivision.** Pursuant to Va. Code § 33.2-291, the transaction contemplated by this agreement is not subject to the requirements of any local ordinances enacted pursuant to Va. Code § 15.2-2200, *et seq.*
7. **Assignment.** This agreement may not be assigned by the Commissions to any other party without the written consent of VPRA, which consent may be withheld for any reason.
8. **Eminent Domain.** If, at any time prior to the Closing hereunder, any action or proceeding is filed under which the land covered by the Premises, or a substantial portion thereof, may be taken pursuant to any law, ordinance or regulation or by condemnation or the right of eminent domain, then either VPRA or the Commissions may terminate this agreement in part as to those portions related to the Premises affected by the taking, by delivering to the other Party written notice of termination on or before the 30th day following the day on which the terminating Party receives notice that such suit has been filed, in which case the Parties will have no further obligations to one another under this agreement. If neither Party elects to terminate this agreement pursuant to the preceding sentence, then VPRA, at the time of Closing hereunder, shall transfer and assign to the Commissions all of VPRA's right, title and interest in any proceeds received or which may be received by the taking, or a sale in lieu thereof.
9. **Notice.** Any notice required or permitted to be delivered under this agreement shall be deemed to be delivered, whether or not actually received, when deposited in the United States Postal Service, postage prepaid, registered or certified mail, return receipt requested, addressed to VPRA or the Commissions, as the case

may be, at the address set forth below.

VPRA:

VPRA Executive Director  
919 East Main St, Suite 2400  
Richmond, VA 23219

With a copy to:

VPRA General Counsel  
919 East Main St, Suite 2400  
Richmond, VA 23219

The Commissions:

VRE Chief Executive Officer  
1500 King Street, Suite 202  
Alexandria, VA 22314

With a copy to:

VRE General Counsel  
1500 King Street, Suite 202  
Alexandria, VA 22314

## **10. Conditions to Closing.**

i. VPRA's obligation to proceed to the Closing is subject to the following conditions:

1. the Commissions shall have delivered to VPRA the full Purchase Price<sup>2</sup>; and
2. all closing deliverables required from the Commissions have been executed and delivered pursuant to due authority; and
3. there have been no material changes in applicable law affecting VPRA's ability to proceed to the Closing.

ii. The Commissions' obligation to proceed to the Closing is subject to the following conditions:

1. all Closing deliverables required from VPRA have been executed and delivered pursuant to due authority; and
2. there have been no material changes in applicable law affecting the Commissions' ability to proceed to the Closing.

## **11. Miscellaneous Provisions.**

- a. This agreement embodies the entire agreement between the Parties with respect to the subject matter hereof and cannot be varied except by the written

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<sup>2</sup> The Commissions have already deposited \$554,600 of the Purchase Price with VPRA. Accordingly, the Commissions will pay an additional \$2,218,400 at Closing to reach the total Purchase Price of \$2,773,000.

- agreement of the Parties. No representation, promise, or inducement not included in this agreement shall be binding upon the Parties hereto.
- b. All the terms and conditions of this agreement are hereby made binding on the successors and permitted assigns of both Parties hereto.
  - c. This agreement shall be governed by and construed in accordance with the laws of the Commonwealth of Virginia without regard to principles of conflict of laws.
  - d. This agreement shall not be effective or binding until fully executed by the Parties hereto. This agreement may be executed in any number of counterparts, each of which when executed and delivered, shall be deemed to be an original and all of which together shall be deemed to be one and the same instrument binding upon all of the Parties notwithstanding the fact that all Parties are not signatory to the original or the same counterpart. For purposes of this agreement, facsimile or electronic signatures shall be deemed originals.
  - e. If any provision of this agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provisions of this agreement shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

*[Remainder of page intentionally blank]*

EXECUTED in duplicate, each part being an original, as of the day and year set forth above.

**SELLER: VIRGINIA PASSENGER RAIL AUTHORITY**

By: \_\_\_\_\_

DJ Stadtler

Date

Executive Director

**PURCHASER: NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

and

**POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION**

By: \_\_\_\_\_

Date

Katie Choe

VRE Chief Executive Officer

**EXHIBIT A-1**

**NORFOLK SOUTHERN MANASSAS SEGMENT**

[SEE ATTACHED SCHEMATIC]

**EXHIBIT A-2**

**VRE STATION SITES**

[SEE ATTACHED AERIAL GRAPHICS]

**EXHIBIT B**  
**FORM OF COMMUTER RAIL PLATFORM EASEMENTS**

This instrument prepared by:

[●]

After recording return to:

MinhChau N. Corr  
General Counsel  
Virginia Railway Express  
1500 King Street, Suite 202  
Alexandria, Virginia 22314

Tax Parcel: Not mapped/ railway property

*This Deed is exempt (i) from recordation taxes pursuant to §§58.1-811.A.3, C.4 and 58.1-3315 of the Code of Virginia (1950), as amended, and (ii) from the payment of Clerk's fees and assessments pursuant to §§ 17.1-266, and 17.1-279.E and 42.1-70. This Deed is exempt (i) from recordation taxes pursuant to §§ 58.1-811.A.3 and C.4 of the Code of Virginia (1950), as amended, and (ii) from the payment of Clerk's fees pursuant to § 17.1-279.E.*

THIS DEED OF EASEMENT, made this \_\_\_ day of \_\_\_\_\_, 2025, by and between the VIRGINIA PASSENGER RAIL AUTHORITY, a political subdivision of the Commonwealth of Virginia, with a mailing address of 919 East Main Street, 24<sup>th</sup> Floor, Richmond, Virginia 23219 (hereinafter called "VPRA"), as grantor for indexing purposes, and the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, political subdivisions of the Commonwealth of Virginia, with mailing addresses of 2300 Wilson Boulevard, Suite 203, Arlington, Virginia 22201, and 14700 Potomac Mills Road, Woodbridge, Virginia 22192, respectively (hereinafter called "COMMISSIONS"), as grantees for indexing purposes.

**WITNESETH:**

That VPRA herein, for and in consideration of the sum of **\$2,773,000**, and other good and valuable consideration paid by the Commissions to VPRA, receipt of which is hereby acknowledged, does hereby convey by quitclaim unto the Commissions, jointly, and their successors, and assigns exclusive, non-transferable, permanent, perpetual, and irrevocable easements for Commuter Rail Station Platforms (as hereafter defined) in, over, across, and upon the following described portions of VPRA's property, to wit:

SEE EXHIBITS A1 – A5, attached hereto and made a part hereof, which VPRA property, for the avoidance of doubt, is identical to the “Conveyed Passenger Station Property” to VPRA under (i) Instrument Number 2024042309.002 dated September 3, 2024, and recorded in the Fairfax County Circuit Court beginning at BK 28218 20153; and (ii) that certain deed dated September 3, 2024 and recorded in the Circuit Court of Prince William County, VA as Instrument Number 2024090500472230.

For purposes of this Deed of Easement, “Commuter Rail Station Platforms” shall mean the physical improvements constructed and/or used by the Commissions on VPRA-owned real property located at the Commissions’ commuter rail stations known as Backlick Road (M.P. 15.0), Rolling Road (M.P. 19.2), Burke Centre (M.P. 21.4), Manassas Park (M.P. 30.5), and Manassas (M.P. 32.6) in the provision of the Commissions’ commuter rail Service as such term is defined in the [*Passenger Rail Operations and Access Agreement* dated as of [●], 2026] , between the Commissions and VPRA (“Operating Agreement”), as such Operating Agreement and such Service may be amended from time to time, including any future modifications thereto or replacements thereof, provided that the rights granted herein consist solely of rights to use, improve, maintain, and operate the platforms and the improvements and facilities associated therewith in the provision of the Service and for no other purpose. Notwithstanding anything to the contrary herein, the Commissions’ use of these easements shall comply with the requirements of the Operating Agreement, and the Commissions and VPRA acknowledge that, notwithstanding the rights conveyed under this Deed of Easement, the Service may be suspended by VPRA in accordance with the terms of the Operating Agreement, which suspension will not extinguish the easements granted by this Deed of Easement, but will result in a temporary cessation of the Service. Capitalized terms used and not otherwise defined herein shall have the meanings ascribed in the Operating Agreement.

The Commissions’ rights under this Deed of Easement may be assigned to any commuter rail authority or executive agency established under the laws of the Commonwealth of Virginia and succeeding to the duties and authority of the Commissions, provided that such assignee agrees to be bound by all covenants, terms and conditions that are binding upon the Commissions under this Deed of Easement.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

WITNESS the following signatures and seal the day and year first above written.

VIRGINIA PASSENGER RAIL AUTHORITY

By: \_\_\_\_\_

DJ Stadtler, Executive Director

COMMONWEALTH OF VIRGINIA

COUNTY/CITY OF \_\_\_\_\_:

Before me, a Notary Public in and for the Commonwealth of Virginia, personally appeared DJ Stadtler, known to me to be the person who, as Executive Director of the Virginia Passenger Rail Authority, the entity which executed the foregoing instrument, signed the same, and acknowledged to me that he did so sign said instrument in the name and upon behalf of said entity as such officer; that the same is his free act and deed as such officer and the free and corporate act and deed of said entity.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name, and affixed my official seal, this \_\_\_ day of \_\_\_\_\_, 2026.

My commission expires:

Notary Public

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

And

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

By: \_\_\_\_\_

Katie Choe, VRE Chief Executive Officer

COMMONWEALTH OF VIRGINIA

COUNTY/CITY OF \_\_\_\_\_:

Before me, a Notary Public in and for the Commonwealth of Virginia, personally appeared Katie Choe, known to me to be the person who, as Chief Executive Officer of the Virginia Railway Express, was authorized by the aforesaid entities to execute the aforesaid instrument, signed the same, and acknowledged to me that she did so sign said instrument in the name and upon behalf of said entities; that the same is her free act as such officer and the free and corporate act of said entities.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name, and affixed my official seal, this \_\_\_ day of \_\_\_\_\_, 2026.

My commission expires:

Notary Public

**Exhibits A1-A5 to Deed of Easement**

**Manassas Territory Description**

[USE EXHIBITS D1-D5 FROM VPRA ACQUISITION DEEDS (2024) IN FAIRFAX AND  
PRINCE WILLIAM]

**RESOLUTION #2606**

**SUBJECT:** Approve a Contract of Purchase and Sale with VPRA for the Seminary Yard Property

**WHEREAS:** In August 2024, the Virginia Passenger Rail Authority (VPRA) acquired the Manassas Line from Norfolk Southern Railway (NSR);

**WHEREAS:** In February 2025, the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission ("the Commissions") approved an Amended Manassas Line Funding Agreement with VPRA, authorizing payment by the Commissions of \$155 million to VPRA over a five-year period to acquire four property interests from VPRA;

**WHEREAS:** These four property interests are (1) Seminary Yard in Alexandria; (2) the Broad Run Corridor providing a new lead track from the Broad Run Maintenance and Storage Facility to the Manassas main line; (3) permanent easements for the five existing station platforms in the VPRA-owned right of way on the Manassas Line (Backlick Road, Rolling Road, Burke Centre, Manassas Park and Manassas); and (4) a permanent commuter rail operating easement along one half of the entire VPRA-owned Manassas Line;

**WHEREAS:** In September 2025, the Commissions approved a Purchase and Sale Agreement for VRE's purchase of these four property interests from VPRA;

**WHEREAS:** It is infeasible for the Parties to close on all four property interests simultaneously, given the timing of various appraisals and deadlines imposed by federal agencies; and

**WHEREAS:** VRE and VPRA remain committed to the purchase and sale of these four property interests, and decoupling the purchase and sale of these four property interests into separate agreements would allow VRE and VPRA to expeditiously close on property interests that are ready to close, while allowing for the remaining property interests to obtain all necessary approvals;

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority for acquisition by the Commissions of the Seminary Yard Property from VPRA.

**BE IT FURTHER RESOLVED** that NVTC authorizes the Virginia Railway Express Chief Executive Officer to execute the agreement on behalf of the Commissions and to further execute all documents, approved by the VRE General Counsel, necessary to conclude the transfer of the Seminary Yard Property to the Commissions.

Approved this 5<sup>th</sup> day of March, 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer

## CONTRACT OF PURCHASE AND SALE OF THE SEMINARY YARD PROPERTY

This agreement, dated [●], 2026 (the “**Effective Date**”), is between (i) the VIRGINIA PASSENGER RAIL AUTHORITY (“**VPRA**”), a political subdivision of the Commonwealth of Virginia, and (ii) the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under provisions of the Transportation District Act of 1964, as amended, and owners and operators of the Virginia Railway Express commuter rail service (each a “**Commission**” and, collectively, the “**Commissions**”). VPRA and the Commissions shall be referred to, individually, as a “**Party**” and, collectively, as the “**Parties**”.

### RECITALS

WHEREAS, the Parties entered into an *Amended Manassas Line Funding Agreement* (the “**Funding Agreement**”) dated April 2, 2025, under which they agreed, *inter alia*, to negotiate a purchase and sale agreement<sup>1</sup> with respect to the purchase and sale of four property interests; and

WHEREAS, it is infeasible for the Parties to close on all four property interests simultaneously, given the timing of various appraisals and deadlines imposed by federal agencies; and

WHEREAS, the Parties now desire to enter into this agreement, which will constitute the “purchase and sale agreement” contemplated by the Funding Agreement for the purchase of the Seminary Yard Property as defined below; and

WHEREAS, the Parties remain committed to entering into subsequent purchase and sale agreements as contemplated by the Funding Agreement for the remaining three real property interests;

### AGREEMENT

NOW THEREFORE, the Parties agree as follows.

**1. Property.** VPRA agrees to sell to the Commissions, and the Commissions agree to purchase from VPRA, subject to the terms and conditions hereinafter set forth, to all right, title, and interest in the land and improvements of VPRA to the Seminary Yard, together with all servitudes, easements, appurtenances, and hereditaments appertaining thereto, all as generally

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<sup>1</sup> Reference to the purchase and sale agreement within the Funding Agreement appears in Exhibit A to the Funding Agreement, which is a *Purchase and Deposit Agreement* of the same date as the Funding Agreement.

defined within **EXHIBIT A-1<sup>2</sup>** (General Definition of Seminary Yard) and as shown as the “VRE Purchase Area” within **EXHIBIT A-2** (Seminary Yard City of Alexandria, VA) (the “**Seminary Yard Property**”), and which will be more specifically defined within the deed conveying the Seminary Yard Property based on surveys conducted by the Commissions and approved by VPRA and the Commissions.

**2. Purchase Price.** The purchase price for the Seminary Yard Property (the “**Purchase Price**”) is **thirty-five million, eight hundred and twenty thousand DOLLARS** (\$35,820,000.00).

**3. Forms of Deed.** At the Closing (defined below), VPRA shall convey all of its right, title, and interest to the Seminary Yard Property to the Commissions by quitclaim deed in substantially the form attached hereto as **EXHIBIT B** (*Form of Seminary Yard Property Quitclaim Deed*). Such conveyance shall be subject to:

- (a) general real estate taxes, if any, for the year of closing (VPRA being exempt from such taxes up to the conveyance date) and subsequent years not yet due and payable;
- (b) applicable zoning laws and regulations; and
- (c) all easements, conditions, reservations, leases, licenses, and restrictions whether or not of record.

#### **4. Closing.**

(a) The exchange of the deed and Purchase Price and other actions necessary to consummate the purchase and sale contemplated by this agreement (the “**Closing**”) shall be held at a mutually agreed upon location and time, with the target date for such Closing being on or before June 30, 2026 (and such actual date of the Closing being the “**Closing Date**”). At the Closing:

- (i) VPRA shall deliver to the Commissions a duly executed and acknowledged deed conveying the Seminary Yard Property to the Commissions as provided in Section 3 (*Forms of Deed*), together with possession of the Seminary Yard Property.
- (ii) The Commissions shall pay for all closing costs, taxes (except to the extent The Commissions or VPRA is exempt), filing fees, recording fees, survey costs, title examination fees, title insurance premiums, escrow or settlement agent fees, and the Commissions' attorney's fees.
- (iii) The Parties will deliver other documents required by the settlement agent or otherwise necessary to achieve the Closing.

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<sup>2</sup>The final legal description for Seminary Yard that will appear in the relevant deed will be based on the results of a survey conducted by the Commissions.

**5. Real Estate Commissions.** The Commissions and VPRA each represent that no real estate commissions are due and owing to any party with respect to the transaction contemplated by this agreement.

**6. Subdivision.** Pursuant to Va. Code § 33.2-291, the transaction contemplated by this agreement is not subject to the requirements of any local ordinances enacted pursuant to Va. Code § 15.2-2200, *et seq.*

**7. Assignment.** This agreement may not be assigned by the Commissions to any other party without the written consent of VPRA, which consent may be withheld for any reason.

**8. Disclaimer/Environmental Considerations.**

(a) The Seminary Yard Property is referred to as the “**Premises.**”

(b) The Commissions agree to purchase the Premises "as is, where is" and acknowledges that VPRA has not made any express or implied representation or warranty with respect to the condition or suitability of the Premises, including, but not limited to, the condition of the soil, the presence of hazardous materials, substances, wastes or other environmentally regulated substances, or other contaminants in the soil, groundwater, or improvements, whether known or unknown, and other physical characteristics. The Commissions shall perform at their own expense and rely solely upon their own independent investigation concerning the physical condition of the Premises (including, but not limited to, an environmental assessment) and compliance of the Premises with any applicable law and regulations.

(c) VPRA has not and does not hereby make any express or implied representation or warranty or give any indemnification of any kind to the Commissions concerning the Premises, its condition or suitability or its compliance with any statute, ordinance or regulation, including, but not limited to, those relating to the environment. The Commissions acknowledge that neither VPRA nor any of its agents or representatives have made, and VPRA is not liable for, or bound in any manner by, any express or implied warranties, guarantees, promises, statements, inducements, representations or information pertaining to the Premises or any part thereof, the physical condition, size, zoning, income potential, expenses or operation thereof, the physical alteration or modification thereof, the uses that can be made of the same or in any manner or thing with respect thereof, including, without limitation, any existing or prospective leasing or occupancy of all or any part thereof.

**9. Eminent Domain.** If, at any time prior to the closing hereunder, any action or proceeding is filed under which the land covered by the Premises, or a substantial portion thereof, may be taken pursuant to any law, ordinance or regulation or by condemnation or the right of eminent domain, then either VPRA or the Commissions may terminate this agreement in part as to those portions related to the Premises affected by the taking, by

delivering to the other Party written notice of termination on or before the 30th day following the day on which the terminating Party receives notice that such suit has been filed, in which case the Parties will have no further obligations to one another under this agreement. If neither Party elects to terminate this agreement pursuant to the preceding sentence, then VPRA, at the time of closing hereunder, shall transfer and assign to the Commissions all of VPRA's right, title and interest in any proceeds received or which may be received by the taking, or a sale in lieu thereof.

**10. Notice.** Any notice required or permitted to be delivered under this agreement shall be deemed to be delivered, whether or not actually received, when deposited in the United States Postal Service, postage prepaid, registered or certified mail, return receipt requested, addressed to VPRA or The Commissions, as the case may be, at the address set forth below:

VPRA:

VPRA Executive Director  
919 East Main St, Suite 2400  
Richmond, VA 23219

With a copy to:

VPRA General Counsel  
919 East Main St, Suite 2400  
Richmond, VA 23219

The Commissions:

VRE Chief Executive Officer  
1500 King Street, Suite 202  
Alexandria, VA 22314

With a copy to:

VRE General Counsel  
1500 King Street, Suite 202  
Alexandria, VA 22314

**11. Conditions to Closing.**

(i) VPRA's obligation to proceed to the Closing is subject to the following conditions:

- (A) the Commissions shall have delivered to VPRA the full Purchase Price<sup>3</sup>; and
- (B) all closing deliverables required from the Commissions have been executed and delivered pursuant to due authority; and
- (C) there have been no material changes in applicable law affecting VPRA's ability to proceed to the Closing.

(ii) The Commissions' obligation to proceed to the Closing is subject to the

---

<sup>3</sup> The Commissions have already deposited \$12,576,000 of the Purchase Price with VPRA. Accordingly, the Commissions will pay an additional \$23,244,000 at Closing to reach the total Purchase Price of \$35,820,000.

following conditions:

- (A) all Closing deliverables required from VPRA have been executed and delivered pursuant to due authority; and
- (B) there have been no material changes in applicable law affecting the Commissions' ability to proceed to the Closing.

**12. Miscellaneous Provisions.**

- (a) This agreement embodies the entire agreement between the Parties with respect to the subject matter hereof and cannot be varied except by the written agreement of the Parties. No representation, promise, or inducement not included in this agreement shall be binding upon the Parties hereto.
- (b) All the terms and conditions of this agreement are hereby made binding on the successors and permitted assigns of both Parties hereto.
- (c) This agreement shall be governed by and construed in accordance with the laws of the Commonwealth of Virginia without regard to principles of conflict of laws.
- (d) This agreement shall not be effective or binding until fully executed by the Parties hereto. This agreement may be executed in any number of counterparts, each of which when executed and delivered, shall be deemed to be an original and all of which together shall be deemed to be one and the same instrument binding upon all of the Parties notwithstanding the fact that all Parties are not signatory to the original or the same counterpart. For purposes of this agreement, facsimile or electronic signatures shall be deemed originals.
- (e) If any provision of this agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provisions of this agreement shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

*[Remainder of page intentionally blank]*

EXECUTED in duplicate, each part being an original, as of the day and year set forth above.

**SELLER: VIRGINIA PASSENGER RAIL AUTHORITY**

By: \_\_\_\_\_

DJ Stadtler

Date

Executive Director

**PURCHASER: NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

and

**POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION**

By: \_\_\_\_\_

Date

Katie Choe

VRE Chief Executive Officer

## EXHIBIT A-1

### GENERAL DEFINITION OF SEMINARY YARD

Until further refined by survey results and a mutually-agreed legal description in the relevant deed(s), "**Seminary Yard**" shall mean the real property and improvements thereon located east of Cameron Run and just east of switches at approximately MP 10.76 and extending eastward for a distance of approximately 1.51 miles to the end of Norfolk Southern Railway (now VPRA) ownership at approximate MP 9.25. Seminary Yard is bounded to the south by the Washington Metropolitan Area Transit Authority and to the north by a line parallel to, south of, and [●] feet distant from, the center line of the northern most set of tracks presently located within the real property formerly owned by Norfolk Southern Railway Company between said mileposts. For the avoidance of doubt, Seminary Yard does not include the Conveyed Horn Track Property and excludes the Norfolk Southern Railway (now VPRA) mainline track, which is the northernmost track immediately north of the Seminary Yard. Seminary Yard ends at Cutpoint F shown just east of MP 9.25 (shown on the graphic attached as **EXHIBIT A-2** (*Seminary Yard City of Alexandria, VA*) below), and includes no property east of the CSXT operating station and control point called "AF Tower".

**EXHIBIT A-2**

**SEMINARY YARD CITY OF ALEXANDRIA, VA**

[SEE ATTACHED GRAPHIC]

**EXHIBIT B**

**FORM OF SEMINARY YARD PROPERTY QUITCLAIM DEED**

This instrument prepared by:

[•]

After recording return to:

Michael Westermann  
General Counsel  
Virginia Passenger Rail Authority  
919 E. Main Street, Suite 2400  
Richmond, VA 23219

Tax Parcel: Not mapped/ railway property  
Consideration: \$35,820,000  
Value: \$35,820,000

*This Deed is exempt (i) from recordation taxes pursuant to §§58.1-811.A.3, C.4 and 58.1-3315 of the Code of Virginia (1950), as amended, and (ii) from the payment of Clerk's fees and assessments pursuant to §§ 17.1-266, 17.1-279.E, and 42.1-70.*

THIS DEED, made this [•] day of [•], 2026 by and between (i) the VIRGINIA PASSENGER RAIL AUTHORITY, a political subdivision of the Commonwealth of Virginia, with a mailing address of 919 East Main Street, Suite 2400, Richmond, Virginia 23219 (hereinafter called VPRA), as grantor for indexing purposes, and (ii) NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under provisions of the Transportation District Act of 1964, as amended, and owners and operators of the Virginia Railway Express commuter rail service (hereinafter collectively called the Commissions) as grantee for indexing purposes;

WITNESSETH:

That, for and in consideration of the sum of **\$35,820,000** and other good and valuable consideration paid by the Commissions to VPRA, receipt of which is hereby acknowledged, VPRA does hereby quitclaim and convey unto the Commissions, and their successors, and assigns the following described property in the City of Alexandria, Virginia; to wit:

SEE **ATTACHMENT A**, attached hereto and made a part hereof (hereinafter referenced as the “**Seminary Yard Property**”).

The foregoing conveyance is made, however, expressly subject to (a) any conditions, restrictions, reservations, licenses, tenancies, leases, permits, privileges, agreements, covenants, encumbrances, reversionary rights, rights of re-entry, or easements, whether or not of record (including, for the avoidance of doubt, all those rights reserved or provided to Norfolk Southern Railway Company pursuant to that certain deed dated November 14, 2024, recorded in the clerk’s office of Alexandria Circuit Court as Instrument No. 240010222), and (b) general real estate taxes for the year of closing and subsequent years not yet due and payable, and (c) existing laws, orders, and regulations, including applicable zoning laws and regulations, and (d) rights of the public or any third party to use any roads, alleys, bridges, streets, streams, rivers, creeks, and waterways passing under, across, through, or otherwise affecting the Seminary Yard Property (including, without limitation, any culverts, ditches, drainage systems or other facilities affecting the Seminary Yard Property), and (e) all rights reserved unto VPRA (or any third party under agreement with VPRA) as part of this conveyance.

FURTHER, the Commissions agree and, by acceptance of the Seminary Yard Property conveyed herein do accept, as permanent covenants running with and touching

the land that (a) the Seminary Yard Property shall not be used for residential use, including without limitation homes, schools, nursing homes, recreational facilities (other than an existing recreational trail, as may be reasonably modified, or a new recreational trail that has been designed to provide protection from exposures to existing soils) and daycare centers, and (b) use of groundwater at and beneath the Seminary Yard Property for any purpose other than for investigation, monitoring, or remediation of the groundwater or for extraction in conjunction with construction or excavation activities or maintenance of subsurface utilities shall be prohibited.

By execution of this deed, VPRA agrees to the terms and conditions stated herein. By acceptance of this deed, the Commissions agree to the terms and conditions stated herein.

(Signature Pages to Follow)

WITNESS the following signatures and seal the day and year first above written.

By VIRGINIA PASSENGER RAIL AUTHORITY

\_\_\_\_\_  
DJ Stadtler, Executive Director

STATE OF VIRGINIA     )  
CITY OF RICHMOND     )

Before me, a Notary Public in and for the said City, personally appeared DJ Stadtler, known to me to be the person who, as Executive Director of the Virginia Passenger Rail Authority, the entity which executed the foregoing instrument, signed the same, and acknowledged to me that he did so sign said instrument in the name and upon behalf of said entity as such officer; that the same is his free act and deed as such officer and the free and corporate act and deed of said entity.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name, and affixed my official seal, at Richmond, Virginia, this \_\_\_\_\_ day of [●], 2026.

My commission expires: \_\_\_\_\_

\_\_\_\_\_

Notary Public

NORTHERN VIRGINIA TRANSPORTATION  
COMMISSION

By: \_\_\_\_\_  
[•]

STATE OF VIRGINIA )

COUNTY OF [•] )

Before me, a Notary Public in and for the said County, personally appeared Katie Choe, known to me to be the person who, as Chief Executive Officer of the Virginia Railway Express, acting on behalf of the Northern Virginia Transportation Commission, the entity which executed the foregoing instrument, signed the same, and acknowledged to me that she did so sign said instrument in the name and upon behalf of said entity as such officer; that the same is her free act and deed as such officer and the free and corporate act and deed of said entity.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name, and affixed my official seal, at [•], Virginia, this \_\_\_\_\_ day of [•], 2026.

My commission expires: \_\_\_\_\_

\_\_\_\_\_

Notary Public

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

By: \_\_\_\_\_  
[●]

STATE OF VIRGINIA     )  
COUNTY OF [●]     )

Before me, a Notary Public in and for the said County, personally appeared Katie Choe, known to me to be the person who, as Chief Executive Officer of the Virginia Railway Express, acting on behalf of the Potomac and Rappahannock Transportation Commission, the entity which executed the foregoing instrument, signed the same, and acknowledged to me that she did so sign said instrument in the name and upon behalf of said entity as such officer; that the same is her free act and deed as such officer and the free and corporate act and deed of said entity.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name, and affixed my official seal, at [●], Virginia, this \_\_\_\_\_ day of [●], 2026.

My commission expires: \_\_\_\_\_

\_\_\_\_\_

Notary Public

**ATTACHMENT A to Quitclaim Deed**

Seminary Yard Property Description

[TO BE ADDED PRIOR TO CLOSING BASED ON SURVEY RESULTS AND  
MUTUALLY-AGREED LEGAL DESCRIPTION LANGUAGE]



AGENDA ITEM #9  
Department of Rail and  
Public Transportation (DRPT)

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** February 26, 2026  
**SUBJECT:** Department of Rail and Public Transportation (DRPT)

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At the March 2026 meeting, DRPT staff will give their report. The [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached.

Also attached are DRPT Director's [February 2026 Report to the Commonwealth Transportation Board](#) highlighting state initiatives and programs revolving around the agency's strategic plan.



## COMMONWEALTH of VIRGINIA

Mariia Zimmerman  
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION  
600 EAST MAIN STREET, SUITE 2102  
RICHMOND, VA 23219-2416

(804) 786-4440  
FAX (804) 225-3752  
Virginia Relay Center  
800-828-1120 (TDD)

TO: Chair Bagley and NVTC Commissioners

FROM: Mariia Zimmerman, Director

DATE: February 26, 2026

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

As I begin my tenure as Director of the Virginia Department of Rail and Public Transportation, I am honored and excited to serve in this role and to continue strengthening our partnership with the Northern Virginia Transportation Commission. Transit in Northern Virginia is a vital piece of the Commonwealth's transportation network and economic prosperity, and I look forward to collaborating closely with NVTC to advance our shared goals for public transportation.

I am also pleased that Allan Fye has been appointed Chief Deputy Director. Many of you know Allan from his previous service as NVTC's Director of Programs and Policy. He brings valuable experience, deep knowledge of the Commission's work, and a strong commitment to this region. I am grateful for his partnership as we continue to build strong coordination between our organizations.

Below, you will find some updates from my office.

### **Commonwealth Transportation Board (CTB)**

At the February 17 CTB meeting, we received approval to extend the timeline for CTB action on a revised MERIT scoring process until October 2026. This move does not delay implementation as changes will still be implemented for the Fiscal Year 2028 Six Year Improvement Program, which opens for applications in December 2026. We requested this change for a variety of reasons, including that it:

- Provides the Transit Service Delivery Advisory Committee (TSDAC) with additional time to complete its work.
- Allows DRPT the opportunity to conduct additional outreach and engagement with the transit industry and general public.
- Gives DRPT and TSDAC the ability to use updated April 2026 performance data to better inform impacts of any proposed changes.

At the meeting, we also presented preliminary FY 2027-2032 revenue estimates for the Commonwealth Mass Transit Fund including:

- FY 2027 Revenue Estimate: \$600 million for public transit projects
- FY 2027-2032 Revenue: \$164.5 million higher than previous SYIP

Attached is a copy of the Director's Report from the February 2026 CTB meeting.

### **Transit Service Delivery Advisory Committee (TSDAC)**

The TSDAC will reconvene in Richmond at DRPT's offices on March 10. Meeting materials and additional resources can be found at <https://drpt.virginia.gov/transit-service-delivery-advisory-committee-tdac/>.

### **Other Items**

Finally, do not miss your chance to recognize the incredible work of Virginia's transit operators! **Transit Operator Appreciation Day is in March**, and we are excited to share their inspiring stories on our social media platforms. Want to participate? Simply fill out [this survey](#) to recognize your operator(s) by **Monday, March 2**. For questions, contact Jayla Parker at [jayla.parker@drpt.virginia.gov](mailto:jayla.parker@drpt.virginia.gov).

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



# Director's Report

February 2026



# Public Transportation Updates

## Statewide Ridership

- Statewide transit ridership was significantly impacted in November 2025 by the federal government shutdown with approximately 11.5M trips. See Slides 6 and 7 for more details.

## Virginia Breeze Intercity Bus Service

- Virginia Breeze ridership was 8,300 in November 2025, up from 7,800 in November 2024. See Slide 8 for more details.
- The fifth route of the Virginia Breeze, the Tidewater Current, is set to launch in April. The Tidewater Current will run east-west from Harrisonburg to Virginia Beach, with points between, along the I-64 Corridor.

## MERIT Review

- DRPT has been hosting meetings of the Transit Service and Delivery Advisory Committee (TSDAC) at our Richmond offices to continue discussions on the MERIT Capital and Operating Assistance review.

## Partner News

- Hampton Roads Transit had a ribbon cutting/launch event for their Hampton and Chesapeake On-Demand Microtransit Service on January 12. Both services funded by DRPT's Transit Ridership Incentive Program (TRIP) in the FY26 SYIP.
- DRPT and new WMATA Board Member Darrien Flowers were briefed on WMATA's operational updates during the week of February 2<sup>nd</sup>.

## Industry Engagement

- DRPT participated in VTA Transit Advocacy Day on February 2, including hosting an open house for the Department's new leadership to meet with transit agencies across the Commonwealth.

# CTB Resolution Update

## MERIT Review

- Seeking CTB approval to revise Board action until DRPT can analyze Virginia's most recent transit performance data to better understand impacts of any proposed changes. This does not change the timeline for implementation.
- Updated Recommendation: Revise DRPT presenting a formal recommendation to the Board at its **September** meeting with a CTB vote at its **October** meeting. Any changes will still be implemented with the Fiscal Year 2028 Six Year Improvement Program; which opens for applications in December 2026.
  - Provides the TSDAC with additional time to complete its work.
  - Allows DRPT the opportunity to conduct additional outreach and engagement with the transit industry and general public.
  - Gives DRPT and TSDAC the ability to use updated April 2026 performance data to better inform impacts of any proposed changes.

# Rail Updates

## UP-NS Merger

- DRPT has filed a “Notice of Intent to Participate (Without Comment)” with the Surface Transportation Board on the [UP-NS Merger](#) – formally indicating with the Board the agency’s intent to be a party of record without submitting substantive comments at that time. VPRA and the Port of Virginia have also filed this notice, and any future State formal response would be coordinated through the Secretary’s office.

## Rail Crossing Information Systems

- DRPT, VDOT’s Rail and Traffic Operations Divisions, the State Corporation Commission Utility & Railroad Safety Division, and VPRA participated in a virtual demonstration call with Oculus Rail, a Rail Crossing Information Systems (RXIS) technology company based in Norfolk with pilot projects in Norfolk, Chesapeake, and Portsmouth.

## Industry Engagement

- On January 30, DRPT Rail staff and Director Zimmerman participated in the annual Virginia Railroad Association Legislative Meeting to provide agency updates and understand Virginia’s rail industry’s legislative priorities.

## Long Bridge

- Work windows for the construction of the new Long Bridge began January 12th, allowing VPRA contractors time during working hours to construct the new structure with minimal interference from freight or passenger trains. Amtrak and VRE service has adjusted, and may continue to adjust, to accommodate work windows over the approximately five years of construction of the Long Bridge project. VPRA is coordinating with Amtrak, VRE, CSX, and NS to monitor performance, and Amtrak and VRE are proactively providing notice to customers through calls, emails, social media, and in-station notices regarding any changes affecting passengers in advance of their trips.

# Financial Updates

## Preliminary FY2027-FY2032 Revenue Estimates – Transit and Rail highlights

### Commonwealth Mass Transit Fund

- **FY2027 Revenue Estimate:** \$600 million for public transit projects
- **FY2027-FY2032 Revenue:** \$164.5 million higher than previous SYIP
  - MERIT Operating: \$39.3 million
  - MERIT Capital: \$27.4 million
  - WMATA Assistance: \$75.1 million
  - VRE: 5.6 million
  - TRIP: \$9.7 million
  - Special: \$3.9 million
  - Other (Off the Top): \$3.5 million

### Commonwealth Rail Fund

- **FY2027 Revenue Estimate:** \$194.7 million for Commonwealth Rail projects
  - DRPT FREIGHT Rail and Planning: \$13.6 million
  - VPRA: \$181.1 million

### Rail Preservation Fund

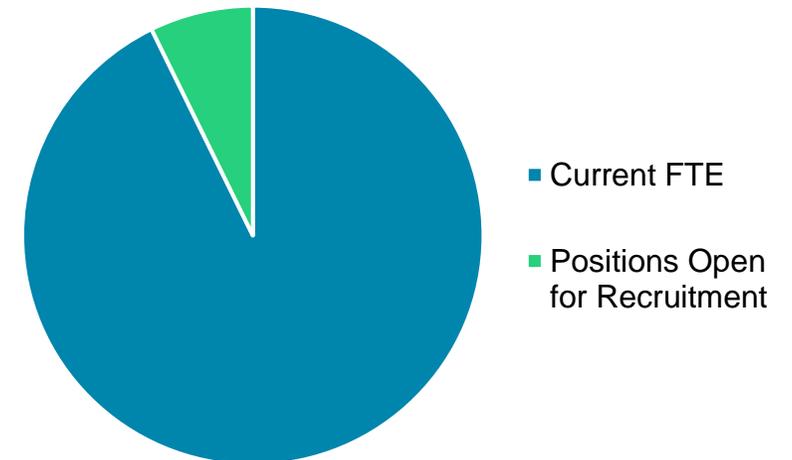
- **FY2027 Revenue Estimate:** \$4.2 million

# DRPT Staff Updates

- Maria Zimmerman started as DRPT Director on January 20<sup>th</sup>.
- Allan Fye started as DPRT Chief Deputy Director on February 1<sup>st</sup>.



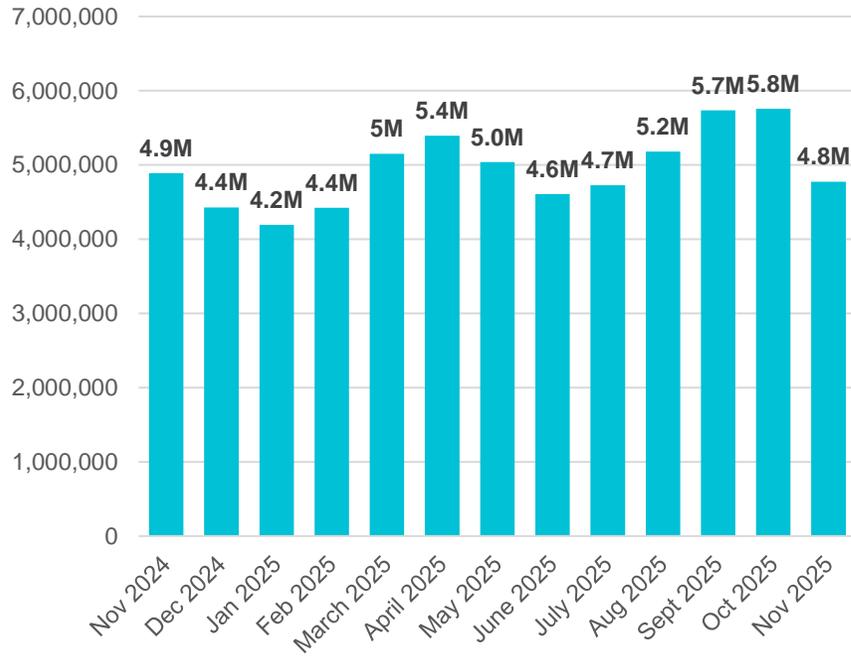
DRPT Staff and Recruitment



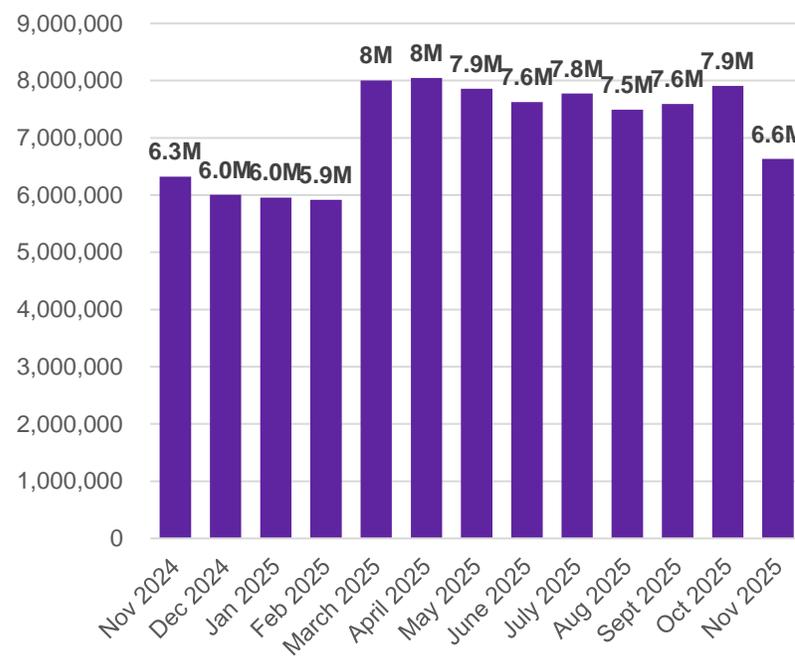
DRPT currently has 64 full-time employees.  
DRPT is currently recruiting for five positions.

# Statewide Transit Ridership

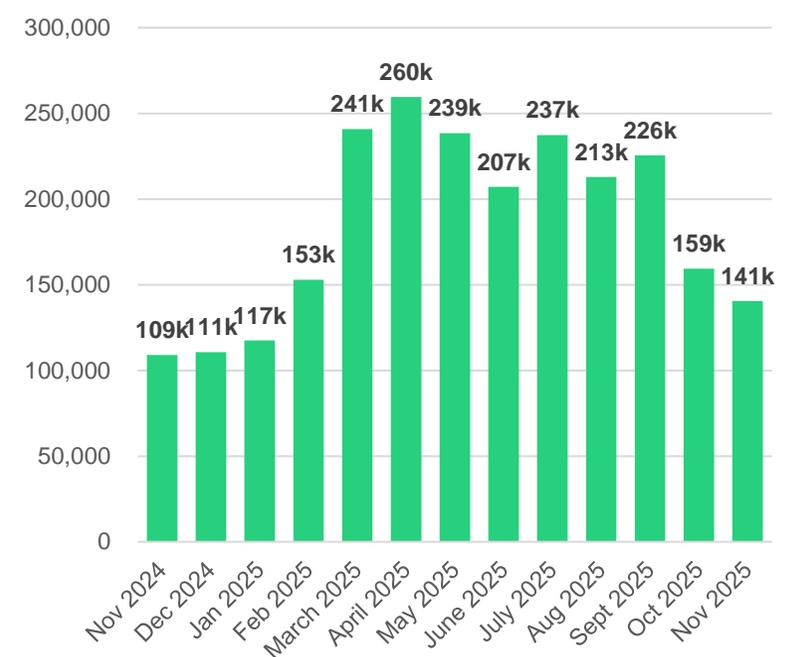
## Statewide Transit Ridership – November 2024 to November 2025



Virginia Agencies



WMATA



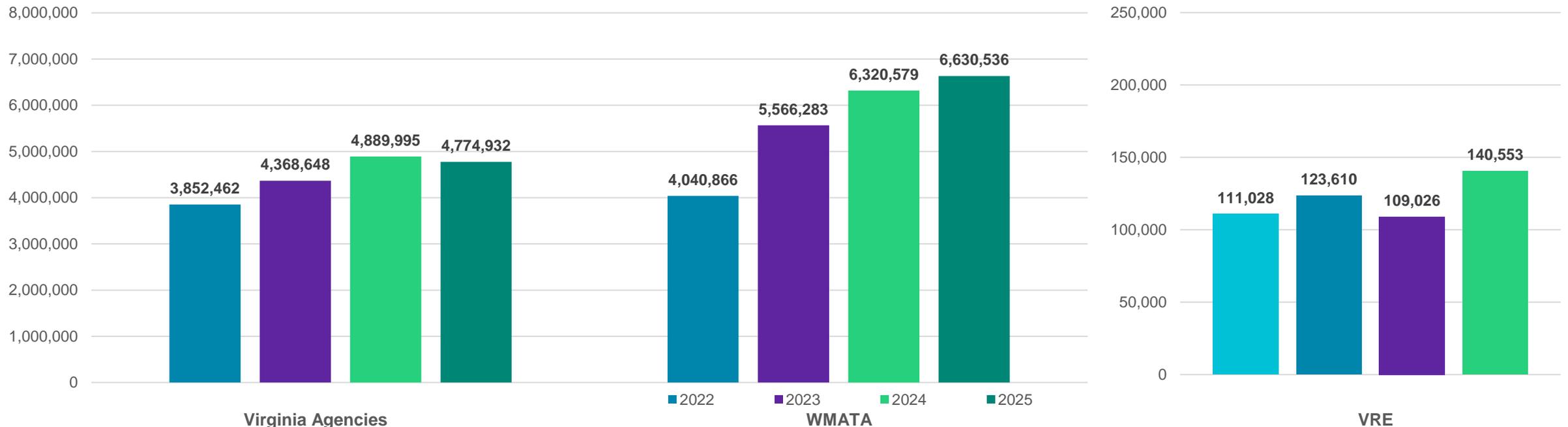
VRE

Agencies	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Total*
Virginia Agencies	4,889,995	4,427,193	4,190,344	4,422,095	5,149,919	5,392,036	5,038,705	4,605,627	4,726,900	5,178,330	5,735,065	5,758,386	4,774,932	59,399,532
VRE	109,026	110,625	117,466	152,882	240,794	259,585	238,518	207,130	237,363	212,798	225,504	159,390	140,553	2,302,608
WMATA	6,320,579	6,005,122	5,957,138	5,915,679	8,001,329	8,047,711	7,856,235	7,621,634	7,772,694	7,491,352	7,591,794	7,909,663	6,630,536	86,800,887
<b>All Agencies + VRE + WMATA</b>	<b>11,319,600</b>	<b>10,542,940</b>	<b>10,264,948</b>	<b>10,490,656</b>	<b>13,392,042</b>	<b>13,699,332</b>	<b>13,133,458</b>	<b>12,434,391</b>	<b>12,736,957</b>	<b>12,882,480</b>	<b>13,552,363</b>	<b>13,827,439</b>	<b>11,546,021</b>	<b>148,503,027</b>

\*Last 12 Months

# Four-Year Transit Ridership Monthly Lookback: November 2022-2025

Ridership Comparison: Year-to-Year  
November 2022 – 2025



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	3,852,462	4,368,648	4,889,995	4,774,932	24%	9%	-2%
VRE	111,028	123,610	109,026	140,553	27%	14%	29%
WMATA	4,040,866	5,566,283	6,320,579	6,630,536	64%	19%	5%
<b>All Agencies + VRE + WMATA</b>	<b>8,004,356</b>	<b>10,058,541</b>	<b>11,319,600</b>	<b>11,546,021</b>	<b>44%</b>	<b>15%</b>	<b>2%</b>

# Virginia Breeze Intercity Ridership

In November 2025, ridership on VA Breeze routes totaled 8,300 which was:

- 291% higher than original estimates, and
- 10% higher than November 2024

In November 2025, the VA Breeze contributed to a reduction of 840 metric tons of CO<sub>2</sub> equivalent emissions.

## Valley Flyer:

- Ridership – 1% lower than November 2024
- Farebox Rev. – 1% lower than November 2024

## Piedmont Express:

- Ridership – 36% higher than November 2024
- Farebox Rev. – 36% higher than November 2024

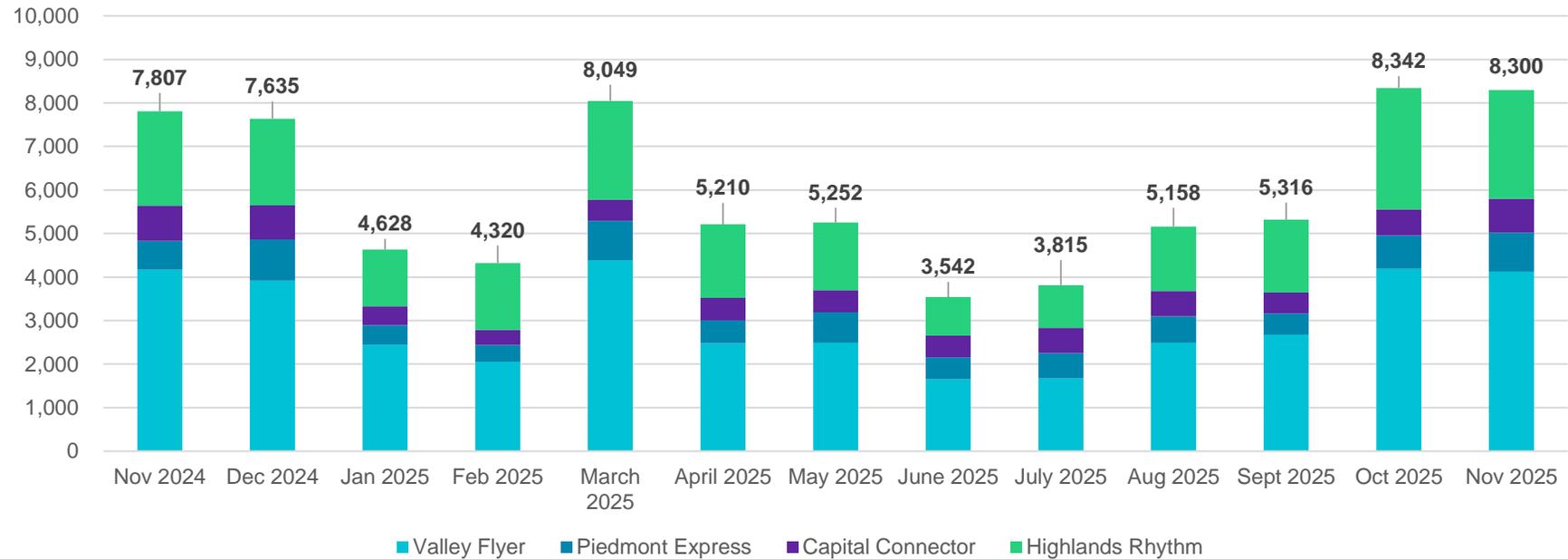
## Capital Connector:

- Ridership – 5% lower than November 2024
- Farebox Rev. – 3% lower than November 2024

## Highlands Rhythm:

- Ridership – 16% higher than November 2024
- Farebox Rev – 16% higher than November 2024

Virginia Breeze Ridership by Route – November 2024 to November 2025

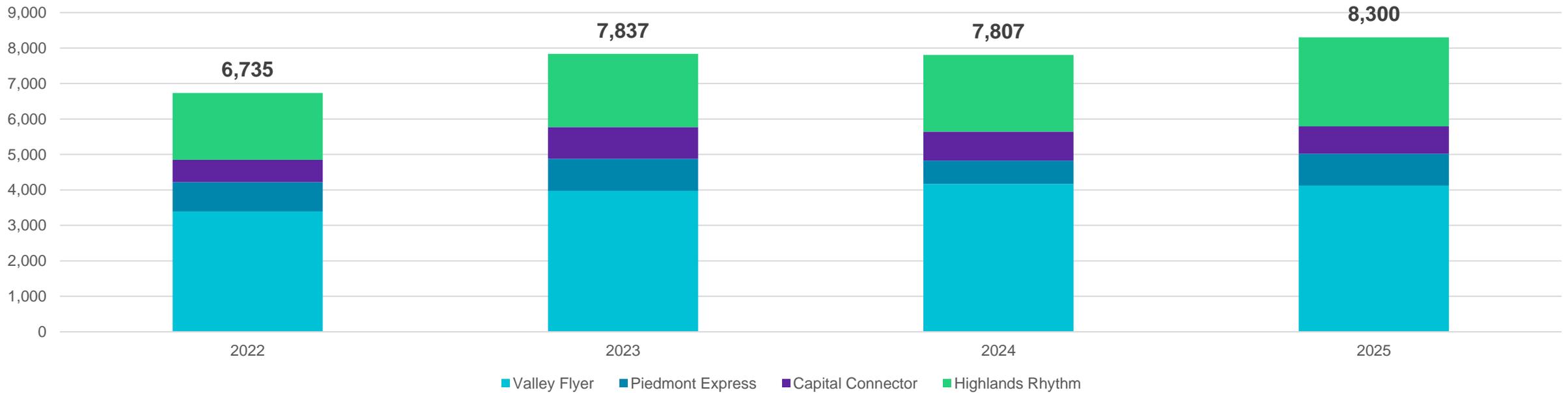


Route	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Total*
Valley Flyer	4,171	3,920	2,448	2,057	4,385	2,475	2,489	1,655	1,675	2,493	2,676	4,189	4,124	34,586
Piedmont Express	656	940	448	384	908	531	702	499	577	606	490	767	895	7,747
Capital Connector	816	790	432	345	490	513	508	504	585	581	484	598	778	6,608
Highlands Rhythm	2,164	1,985	1,300	1,534	2,266	1,691	1,553	884	978	1,478	1,666	2,788	2,503	20,626
<b>All Routes</b>	<b>7,807</b>	<b>7,635</b>	<b>4,628</b>	<b>4,320</b>	<b>8,049</b>	<b>5,210</b>	<b>5,252</b>	<b>3,542</b>	<b>3,815</b>	<b>5,158</b>	<b>5,316</b>	<b>8,342</b>	<b>8,300</b>	<b>69,567</b>

\*Last 12 Months

# Four-Year Virginia Breeze Ridership Monthly Lookback: November 2022-2025

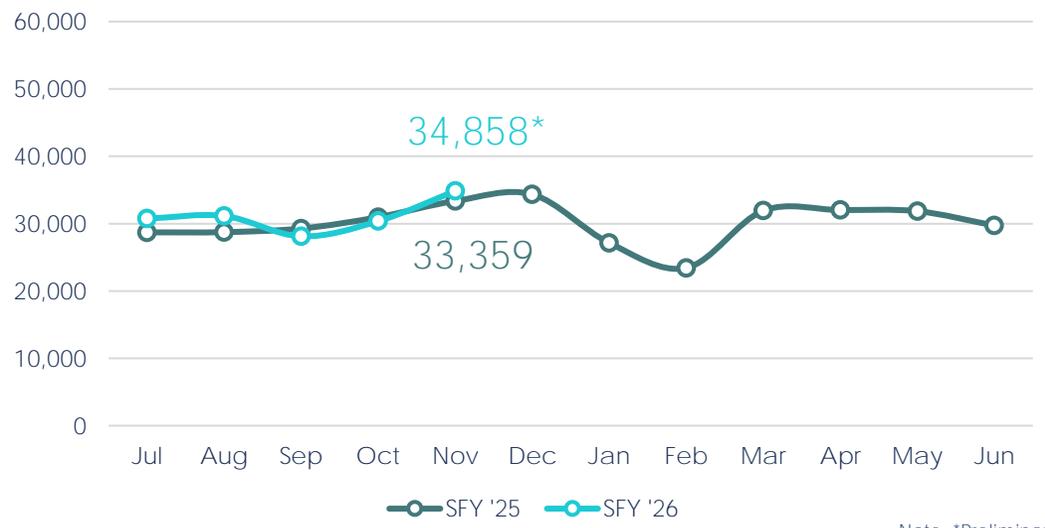
Ridership Comparison: November Year-to-Year  
2022 – 2025



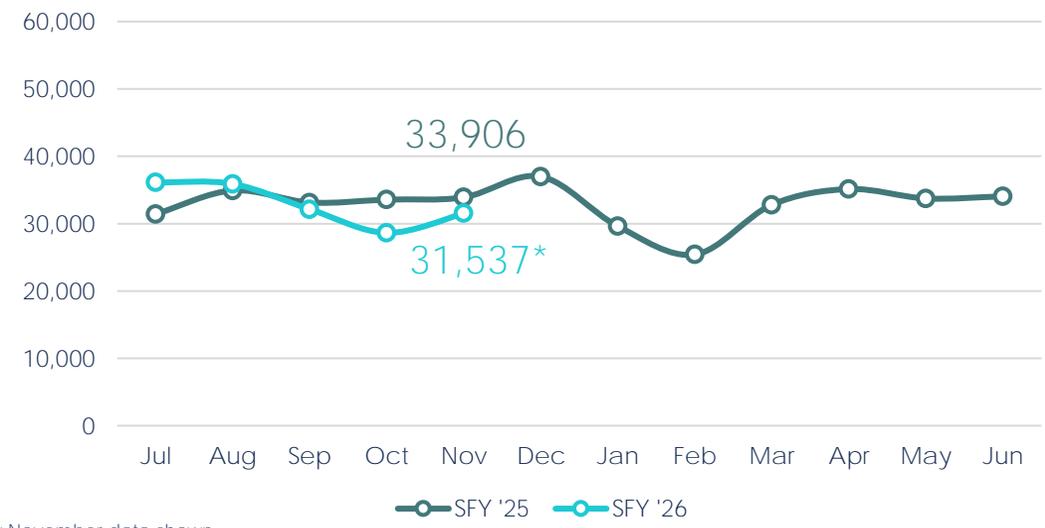
Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Valley Flyer	3,394	3,975	4,171	4,124	22%	4%	-1%
Piedmont Express	827	907	656	895	8%	-1%	36%
Capital Connector	627	891	816	778	24%	-13%	-5%
Highlands Rhythm	1,887	2,064	2,164	2,503	33%	21%	16%
<b>All Routes</b>	<b>6,735</b>	<b>7,837</b>	<b>7,807</b>	<b>8,300</b>	<b>20%</b>	<b>0%</b>	<b>3%</b>

# State-Supported Rail Monthly Ridership by Route SFY 26 vs. SFY 25

Route 46: Roanoke (+4.5%)

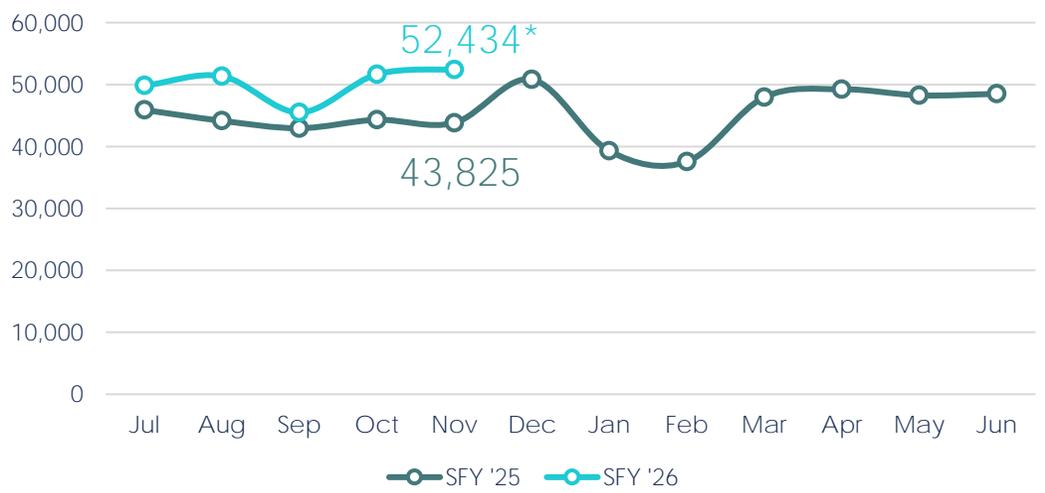


Route 47: Newport News (-7.0%)

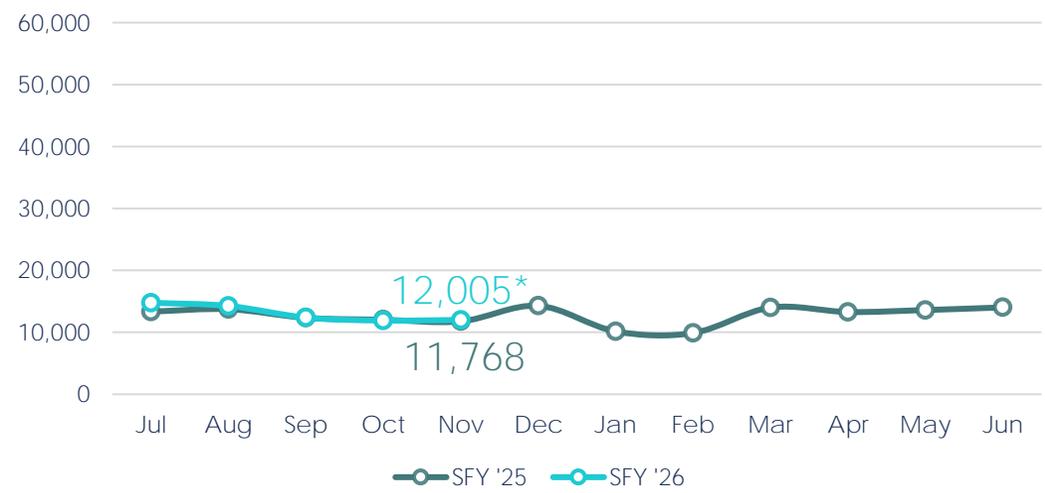


Note: \*Preliminary November data shown.

Route 50: Norfolk (+19.6%)



Route 51: Richmond (+2.0%)



Both the RNK & NFK routes respectively set new all-time high monthly ridership records.

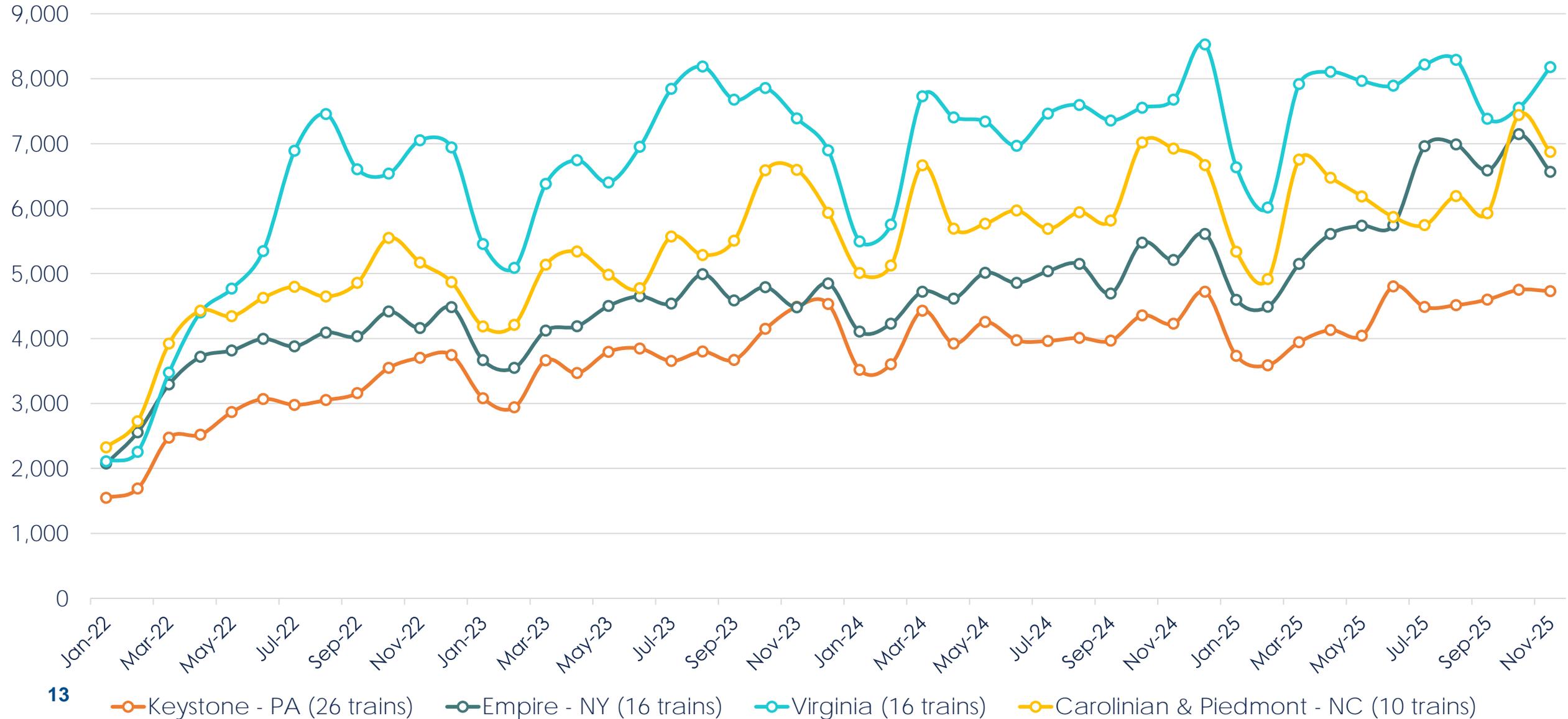
The NPN route is back in service after it was suspended 10/25-11/7 due to a freight rail incident.

NFK station +25.0% YoY.



# Virginia & Comparable State-Supported Rail Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains



**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** February 26, 2026  
**SUBJECT:** Executive Director Report

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At the March 2026 meeting, the executive director will give her report.

#### **A. Executive Director Newsletter**

NVTC’s Executive Director Newsletter provides updates on specific NVTC projects and programs and highlights items of interest at the federal and state levels and among jurisdictional and regional partners.

The March 2026 Executive Director Newsletter will be provided to Commissioners at the Commission meeting and posted online at <https://novatransit.org/news-and-media/newsletter/>.

#### **B. NVTC Communications Metrics Report**

The [second installment of NVTC’s Communications Metrics Report](#) covers the last three months of 2025.

NVTC enjoyed a surge in media coverage in the last three months of 2025, driven by the Envision Route 7 Open House, work on future transit funding and the NVTC-PRTC-VRE Legislative Forum. The report also covers two highly successful, but low-cost, social media ad campaigns.

#### **C. NVTC Financial Reports**

The [December 2025 Financial Reports](#) and the [January 2026 Financial Reports](#) are provided as information.

#### **D. NVTC Letters of Support**

Last month Loudoun County requested two letters of support for two county grant applications for the DRPT Demonstration Project Assistance Program. Loudoun County subsequently requested NVTC update the letters to reflect new budget numbers. The [Leesburg On Demand letter](#) was revised to change the total to \$1.9 million (from \$1.43 million) with revised text “Continued funding for a second year is needed to allow Loudoun County to expand the service to include weekend service, address unmet transportation needs, and gather detailed performance data to evaluate its transition to a permanent

transit solution.” The [Sterling On Demand](#) letter was revised to change the total to \$5.26 million (from \$5.51 million).

Fairfax County requested a [letter of support for the county’s TRIP 2.0 program](#) in its FY 2027 application to DRPT. This program is a 100% fare free program for qualified Fairfax County residents and it advances several Fairfax County Strategic Plan priority areas essential to improving outcomes for low-income and vulnerable residents. These priority areas include expanding economic opportunity, empowering residents facing vulnerability, reducing fare evasion among working-age adults (ages 18-65), and addressing countywide mobility and transportation needs.

A core objective of the Strategic Plan's Economic Opportunity priority is to improve upward mobility. A full-fare subsidy directly supports this goal by eliminating transit costs that constrain access to economic opportunities for working-age adults. Fairfax County currently provides fare relief for children and seniors; however, low-income adults often face the highest transportation cost burdens while receiving the least assistance. This program fills that gap by offering a full-fare subsidy to low-income adults and allowing eligible seniors to supplement their existing Senior SmarTrip discount with a TRIP full-fare reduction card. The program also aligns with the Strategic Plan priority of empowering and supporting residents facing vulnerability by ensuring county services are accessible to those most in need.

## Communications Metrics Report

Q4 2025

(October 1-December 31, 2025)

### Introduction

NVTC enjoyed a surge in media coverage in the last three months of 2025, alongside two highly successful, but low-cost, social media ad campaigns. At the same time, responses to organic social media posts and email open and engagement rates remain strong.

### Media Coverage

NVTC received 23 substantive media mentions in the last three months of 2025, nearly as many as during the first nine months of the year. A significant number covered the October open house for Envision Route 7, work on future transit funding and the NVTC-PRTC-VRE Legislative Forum. Projects funded through Commuter Choice also made the news, including a new Metrobus route connecting Shirlington to downtown Washington, D.C. and a second entrance for the McLean Metro Station.

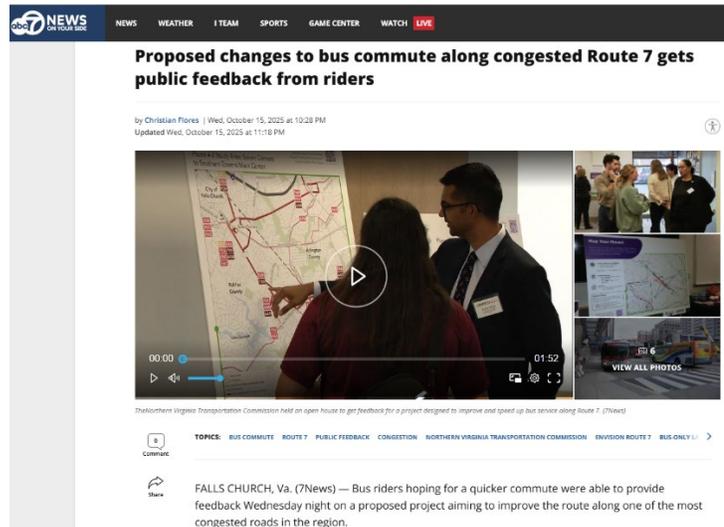
News releases introduced the 2025 “Report on the Condition and Performance of WMATA and promoted the Envision Route 7 open house and NVTC-PRTC-VRE Legislative Forum, prompting in-person attendance from reporters representing WJLA, WAMU, and the Richmond-Times Dispatch, FFXnow and The Annandale Times, along with later reporting from FFXnow and the Fairfax County Times.

We maintain an updated list of media mentions at [novatransit.org](https://novatransit.org).

### Social Media Metrics

The Communications Team regularly posts NVTC content to X, Facebook, Instagram, Threads and Bluesky. We also use YouTube to share Commission and committee meetings, as well as other video content. NVTC has built a highly curated social media presence. Our key followers are NVTC Commissioners, jurisdictional staff and transit partners, giving us a direct line to transit decision-makers in Northern Virginia.

NVTC had 5,677 followers across all social media platforms at the end of the 4<sup>th</sup> quarter and demonstrated audience growth of 13.8% year-over-year (excluding Bluesky and Threads).



### *Paid Advertising*

We used paid advertising to promote the Envision Route 7 open house and public comment period and the release of the Commuter Choice annual report.

We spent \$200 on graphics posts for Envision Route 7, which were shown on Facebook and Instagram.

- Reach: 42,851
- Impressions: 70,582
- Landing Page Views: 381
- Engagement Rate: 0.89%

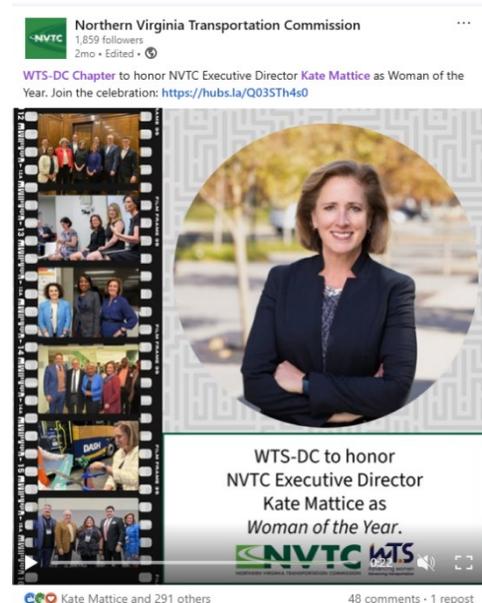
We spent \$100 on a video post for Commuter Choice, which was shown on Facebook and Instagram.

- Reach: 12,587
- Impressions: 16,881
- Link Clicks: 305
- Engagement Rate: 2.41%

### *Organic Social Media Posts*

Organic social media posts are those that spread “organically” and are not paid advertising. Top performing posts of Q4 2025:

1. [WTS-DC to honor NVTC Executive Director Kate Mattice as Woman of the Year](#): 338 Interactions; 4,316 Impressions
2. [NVTC Executive Director Kate Mattice named 'Woman of the Year'](#): 192 Interactions; 2378 Impressions
3. [Congratulations City of Manassas Park and Virginia Railway Express \(VRE\) on your new parking garage!](#): 65 Interactions; 1,312 Impressions
4. [Happy Holidays from NVTC!](#): 47 Interactions; 1,163 Impressions



### **Executive Director Reports**

We share the monthly Executive Director Reports by email and on social media. The newsletter received an average email open rate of 27.62% in Q4. The October, November and December newsletters recorded a total of 1131 impressions and 19 clicks on LinkedIn, Facebook and X.

### **NoVaTransit Headlines**

NVTC’s compiles news stories highlighting public transit and other transportation topics and delivers them by email every Monday through Friday. During Q4 NoVaTransit Headlines received an average open rate of 44.36% and an average 29.15% click-through rate, meaning the percentage of people who opened the email and clicked on the enclosed links.

## Website Analytics

This quarter the Envision Route 7 program moved into NVTC's top five viewed web pages. The page was assisted with an added boost from the open house NVTC held in October. The Legislative Forum page was almost as popular with 2.6K views.

Top pages this quarter:

1. NVTC home page
2. Envision Route 7
3. Legislative Forum
4. Commission Meetings
5. Commuter Choice

There was a significant increase in visitors this quarter compared to the same period last year:

- 52% increase in visitors to the Legislative Forum page
- 35% increase in visitors to the Envision Route 7 page

## Key Takeaways and Next Steps

**Strengths:** NVTC was highly successful in capturing the attention of news organizations and members of the public, especially when promoting planned and potential public transit improvements. Reporters and members of the public responded well to outreach for Envision Route 7 and Commuter Choice. Efforts to establish long-term funding for public transit also drove news coverage.

**Challenges:** The open rate for emails promoting the Executive Director reports dipped compared to the previous report, while the click-through-rate for NoVaTransit Headlines shrunk by a few percentage points. While overall open and click rates remain in line with industry benchmarks, we will continue to refine email subject lines and other actions to maintain strong results. The November-December holiday period may have also contributed to the declines.

**Next Actions:** Remain focused on email subject lines and social media posts that are engaging and digestible. Highlight positive outcomes and benefits of NVTC's work and the efforts of our regional and statewide partners.



# Northern Virginia Transportation Commission

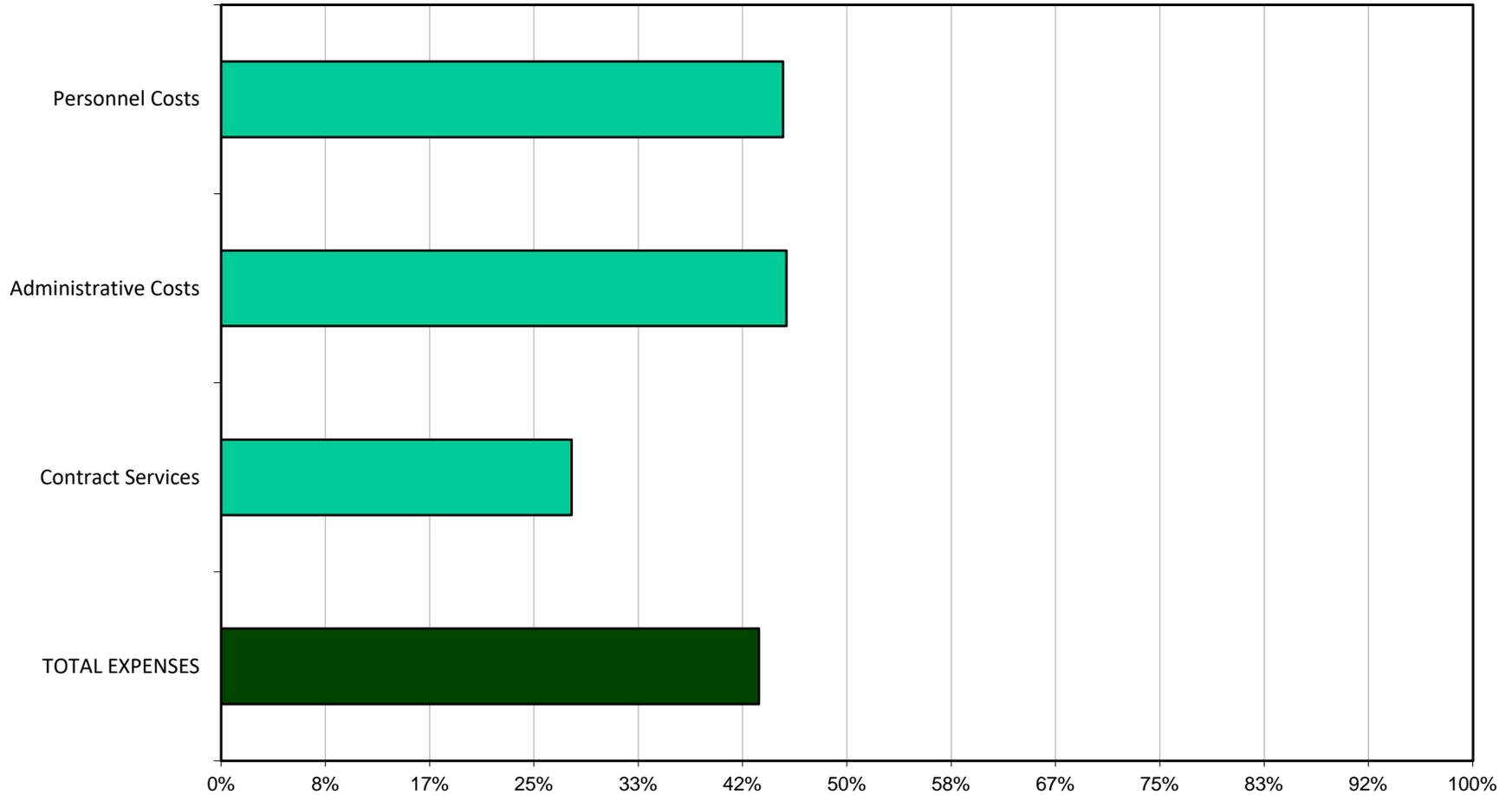
Financial Reports

December 2025

# PERCENTAGE OF FY 2026 NVTC ADMINISTRATIVE BUDGET USED

## December 2025

(TARGET 50% OR LESS)



**Note: Refer to pages 2 and 3 for details**

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
G&A BUDGET VARIANCE REPORT  
December 2025**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 232,106.54	\$ 1,321,465.11	\$ 2,934,000.00	\$ 1,612,534.89	55.0%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>232,106.54</u>	<u>1,321,465.11</u>	<u>2,934,000.00</u>	<u>1,612,534.89</u>	<u>55.0%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	19,592.61	94,697.84	205,000.00	110,302.16	53.8%
Group Health Insurance	15,180.78	95,310.08	255,000.00	159,689.92	62.6%
Retirement	31,955.00	122,520.00	238,000.00	115,480.00	48.5%
Workmans & Unemployment Compensation	132.44	723.73	6,400.00	5,676.27	88.7%
Life Insurance	766.60	1,470.23	6,700.00	5,229.77	78.1%
Long Term Disability Insurance	1,402.46	8,269.30	18,800.00	10,530.70	56.0%
Total Benefit Costs	<u>69,029.89</u>	<u>322,991.18</u>	<u>729,900.00</u>	<u>406,908.82</u>	<u>55.7%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	2,503.00	6,103.00	15,000.00	8,897.00	59.3%
<i>Rents:</i>	<i>37,164.25</i>	<i>223,274.72</i>	<i>474,500.00</i>	<i>251,225.28</i>	<i>52.9%</i>
Office Rent	36,108.97	216,701.62	454,000.00	237,298.38	52.3%
Parking & Transit Benefits	1,055.28	6,573.10	20,500.00	13,926.90	67.9%
<i>Insurance:</i>	<i>1,025.00</i>	<i>3,250.00</i>	<i>8,900.00</i>	<i>5,650.00</i>	<i>63.5%</i>
Public Official Bonds	700.00	1,300.00	2,600.00	1,300.00	50.0%
Liability and Property	325.00	1,950.00	6,300.00	4,350.00	69.0%
<i>Travel:</i>	<i>4,311.26</i>	<i>25,306.58</i>	<i>76,500.00</i>	<i>51,193.42</i>	<i>66.9%</i>
Conference / Professional Development	2,906.43	20,246.20	54,500.00	34,253.80	62.9%
Non-Local Travel	277.24	561.24	2,500.00	1,938.76	77.6%
Local Travel, Meetings and Related Expenses	1,127.59	4,499.14	19,500.00	15,000.86	76.9%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
G&A BUDGET VARIANCE REPORT  
December 2025**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Communication:</i>	1,532.08	8,905.84	19,400.00	10,494.16	54.1%
Postage	-	453.51	1,400.00	946.49	67.6%
Telephone and Data	1,532.08	8,452.33	18,000.00	9,547.67	53.0%
<i>Publications &amp; Supplies</i>	5,367.23	17,526.15	35,700.00	18,173.85	50.9%
Office Supplies	138.39	1,383.80	2,000.00	616.20	30.8%
Duplication and Paper	1,000.00	6,289.47	8,700.00	2,410.53	27.7%
Public Engagement	4,228.84	9,852.88	25,000.00	15,147.12	60.6%
<i>Operations:</i>	3,329.75	23,407.30	55,900.00	32,492.70	58.1%
Furniture and Equipment (Capital)	-	3,995.65	18,400.00	14,404.35	78.3%
Repairs and Maintenance	56.28	168.84	1,000.00	831.16	83.1%
Computer Operations	3,273.47	19,242.81	36,500.00	17,257.19	47.3%
<i>Other General and Administrative:</i>	1,001.85	7,358.41	11,900.00	4,541.59	38.2%
Memberships	83.33	599.21	1,600.00	1,000.79	62.5%
Fees and Miscellaneous	301.85	4,442.53	8,800.00	4,357.47	49.5%
Advertising (Personnel/Procurement)	616.67	2,316.67	1,500.00	(816.67)	-54.4%
Total Administrative Costs	<u>56,234.42</u>	<u>315,132.00</u>	<u>697,800.00</u>	<u>382,668.00</u>	<u>54.8%</u>
<u>Contracting Services</u>					
Auditing	7,800.00	25,900.00	26,400.00	500.00	1.9%
Contract Services and Support					
Commuter Choice	4,706.29	48,181.04	146,500.00	98,318.96	67.1%
Research Support (excludes carryover)	-	11,056.24	250,000.00	238,943.76	95.6%
Other Technical	7,516.67	60,220.02	120,000.00	59,779.98	49.8%
Legal	<u>2,500.00</u>	<u>15,000.00</u>	<u>30,000.00</u>	<u>15,000.00</u>	<u>50.0%</u>
Total Contract Services	22,522.96	160,357.30	572,900.00	412,542.70	72.0%
 Total Gross G&A Expenses	<u><u>\$ 379,893.81</u></u>	<u><u>\$ 2,119,945.59</u></u>	<u><u>\$ 4,934,600.00</u></u>	<u><u>\$ 2,814,654.41</u></u>	<u><u>57.0%</u></u>

**NVTC  
RECEIPTS and DISBURSEMENTS  
December 2025**

<u>Date</u>	<u>Payer / Payee</u>	<u>Purpose</u>	<u>Wells Fargo Checking</u>	<u>Wells Fargo Savings</u>	<u>Virginia LGIP</u>			
					<u>NVTC G&amp;A / Project</u>	<u>Commuter Choice</u>	<u>Trusts</u>	
<b>RECEIPTS</b>								
4	Commonwealth	Miscellaneous revenue - VRE			\$ 3,621.42			
24	DRPT	Capital and operating assistance - WMATA					19,786,064.33	
24	DRPT	Capital grant receipt - Arlington					2,902,222.31	
26	DRPT	Capital grant receipt - VRE			382,204.57			
31	Alexandria	G&A contribution		12,050.00				
31	Banks	Investment earnings		110.80	9,226.83	448,411.54	1,440,296.43	
<b>TOTAL RECEIPTS</b>			-	12,160.80	395,052.82	448,411.54	24,128,583.07	

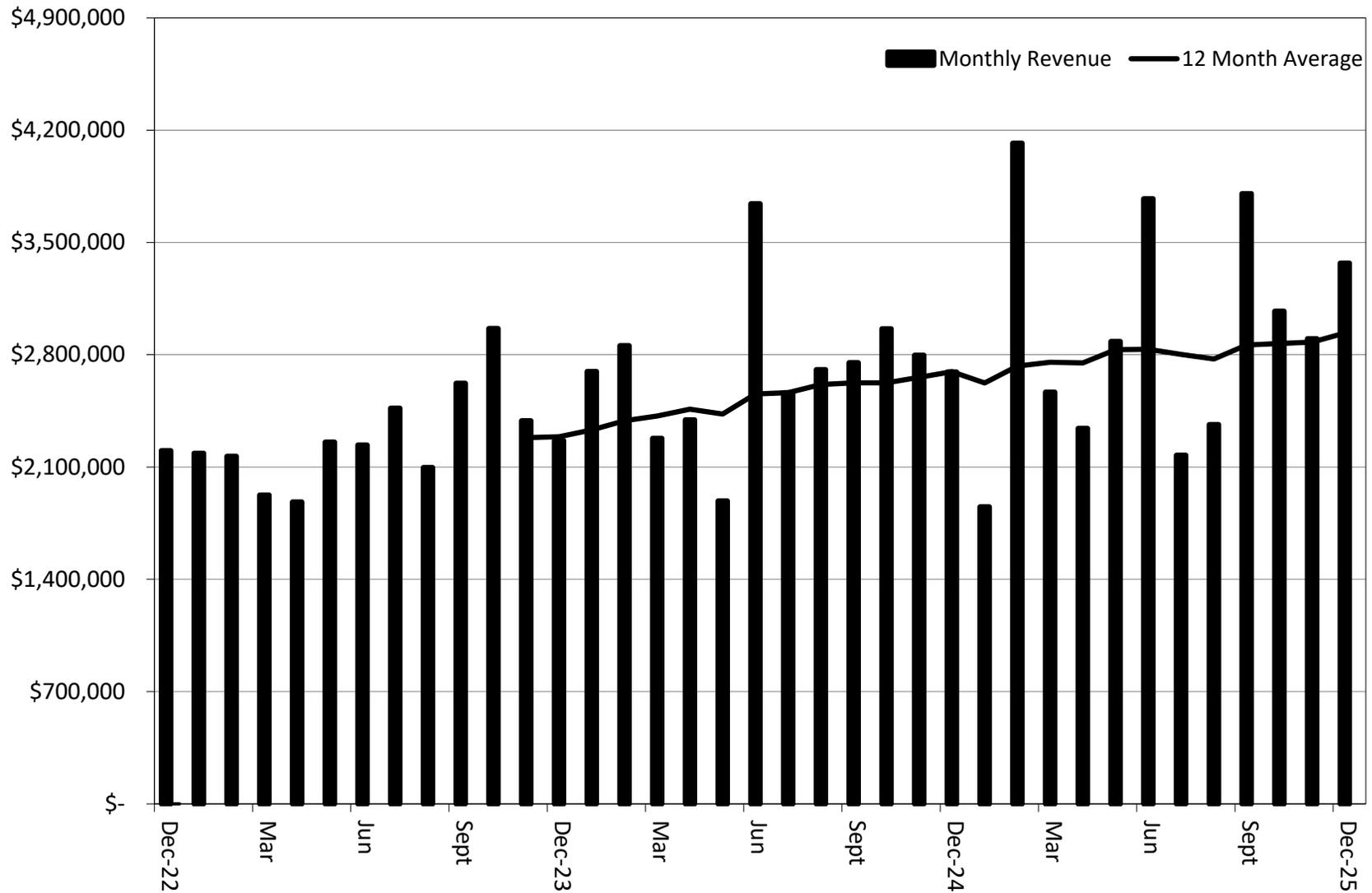
**NVTC  
RECEIPTS and DISBURSEMENTS  
December 2025**

Date	Payer / Payee	Purpose	Virginia LGIP					
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts	
<b>DISBURSEMENTS</b>								
1-31	Various	G&A expenses	(710,199.21)					
4	VRE	Miscellaneous revenue			(3,621.42)			
10	Kimley-Horn	Consulting - Envision Route 7	(67,563.25)					
10	Kimley-Horn	Consulting - NTD data collection	(18,206.01)					
18	Kimley-Horn	Consulting - Envision Route 7	(80,707.69)					
26	VRE	Grant revenue			(382,204.57)			
30	PRTC	I-66 Commuter Choice reimbursement				(68,526.00)		
30	Prince William	I-66 Commuter Choice reimbursement				(13,338.00)		
30	PRTC	I-395/95 Commuter Choice reimbursement				(322,132.00)		
30	Fairfax	I-395/95 Commuter Choice reimbursement				(4,524,164.00)		
30	Prince William	I-395/95 Commuter Choice reimbursement				(38,203.00)		
30	Alexandria	I-395/95 Commuter Choice reimbursement				(1,056,308.00)		
31	Banks	Bank charge	(88.39)	(172.06)				
<b>TOTAL DISBURSEMENTS</b>			<b>(876,764.55)</b>	<b>(172.06)</b>	<b>(385,825.99)</b>	<b>(6,022,671.00)</b>		<b>-</b>
<b>TRANSFERS</b>								
12	Transfer	From LGIP to checking	260,000.00		(260,000.00)			
16	Transfer	From LGIP to checking	415,000.00		(415,000.00)			
29	Transfer	From LGIP to LGIP (NTD project)			40,159.57			(40,159.57)
29	Transfer	From LGIP to checking	60,000.00		(60,000.00)			
<b>NET TRANSFERS</b>			<b>735,000.00</b>	<b>-</b>	<b>(694,840.43)</b>	<b>-</b>		<b>(40,159.57)</b>
<b>NET INCREASE (DECREASE) FOR MONTH</b>			<b>\$ (141,764.55)</b>	<b>\$ 11,988.74</b>	<b>\$ (685,613.60)</b>	<b>\$ (5,574,259.46)</b>		<b>\$ 24,088,423.50</b>

**NVTC  
INVESTMENT REPORT  
December 2025**

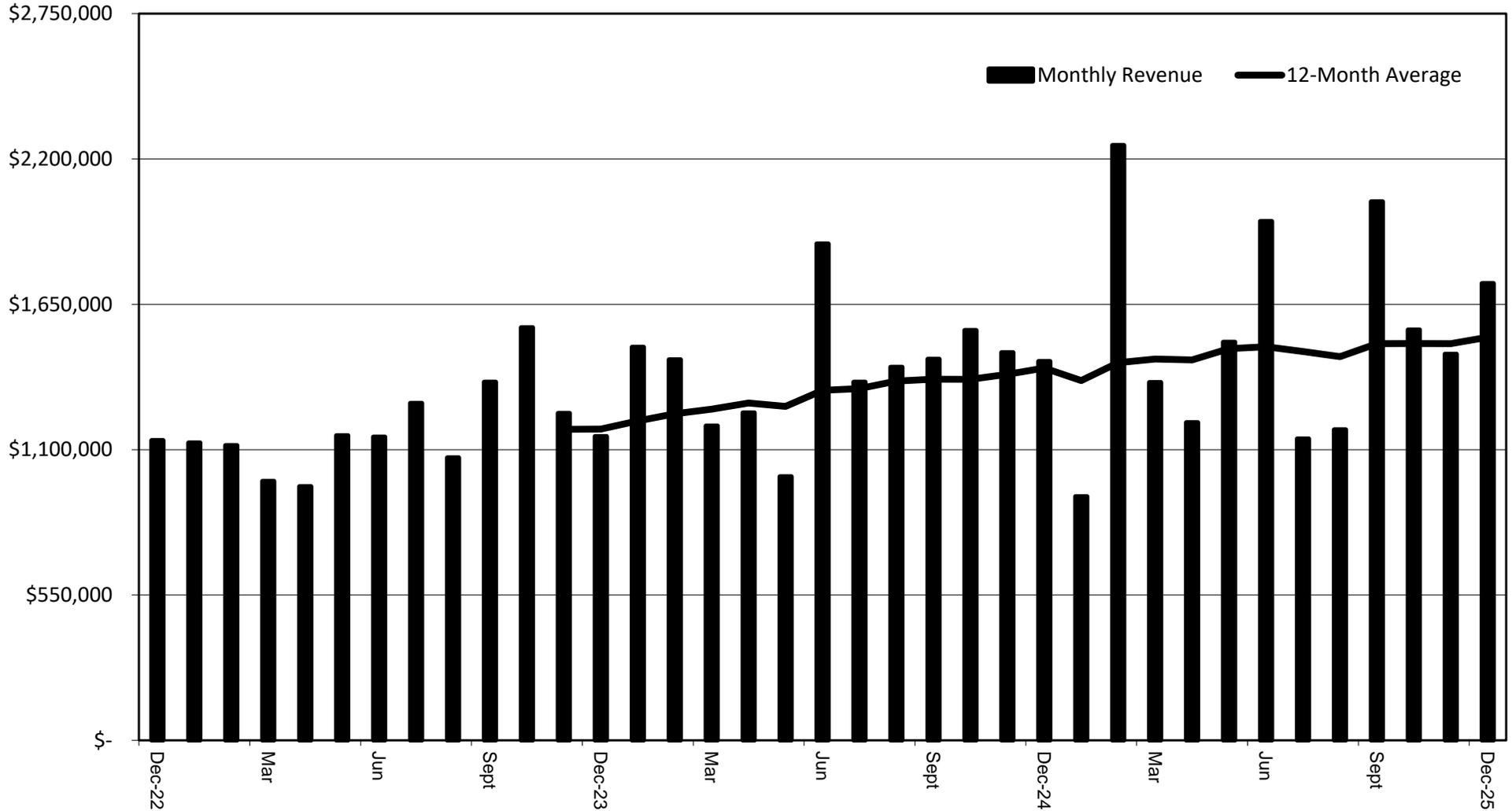
<u>Type</u>	<u>Rate</u>	<u>Balance 11/30/2025</u>	<u>Increase (Decrease)</u>	<u>Balance 12/31/2025</u>	<u>Balance</u>			
					<u>NVTC G&amp;A/Project</u>	<u>Commuter Choice</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Gas Tax Trust Fund</u>
<b><u>Cash Deposits</u></b>								
Wells Fargo: NVTC Checking	N/A	\$ 182,026.14	\$ (141,764.55)	\$ 40,261.59	\$ 40,261.59	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.480%	271,455.56	11,988.74	283,444.30	283,444.30	-	-	-
<b><u>Investments</u></b>								
Bank of America: Virginia Local Government Investment Pool	3.982%	566,122,278.45	17,828,550.44	583,950,828.89	2,468,791.66	129,604,523.65	402,623,688.25	49,253,825.33
		<u>\$ 566,575,760.15</u>	<u>\$ 17,698,774.63</u>	<u>\$ 584,274,534.78</u>	<u>\$ 2,792,497.55</u>	<u>\$ 129,604,523.65</u>	<u>\$ 402,623,688.25</u>	<u>\$ 49,253,825.33</u>

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



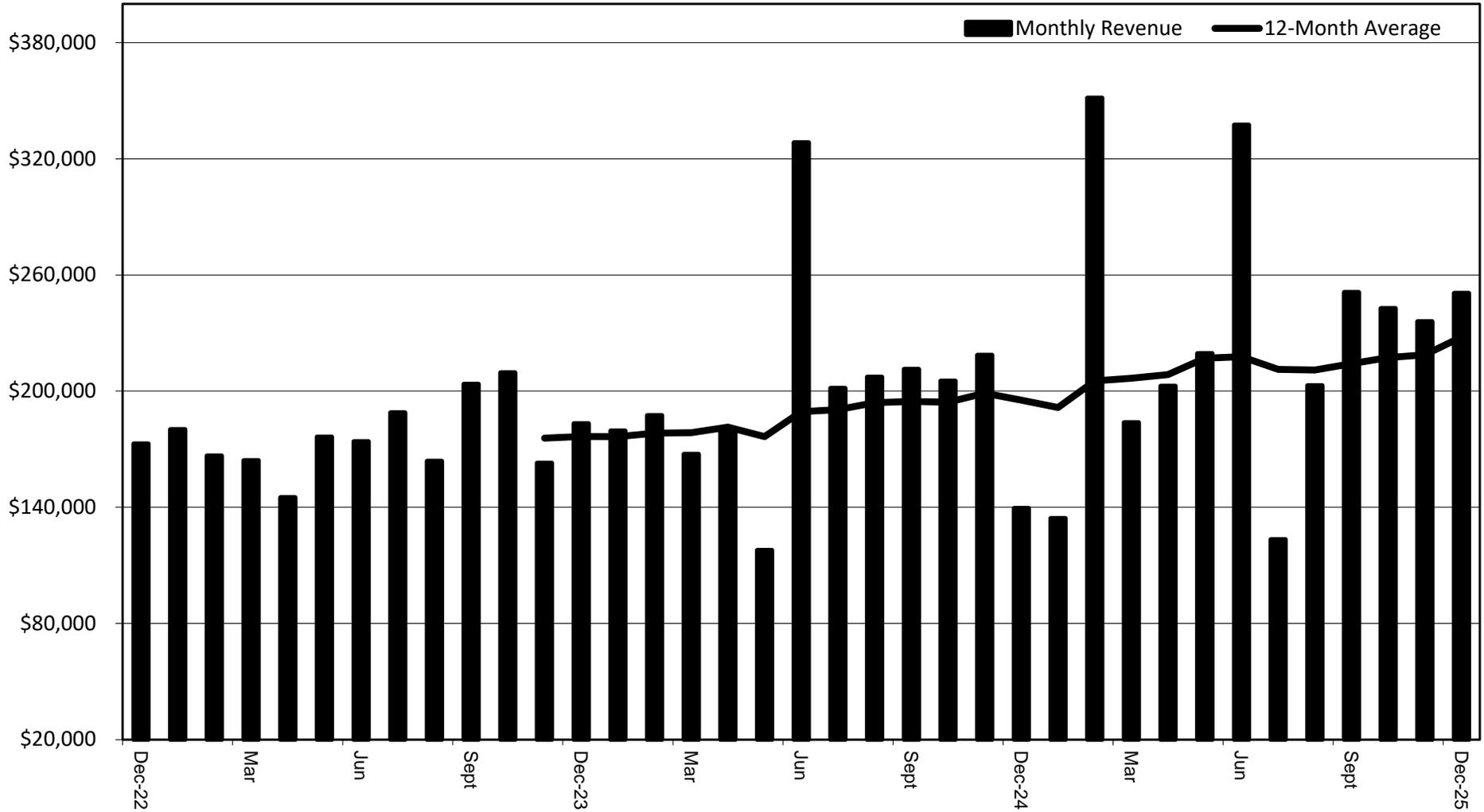
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



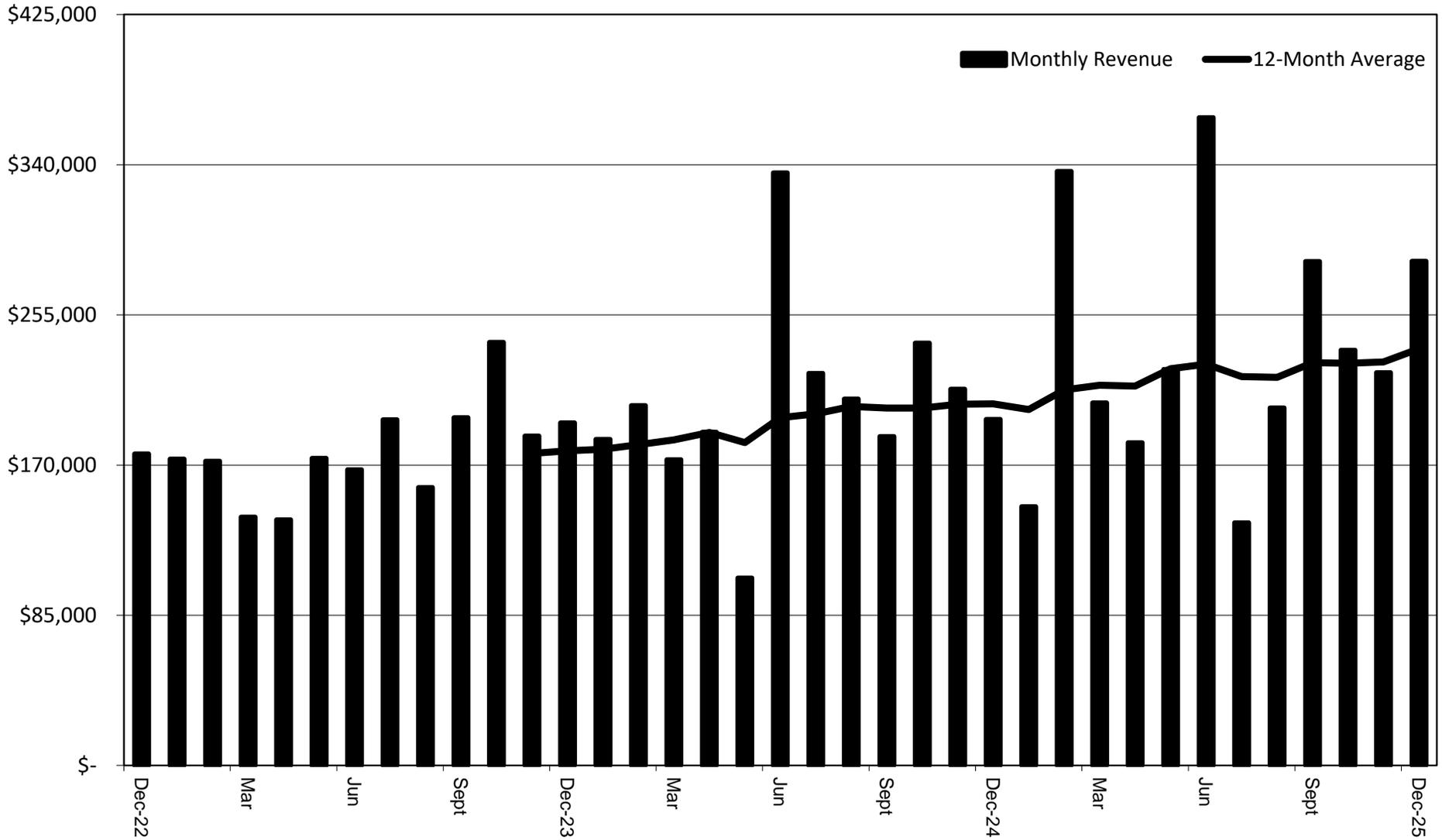
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

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



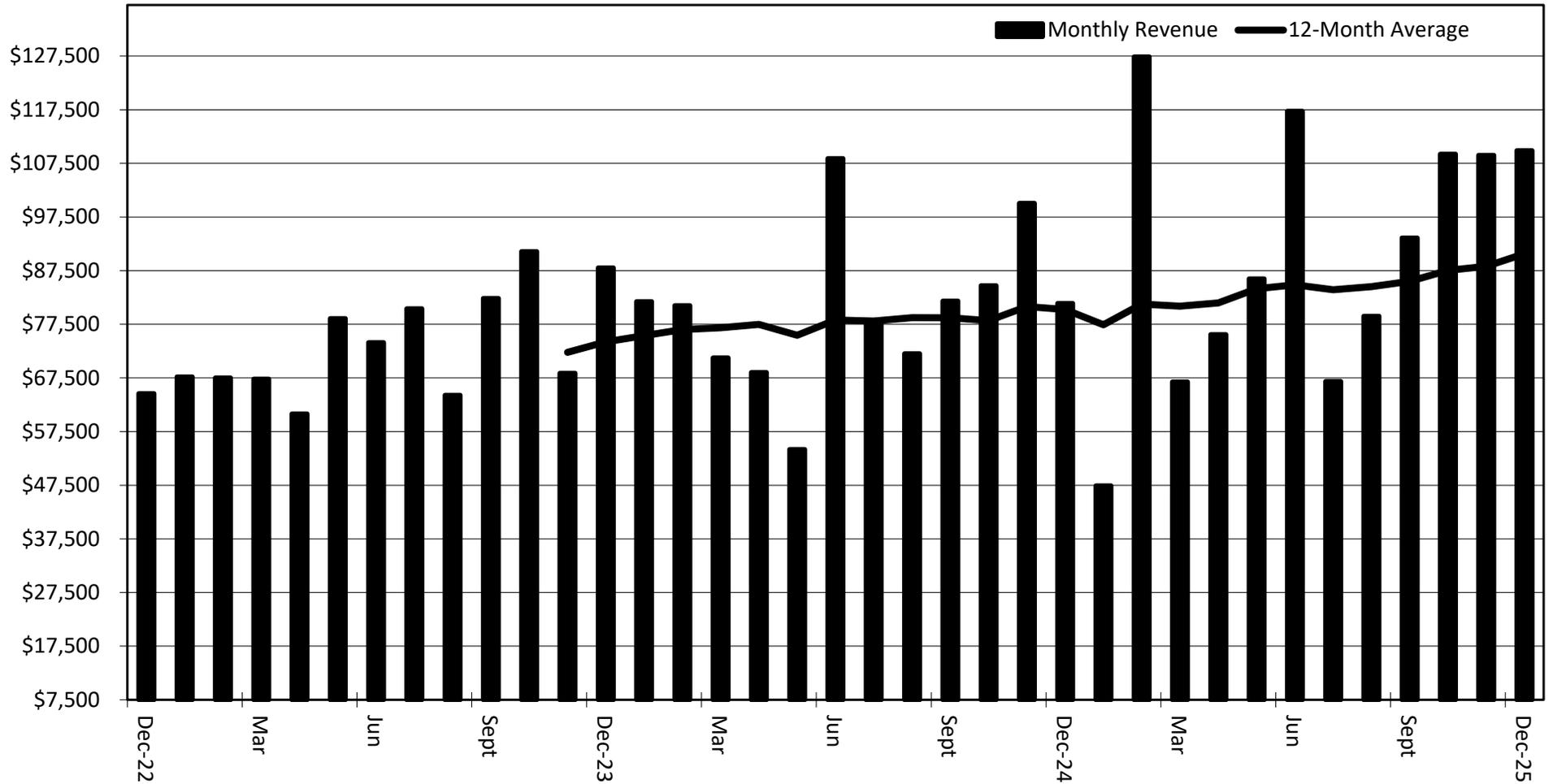
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

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



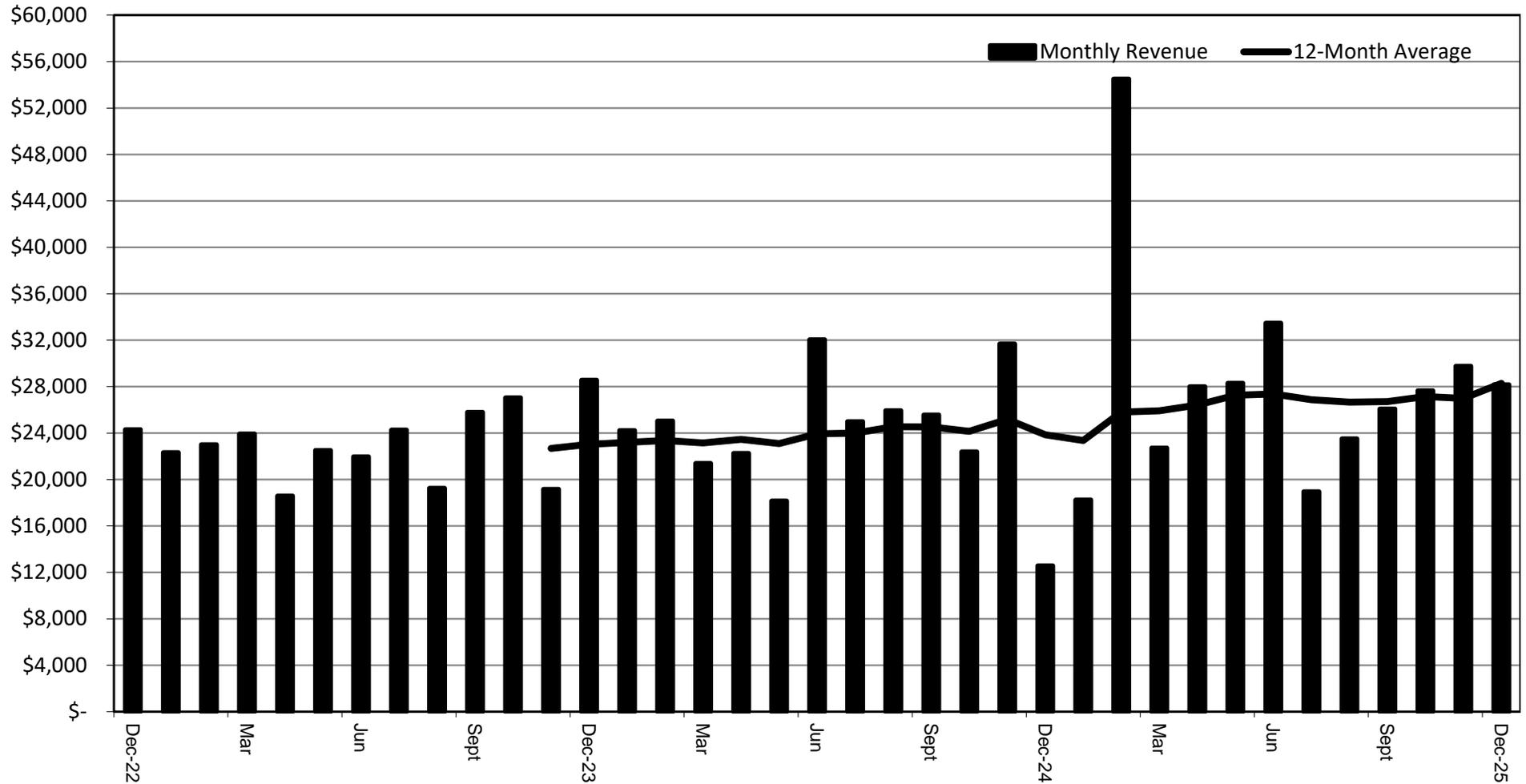
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

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



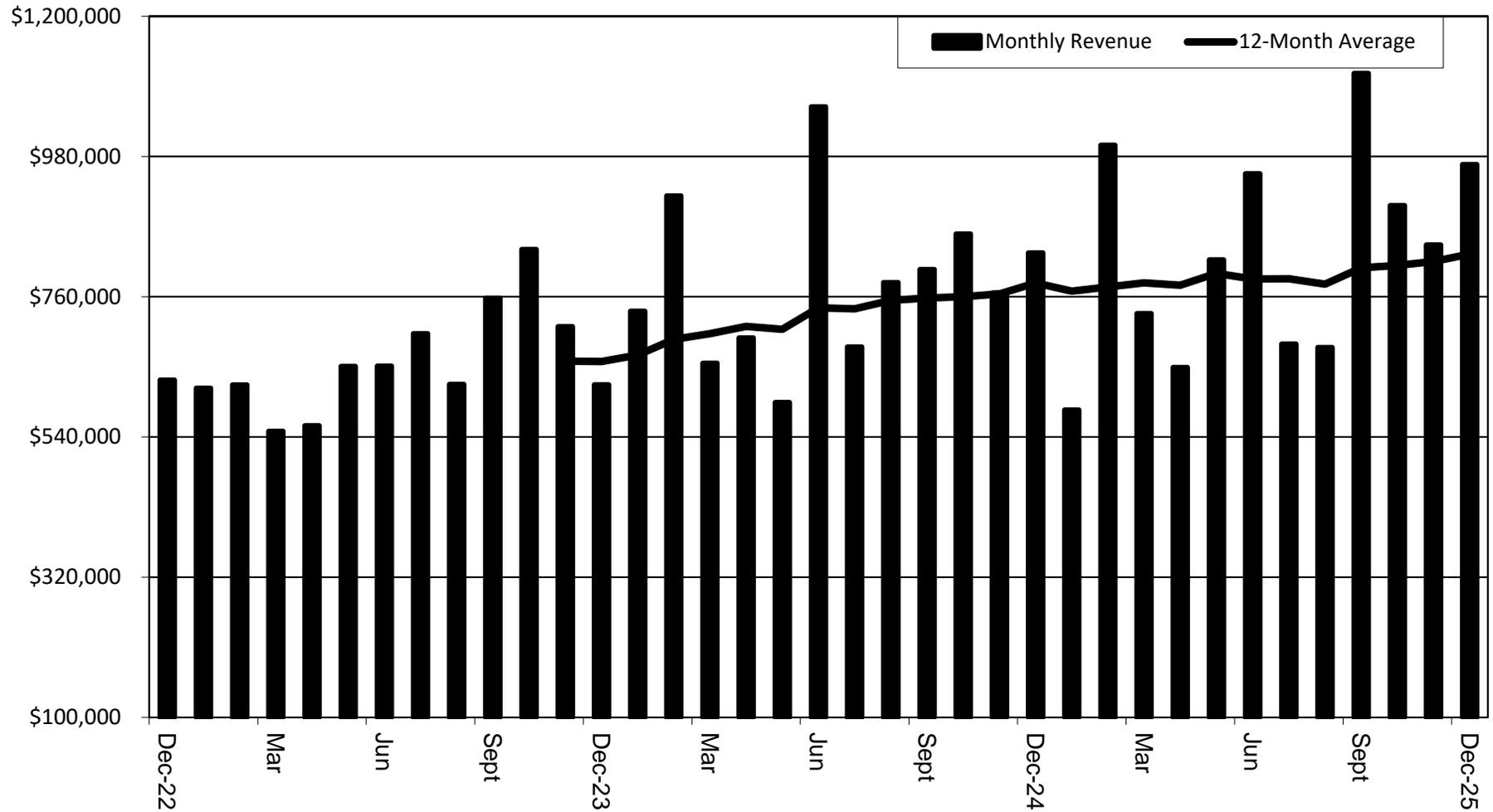
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2023-2026



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

# NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2023-2026



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



# Northern Virginia Transportation Commission

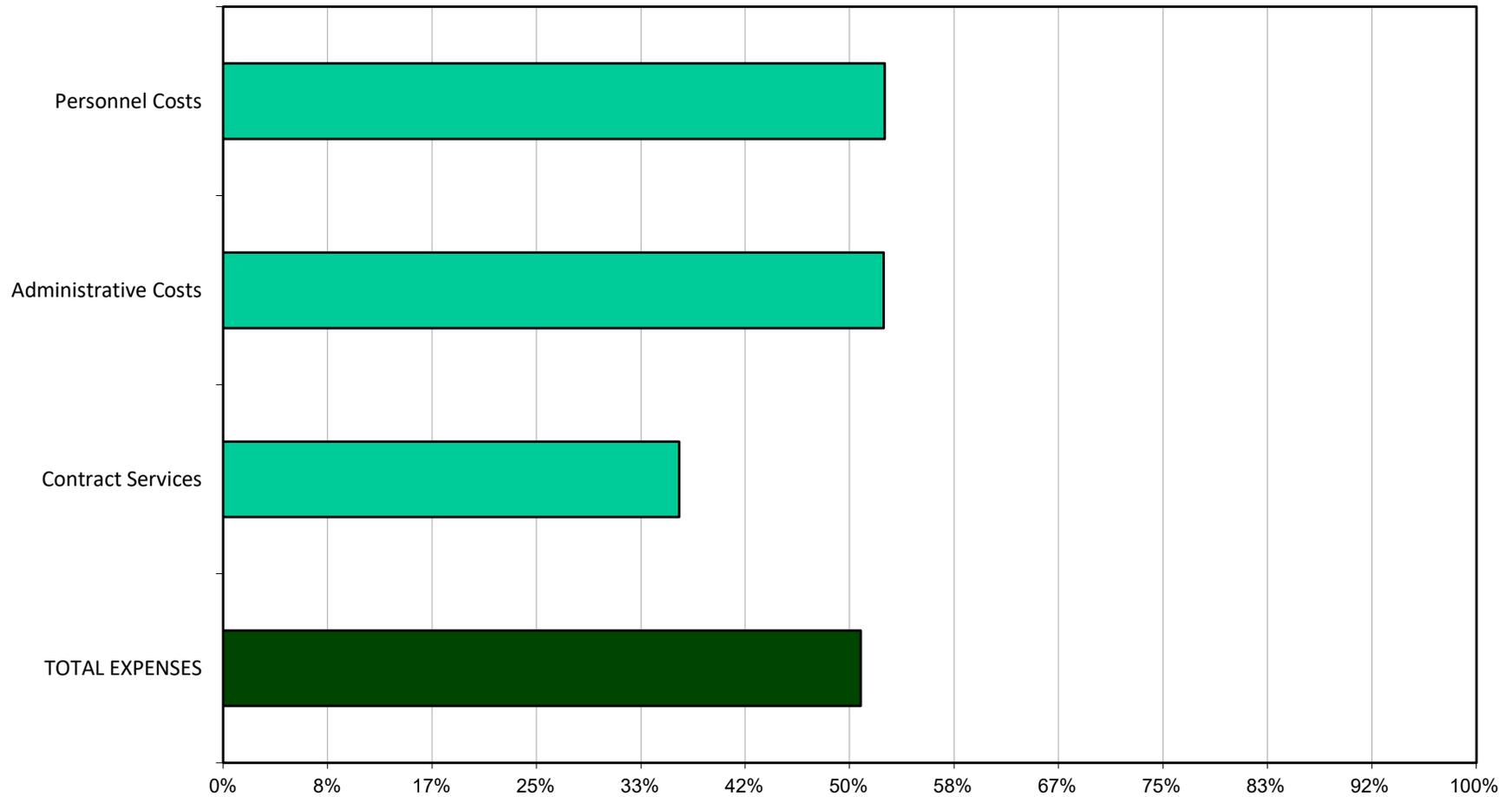
Financial Reports

January 2026

# PERCENTAGE OF FY 2026 NVTC ADMINISTRATIVE BUDGET USED

## January 2026

(TARGET 58.3% OR LESS)



**Note: Refer to pages 2 and 3 for details**

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 235,885.10	\$ 1,557,350.21	\$ 2,934,000.00	\$ 1,376,649.79	46.9%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	235,885.10	1,557,350.21	2,934,000.00	1,376,649.79	46.9%
<u>Benefits</u>					
Employer's Contributions:					
FICA	15,910.78	110,608.62	205,000.00	94,391.38	46.0%
Group Health Insurance	15,994.06	111,304.14	255,000.00	143,695.86	56.4%
Retirement	20,420.00	142,940.00	238,000.00	95,060.00	39.9%
Workmans & Unemployment Compensation	263.74	987.47	6,400.00	5,412.53	84.6%
Life Insurance	23.26	1,493.49	6,700.00	5,206.51	77.7%
Long Term Disability Insurance	1,464.96	9,734.26	18,800.00	9,065.74	48.2%
Total Benefit Costs	54,076.80	377,067.98	729,900.00	352,832.02	48.3%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,300.00	6,400.00	15,000.00	8,600.00	57.3%
<i>Rents:</i>	<i>38,357.71</i>	<i>261,632.43</i>	<i>474,500.00</i>	<i>212,867.57</i>	<i>44.9%</i>
Office Rent	36,108.97	252,810.59	454,000.00	201,189.41	44.3%
Parking & Transit Benefits	2,248.74	8,821.84	20,500.00	11,678.16	57.0%
<i>Insurance:</i>	<i>1,025.00</i>	<i>4,275.00</i>	<i>8,900.00</i>	<i>4,625.00</i>	<i>52.0%</i>
Public Official Bonds	700.00	2,000.00	2,600.00	600.00	23.1%
Liability and Property	325.00	2,275.00	6,300.00	4,025.00	63.9%
<i>Travel:</i>	<i>3,112.33</i>	<i>29,421.91</i>	<i>76,500.00</i>	<i>47,078.09</i>	<i>61.5%</i>
Conference / Professional Development	779.00	21,025.20	54,500.00	33,474.80	61.4%
Non-Local Travel	-	561.24	2,500.00	1,938.76	77.6%
Local Travel, Meetings and Related Expenses	2,333.33	7,835.47	19,500.00	11,664.53	59.8%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Communication:</i>	1,267.28	10,173.12	19,400.00	9,226.88	47.6%
Postage	-	453.51	1,400.00	946.49	67.6%
Telephone and Data	1,267.28	9,719.61	18,000.00	8,280.39	46.0%
 <i>Publications &amp; Supplies</i>	 672.37	 18,198.52	 35,700.00	 17,501.48	 49.0%
Office Supplies	-	1,383.80	2,000.00	616.20	30.8%
Duplication and Paper	11.88	6,301.35	8,700.00	2,398.65	27.6%
Public Engagement	660.49	10,513.37	25,000.00	14,486.63	57.9%
 <i>Operations:</i>	 5,180.74	 28,588.04	 55,900.00	 27,311.96	 48.9%
Furniture and Equipment (Capital)	1,469.21	5,464.86	18,400.00	12,935.14	70.3%
Repairs and Maintenance	90.47	259.31	1,000.00	740.69	74.1%
Computer Operations	3,621.06	22,863.87	36,500.00	13,636.13	37.4%
 <i>Other General and Administrative:</i>	 1,706.96	 9,065.37	 11,900.00	 2,834.63	 23.8%
Memberships	83.33	682.54	1,600.00	917.46	57.3%
Fees and Miscellaneous	1,240.30	5,682.83	8,800.00	3,117.17	35.4%
Advertising (Personnel/Procurement)	383.33	2,700.00	1,500.00	(1,200.00)	-80.0%
Total Administrative Costs	<u>52,622.39</u>	<u>367,754.39</u>	<u>697,800.00</u>	<u>330,045.61</u>	<u>47.3%</u>
 <u>Contracting Services</u>					
Auditing	-	25,900.00	26,400.00	500.00	1.9%
Contract Services and Support					
Commuter Choice	38,047.28	86,228.32	146,500.00	60,271.68	41.1%
Research Support (excludes carryover)	-	11,056.24	250,000.00	238,943.76	95.6%
Other Technical	7,516.67	67,736.69	120,000.00	52,263.31	43.6%
Legal	2,500.00	17,500.00	30,000.00	12,500.00	41.7%
Total Contract Services	<u>48,063.95</u>	<u>208,421.25</u>	<u>572,900.00</u>	<u>364,478.75</u>	<u>63.6%</u>
 Total Gross G&A Expenses	 <u>\$ 390,648.24</u>	 <u>\$ 2,510,593.83</u>	 <u>\$ 4,934,600.00</u>	 <u>\$ 2,424,006.17</u>	 <u>49.1%</u>

**NVTC  
RECEIPTS and DISBURSEMENTS  
January 2026**

Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	Virginia LGIP		
					NVTC G&A / Project	Commuter Choice	Trusts
<b>RECEIPTS</b>							
5	DMV	Motor Vehicle Fuels Sales tax					\$ 3,371,475.22
5	DMV	CROC			1,250,000.00		
8	DRPT	Operating assistance - City of Fairfax					818,040.30
21	VDOT	Commuter Choice toll revenue				2,828,520.50	
23	DRPT	Capital and operating assistance - WMATA					19,786,064.33
30	DMV	Motor Vehicle Fuels Sales tax					2,629,530.44
30	DMV	CROC			1,250,000.00		
30	DRPT	Capital grant receipt - Arlington					815,615.14
31	Banks	Investment earnings		115.53	7,401.65	424,331.22	1,248,821.78
<b>TOTAL RECEIPTS</b>			-	115.53	2,507,401.65	3,252,851.72	28,669,547.21

**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**January 2026**

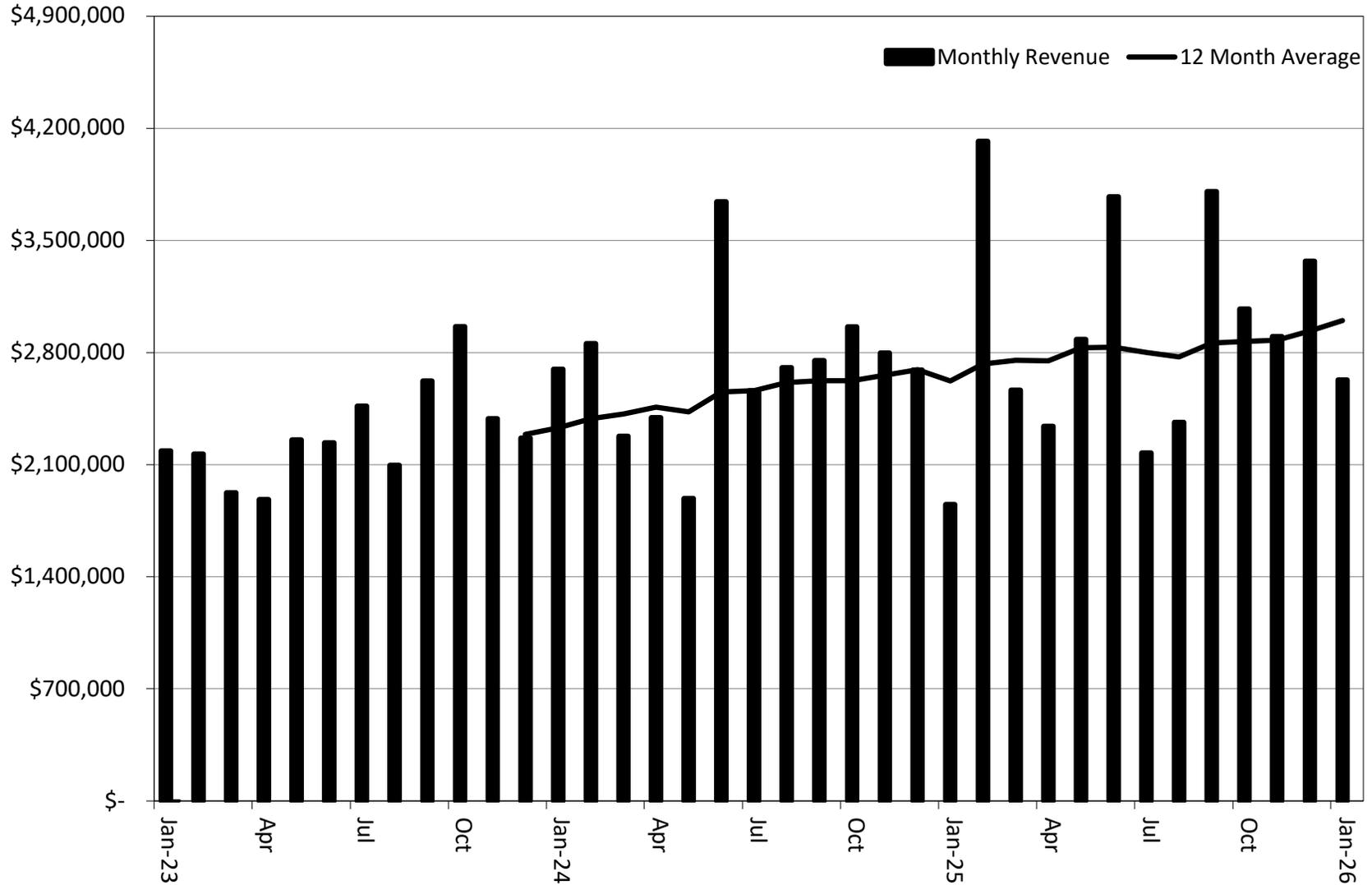
Date	Payer / Payee	Purpose	Virginia LGIP				
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
<b>DISBURSEMENTS</b>							
1-31	Various	G&A expenses	(266,680.79)				
2	WMATA	Metrobus operating					(22,059,799.00)
2	WMATA	Metrorail operating					(44,528,514.81)
2	WMATA	MetroAccess operating					(3,554,279.00)
2	WMATA	CIP					(6,242,312.00)
2	WMATA	Project planning					(677,887.45)
5	VRE	CROC revenue			(1,250,000.00)		
14	PRTC	I-395/95 Commuter Choice reimbursement				(49,152.00)	
13	Kimley-Horn	Consulting - NTD project	(18,911.42)				
22	Stantec	Consulting - NTD project	(62,850.34)				
22	Kimley-Horn	Consulting - Commuter Choice needs assessment	(38,047.28)				
22	Kimley-Horn	Consulting - Envision Route 7	(108,311.51)				
30	VRE	CROC revenue			(1,250,000.00)		
31	Banks	Bank charge	(142.27)	(167.00)			
<b>TOTAL DISBURSEMENTS</b>			<b>(494,943.61)</b>	<b>(167.00)</b>	<b>(2,500,000.00)</b>	<b>(49,152.00)</b>	<b>(77,062,792.26)</b>
<b>TRANSFERS</b>							
9	Transfer	From LGIP to checking	150,000.00		(150,000.00)		
21	Transfer	From LGIP to LGIP (NTD project)			18,911.42		(18,911.42)
23	Transfer	From LGIP to LGIP (NTD project)			62,850.34		(62,850.34)
23	Transfer	From LGIP to checking	430,000.00		(430,000.00)		
<b>NET TRANSFERS</b>			<b>580,000.00</b>	<b>-</b>	<b>(498,238.24)</b>	<b>-</b>	<b>(81,761.76)</b>
<b>NET INCREASE (DECREASE) FOR MONTH</b>			<b>\$ 85,056.39</b>	<b>\$ (51.47)</b>	<b>\$ (490,836.59)</b>	<b>\$ 3,203,699.72</b>	<b>\$ (48,475,006.81)</b>

**NVTC  
INVESTMENT REPORT  
January 2026**

<u>Type</u>	<u>Rate</u>	<u>Balance 12/31/2025</u>	<u>Increase (Decrease)</u>	<u>Balance 1/31/2026</u>	<u>Balance</u>			
					<u>NVTC G&amp;A/Project</u>	<u>Commuter Choice</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Gas Tax Trust Fund</u>
<b><u>Cash Deposits</u></b>								
Wells Fargo: NVTC Checking	N/A	\$ 40,261.59	\$ 85,056.39	\$ 125,317.98	\$ 125,317.98	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.480%	283,444.30	(51.47)	283,392.83	283,392.83	-	-	-
<b><u>Investments</u></b>								
Bank of America: Virginia Local Government Investment Pool (LGIP)	3.894%	583,950,828.89	(45,762,143.68)	538,188,685.21	1,977,955.07	132,808,223.37	352,246,033.27	51,156,473.50
		<u>\$ 584,274,534.78</u>	<u>\$ (45,677,138.76)</u>	<u>\$ 538,597,396.02</u>	<u>\$ 2,386,665.88</u>	<u>\$ 132,808,223.37</u>	<u>\$ 352,246,033.27</u>	<u>\$ 51,156,473.50</u>

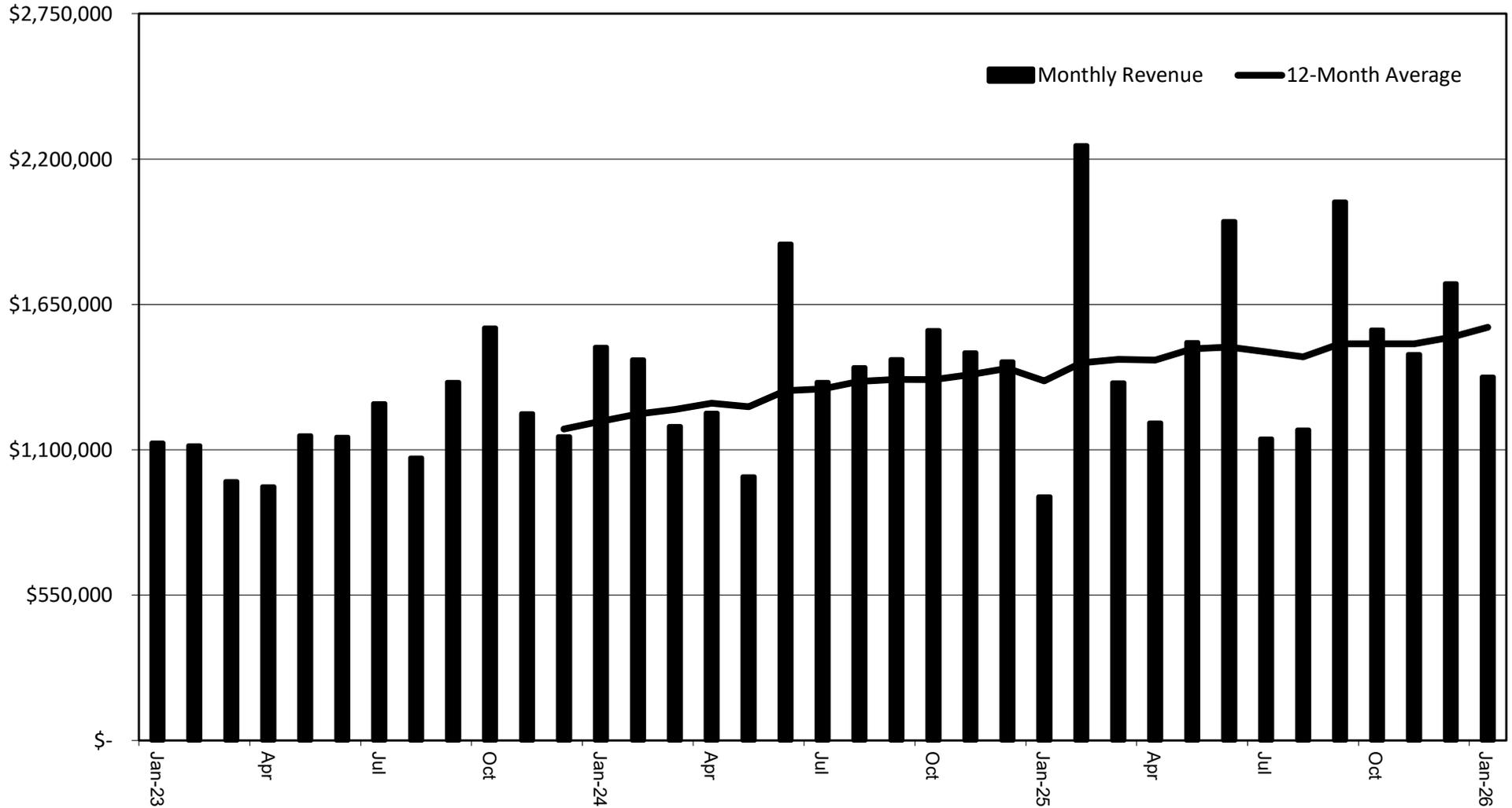
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# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2023-2026



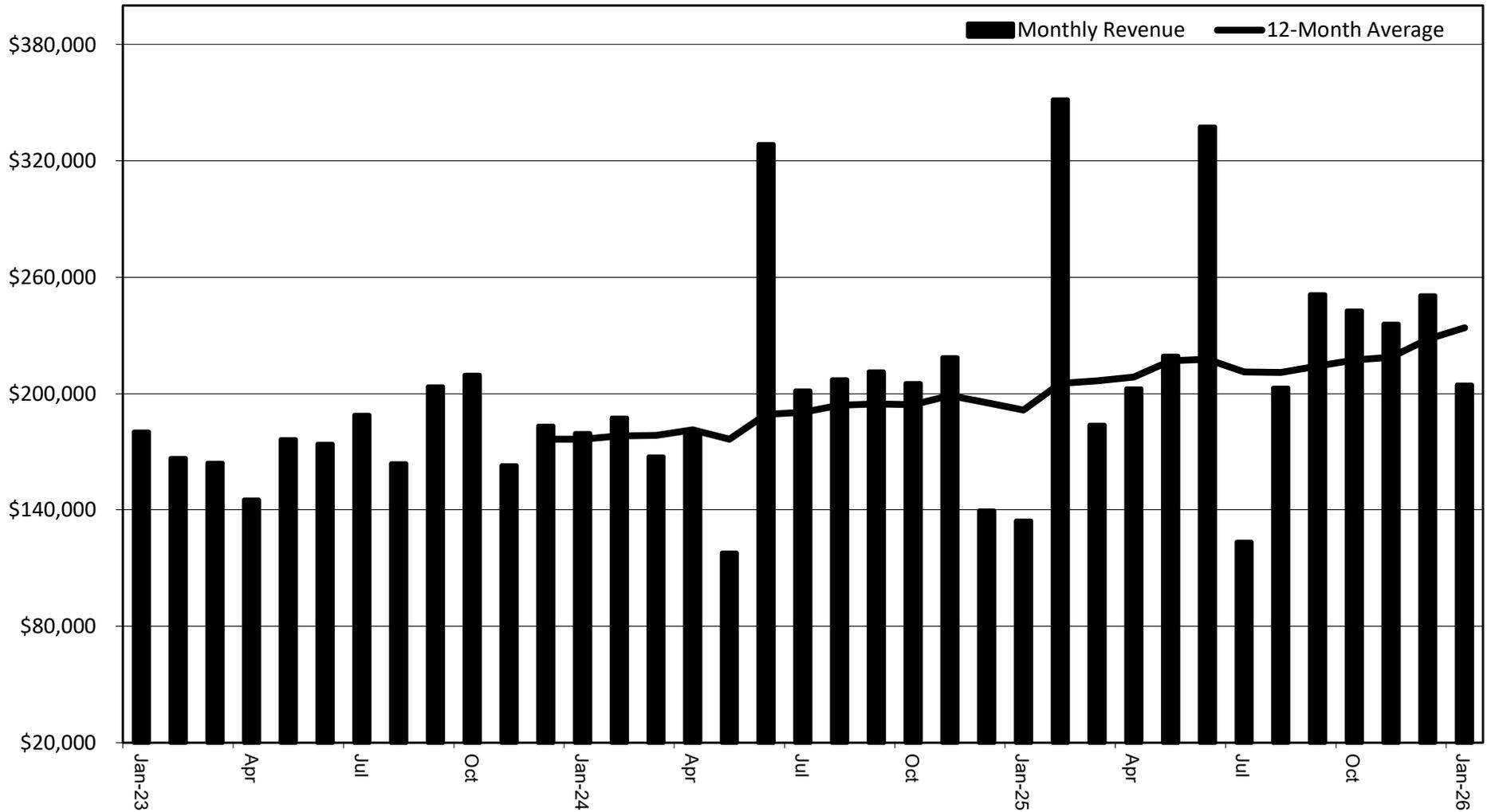
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# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2023-2026



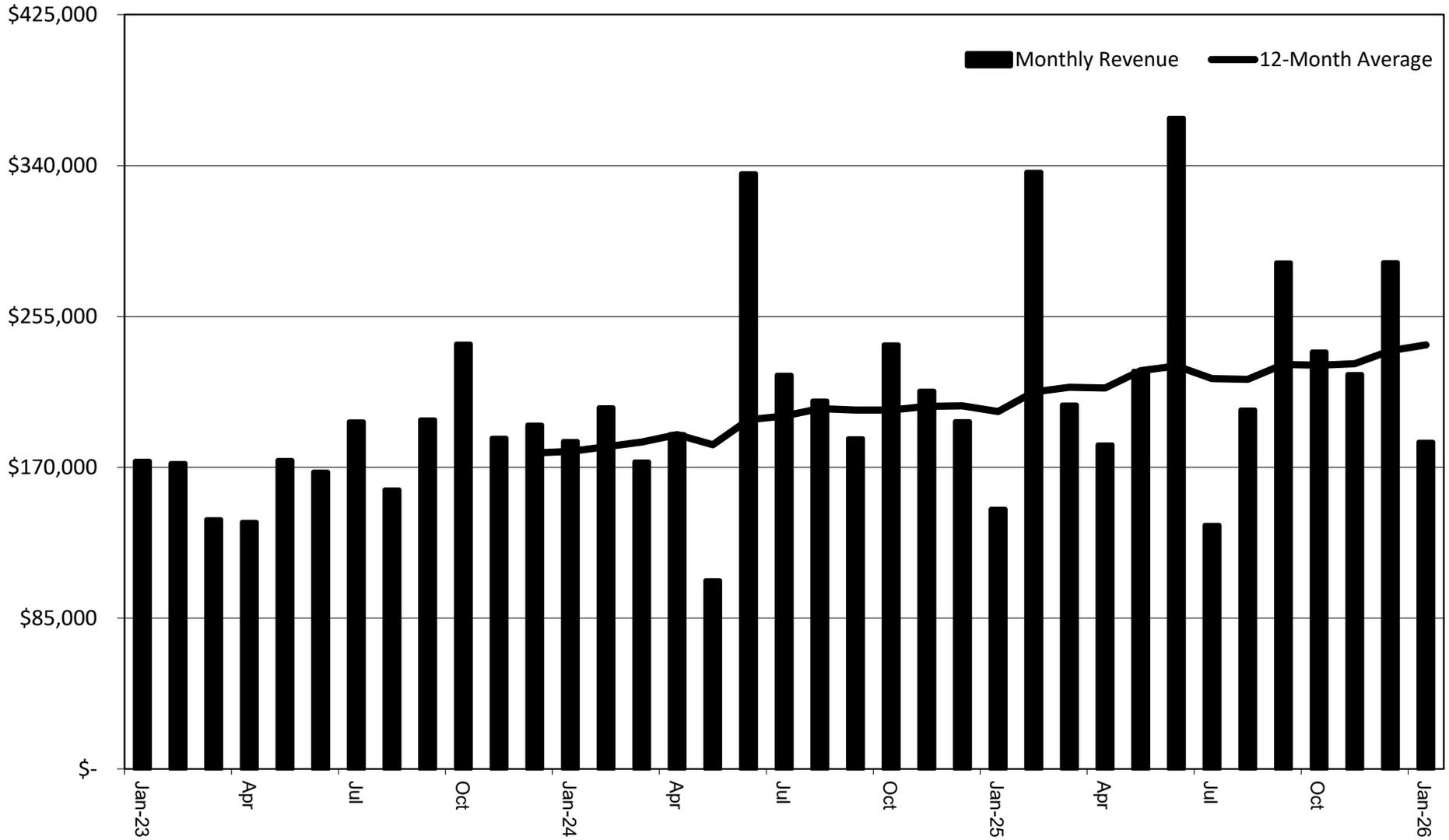
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# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2023-2026



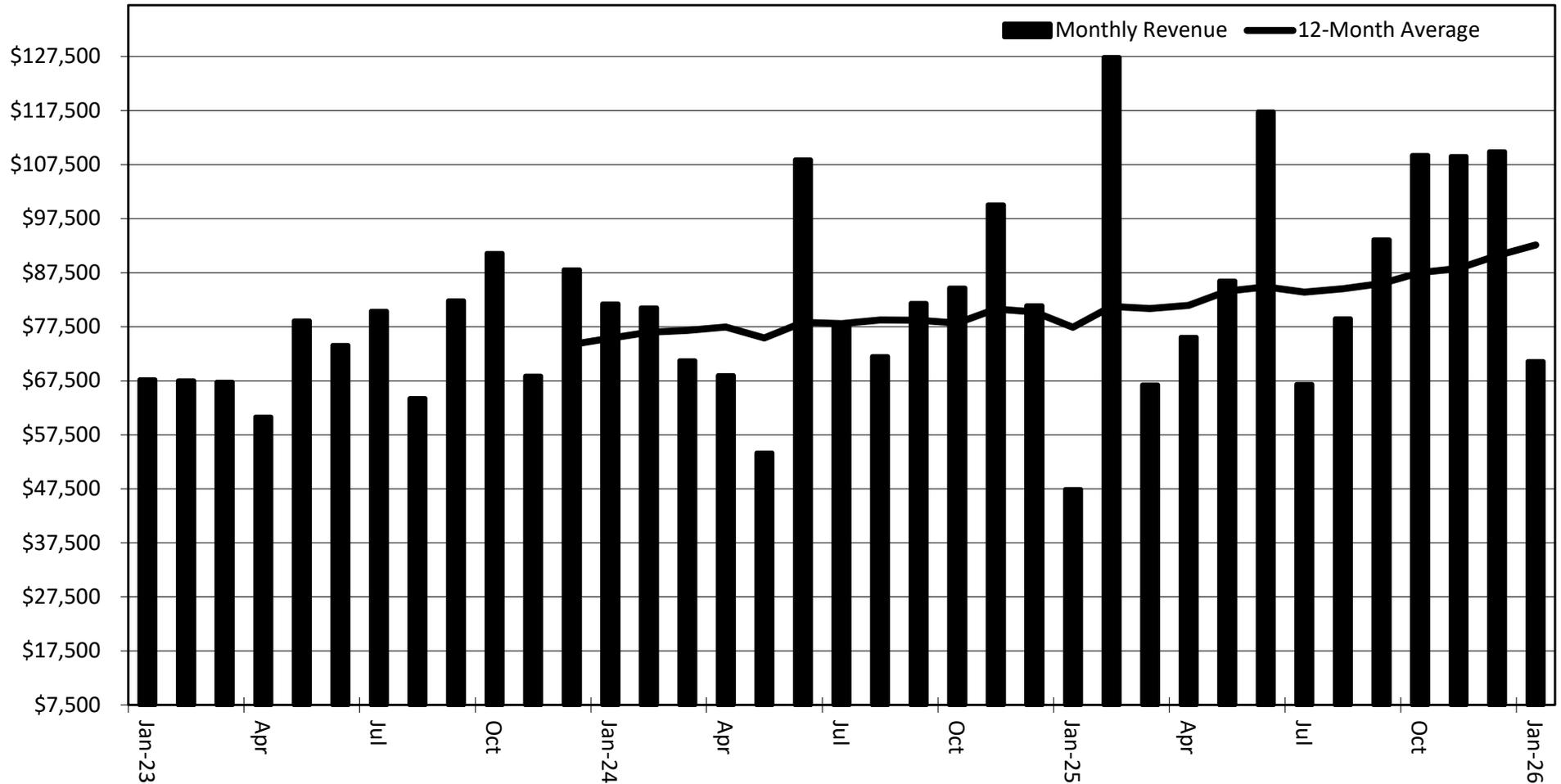
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# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2023-2026



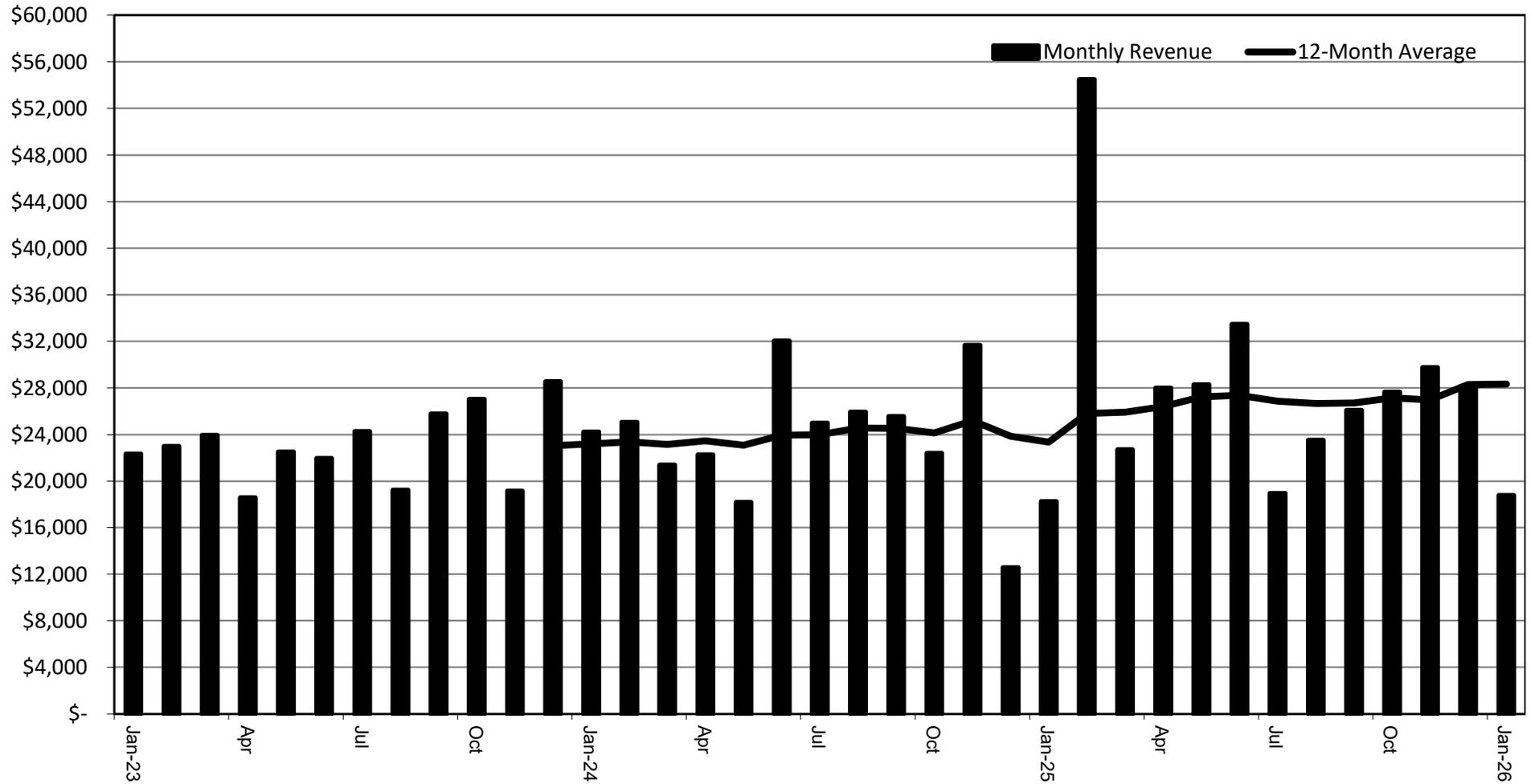
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# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2023-2026



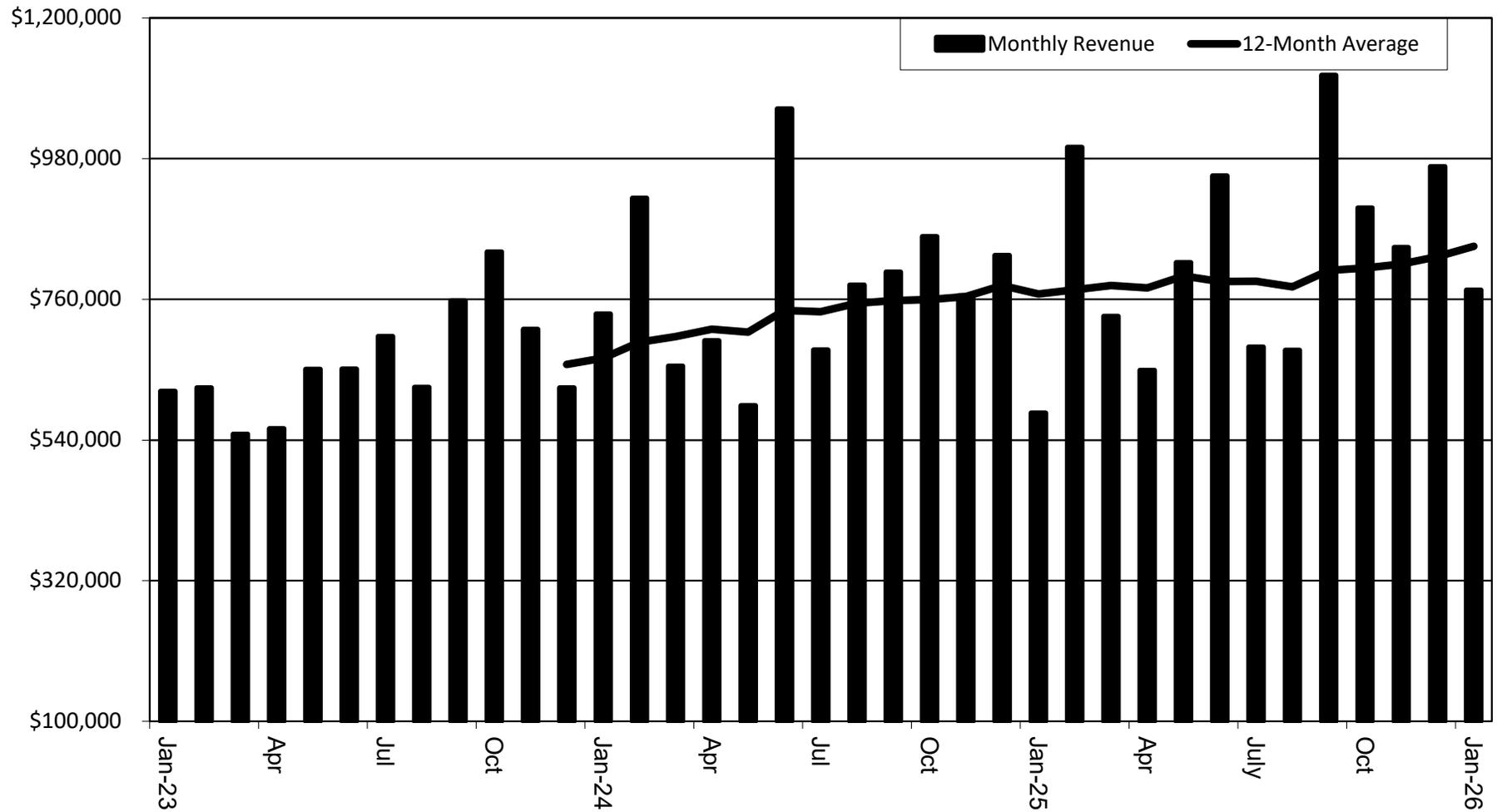
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## NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2023-2026



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# NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2023-2026



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**Chair**  
Hon. Sarah Bagley

**Vice-Chair**  
Hon. Matthew F. Letourneau

**Secretary-Treasurer**  
Hon. Maureen Coffey

**City of Alexandria**  
Hon. Canek Aguirre  
Hon. Sarah Bagley

**Arlington County**  
Hon. Maureen Coffey  
Hon. Matt de Ferranti  
Hon. Takis Karantonis

**Fairfax County**  
Hon. Walter L. Alcorn  
Hon. James N. Bierman, Jr.  
Hon. Dalia A. Palchik  
Hon. Rachna Sizemore Heizer  
Hon. Daniel G. Storck

**City of Fairfax**  
Hon. Catherine S. Read

**City of Falls Church**  
Hon. David F. Snyder

**Loudoun County**  
Hon. Juli E. Briskman  
Hon. Matthew F. Letourneau

**Commonwealth of Virginia**  
Darien B. Flowers

**Virginia General Assembly**

**Senate**  
Hon. Adam Ebbin  
Hon. Saddam A. Salim

**House of Delegates**  
Hon. Paul Krizek  
Hon. Alfonso Lopez  
Hon. David Reid

**Executive Director**  
Katherine A. Mattice

January 23, 2026

Ms. Tiffany Robinson  
Director  
Virginia Department of Rail and Public Transportation  
600 East Main Street, Suite 2102  
Richmond, Virginia 23219

Dear Director Robinson:

The Northern Virginia Transportation Commission (NVTC) is writing to express our strong support for the Loudoun County Department of General Services' grant application for the Virginia Department of Rail and Public Transportation (DRPT) Demonstration Project Assistance Program for \$1.9 Million.

This grant will support an additional year of the Leesburg microtransit pilot that is providing transit service across six square miles of Leesburg, with multiple connection points to existing Loudoun County Transit services. Since the pilot service launched in July 2025, it has served a total of 8,344 riders through October and is expected to experience continued growth in ridership. Continued funding for a second year is needed to allow Loudoun County to expand the service to include weekend service, address unmet transportation needs, and gather detailed performance data to evaluate its transition to a permanent transit solution. This initiative has strengthened Loudoun's role as a key regional partner in expanding the Northern Virginia transit network, while advancing local efforts to improve transit accessibility, connect residents to housing and employment centers, and enhance mobility options for public transit users.

This investment in transit service continues to demonstrate that Loudoun County is a strong and committed regional transit partner. It also supports five of Loudoun County Transit's service goals. It strengthens existing service in Leesburg by improving connections within the town core and to major activity centers, including county government offices, Inova's Medical Campus, and commercial corridors along Market Street. It also provides strong first- and last-mile connections. The second year pilot will include weekend service, increasing mobility and improving transit access for transit-dependent residents particularly the nearly one-third of households with one or fewer vehicles.

We appreciate DRPT's ongoing commitment to transit in Northern Virginia and encourage you to approve Loudoun County's grant application.

Best regards,

A handwritten signature in black ink, appearing to read "Katherine A. Mattice".

Katherine A. Mattice  
Executive Director



January 23, 2026

**Chair**

Hon. Sarah Bagley

**Vice-Chair**

Hon. Matthew F. Letourneau

**Secretary-Treasurer**

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Hon. David Reid

**Executive Director**

Katherine A. Mattice

Ms. Tiffany Robinson

Director

Virginia Department of Rail and Public Transportation

600 East Main Street, Suite 2102

Richmond, Virginia 23219

Dear Director Robinson:

The Northern Virginia Transportation Commission (NVTC) is writing to express our strong support for the Loudoun County Department of General Services' grant application for the Virginia Department of Rail and Public Transportation (DRPT) Demonstration Project Assistance Program for \$5.36 Million.

This grant will support a Loudoun County On Demand two-year microtransit pilot that will offer transit service across approximately 14 square miles of Sterling, with multiple connection points to existing Loudoun County Transit services and potentially serving up to 1,343 riders per week. This initiative will enhance Loudoun's role as a key regional partner in expanding the Northern Virginia transit network, while supporting local efforts to improve transit accessibility, access to housing and employment centers, and mobility options for public transit users.

This investment in transit service demonstrates that Loudoun County is a strong and committed regional transit partner. It also supports five of Loudoun County Transit's service goals. Specifically, it enhances existing service within Sterling, focusing on key activity centers such as the Dulles Town Center, Sterling Community Center, George Mason University, Loudoun Tech Center and key commercial zones. Additionally, it provides excellent first- and last-mile connections. The pilot will expand service both geographically and temporally, offering increased mobility options and improved transit access for transit-dependent populations, including households with one or fewer vehicles.

We appreciate DRPT's ongoing commitment to transit in Northern Virginia and encourage you to approve Loudoun County's grant application.

Best regards,

A handwritten signature in black ink, appearing to read "Katherine A. Mattice".

Katherine A. Mattice  
Executive Director



January 30, 2026

**Chair**

Hon. Sarah Bagley

**Vice-Chair**

Hon. Matthew F. Letourneau

**Secretary-Treasurer**

Hon. Maureen Coffey

**City of Alexandria**

Hon. Canek Aguirre

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Hon. Alfonso Lopez

Hon. David Reid

**Executive Director**

Katherine A. Mattice

Mariia Zimmerman, Director  
Virginia Department of Rail and Public Transportation  
600 East Main Street, Suite 2102  
Richmond, VA 23219

Re: Letter of Support for Fairfax County Transportation Ridership Incentive Program (TRIP) 2.0 DRPT Funding Application

Dear Director Zimmerman:

On behalf of the Northern Virginia Transportation Commission (NVTC), I am pleased to offer this letter of support for Fairfax County's TRIP 2.0 in its FY 2027 application to the Virginia Department of Rail and Public Transportation (DRPT).

NVTC recognizes that the Fairfax Connector TRIP 2.0, a 100% fare free program for qualified Fairfax County residents, advances several Fairfax County Strategic Plan priority areas essential to improving outcomes for low-income and vulnerable residents. These priority areas include expanding economic opportunity, empowering residents facing vulnerability, reducing fare evasion among working-age adults (ages 18-65), and addressing countywide mobility and transportation needs.

A core objective of the Strategic Plan's Economic Opportunity priority is to improve upward mobility. A full-fare subsidy directly supports this goal by eliminating transit costs that constrain access to economic opportunities for working-age adults. Fairfax County currently provides fare relief for children and seniors; however, low-income adults often face the highest transportation cost burdens while receiving the least assistance. This program fills that gap by offering a full-fare subsidy to low-income adults and allowing eligible seniors to supplement their existing Senior SmarTrip discount with a TRIP full-fare reduction card.

The program also aligns with the Strategic Plan priority of empowering and supporting residents facing vulnerability by ensuring county services are accessible to those most in need. This grant proposal aligns with Fairfax County's ONE Fairfax policy and the Commonwealth's goal of promoting equitable, safe, efficient and sustainable transportation choices across Virginia. With implementation of a full-fare subsidy for low-income Fairfax Connector riders, systemwide ridership is projected to increase by approximately 10% by 2030, equivalent to nearly 900,000 additional annual passenger trips, based on recent ridership levels of approximately 8.7 million trips in 2024.

The projected increase assumes that low-income riders—who make up a significant portion of Fairfax Connector users—will increase their usage when fares are eliminated, while non-low-income ridership remains relatively stable. According to the 2023-2026 Fairfax Connector onboard survey, 66% of riders are from households earning roughly \$60,000 or less. Additionally, 59% of all riders lacked access to a usable vehicle on the day of travel, including 72% of low-income riders, highlighting a high level of transit dependence. One-quarter of low-income riders reported using Connector six to seven days per week, underscoring its role in essential daily travel.

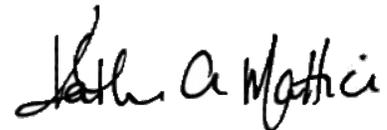
Fairfax County estimates that up to 50,000 residents could benefit from this subsidy. While the county's median income remains high, many households face significant cost burdens, with transportation identified in the County's 2019 Needs Assessment as a major basic expense alongside housing, healthcare and food. Eliminating transit fares would reduce this burden and improve access to employment and essential services.

This initiative builds on prior county efforts, such as Neighborhood and Community Services' (NCS) Dial-A-Ride program, by scaling benefits across the fixed-route network. Partnering with NCS will ensure effective outreach, income verification and enrollment, maximizing program impact.

This project supports regional transit objectives and demonstrates strong coordination with local and regional partners, consistent with DRPT funding priorities. NVTC supports and endorses this application, and we encourage its favorable consideration by DRPT.

Thank you for your attention to this request. NVTC looks forward to continuing our partnership with DRPT to advance transportation investment in Northern Virginia.

Best regards,

A handwritten signature in black ink, appearing to read "Katherine A. Mattice". The signature is fluid and cursive, written over a white background.

Katherine A. Mattice  
Executive Director