

Combined
Blue Items/Handouts/
Presentations
for
May 7, 2025
NVTC Meeting



DRPT Overview

Northern Virginia Transportation
Commission

Mariia Zimmerman, DRPT Director

May 7, 2026



The Department of Rail and Public Transportation

Who are we?



The catalyst to connect and improve the quality of life for all Virginians through innovative transportation solutions



Our vision is a connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need



The agency works with rail and public transportation stakeholders to provide service to people throughout Virginia



1992 General Assembly established DRPT as an independent agency separate from VDOT

What do we do?



Allocates state and federal funding through capital and operating grants, as well as grants to support specific enhancements or improvements



Conducts statewide rail and transit studies, including improving service or identifying new opportunities



Plans and programs new services and capital improvement projects, from public transportation to freight and passenger rail



Provides leadership, partnership, advocacy, technical assistance, and funding oversight

2026 Agency Priorities

Support implementation of DMV Moves and other initiatives to **improve transit access, safety, financial sustainability and regional connectivity** in Northern Virginia

Revise state transit funding formulas to **reward strong ridership performance, strengthen operating efficiencies, and create more predictability** for transit agencies to program

Advance strategies to address growing transit capital and operating financial gaps, including to initiate a **Statewide Transit Transformation Plan**

Initiate **Statewide Rail Plan** and continue to advance on-time/on-budget Virginia Passenger Rail Authority state-supported rail investments including Long Bridge

2026 Agency Priorities

Continued

Initiate **Transit-Oriented Development** technical assistance and data analysis to project potential to support new housing and development near existing and planned transit and rail stations

Increase **technical assistance and peer learning** to encourage greater innovation and strategic policy setting by DRPT and its stakeholders on issues such as rising transit operating and capital costs; micromobility; paratransit; transit innovation and security

Accelerate DRPT's internal technology modernization to improve performance and **project management** processes

FY27 Six Year Improvement Program

Preliminary Allocations



	FY27	FY26	Difference	Y-O-Y Change
Public Transportation (MERIT & TRIP)	292.8	282.8	10.0	3.5%
Other Public Transportation	174.8	123.6	51.2	41.4%
Washington Metropolitan Area Transit Authority	463.1	519.1	-56.1	-12.0%
Virginia Railway Express (VRE)	19.7	17.4	2.3	13.2%
DRPT Rail	25.4	20.3	5.1	25.1%
Transforming Rail in Virginia (VPRA)	101.0	245.3	-144.3	-58.8%
TOTAL	1,076.8	1,208.5	-131.8	-10.9%

- Preliminary FY27 allocations will decline by 10.9% over FY26. Primarily due to no General Fund for WMATA in FY27, and reduction for VPRA I-66 Inside the Beltway facility to more closely align with securing debt and project spending in FY28.
 - Public Transportation MERIT and TRIP allocations will increase 3.5%, driven by carry forward balances and growth in revenue forecast
 - FY27 Other Public Transportation includes most of the I-66 Outside the Beltway carry forward balance.
 - DRPT Rail growth due to carry forward balances and growth in revenue forecast

DRPT & NVTC Investing Together

Funding Type	Draft FY27 Allocation
NVTC Jurisdictions/PRTC Operating MERIT + Corridor Program	\$70,181,129
NVTC Jurisdictions/PRTC Capital MERIT + Corridor Programs, CMAQ match	\$35,914,508
Commuter Assistance	\$2,617,391
MERIT Special Programs Demonstration, Technical Assistance, TRIP, Workforce Development	\$19,316,022
VRE 3.5% CMTF + I66 Corridor Program Awards	\$50,966,217
WMATA CMTF, Dedicated Funding, PRIIA, CMAQ match	\$464,007,881
Total	\$643,003,149

DRPT & NVTC Working Together

- **Commuter Choice Program**
 - This year is the 10th anniversary of the program; the FY27-32 DRPT Six Year Improvement Program will include the FY27-29 grants
- **I-66 Needs Assessment Report**
 - DRPT and NVTC will wrap up their study examining the multimodal opportunities along the I-66 corridor and will publish the final study by July 1
- **WMATA Efficiency Reporting***
 - DRPT will study WMATA cost savings and cost efficiency efforts and submit a report by October 15
- **Streamlining Bus Services***
 - DRPT shall evaluate the feasibility of consolidating DASH, Fairfax Connector, Arlington Transit, and CUE into one regional bus system and will issue a report by November 1
- **Private Companies & Public Transportation Services**
 - DRPT will convene a stakeholder workgroup and report by December 1 on how to implement legislation requiring equivalent compensation under certain circumstances
- **Funding Opportunities for Transit-Oriented Development**
 - DRPT will conduct a statewide review to plan, promote, and identify funding opportunities for TOD and will issue a report by December 15

DRPT Wants To Hear From You!

- **TSDAC—Statewide Operating Assistance and TRIP Review**
 - Next meeting is May 12th (9:30am)
 - [Learn more & provide comment](#)
- **VDOT/DRPT Northern Virginia Public Meeting**
 - May 19th, Hotel AKA Alexandria (625 First Street, Alexandria) (5:00pm)
- **DRPT Virtual SYIP Meeting**
 - [May 27th \(5:30pm\)](#)
- **Virginia Statewide Rail Plan**
 - [Public Meeting Scheduled for June 1st \(6:30pm\)](#)



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WMATA FY 2027 Budget Overview

WMATA FY 2027 Budget Overview

By the Numbers

Metro Bus
\$912M

Metro Rail
\$1.6B

Metro Access
\$197M

\$2.7B

operating budget

\$665M revenue

\$12M prior year savings

\$133M preventive maintenance transfer

\$1.9B subsidy

- DC: \$743M, MD: \$697M, VA: \$500M

\$2.1B

capital budget

\$423M underway projects

\$1.3B recurring reinvestment programs

\$118M design and engineering

\$26M planning and development

WMATA FY 2027 Budget Overview

Service Enhancements and Fares

Metro Bus

Increased frequency, enhanced span and coverage across **10 routes in VA and DC**

In Virginia, the **A76** will see doubled peak-period frequency and the **A49** will have a longer service span in the peak periods, both beginning in June 2026

Metro is seeking I-66 Commuter Choice funding for two new limited-stop routes:

- **Route F2X:** Spring Hill station to West Alexandria via Leesburg Pike and Mark Center
- **Route A6X:** Dunn Loring station to Pentagon and Crystal City stations via Arlington Boulevard

Metro Rail

Orange, Silver and Blue Lines

More frequent weekday service during mornings, middays and evenings, improving frequency from 12 minutes to 10 minutes

Red Line

Late night service frequencies improved to every 7-8 minutes from every 10 minutes

Improvements on all lines will begin in December 2026

Fares/Parking

No fare nor parking increase for FY 2027

Anticipated fare increase in line with inflation in FY 2028

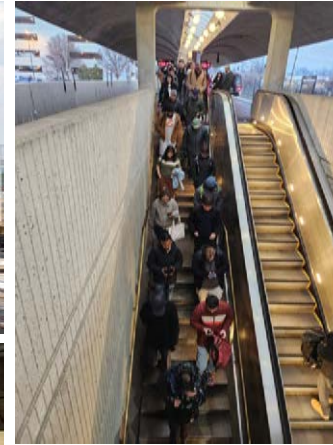
New \$3 per trip fee for Abilities-Ride

WMATA FY 2027 Budget Overview

FY 2027-2032 Capital Program

Major Capital Investments

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

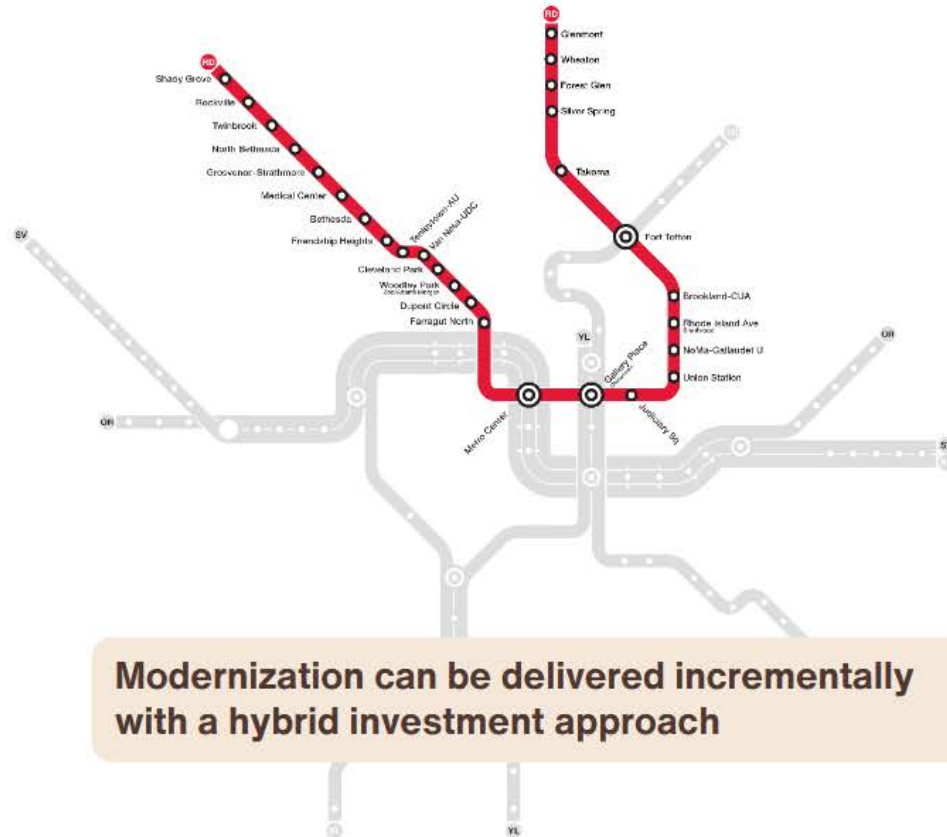


Ongoing Reinvestment Programs

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

WMATA FY 2027 Budget Overview

Red Line Modernization Project



Project Scope: capable of GoA Level 4 operations

- **Communications-Based Train Control (CBTC) Installation:**
 - Entire Red Line (32 miles, 27 stations)
 - 3 rail yards (Shady Grove, Glenmont, Brentwood)
 - Greenbelt test track
- **Railcar Conversions:**
 - Mix of 7000-Series and 8000-Series cars
- **Platform Doors & Protection:**
 - Doors at 20 stations (out of 27 total)
- **Supporting Systems Installation:**
 - Connect new systems to the Metro Integrated Command and Communications Center (MICC)
 - Upgrade existing technical systems to improve monitoring and control operations

WMATA FY 2027 Budget Overview

Subsidy Table

<i>(\$ in Millions)</i>	Metro Bus	Metro Rail	Metro Access	Total Subsidy*
District of Columbia	\$ 400.2	\$ 287.2	\$ 55.4	\$ 742.8
Montgomery County	\$ 104.1	\$ 154.4	\$ 33.3	\$ 291.8
Prince George's County	\$ 171.6	\$ 160.2	\$ 73.9	\$ 405.7
Maryland Subtotal	\$ 275.6	\$ 314.6	\$ 107.2	\$ 697.5
City of Alexandria	\$ 25.6	\$ 41.6	\$ 2.3	\$ 69.5
Arlington County	\$ 45.9	\$ 85.4	\$ 2.6	\$ 133.9
City of Fairfax	\$ 1.3	\$ 2.2	\$ 0.5	\$ 4.0
Fairfax County	\$ 72.3	\$ 154.1	\$ 19.4	\$ 245.8
City of Falls Church	\$ 2.0	\$ 2.1	\$ 0.1	\$ 4.1
Loudoun County	\$ 0.1	\$ 42.3	-	\$ 42.4
Virginia Subtotal	\$ 147.2	\$ 327.6	\$ 24.8	\$ 499.7
Total Contribution	\$ 823.1	\$ 929.5	\$ 187.4	\$ 1,940.0

Virginia's year-over-year subsidy growth is 1.6%.

**FY2027 Total Subsidy excludes Debt Service for Gross Revenue Bonds*

Note: amounts may not sum due to independent rounding

Note: During its vote on the budget, the WMATA Board amended the resolution and removed some of the recommended bus service enhancements in the District of Columbia; figures here are subject to change.

Source: [April 23, 2026 WMATA Finance and Capital Committee](#)



Commuter Choice





About the I-66 Commuter Choice Program

A trailblazing and innovative grant program that uses a portion of the toll revenues collected in the I-66 corridor to competitively fund public transit and other transportation improvements that benefit I-66 Inside the Beltway tollpayers. Governed by a Memorandum of Agreement (MOA) with the Commonwealth of Virginia.



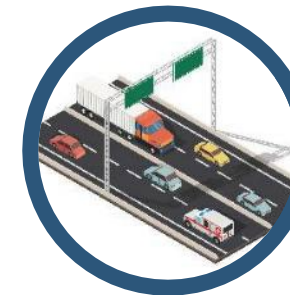
Maximize person throughput



Support new, diverse travel options

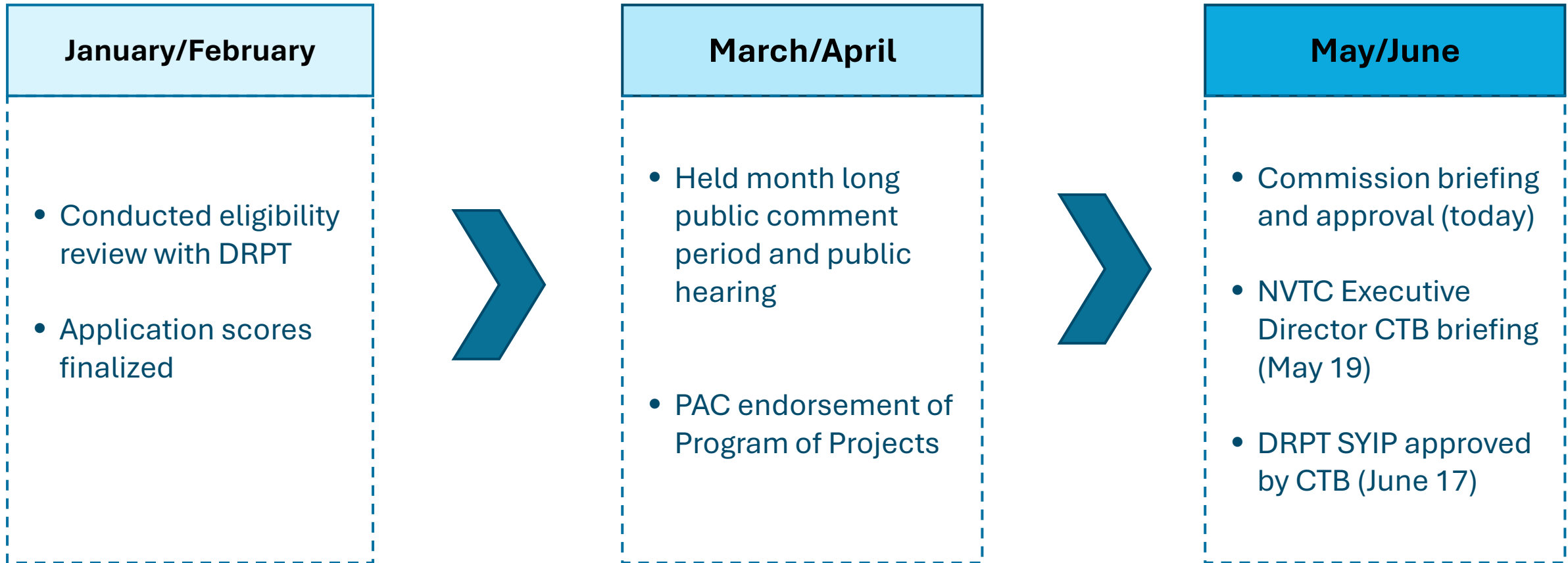


Improve mobility



Enhance safety and reliability

I-66 FY 2027-2028 Program of Projects Development Process



PAC Endorsed FY 2027-2028 I-66 Program Of Projects (1 of 2)

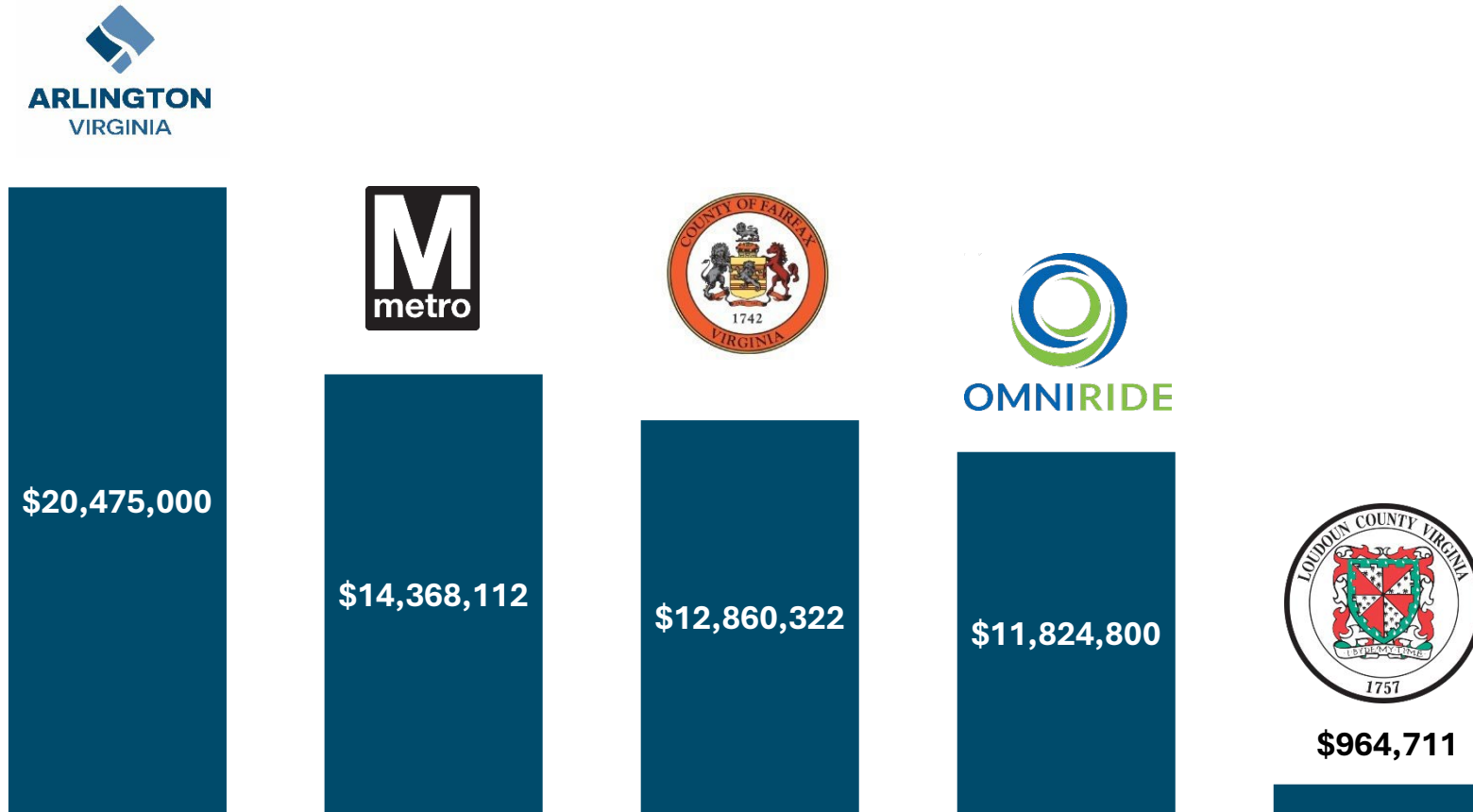
Grantee	Project Title	Proposed Award
Arlington County	Route 55: East Falls Church Station to Rosslyn Station Enhanced Service	\$475,000
Arlington County	Ballston-MU Station West Entrance	\$20,000,000
Fairfax County	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	\$1,684,916
Fairfax County	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	\$4,588,744
Fairfax County	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	\$4,072,453
Fairfax County	Route 598: Reston to the Pentagon Express Service (Continuation)	\$2,514,209
Loudoun County	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	\$219,005

PAC Endorsed FY 2027-2028 I-66 Program Of Projects (2 of 2)

Grantee	Project Title	Proposed Award
Loudoun County	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	\$269,698
Loudoun County	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	\$476,008
Potomac and Rappahannock Transportation Commission	Route 622: Haymarket to Rosslyn Express Service (Continuation)	\$605,600
Potomac and Rappahannock Transportation Commission	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	\$1,773,700
Potomac and Rappahannock Transportation Commission	Gainesville to Central/Northeast DC New Express Service	\$9,445,500
WMATA	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	\$11,255,525
WMATA	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	\$3,112,587

Total Proposed Funding	\$60,492,945
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Program Of Projects By the Numbers



14 Projects

6,500
weekday project trips

28M
fewer vehicle miles
traveled annually

\$2.9M
annual reduced fuel
costs

7,600
metric tons of GHG
reduced annually

Introducing the Commuter Choice Project Explorer!

Celebrating 10 Years of Commuter Choice

NVTC **Commuter Choice**

Commuter Choice Project Explorer

Explore Projects

- Access to Transit**
 - Arlington Bus Stop Consolidation
 - Bicycle Parking Improvements at Manassas VRE Station
 - City of Fairfax Bike Share Implementation
 - CUE Access and Technology Improvements
 - Fairfax Centre Bikeshare Expansion
 - Falls Church Expanded Transit Access, Bike Share
- Bus Capital**
 - DASH Line 35 Bus Fleet Capacity Expansion with Electric Buses
 - Richmond Highway Bus Rapid Transit Implementation: Fort Belknap
- Bus Service**
 - Fairfax Connector Route 699: Monument Drive Transit Center - Downtown D.C.
 - APT Route 75: Shidlersville - Virginia Square

Map: A map showing the Fairfax Connector Route 699 corridor from Monument Drive Transit Center in Fairfax County, VA, to Downtown D.C. The route is highlighted in yellow and green. Purple dots indicate project locations along the route. Labels on the map include Sully, Centreville, Fair Oaks, Merrifield, West Falls Church, Bailey's Crossroads, Arlington, Washington, Kings Park West, Wakefield, Annandale, and Glassmanor.

Selected features: 1

Fairfax Connector Route 699: Monument Drive Transit Center - Downtown D.C.

- Corridor:** I-66
- Grantee:** Fairfax County
- Status:** In Service
- Project Type:** Bus Service
- Funding Amount:** \$4,531,944

County of Prince William, Fairfax County, VA, VGLIM, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS. Powered by Esri

Questions?



I-66 Needs Assessment Update

May 2026

Amy Garbarini, DRPT

Daniel Knickelbein, NVTC

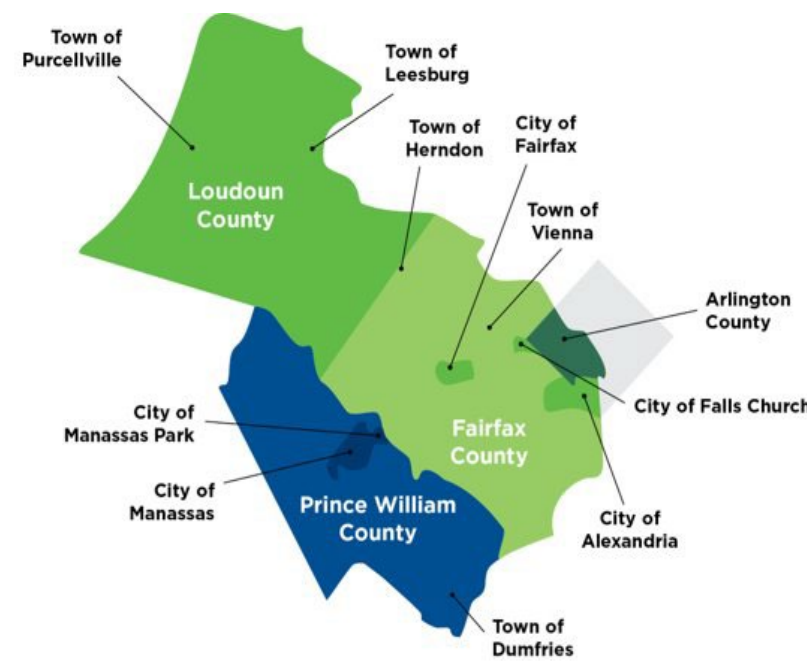
About Commuter Choice

A competitive grant program that invests toll revenues from I-66 Inside the Beltway and I-395/95 into transportation projects that...

	<p>Maximize person throughput</p>		<p>Improve mobility</p>
	<p>Support new, diverse travel options</p>		<p>Enhance safety and reliability</p>

Eligible Applicants

- Localities**
- NVTC Jurisdiction
 - PRTC Jurisdiction
- Transit Agencies**
- OmniRide
 - Virginia Railway Express
 - Washington Metropolitan Area Transit Authority



★ This study is focused on only I-66 ★

About I-66 Outside the Beltway Funding Program

- Administered by Virginia Department of Rail and Public Transportation (DRPT)
- Supports transit improvements in the 22.5-mile Outside the Beltway of the I-66 corridor between Haymarket and the I-495 junction in Fairfax County
- Annual amounts stipulated in Comprehensive Agreement between Virginia and Concessionaire
- Past grantees:
 - Fairfax Connector
 - OmniRide



I-66 Needs Assessment Purpose & Goals

Study Components

Travel Data Analysis

Project Scan

Financial Scenarios

Study Area



What this Study **DOESN'T** Include

- ⊗ Identifying detailed routing of proposed new or modified transit service
- ⊗ Making a final eligibility determination of projects for either funding program
- ⊗ Constraining future applications to only projects identified in this study
- ⊗ Conducting an analysis (throughput increase, travel time) needed for future funding applications
- ⊗ Ranking projects in order of priority/preference

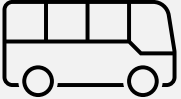
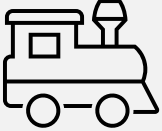
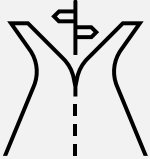

Investment Pipeline Development

Over 30 local and regional plans and studies were evaluated to develop the investment pipeline along with feedback from jurisdictional and agency partners

89 projects identified
totaling **\$16.8 B**
in potential investment

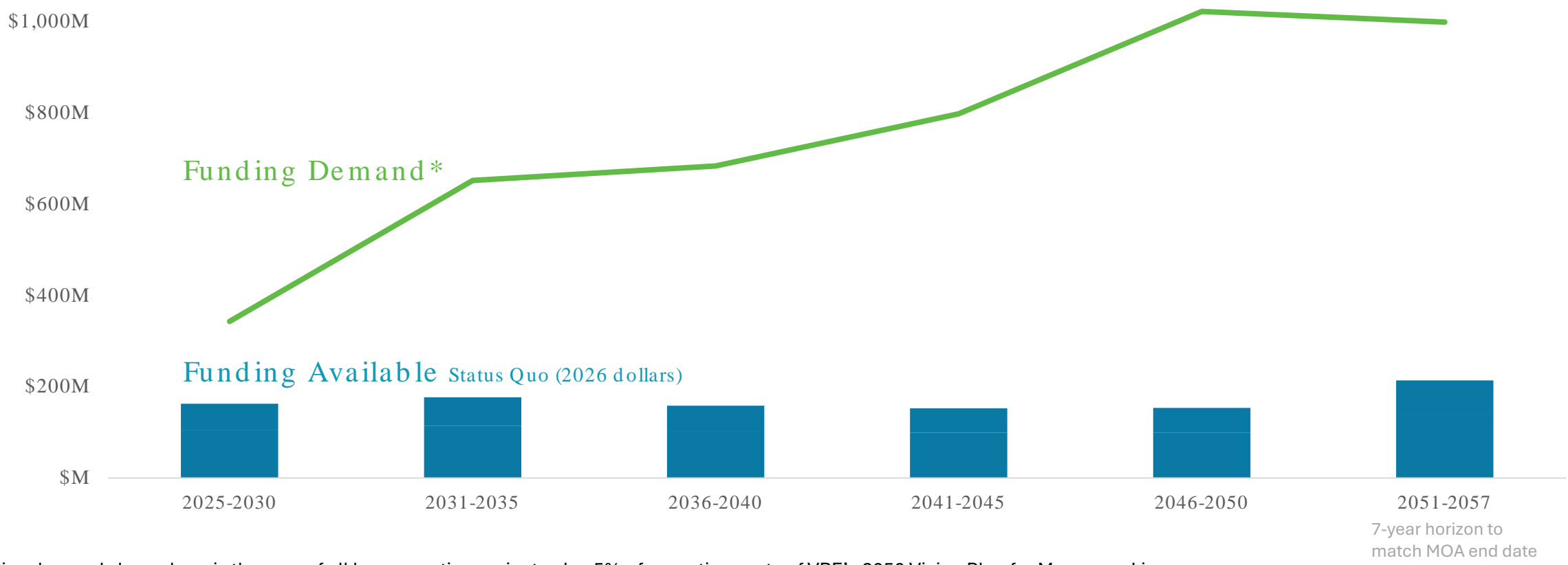
Example Projects

Identified in Investment Pipeline

Haymarket to Rosslyn Express Bus Service— Vehicle Purchase	Locomotive Purchase – VRE Manassas Line Service	Langston Boulevard BRT - Capital	Stringfellow to Navy Yard New Express Bus Service
<p>Minor Capital Project</p> <p>Purchase of commuter buses to support future enhanced bus service</p> 	<p>Major Capital Project</p> <p>Additional locomotives for expanded service in VRE 2050 System Plan</p> 	<p>Mega Capital Project</p> <p>Capital infrastructure for a future BRT line running on Langston Boulevard.</p> 	<p>Operating - Transit Service</p> <p>New express bus service between Stringfellow Navy Yard</p> 

Funding Demand is Higher than Available Funding

Project costs identified in the project list greatly exceed the amount of anticipated future funding



*Funding demand shown here is the sum of all bus operating projects plus 5% of operating costs of VRE’s 2050 Vision Plan for Manassas Line service and the sum of all minor and major capital projects plus 5% of mega-capital project costs (2026 dollars)

7-year horizon to match MOA end date

Financial Scenarios Examined



Scenario 1

Operating Spending Status Quo



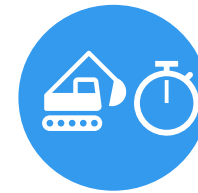
Scenario 2

Maximize Transit Operations Spending



Scenario 3

Major Capital Projects with Financing



Scenario 3a

Near-Term Major Capital Projects with Financing



Scenario 4

Major Capital Project Funding Reserve

Policy Change Considerations

The final report will examine potential policy changes that:

- Help **strategically leverage future revenues** in support of the most impactful projects
- Can be implemented to fund projects that best **meet program goals of:**
 - Maximizing person throughput
 - Improving mobility
 - Supporting new and diverse travel options
 - Enhancing safety and reliability
- Enable the **implementation of financial scenario(s)** that most closely align with projects identified in the investment pipeline and support program goals

Next Steps

- **July Commission:** Seek Commission acceptance of final report
- **Summer 2026:** Begin exploring potential program policy changes (Commuter Choice)
- **Winter 2026:** Next DRPT I-66 OTB Call for Projects opens
- **Fall 2027:** Next I-66 Commuter Choice Call for Projects opens

Questions?

Advancing transit in
Northern Virginia
since 1964



May
2026

Executive Director Newsletter

 @NoVaTransit
NoVaTransit.org | NoVaRides.org





May 2025 ribbon cutting for a Commuter Choice-funded DASH bus.

A Message From Kate Mattice

A transformative idea was born a decade ago—turning money collected from tolls on Northern Virginia’s highways into a program that benefits everyone who travels through the region. That program – NVTC’s I-66 Commuter Choice program – began in early 2016 through an agreement with the Commonwealth of Virginia.

The I-395 Commuter Choice program came online three years later. Taken together, the two programs help people get where they need to go in less time. That comes in the form of commuter buses that travel in the Express Lanes, allowing riders to bypass traffic congestion and save an average of over 40 minutes for each trip along I-395/95.

It’s also park-and-ride lots where people can park their car for the day and leave the driving to someone else. It’s more connections to Metro stations, with buses that arrive more frequently, new Capital Bikeshare stations and access to transit improvements that make walking and biking to Metro and Virginia Railway Express (VRE) stations more convenient. It’s also expanded Metro and VRE stations to improve access and cut down on platform crowding.

Commuter Choice provides economic, environmental and safety benefits. The program saved drivers over \$7.3 million in fuel costs in 2025. Commuter Choice funded projects also improve air quality by lowering emissions from vehicles, promote economic development and reduce the number of car crashes.

At the start of its second decade, Commuter Choice continues to make strategic investments designed to improve commutes, even for those who don’t directly take advantage of the funded projects. Fewer cars on the road means less commute stress for everyone.

I’m proud of the trailblazing work this program has accomplished and look forward to the continued return on investment for Northern Virginia in the next ten years.


Executive Director



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May 15

VRE Operations Board

May 19-20

Virginia Transit Association
Annual Conference
& Bus Expo

May 19-20

Commonwealth
Transportation Board
in Alexandria, VA

May 21

Virginia Passenger Rail
Authority

June 4

Commission Meeting

June 12

NoVaTransit Talks Webinar

June 19

Program Advisory
Committee

Joint WMATA & Legislative
and Policy Committees

NoVaTransit.org

NoVaRides.org

@NoVaTransit





I-66 Commuter Choice public comment sets record

NVTC received nearly 500 survey responses for projects under consideration for I-66 [Commuter Choice](#) funding during the public comment period that wrapped up April 3. The majority of comments received were in support of the proposed projects and the response demonstrates strong interest in the Commuter Choice program and the benefits it brings to Northern Virginia commuters. Respondents also demonstrated deep knowledge of the routes and stations targeted for improvements and the potential benefits of investing in them.

Program Manager Daniel Knickelbein, with support from Program Analyst Jason Adle, led a virtual public hearing April 2 to provide an additional venue for members of the public to give feedback. The Program Advisory Committee was briefed on the 14 projects under consideration for funding at its April 16 meeting; the full Commission is expected to approve the final Program of Projects at its May meeting. The Commonwealth Transportation Board will be asked for final approval in June.



NVTC's Commuter Choice program would help create two new Metrobus routes: A6X and F2X.

Tell us what you think at novatransit.org/commuterchoice



NVTC's Commuter Choice program would increase service during rush hour on ART Route 55: East Falls Church to Rosslyn.

Tell us what you think at novatransit.org/commuterchoice



NVTC's Commuter Choice program would continue boosting service on four Fairfax Connector Routes:

- 598: Reston to the Pentagon
- 697: Stringfellow Road to L'Enfant Plaza
- 698: Stringfellow Road to the Pentagon
- 699: Monument Drive to Washington, D.C.

Tell us what you think at novatransit.org/commuterchoice

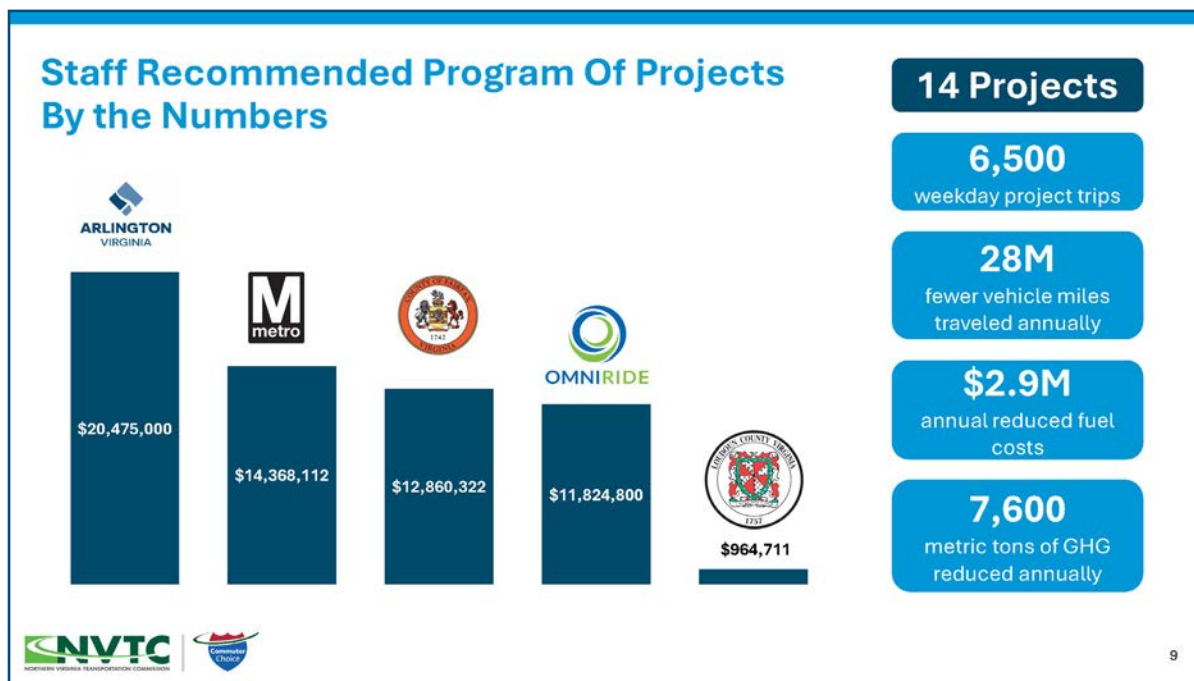




Program Advisory Committee endorses I-66 Commuter Choice projects

NVTC’s Program Advisory Committee (PAC) [endorsed](#) the I-66 [Commuter Choice](#) FY 2027-2028 Program of Projects from Program Manager Daniel Knickelbein and Program Analyst Jason Adle on April 16. The Program of Projects comprises \$60.5 million in funding for 14 projects, with proposed awards to Arlington County, Fairfax County, Loudoun County, OmniRide and Metro. Upon full implementation of these projects, we anticipate that they will result in nearly 6,500 weekday project trips, saving Northern

Virginia commuters nearly \$3 million in gas costs and 128,000 hours of travel time annually. The PAC also heard an update on the I-66 Needs Assessment study from Daniel and Virginia Department of Rail and Public Transportation (DRPT) NOVA Transit Planning Manager Amy Garbarini, as well as a zero-emission bus technical assistance update from Director of Programs and Policy Ann McGrane and Program Analyst Owen Williams.





WMATA and Legislative and Policy Committees discuss oversight work, Richmond developments

NVTC's WMATA and Legislative and Policy Committees held a [joint meeting](#) April 16 where Metro Inspector General Michelle Zamarin briefed members on her office's recent audit and investigation work, [semi-annual report](#) and an overview of the annual work plan process. Zamarin also spoke to the success of the office's collaboration with Metro, including regular reporting to the Board and proactively addressing OIG recommendations. Committee members also heard from NVTC WMATA Program Manager Adam Hager regarding the requirements, goals and timeline of NVTC's 2026 ["Annual Report on the Performance and Condition of WMATA."](#)

The joint committees then received an update from Program Analyst Owen Williams on key outcomes from the General Assembly

session, including recently passed legislation affecting transit, such as [reforms](#) to the Transit Ridership Incentive Program (TRIP) program, [strengthened](#) bus lane enforcement, expanded Metro advertising revenue [opportunities](#) and an [evaluation](#) of contracted transit service compensation. Owen also highlighted several studies and reports assigned to the Department of Rail and Public Transportation (DRPT) this year, as well as ongoing [work](#) through the Transit Service Delivery Advisory Committee (TSDAC) to advance updates to the MERIT Operating Assistance program and TRIP. NVTC's Legislative Liaison Aimee Perron Seibert then provided a state budget update and Executive Director Kate Mattice updated the joint committee on Congress's reauthorization of surface transportation funding.



Metro Board approves FY 2027 budget, rail modernization plan

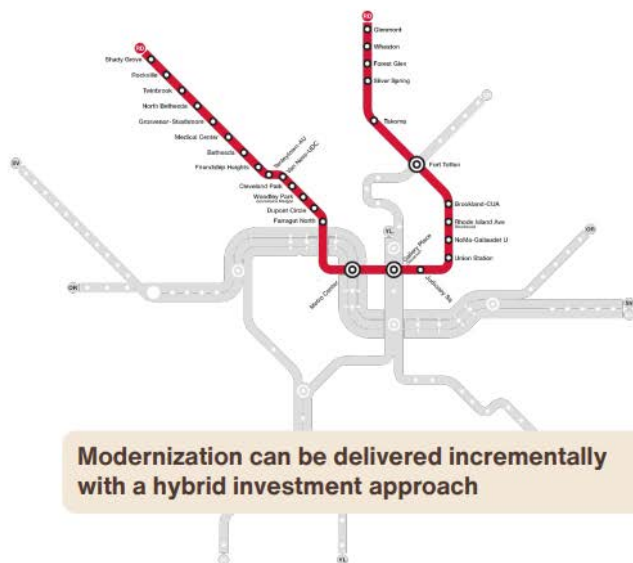
The Metro Board approved the [FY 2027 Operating Budget and FY 2027-2032 Capital Improvement Program](#) at its meeting April 23. The \$2.7 billion operating budget continues Metro's focus on reinvesting savings into service improvements, including increased bus frequency and coverage and more frequent weekday rail service. The \$2.1 billion capital program invests in state of good repair and modernization efforts that together restore, sustain and improve Metro across all modes.

The Board also agreed to a [resolution](#) supporting the Rail Modernization Program plan, beginning with the Red Line Modernization Project. Included in the FY 2027-2032 CIP, the Red Line project is the first phase of the

program and includes communications-based train control (CBTC) installation along the entire Red Line, related 7000- and 8000- series railcar conversions, platform screen door installation at 20 of the 27 Red Line stations and backend systems integration. Future modernization on other Metro Rail lines is contingent on additional funding identified through DMVMoves.

The Board also approved a reimbursable agreement with Arlington County for construction costs associated with a new entrance at the Ballston-MU Metro station and amended the Crystal City Metro station second entrance reimbursable project agreement to accommodate new design and construction requirements.

Red Line Modernization Project



Project Scope: capable of GoA Level 4 operations

- **Communications-Based Train Control (CBTC) Installation:**
 - Entire Red Line (32 miles, 27 stations)
 - 3 rail yards (Shady Grove, Glenmont, Brentwood)
 - Greenbelt test track
- **Railcar Conversions:**
 - Mix of 7000-Series and 8000-Series cars
- **Platform Doors & Protection:**
 - Doors at 20 stations (out of 27 total)
- **Supporting Systems Installation:**
 - Connect new systems to the Metro Integrated Command and Communications Center (MICC)
 - Upgrade existing technical systems to improve monitoring and control operations

TSDAC advances MERIT operating assistance reform

Executive Director Kate Mattice attended the Transit Service Delivery Advisory Committee (TSDAC) [meeting](#) in Richmond April 14 where the committee took action on Policy Decision #1 for the MERIT Operating Assistance updates, voting to establish three cohorts based on Census-defined geographic service areas—large urban, small urban and rural—and to allocate 81% of total funding to large urban systems, 12% to small urban and 7% to rural. All Northern Virginia agencies fall within the large urban cohort.

TSDAC also received a preview of Policy Decision #2, which will establish tailored sizing metrics to distribute revenue within each cohort and is expected to be finalized next month. NVTC staff will continue engaging with local transit agencies and DRPT through upcoming cohort-specific workshops. The committee also received an overview of the Transit Ridership Incentive Program (TRIP) ahead of a legislatively directed review that will begin next month to support development of updated program guidelines.

CTB reviews draft six-year transportation program and funding plan

The Commonwealth Transportation Board (CTB) met April 21 and 22 in Fredericksburg to [review](#) the draft six-year improvement program (SYIP) and draft six-year financial plan, which together outline the Commonwealth's transportation funding and investment priorities over the coming years. Although the draft FY 2027-2032 SYIP reflects increased funding for transit programs supported by growth in the Commonwealth Mass Transit Fund, the preliminary allocations for FY 2027 are anticipated to decline by 10.9% compared to FY 2026. This is partially due to the elimination of general fund transfers (pending biennial budget discussion) that support NVTC's subsidies to Metro.

The CTB also reviewed the process and timeline for finalizing the SYIP, with public comment and final action expected later this spring. In addition, the Board received programmatic updates on [SMART SCALE](#), including efforts to evaluate completed projects and inform future program refinements, as well as updates on highway safety investments and system performance. NVTC staff will continue to examine any changes to the SYIP and the potential impacts FY 2027 allocations may have on our jurisdictions.

Envision Route 7 plans shared at Tysons Community Alliance open house

[Envision Route 7](#) Senior Program Manager Vikram Sinha and Program Analyst Jason Adle attended the [Tysons Community Alliance](#)'s transportation open house April 30 to provide updates on the project, a planned bus rapid transit system (BRT) connecting Tysons and Alexandria. Other attendees included representatives from the Virginia Department of Transportation, Fairfax County DOT, Northern Virginia Transportation Authority and agencies working to improve mobility around Tysons. The event was an opportunity to discuss plans for BRT at an important destination for the region.



Past NVTC Commissioners reflect on Metro's history

Metro officially celebrated 50 years of rail service on Friday, March 27. To mark this golden milestone, NVTC's communications team produced a series of short [videos](#) comprised of past Commissioners sharing their recollections of the Metro system from the early days of planning in the 1960s to the completion of the Silver Line and Potomac Yard Station in this decade. Thanks to Senior Public Affairs Manager Matt Friedman and Communications and Design Specialist Colie Touzel for producing and editing this series.



To view the videos, click each thumbnail above or scan the QR code!

NVTC hosts WTS-DC coffee chat

Executive Director Kate Mattice hosted a [WTS-DC](#) coffee chat April 21 where she shared insights from her long career in transportation with women working in the field. Thank you to WTS-DC Chapter President Shelley Wynne for organizing this insightful conversation on mentorship, leadership and the current state of transit.



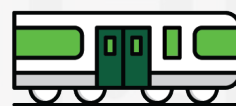
Welcome Amanda Sink!

NVTC welcomed Amanda Sink as NVTC's new Deputy Director of Programs and Policy on April 6. Amanda joins us from the Northern Virginia Transportation Authority (NVTA), where she served as the project delivery and grants manager. She brings experience in regional transportation planning, project management and multijurisdictional collaboration across Northern Virginia.

Prior to her time at NVTA, Amanda was the deputy director of the Eastern Panhandle Transit Authority (EPTA) where she led transit services in Berkeley and Jefferson counties in West Virginia. She also served as a weather officer in the United States Air Force.



Welcome aboard!



CHARTING TRANSIT

NoVa's zero-emission buses

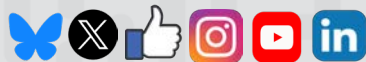
Across the region, NVTC supports local jurisdictions working to bring more zero-emission buses (ZEBs) to Northern Virginia's streets. These vehicles have a host of benefits, including reducing emissions and improving transit for customers by offering a smooth, quiet ride. NoVa currently has 36 zero-emission buses (and counting!) operating on our roads. These buses aren't just good for getting around, they're a critical step in our region's commitment to a sustainable, healthy future for our communities. You can learn more about our ZEB efforts on our [website](#) and be sure to follow us on [Instagram](#) and our other social media platforms to see more Charting Transit and other important updates.





2300 Wilson Blvd., Ste. 230
Arlington, VA 22201

NoVaTransit.org
NoVaRides.org



@NoVaTransit

Thank you for helping shape
future bus service along
Route 7



We need your input!

Last fall, you shared that you want improved bus frequency and bus priority infrastructure along Route 7. Now, we're seeking your feedback on the bus priority design features you'd most like to see.

Discover more about enhancements to bus stop locations, boarding and other potential options that can make buses faster and more reliable between Seven Corners and Mark Center/Southern Towers and fill out our feedback form to tell us what you think.

Scan the QR code or visit the website to:

- Find out more about bus priority options
- Fill out our feedback form; your input will inform bus priority design
- Find out more about the project and the corridor using our interactive guide
- Get information on upcoming events

novatransit.org/programs/route7

What is Envision Route 7?

We're working to make buses faster and more reliable on Route 7! The corridor is home to the highest-ridership bus route in Northern Virginia and we want to make service even better. We are building on work conducted by NVTC and Fairfax County to study bus priority and BRT between Seven Corners and Mark Center/Southern Towers in Alexandria.

Join us at an open house and share your thoughts on bus priority

Open House

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

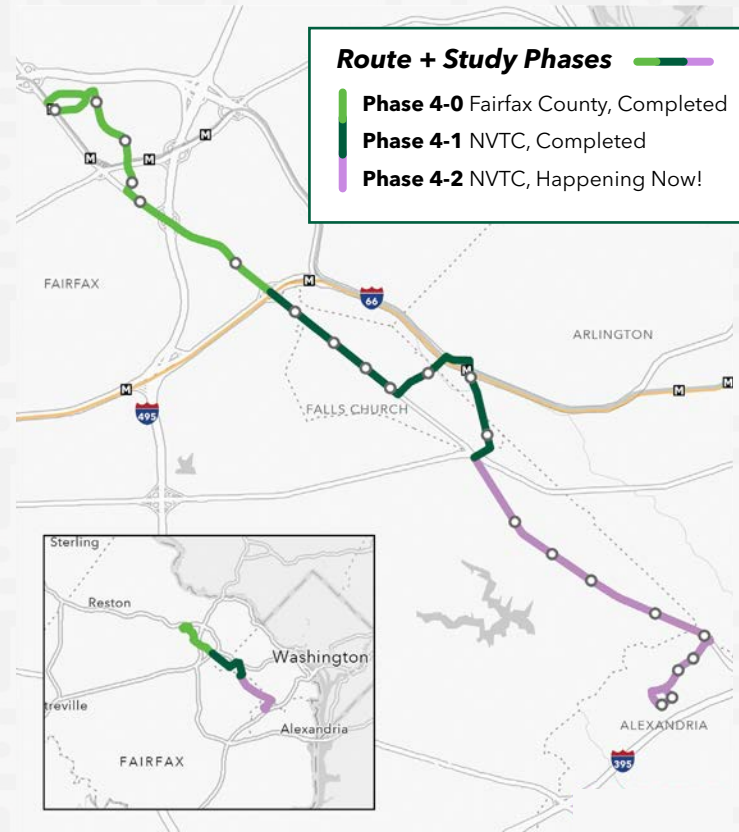
Tuesday, June 9

5 - 7 p.m.

Drop in anytime!



ENVISION
ROUTE 7





Improving the Bus Rider Experience

Join NVTC and a panel of agency staff from across the region to learn about new or ongoing projects that make transit easier for our residents and workers.



Gladys Hurwitz
Loudoun County
Microtransit Program



Silas Sullivan
City of Alexandria
Bus Stop Accessibility
& Amenities



Wendy Sanford
City of Fairfax
CUE Network
Redesign

Thursday, June 12, 2026 12 - 1 p.m.

Join us online
NoVaTransit.org

NoVaTransit
— Talks —

