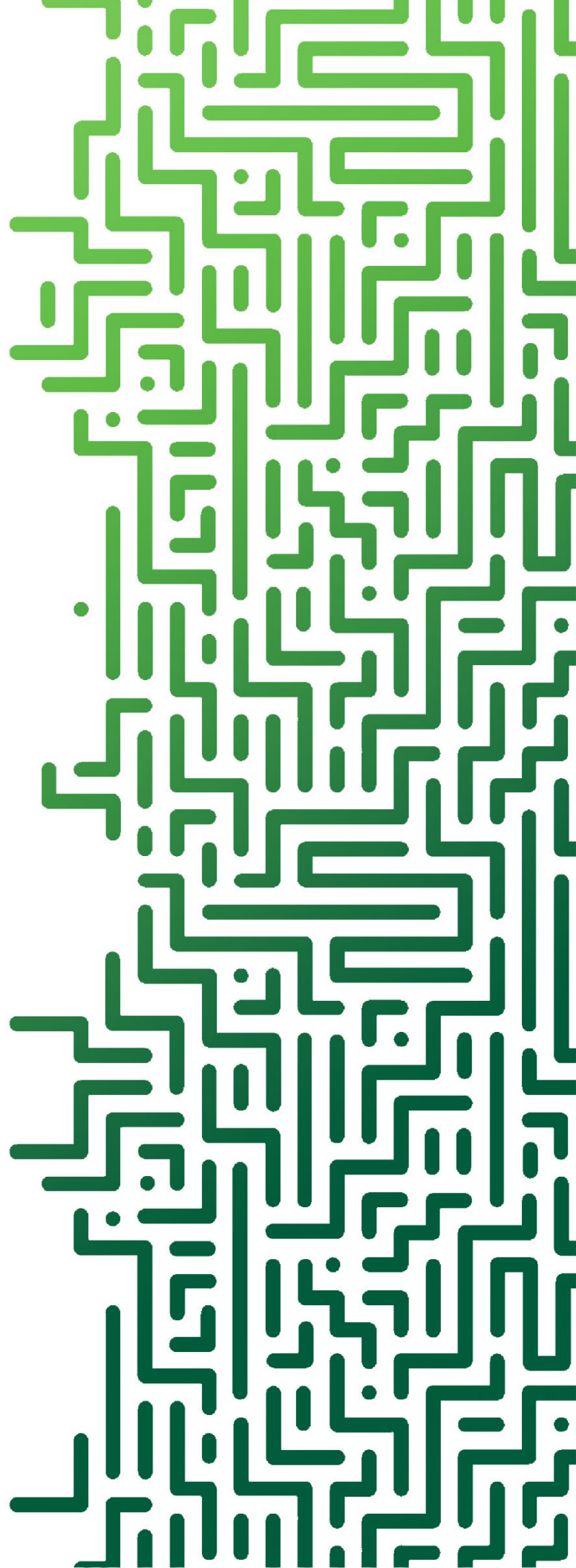




# Commission Meeting Materials

May 7, 2026

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



# Meeting Overview

NVTC's May 7, 2026 meeting is an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

## Action Items

- I-66 Commuter Choice Program of Projects for FY 2027-2028
- Ratification of a Grant Application to the DRPT FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the L'Enfant Station and Fourth Track Project

## Other Meeting Highlights

- Oath of Office for New Commissioners
- Remarks by DRPT Director
- I-66 Needs Assessment Presentation
- Reports from NVTC Committee Chairs
- General Assembly Update
- Reports from the Virginia WMATA Board Members and VRE CEO

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**NVTC COMMISSION MEETING**  
**THURSDAY, MAY 7, 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, May 7, 2026 via [NVTC's website](#). Comments will be provided to Commissioners prior to the May 7 meeting.*

1. Opening Remarks
  - **ACTION: Approve Commissioners Participating Electronically (if needed)**
  - General Public Comments Received
2. **Recognition of New Commissioners – UPDATED**
  - A. Oath of Office for New Commissioners
  - B. ACTION: Approve Resolution #2609: Appoint and Confirm Appointments to the WMATA Board of Directors**
3. Remarks by Department of Rail and Public Transportation (DRPT) Director Mariia Zimmerman
4. **ACTION: Approve the Minutes of the March 5, 2026 NVTC Meeting**
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 Recap
- B. Transit Service Delivery Advisory Committee (TSDAC) Update
- C. Federal Update

7. Report from the Chair of the Program Advisory Committee

A. Commuter Choice

- **ACTION: Approve Resolution #2607: Approve the I-66 Commuter Choice Program of Projects (FY 2027-2028) for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements**
- I-66 Needs Assessment

- 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 #2608: Ratify a Grant Application to the DRPT FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the L'Enfant Station and Fourth Track Project**

9. Executive Director Report

- A. Executive Director Newsletter
- B. Communications Metrics Report
- C. NVTC Financial Reports

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** May 5, 2026  
**SUBJECT:** Recognition of New Commissioners - UPDATED

---

At the May meeting, the Commission will recognize new Commissioners. This updated Agenda Item reflects new actions being requested for NVTC appointments.

### **A. Oath of Office for New Commissioners**

Chair Bagley will administer the ceremonial oath of office to new Commissioners:

*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. Director Zimmerman was unable to attend the March 5 meeting since she was attending the Potomac and Rappahannock Transportation Commission (PRTC) meeting, so she will be ceremonially sworn in at NVTC's May 7 meeting.

NVTC also welcomes back Kirk McPike to the Commission. On March 30, Speaker of the House Don Scott appointed Delegate R. Kirk McPike to serve on NVTC, to fill the vacancy left when former Delegate Mark Sickles departed NVTC. Delegate McPike won the special election for the 5<sup>th</sup> District House seat, which was vacated when former Delegate Elizabeth Bennett-Parker won outgoing Senator Ebbin's 39<sup>th</sup> District seat. Prior to his House election, Delegate McPike served as a member of the Alexandria City Council, where he also represented the city as an alternate on NVTC.

The Virginia Senate Rules Committee met on April 22 and appointed Senator Kannan Srinivasan to serve on NVTC, to fill the vacancy left when former Senator Adam Ebbin departed NVTC. Senator Srinivasan represents the 32<sup>nd</sup> District covering parts of Loudoun County.

After publication of the meeting materials, NVTC was notified by Secretary of Transportation Nick Donohue that he has selected Kate Garman Burns to serve as his designee on NVTC and the WMATA Board replacing Darien Flowers.

Kate Garman Burns currently serves as the director of State and Local Innovation for the Federation of American Scientists (FAS) in Washington, DC. Prior to that, she was the executive director at MetroLab Network, which merged with FAS in 2025. FAS is a non-profit

organization that works to advance a broad range of contemporary issues where science, technology and innovation policy can deliver dramatic progress, ensuring that scientific and technical expertise have a seat at the policymaking table. She also served as a senior associate at Cityfi, a firm focused on fostering innovation and new thinking in the urban environment. Previously, she served in policy advisory roles for two mayoral administrations in Seattle and Kansas City. She has a juris doctorate from the University of Missouri Kansas City, and a B.S. in journalism from the University of Kansas. Kate currently resides in Arlington County.

NVTC will recognize the service of Mr. Flowers at the June 4 meeting since he has a scheduling conflict with the May meeting.

**B. ACTION: Approve Resolution #2609: Appoint and Confirm Appointments to the WMATA Board of Directors**

The Commission will be asked to approve Resolution #2609, which will appoint and confirm NVTC’s appointments to the WMATA Board of Directors. Member terms and requirements are subject to the [Code of Virginia \(33.2-1907.4\)](#). On April 29, Secretary of Transportation Nick Donohue designated Kate Garman Burns to replace Darien Flowers as the secretary’s designee on NVTC and the WMATA Board. She will take over the Commonwealth’s principal director term which expires on January 1, 2030. The resolution also appoints her to serve on NVTC’s Executive Committee and WMATA Committee. NVTC’s other appointments to the WMATA Board remain the same.

**NVTC’s WMATA Board of Directors**

**Principals:**

Kate Garman Burns  
*Principal Director,*  
*Commonwealth Appointee*  
(term expires 01-01-2030)

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

**Alternates:**

Matt de Ferranti  
*Alternate Director for Commonwealth*  
*Appointee* (term expires 01-04-2028)

Canek Aguirre  
*Alternate Director for NVTC Appointee*  
(term expires 01-05-2027)



**RESOLUTION #2609**

**SUBJECT:** Appoint and Confirm Appointments to the WMATA Board of Directors

**WHEREAS:** NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA);

**WHEREAS:** Virginia Secretary of Transportation Nick Donohue has designated Kate Garman Burns to be the secretary's designee on NVTC and the WMATA Board, replacing Darien B. Flowers.

**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:

**WMATA Board of Directors**

**Principals:**

Kate Garman Burns  
*Principal Director,  
 Commonwealth Appointee*  
 (term expires 01-01-2030)

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

**Alternates:**

Matt de Ferranti  
*Alternate Director for Commonwealth  
 Appointee (term expires 01-04-2028)*

Canek Aguirre  
*Alternate Director for NVTC Appointee*  
 (term expires 01-05-2027)

**BE IT FURTHER RESOLVED** that NVTC hereby appoints Kate Garman Burns to serve on the NVTC Executive Committee and the NVTC WMATA Committee.

Approved this 7<sup>th</sup> day of May, 2026.

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Sarah Bagley  
 Chair

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Maureen Coffey  
 Secretary-Treasurer

## AGENDA ITEM #3 Remarks by DRPT Director Mariia Zimmerman

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** April 30, 2026  
**SUBJECT:** Remarks by Department of Rail and Public Transportation (DRPT) Director Mariia Zimmerman

---

At the May 2026 meeting, DRPT Director Mariia Zimmerman will provide remarks sharing her priorities and vision for DRPT's future. Commissioners will have an opportunity to ask questions and share their jurisdiction's transportation priorities with the director.

The written [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached. Also attached is the DRPT Director's [April 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: April 28, 2026

SUBJECT: Virginia Department of Rail and Public Transportation (DRPT) Update

**April CTB and Draft Fiscal Year (FY) 2027–2032 Six-Year Improvement Program (SYIP):** At the April 21 Commonwealth Transportation Board (CTB) [workshop](#) in Fredericksburg, my team and I presented the [Draft SYIP](#), which outlines planned investments of approximately \$7.4 billion in public transportation, freight and passenger rail across the Commonwealth over the next six years. Of note, the Commonwealth Mass Transit Fund (CMTF) revenue estimates for the SYIP increased by \$205 million over FY26. DRPT allocated a total of \$836.5 million in state transit funding for FY27. The draft program is now available for public review on [DRPT's Open Data Portal](#).

**SYIP Highlights:** See below for a summary of allocations to Northern Virginia, which represent approximately 77% of all Commonwealth transit funding for FY27. Overall, DRPT is recommending that a total of \$643 million of state funding be awarded for the Northern Virginia District across the following programs:

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

The following chart shows a breakdown of state assistance awarded through DRPT MERIT Operating, MERIT Capital, MERIT Special Programs, Corridor Programs, and Commuter Assistance services to NVTC jurisdictions and OmniRide/PRTC.

Jurisdiction	State Funding
City of Alexandria/DASH	\$ 17,972,679.81
Arlington County	\$ 9,883,476.98
Fairfax County	\$ 54,888,916.61
Loudoun County	\$ 12,198,481.23
City of Fairfax	\$ 4,967,571.30
PRTC	\$ 27,392,871.02
<b>Total</b>	<b>\$ 127,303,996.95</b>

The **Northern Virginia Public Hearing** on the draft VDOT and DRPT SYIP will be held at the Hotel AKA Alexandria, 625 First St., Alexandria, VA 22314 on May 19 at 5 p.m. All hearing information can be found at <https://ctb.virginia.gov/planning-funding/six-year-improvement-program/2026-spring-meetings/>. A DRPT-specific public meeting on the SYIP will be held virtually on May 27 at 5:30 p.m. You can register at this [link](#).

The **May CTB meeting** will also be held at the Hotel AKA in Alexandria May 19-20. At the workshop, NVTC will be doing a presentation on their funding recommendations for Commuter Choice. Also, the workshop will continue the morning of May 20 with the WMATA General Manager and the Virginia Board members doing their annual presentation to the CTB on WMATA budget, system performance, and utilization of the Commonwealth's investment in the WMATA system that was required beginning in 2023 with the Code updates related to WMATA dedicated funding requirements (§ 33.2-1526.1.N.)

**Transit Service Delivery Advisory Committee (TSDAC):** TSDAC is now meeting monthly in order to come back to the CTB in September with recommendations for a revised MERIT formula, in addition to upcoming changes to the TRIP program. Information from past meetings can be found on the [TSDAC webpage](#). Upcoming meetings are scheduled for May 12, June 2, and July 7. Additional outreach will take place at the Virginia Transit Association Conference May 19-20, via a comment form on the webpage, and through additional workshops focused on specific cohorts (large urban, small urban, etc.).

Lastly, I would like to welcome Jacarl Melton, NOVA Transit Programs Manager and Niecey Pearson, NOVA Coordinator of Administrative Services, to the Northern Virginia Office.

Please see attached for my **April DRPT Directors Report to the CTB**.

As a reminder, you can **subscribe** to various DRPT updates, including our data stories, press releases, regular DRPT updates (“The Loop”) and my updates on the [www.drpt.virginia.gov](http://www.drpt.virginia.gov) website at: <https://public.govdelivery.com/accounts/VADRPT/signup/48537>.



# DRPT Monthly Director's Report

April 2026



# Growing Transit Ridership & Industry Outreach

## The Best State for Commuters & Moving People

- January 2026 Transit Ridership was 10.9 million, up three percent from January 2025 despite significant weather impacts. See Slide 14 for more details.
- Virginia has been named #1 in the Nation for Commuters by the Center for Urban Transportation Research's Best Workplaces for Commuters.

## Growing Fuel Costs

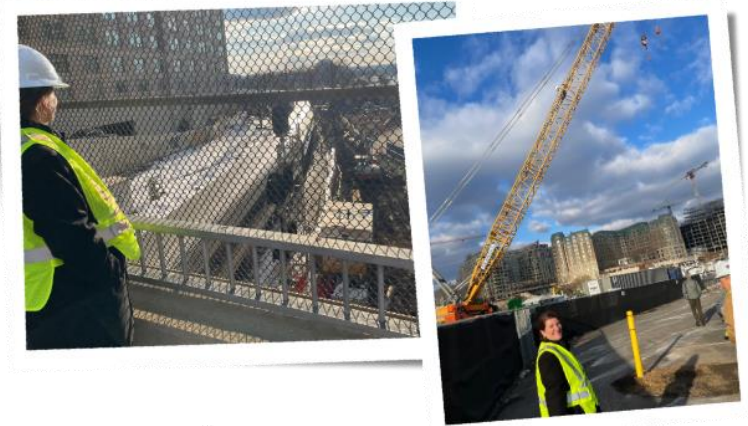
- DRPT sent a survey to the transit agencies operating in Virginia asking what their FY26 and FY27 fuel budgets are and how are/may be impacted by rising fuel costs.
- 35 agencies responded; 7 agencies noted that they expect not having enough funding to cover fuel costs for FY26. The majority agencies had anticipated and previously budgeted for fuel costs to remain flat into FY27 so future impacts may be seen later in the year.

## Transit Service Delivery Advisory Committee (TSDAC)

- TSDAC met on April 14 to continue discussions regarding proposed policy changes to the MERIT Formula; the next meeting is scheduled for May 12 and DRPT staff will be conducting workshops with transit agencies this month to get additional input on potential changes.

## Industry Engagement

- On March 18, DRPT hosted the Virginia Transit Leadership Institute for an all-day learning session.
- DRPT Director Zimmerman conducted several interviews over the last month including with the Virginia Mercury about the Tidewater Current, and WTKR (Hampton Roads) about the Virginia Statewide Rail Plan and the new Virginia Breeze "Tidewater Current" service opening on 4/20/2026.
- Director Zimmerman presented at the Virginians for High-Speed Rail "2026 State of Rail Town Hall" on April 9 along with VPRA Exec Director Stadtler, and VRE CEO Choe. Director Zimmerman last week joined local leaders for the newest Hampton Roads Transit Center groundbreaking.



# Building Intercity Bus Service Throughout Virginia

## Virginia Breeze Updates

### Connecting Virginia with the Tidewater Current

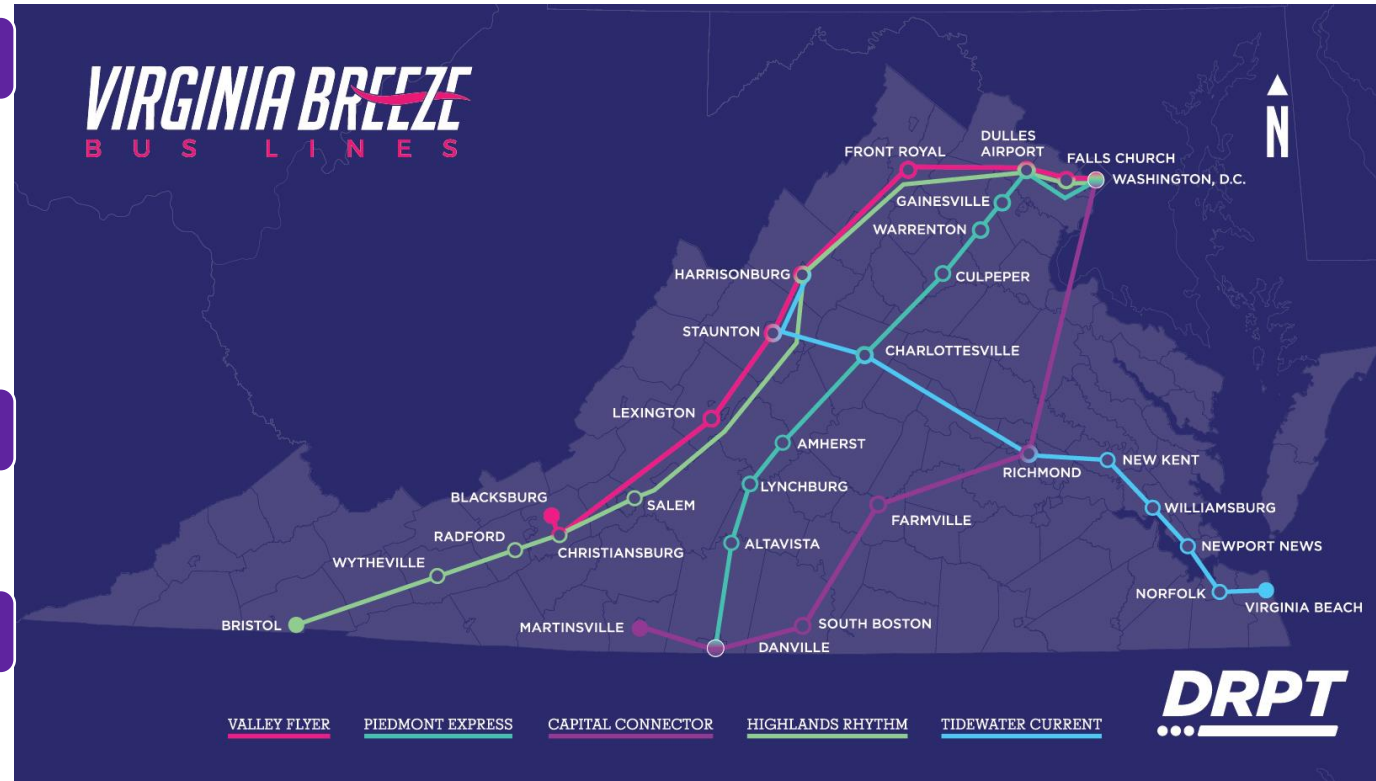
- April 20 is the launch of the “Tidewater Current”, the fifth route of the Virginia Breeze intercity bus service funded by DRPT.
- It is the first east-west route, connecting ten cities and five counties along the I-64 corridor between Virginia Beach and Harrisonburg.
- Ticket prices are on sale at [virginiabreeze.org](http://virginiabreeze.org) for \$35 or less.
- All buses are equipped with a wheelchair lift; Free WiFi; ample luggage storage and on-board bathroom.

### Providing Affordable Service with Capital Connector

- From March 16 to April 30, the Virginia Breeze’s Capital Connector route is offering reduced \$17 one-way fares between Richmond and Washington, D.C.

### Providing Positive Impacts across the Commonwealth

- Transported over 68,000 passengers in 2025.
- Reduced single occupant vehicle travel by nearly 61 million miles and cut greenhouse emissions by more than 10,000 tons.



# Promoting Transit as the Affordable Option

## *Your Story Campaign*

- In March, DRPT launched the Your Story marketing campaign, highlighting public transportation as the most affordable mobility option for many households.
  - Across the U.S., the typical household spends around **\$12,000 annually** to own, maintain, and operate personal automobiles.
  - In contrast, the typical transit-riding American household spends around **\$800 annually** for public transportation.



# Celebrating our Partners

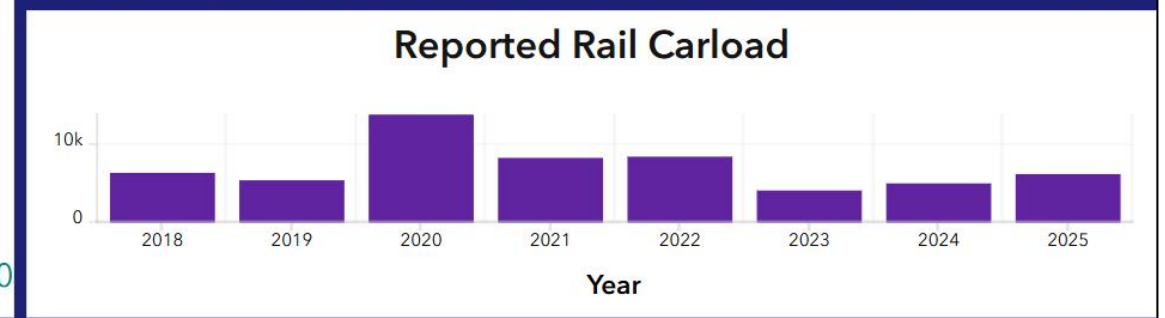
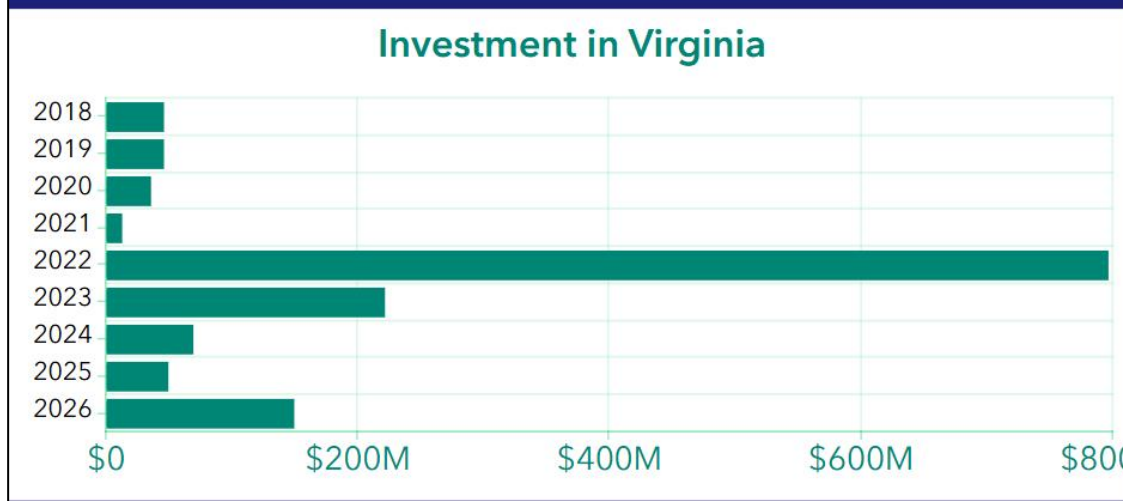
## *Milestones from Across the Commonwealth*

- Petersburg Area Transit received \$23.8M and Hampton Roads Transit received \$10.6M in [federal FY2026 Bus and Bus Facilities](#) funding.
- WMATA celebrated 50 years of Metrorail service in March. Operations began with the Red line in 1976; expanding into Virginia the next year.
- This April, Hampton Roads Transit broke ground on its Evelyn Butts Transfer relocation project in Norfolk.
  - The project is in the final design phase, with construction anticipated to start later this year, including building new bus shelters, bus lanes, and parking.
  - The project is partially funded through a DRPT TRIP grant and is anticipated to be completed in 2028.
- This May, Suffolk Transit will launch two new regional routes bus routes connecting Windsor and Portsmouth with Suffolk.
  - The Peanut Express (Windsor-Suffolk) and Seaport Express (Suffolk-Portsmouth) run five days a week and will connect at Suffolk Transit's Godwin Park and Ride.
  - Both routes received SMART SCALE funding for capital purchases.



# Bringing Capital Investment and Jobs to Virginia

## *DRPT's Rail Industrial Access Program*



# Growing Freight Rail in Hampton Roads

## *Annandale Millwork & Allied Systems Corporation*

- Annandale Millwork is a Winchester-based, family owned and operated business:
  - Has 380 employees.
  - Specializes in the production of structural building components, including roof trusses, wall panels, and other precision-engineered systems for residential and commercial construction.
  - Has requested funding for Newport News facility that will allow the company to expand operation further to the south to provide the Richmond and Tidewater regions.
- Annandale Millwork has applied for Rail Industrial Access (RIA) grant funds in the amount of \$625,100 to construct 800 feet of new track to serve its facility in the City of Newport News, Virginia.



# Transform Rail 2.0

## *Rail Updates*

### 2026 Statewide Rail Plan

- The Statewide Rail Plan's public and stakeholder surveys closed on March 27, receiving over 2,700 responses. DRPT will host workshops over the spring and summer.
- Draft Plan will be shared with CTB later in 2026; with additional opportunity for public comment.

### Corridor Identification and Development Program

- On March 9-11, rail planners from DRPT, Virginia Passenger Rail Authority (VPRA), and the North Carolina Department of Transportation (NCDOT) joined staff from the Federal Railroad Administration (FRA) on a tour of the Charlotte to DC Rail Corridor.
- The Charlotte to DC corridor is under study by NCDOT as part of the Corridor Identification and Development Program (CID) and supports the Transforming Rail in Virginia initiative.
- DRPT is leading the CID planning for the Commonwealth Corridor and DC to Bristol corridor.

# Transforming Rail in Virginia

## *Virginia Passenger Rail Authority Updates*

### Long Bridge Project

- North Package:
  - At Maine Ave. SW, a critical location for the project, crews are constructing the foundations for the first bridge pier.
  - The Washington Channel Trestle is being constructed to support bridge construction and project access.
  - Fiber, sewer, and electric utility relocations made progress in March.
- South Package:
  - The contractor has finished constructing a bulkhead on the Virginia shore of the Potomac River.
  - This bulkhead will be used throughout the project to launch construction equipment and materials onto barges, allowing safe and efficient movement on and off the water.

### New River Valley Passenger Rail Project

- Work is on track and the service extension to the New River Valley is expected in Fall 2027.
- The parking lot retaining wall and grading were completed in March. The contractor is progressing construction of the high-level boarding platform. The retaining wall along Depot Street is being constructed.

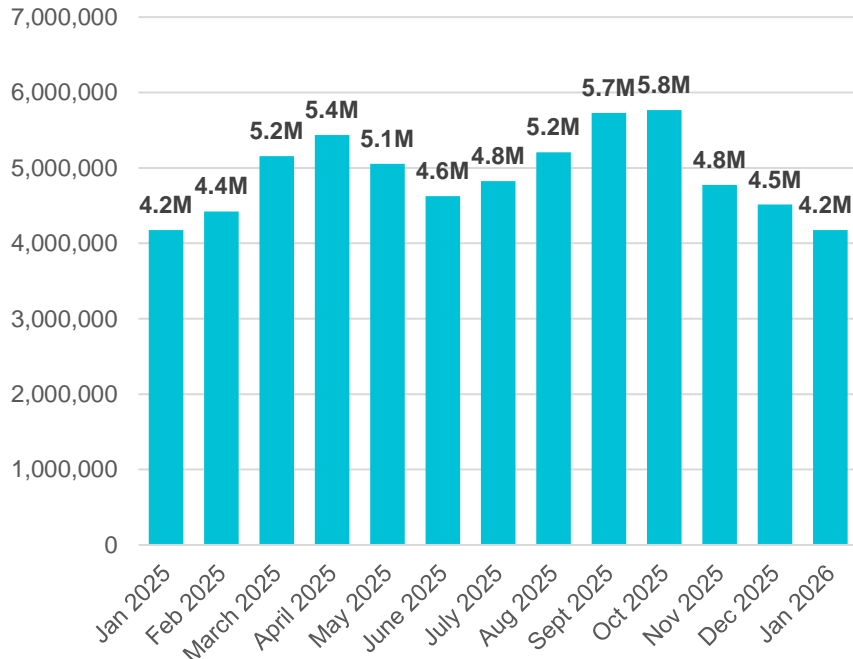
### Alexandria Fourth Track

- CSX began early signal relocation activities at the northern interlocking.
- Removal of out-of-service track began in late March.
- CSX's contractor has begun clearing and grubbing & installing erosion and sediment control measures throughout the six-mile corridor.
- Construction is also beginning at the neighboring King & Commonwealth Bridges project led by VRE.
- Three cranes were delivered on site in late March.

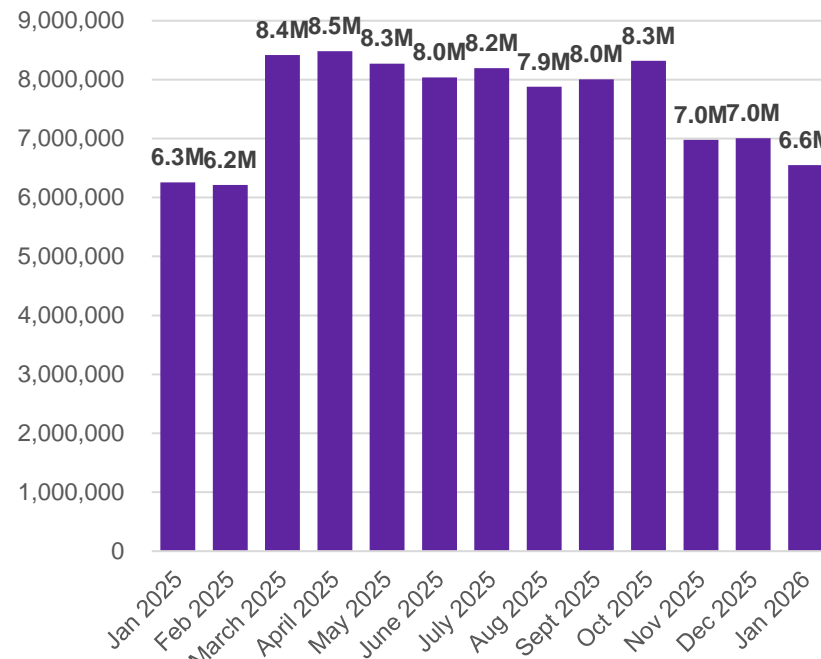
# DRPT By The Numbers

# Statewide Transit Ridership January 2025 to January 2026

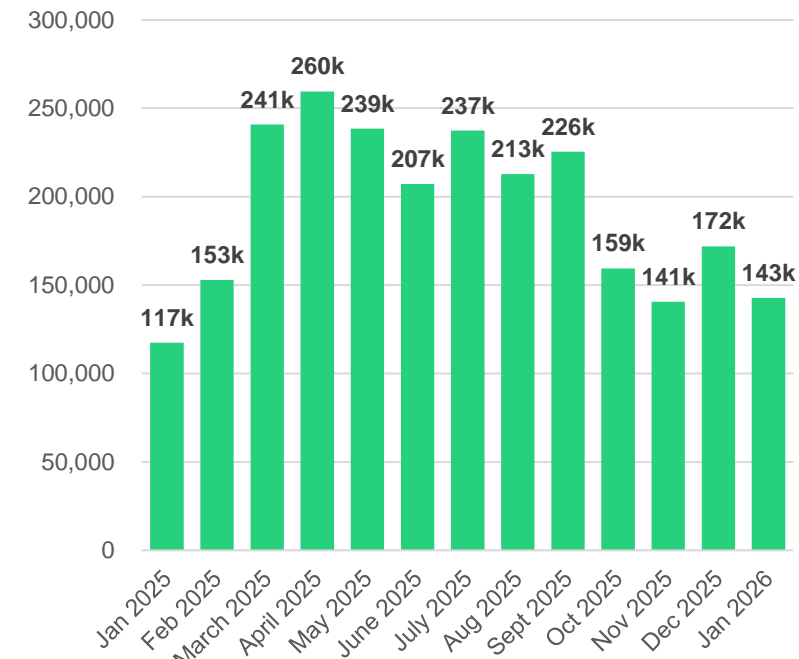
Statewide Transit Ridership – January 2025 to January 2026



Virginia Agencies



WMATA



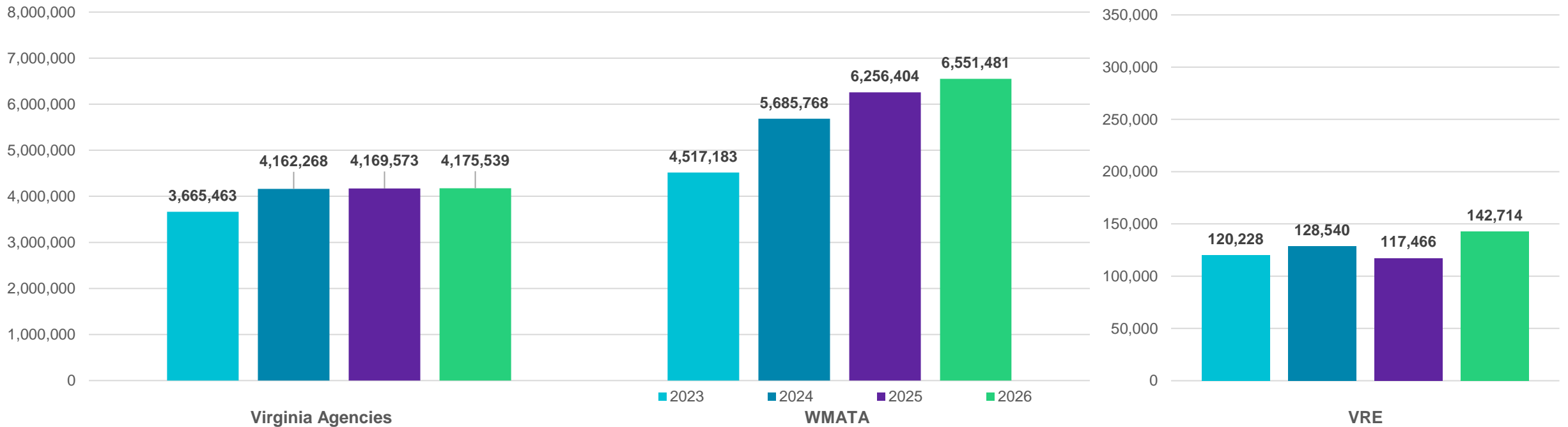
VRE

Agencies	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Total*
Virginia Agencies	4,177,150	4,422,149	5,155,217	5,437,004	5,053,320	4,624,290	4,826,487	5,208,249	5,729,123	5,765,456	4,774,932	4,513,370	4,175,539	59,685,136
VRE	117,466	152,882	240,794	259,585	238,518	207,130	237,363	212,798	225,504	159,390	140,553	171,887	142,714	2,389,118
WMATA	6,256,404	6,213,666	8,418,575	8,483,804	8,272,850	8,038,628	8,197,440	7,877,904	8,005,759	8,320,907	6,977,427	7,005,271	6,551,481	92,363,712
<b>All Agencies + VRE + WMATA</b>	<b>10,551,020</b>	<b>10,788,697</b>	<b>13,814,586</b>	<b>14,180,393</b>	<b>13,564,688</b>	<b>12,870,048</b>	<b>13,261,290</b>	<b>13,298,951</b>	<b>13,960,386</b>	<b>14,245,753</b>	<b>11,892,912</b>	<b>11,690,528</b>	<b>10,869,734</b>	<b>154,437,966</b>

# Statewide Ridership Comparison

## January 2022 to 2025, Year-to-Year

Ridership Comparison: Year-to-Year  
2023 – 2026



Mode	2023	2024	2025	2026	2026 vs 2023	2026 vs 2024	2026 vs 2025
Virginia Agencies	3,665,463	4,162,268	4,169,573	4,175,539	14%	0%	0%
VRE	120,228	128,540	117,466	142,714	19%	11%	21%
WMATA	4,517,183	5,685,768	6,256,404	6,551,481	45%	15%	5%
<b>All Agencies + VRE + WMATA</b>	<b>8,302,874</b>	<b>9,976,576</b>	<b>10,543,443</b>	<b>10,869,734</b>	<b>31%</b>	<b>9%</b>	<b>3%</b>

# Virginia Breeze Ridership

## January 2025 to January 2026

In January 2026, ridership on VA Breeze routes totaled 4,411 which was:

- 154% higher than original estimates, and
- 5% lower than January 2025

In January 2026, the VA Breeze contributed to a reduction of 185 metric tons of CO<sub>2</sub> equivalent emissions.

### Valley Flyer:

- Ridership – 3% lower than January 2025
- Farebox Rev. – 2% lower than January 2025

### Piedmont Express:

- Ridership – 1% higher than January 2025
- Farebox Rev. – 3% higher than January 2025

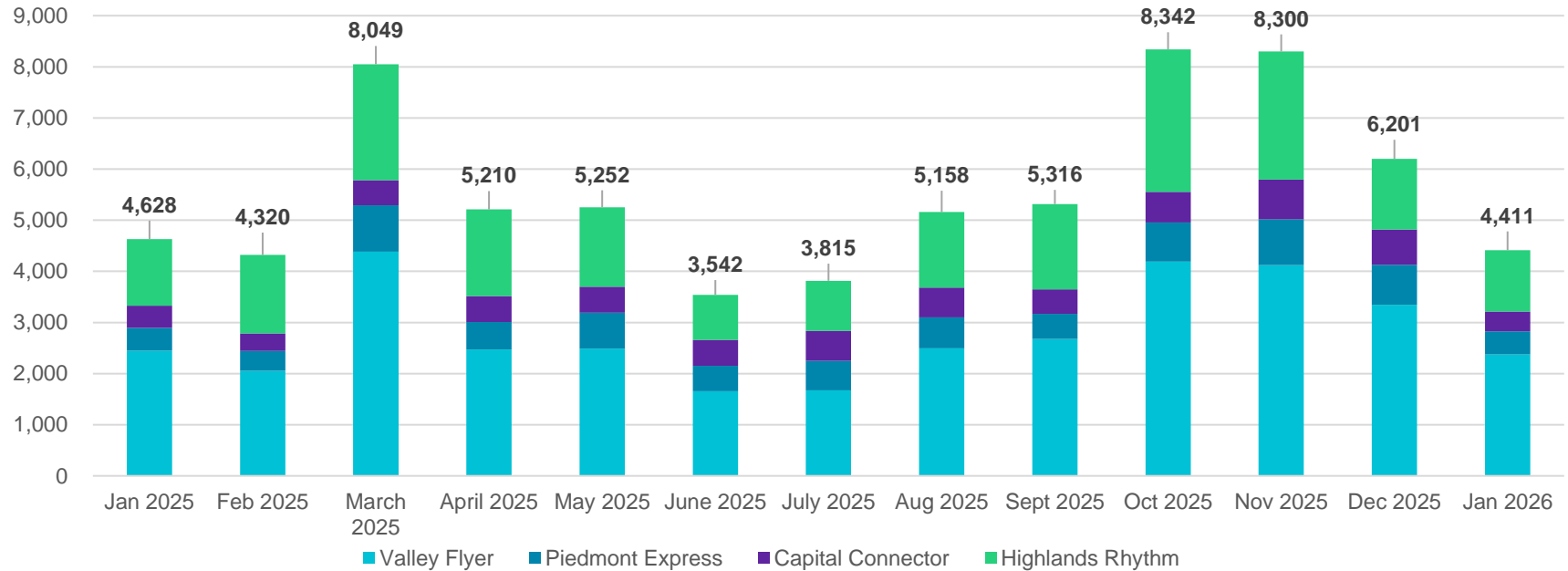
### Capital Connector:

- Ridership – 10% lower than January 2025
- Farebox Rev. – 7% lower than January 2025

### Highlands Rhythm:

- Ridership – 8% lower than January 2025
- Farebox Rev – 18% lower than January 2025

Virginia Breeze Ridership by Route – January 2025 to January 2026



Route	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Total
Valley Flyer	2,448	2,057	4,385	2,475	2,489	1,655	1,675	2,493	2,676	4,189	4,124	3,344	2,377	33,939
Piedmont Express	448	384	908	531	702	499	577	606	490	767	895	781	451	7,591
Capital Connector	432	345	490	513	508	504	585	581	484	598	778	694	389	6,469
Highlands Rhythm	1,300	1,534	2,266	1,691	1,553	884	978	1,478	1,666	2,788	2,503	1,382	1,194	19,917
<b>All Routes</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>6,201</b>	<b>4,411</b>	<b>67,216</b>

\*Last 16 months

# DRPT FY26 Budget Q2 Update



Schedule of Budget vs. Actual  
As of December 31, 2025  
(\$ in Millions)

	Adopted FY 2026	Actual 12/31/2025	Remaining Balance	Percentage Remaining
<b>Public Transportation Programs</b>				
Operating Assistance	\$ 164.3	\$ 65.6	\$ 98.7	60.1%
Capital Assistance	213.2	67.4	145.8	68.4%
Special Programs	9.4	4.0	5.4	57.4%
Ridership Incentive Programs	77.2	11.7	65.5	84.8%
VRE Assistance	17.4	8.7	8.7	50.0%
WMATA Assistance	364.6	212.6	152.0	41.7%
<b>Total</b>	<b>846.1</b>	<b>370.0</b>	<b>476.1</b>	<b>56.3%</b>
<b>Commuter Assistance Programs</b>	<b>7.3</b>	<b>9.3</b>	<b>(2.0)</b>	<b>-27.4%</b>
Human Service Transportation Pgm	6.7	3.6	3.1	46.3%
Planning, Regulation, & Safety Pgm	6.7	2.7	4.0	59.7%
WMATA Dedicated	154.5	77.2	77.3	50.0%
<b>Total Transit Programs</b>	<b>1,021.3</b>	<b>462.8</b>	<b>558.5</b>	<b>54.7%</b>
<b>Rail Assistance Programs</b>				
Rail Preservation Programs	7.7	2.4	5.3	68.8%
Rail Industrial Access	2.7	1.1	1.6	59.3%
Freight Rail and Rail Planning Programs	23.2	6.0	17.2	74.1%
<b>Total Rail Programs</b>	<b>33.6</b>	<b>9.5</b>	<b>24.1</b>	<b>71.7%</b>
<b>Administrative Expenses</b>	<b>19.9</b>	<b>9.5</b>	<b>10.4</b>	<b>52.3%</b>
<b>Agency Total before VPRA</b>	<b>\$ 1,074.8</b>	<b>\$ 481.8</b>	<b>\$ 593.0</b>	<b>55.2%</b>
<b>VPRA Recurring Payments</b>	<b>192.3</b>	<b>88.6</b>	<b>103.7</b>	<b>53.9%</b>
<b>Agency Total</b>	<b>\$ 1,267.1</b>	<b>\$ 570.4</b>	<b>\$ 696.7</b>	<b>55.0%</b>

# DRPT Q2 Resources & Commitments

**Schedule of Resources and Commitments**  
**As of December 31, 2025**  
 (\$ in Millions)

	12/31/2025			12/31/2024
	Rail	Transit	Total	Total
<b>Resources</b>				
Cash	\$ 62.3	\$ 574.3	\$ 636.6	\$ 624.0
Estimated Revenues - FY 2026	8.0	378.3	386.3	337.6
Accounts Receivable	-	7.9	7.9	3.3
Bonds Receivable	-	-	-	0.6
Anticipated Bond Proceeds	9.5	17.6	27.1	31.6
Anticipated Reimbursement - VDOT	-	223.0	223.0	151.1
Anticipated Reimbursement - VPRA	8.6	-	8.6	9.3
Anticipated Reimbursement - DEQ	-	6.5	6.5	7.3
Anticipated Reimbursement - Federal	40.1	99.7	139.8	158.8
<b>Total Resources (A)</b>	<b>128.5</b>	<b>1,307.3</b>	<b>1,435.8</b>	<b>1,323.6</b>
<b>Commitments</b>				
Transit & TDM Commitments	-	1,121.9	1,121.9	1,036.8
Rail Commitments	107.5	-	107.5	123.1
VPRA Commitments	15.5	-	15.5	12.0
<b>Total Commitments (B)</b>	<b>123.0</b>	<b>1,121.9</b>	<b>1,244.9</b>	<b>1,171.9</b>
<b>Funds Available</b>	<b>\$ 5.5</b>	<b>\$ 185.4</b>	<b>\$ 190.9</b>	<b>\$ 151.7</b>



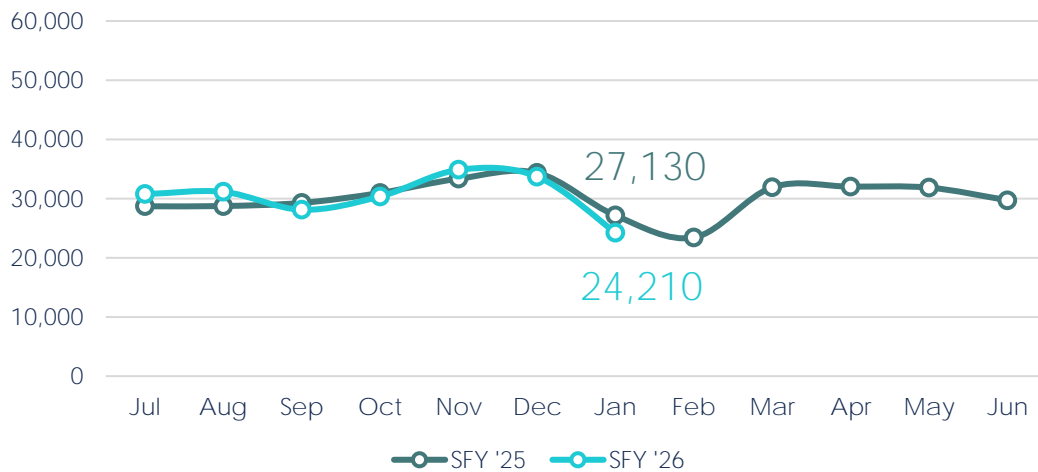
# Virginia-Supported Monthly Ridership by Route SFY '26 vs. SFY '25

Route 51: WAS-RVM, ceased operations after January 12<sup>th</sup> due to LB construction.

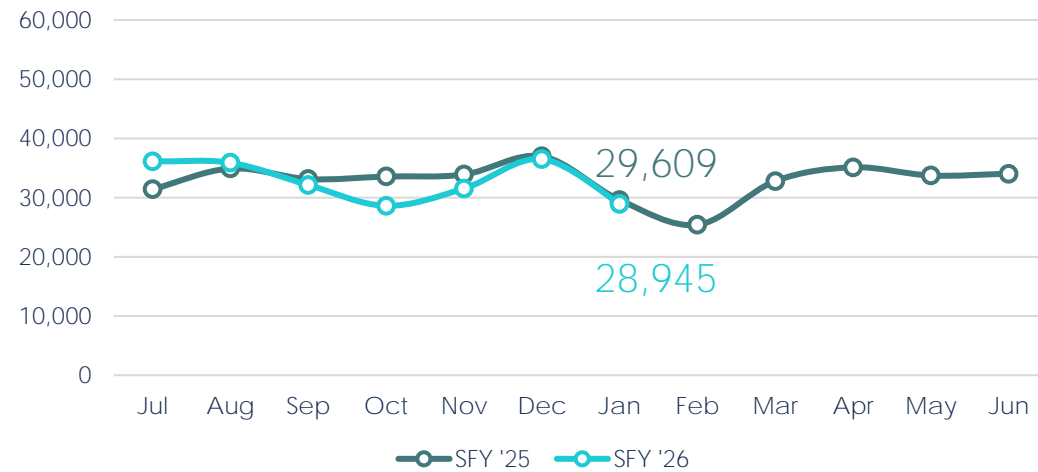
Winter Storms Fern & Gianna canceled 34 trains (8%). There were several days of no service & reduced operations during storm clean up.

Weekends are higher ridership periods and were impacted by the winter storms.

Route 46: Roanoke (-10.8%)

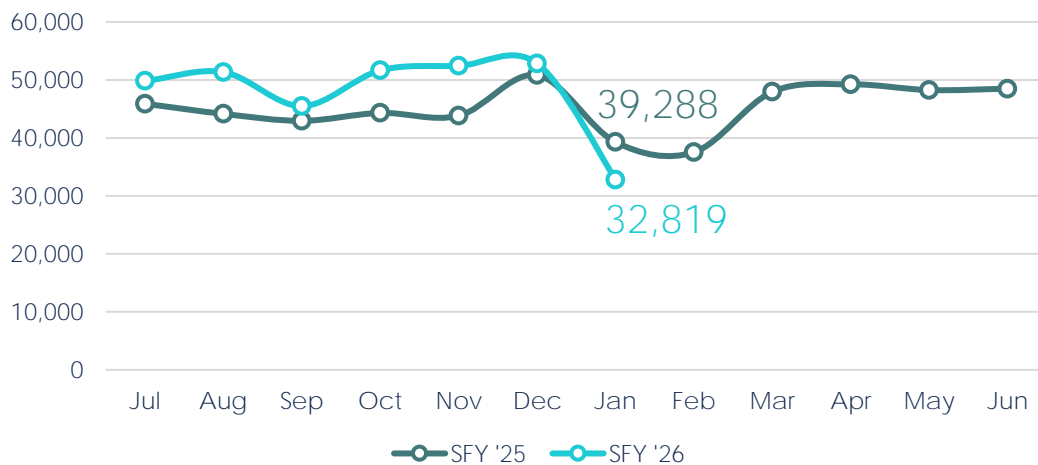


Route 47: Newport News (-2.2%)

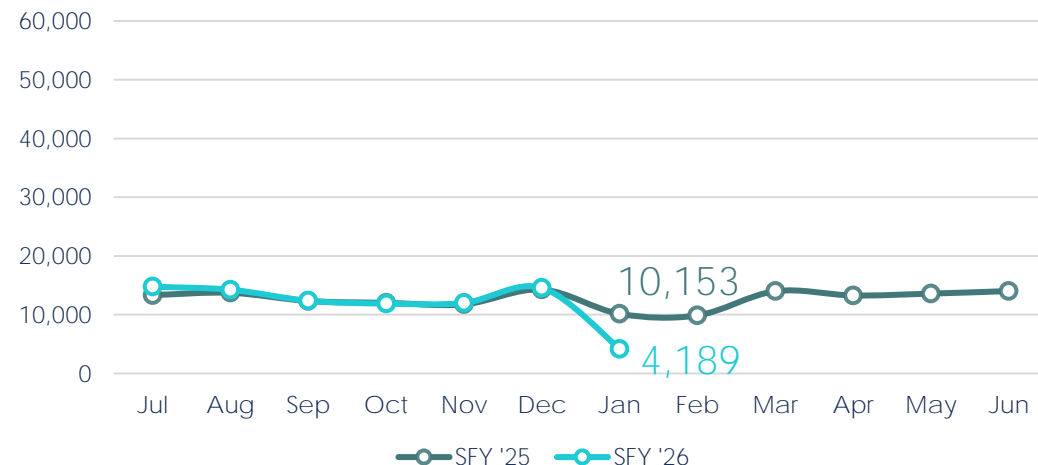


**Note:** Route ridership subject to Amtrak data finalization. To be reported in a future EDR appendix.

Route 50: Norfolk (-16.5%)

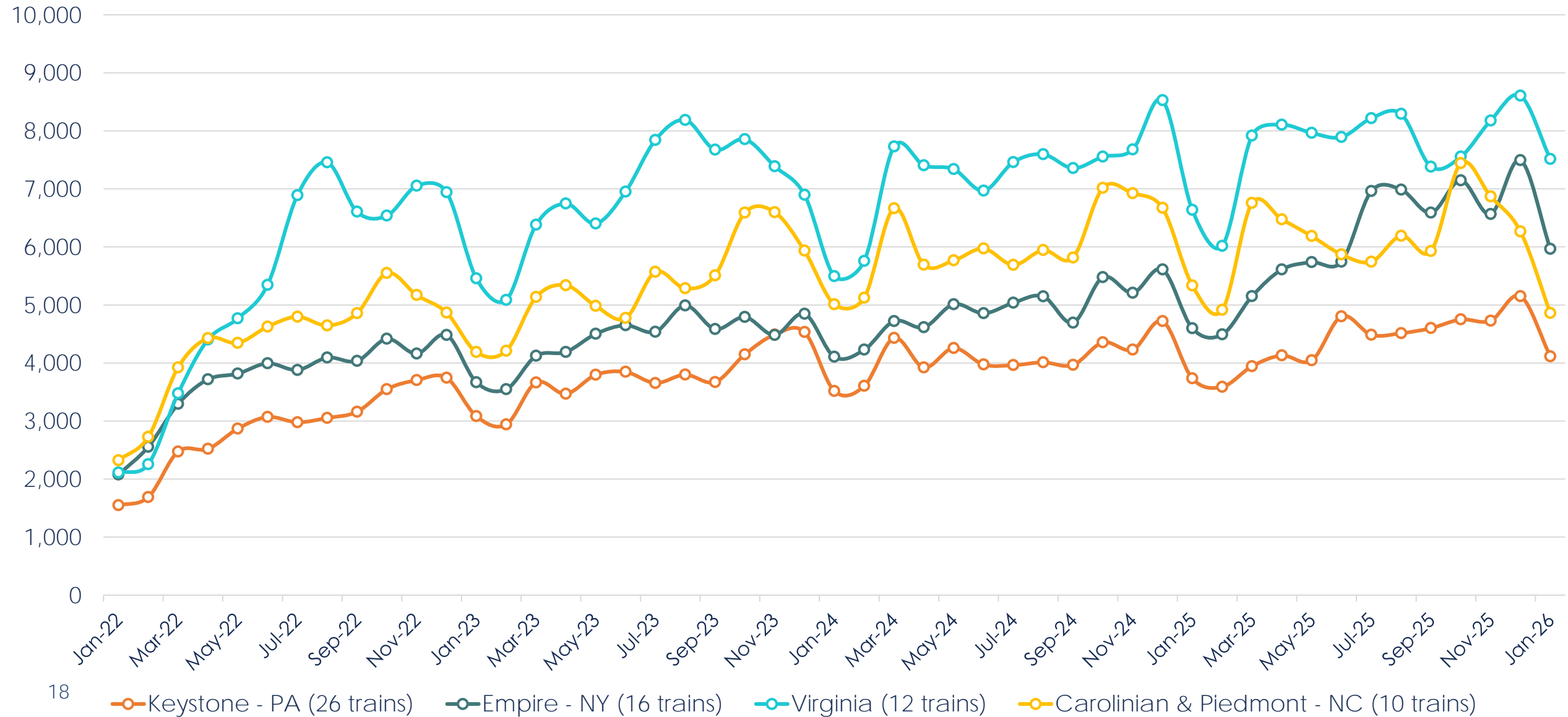


Route 51: Richmond (-58.7%)



# Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains



**MINUTES**  
**NVTC COMMISSION MEETING – MARCH 5, 2026**  
**FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Bagley at 7:06 p.m.

Members Present

Walter Alcorn  
Sarah Bagley  
James Bierman, Jr.  
Maureen Coffey  
Matt de Ferranti  
Allan Fye (Alternate, Commonwealth of Virginia)  
Takis Karantonis  
Catherine Read  
Rachna Sizemore Heizer  
David Snyder (Alternate, City of Falls Church) (*via electronic participation*)  
Daniel Storck  
Justine Underhill

Members Absent

Canek Aguirre  
Juli Briskman  
Darien B. Flowers  
Matt Letourneau  
Dalia Palchik

General Assembly Members Absent during Session

Paul Krizek  
Alfonso Lopez  
David Reid  
Saddam Azlan Salim

Staff and Others Present

Kate Mattice, Executive Director  
Jason Adle  
Shannon Bacon  
Genoveva Cutrell  
Matt Friedman  
Rhonda Gilchrest  
Sarah Godfrey  
Adam Hager  
Hwajung Kim  
Daniel Knickelbein  
Meg Johnson  
Ann McGrane  
Tenley O’Hara  
Sophie Spiliotopoulos  
Colie Touzel  
Melissa Walker  
Owen Williams

Aimee Perron Seibert (*via electronic participation*)  
MinhChau Corr (NVTC/VRE)  
Katie Choe (VRE)  
Adam Ebbin (former NVTC Commissioner)

## Opening Remarks

Chair Bagley welcomed everyone to the March 5, 2026 NVTC meeting and noted that the meeting is also being livestreamed on YouTube for the public. Board Administrator Rhonda Gilcrest confirmed an in-person quorum.

Chair Bagley stated that Mr. Snyder requested electronic participation for a personal reason as he is out of the country on business travel. Mr. de Ferranti moved, with a second by Mr. Alcorn, to approve Mr. Snyder's electronic participation. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Coffey, de Ferranti, Fye, Karantonis, Read, Storck and Underhill. The motion passed.

Chair Bagley provided an overview of the meeting agenda. Ms. Mattice reported that NVTC received 65 public comments for this month's meeting, which included 64 comments asking that NVTC request the Department of Rail and Public Transportation (DRPT) to study the feasibility of a "Rail With Trail" line from East Falls Church Metro to Purcellville along the W&OD trail right of way. One comment was against studying rail in the W&OD corridor given the existence of the Metro Silver Line. All the comments were provided to Commissioners prior to the meeting.

In response to a question from Ms. Underhill, Ms. Mattice stated that back in 1965 NVTC did a study of the W&OD corridor as part of the efforts of starting a regional Metrorail system. In response to a question from Ms. Underhill, Ms. Mattice stated that that the W&OD trail is now part of the Northern Virginia Parks Authority, so they probably would best know the history and feasibility of that corridor. Chair Bagley encouraged Ms. Underhill to reach out to the Parks Authority to seek more information.

Ms. Sizemore Heizer arrived and joined the meeting.

## New and Departing Commissioners

Oath of Office for New Commissioners. Chair Bagley formally welcomed City of Falls Church Councilmember Justine Underhill, who is now the city's principal Commissioner on NVTC. David Snyder will continue as an alternate and still serve in his role as immediate past chair. As Ms. Underhill is moving from an alternate to a principal Commissioner spot, there is no need to swear her in again.

Chair Bagley announced that Secretary of Transportation Nick Donohue has appointed DRPT Director Mariia Zimmerman and DRPT Chief Deputy Director Allan Fye to serve as alternates on NVTC representing the Commonwealth. Although Director Zimmerman could not attend the meeting as she is attending the PRTC meeting, Allan Fye is present. He is a familiar face as he was on staff at NVTC from 2018 to 2024 serving as director of programs and policy. On behalf of the entire Commission, Chair Bagley welcomed him back to NVTC. She then administered the ceremonial oath of office to Mr. Fye. Commissioners welcomed him to NVTC. (Mr. Fye was officially sworn in prior to the meeting.)

Mr. Fye stated that it is nice to be back at NVTC and looks forward to working with Commissioners in his new capacity at DRPT. Going forward, he noted that there will be good opportunities for DRPT to work alongside NVTC to make Northern Virginia and the rest of the Commonwealth thrive.

Recognition of Departing Commissioners. Chair Bagley stated that NVTC is saying goodbye to former Senator Adam Ebbin and a resolution of commendation was prepared for him. In January 2026, Senator Ebbin announced his intent to resign his Senate seat effective February 16 to join Governor Abigail Spanberger’s administration and take up a senior advisory position with the Virginia Cannabis Control Authority. Senator Ebbin served as a member of the General Assembly for 22 years, most recently serving as a member of the Virginia Senate since January 2012 representing Alexandria and portions of Arlington and Fairfax counties. Prior to that, he served eight years in the House of Delegates from 2004 to 2012. He 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.

Mr. Storck moved, with a second by Ms. Coffey, to approve the Resolution of Commendation for the Honorable Adam P. Ebbin on His Departure from NVTC.

Mr. Alcorn thanked Senator Ebbin for his leadership on the SJ 28 Subcommittee, which was phenomenal and provided a technical baseline to keep transit sustainable in Northern Virginia. There is still a lot of work to do, but Senator Ebbin laid the foundation. Mr. de Ferranti stated that Senator Ebbin has been a leader and mentor in the way he carried himself with his intellectual strength. Mr. Karantonis agreed with these comments and expressed his appreciation for Senator Ebbin’s ability to translate the importance of Northern Virginia to the rest of the state and for the things he did for Arlington County. Mr. Storck added that Virginia has come a long way, but it came a long way in terms of equality for all and respect for all people, in part because of Senator Ebbin’s leadership. Mr. Storck also acknowledged Senator Ebbin’s leadership in transportation issues as well as cannabis issues. Ms. Read acknowledged Senator Ebbin’s service to so many people and to the Commonwealth as he has left his imprint on so many things, including equality for all. She is excited for this new season for Senator Ebbin to do great things in his new role. She is proud to be his friend and colleague. Chair Bagley also noted that Senator Ebbin helped build a “bench” so Alexandria continues to be well represented in the General Assembly through Senator Elizabeth Bennett-Parker and Delegate Kirk McPike.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Coffey, de Ferranti, Fye, Karantonis, Read, Sizemore Heizer, Storck and Underhill. (A copy of the resolution is attached.)

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

Senator Ebbin reflected on some of his work, including legislation that provided the Commonwealth’s funding match for WMATA. When he started in the General Assembly,

there was no Bus Rapid Transit (BRT) in the region, no Silver Line to Dulles Airport, no Long Bridge project planned to double capacity, and now all these things are either in place or coming to fruition. He noted that NVTC is one of the best run organizations. Although the SJ 28 legislation did not pass this Session, it does lay the groundwork for potential future long-term sustainable funding for transit. He thanked Commissioners for being part of all these efforts. Commissioners again acknowledged him with a round of applause.

Chair Bagley stated that the Commission is also saying goodbye to former DRPT Director Tiffany Robinson, who could not attend the meeting. In November 2024, Governor Youngkin appointed Tiffany Robinson as the director of the Department of Rail and Public Transportation (DRPT). She also served as a member of the Commonwealth Transportation Board (CTB) and chaired the Board of Directors of the Virginia Passenger Rail Authority (VPRA). While her tenure was short, she played an important role leading DRPT's efforts to serve all Virginians with high quality and innovative transportation solutions.

Mr. de Ferranti moved, with a second by Mr. Karantonis, to approve the Resolution of Commendation to Tiffany Robinson on Her Departure from NVTC. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Coffey, de Ferranti, Fye, Karantonis, Read, Sizemore Heizer, Storck and Underhill. The motion passed. (A copy of the resolution is attached.) Chair Bagley stated that the resolution and award will be mailed to Ms. Robinson.

#### Minutes of the January 8, 2026 NVTC Meeting

Mr. de Ferranti moved, with a second by Mr. Karantonis, to approve the Minutes of the January 8, 2026 Meeting. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Coffey, de Ferranti, Karantonis, Read, Sizemore Heizer, Storck and Underhill. Mr. Fye abstained. The motion passed.

#### Consent Agenda

Chair Bagley stated that the Consent Agenda includes four action items:

- Resolution #2598: Approve the FY 2027 State Assistance Applications to DRPT
- Resolution #2599: Authorize the Executive Director to Apply to DRPT for 2026 Blue and Yellow Lines Construction Marketing Initiative Funds and to Allow NVTC to Provide the Local Match
- Authorization for the Executive Director to Issue an RFP for Development and Implementation of the 2026 Blue and Yellow Lines Construction Marketing
- Resolution #2600: Approve Updates to NVTC's 2026 Committee Membership

Mr. Bierman moved, with a second by Mr. de Ferranti, to approve the Consent Agenda. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Coffey, de Ferranti, Karantonis, Read, Sizemore Heizer, Storck and Underhill. Mr. Fye abstained. The motion passed. (Copies of the resolutions are attached.)

## Washington Metropolitan Area Transit Authority (WMATA)

Chair Bagley asked WMATA Board Principal Walter Alcorn to give the update since Mr. Flowers could not attend. This will be followed by WMATA Committee Chair Matt de Ferranti giving his report.

Report from the WMATA Board Members. Mr. Alcorn reported that WMATA's FY 2027 budget process continues to move forward as the detailed operating budget and Capital Improvement Program were released several weeks ago and the public comment period ended on February 10. WMATA and NVTC continue to monitor legislative activities that could impact its financial position.

Mr. Alcorn stated that WMATA's safety numbers continue to demonstrate management's commitment to safety for riders and employees. Serious crime is down 35% year-over-year and WMATA is again an industry leader across many bus, rail and access safety categories. The WMATA Board also received recent updates on Metro's key performance indicators where they continue to move in the right direction on ridership, customer satisfaction and on-time performance. One area where WMATA is focused on is the hiring more bus operators as there have been bus reliability challenges this winter.

Mr. Alcorn also highlighted a new initiative called the Service Design and Management program. First identified in the recently updated Strategic Transformation Plan, this program charts a course toward improving scheduling and planning, advancing new operational strategies, and working with regional partners to advance work on the bus priority corridors from DMVMoves.

Report from the Chair of the WMATA Committee. WMATA Committee Chair Matt de Ferranti noted that the previously scheduled February 19 WMATA Committee meeting was canceled. He reported that as the WMATA Committee chair, he submitted comments on WMATA's FY 2027 budget by the February 10 deadline. Looking ahead, the next Joint WMATA Committee/Legislative and Policy Committee meeting is scheduled for April 16 and WMATA Inspector General Michelle Zamarin has been invited to provide an update on her important work. As a reminder, the WMATA Inspector General reports to the WMATA Board and is charged with promoting efficiency and effectiveness in WMATA activities, namely by conducting and supervising audits, program evaluations and investigations. Mr. de Ferranti stated that there are opportunities for WMATA and NVTC to leverage each other's efforts as NVTC continues to identify ways to reduce costs and improve operational efficiencies at WMATA. The way NVTC documents those strategies is in its Annual Report on the Performance and Condition of WMATA, which is statutorily required to report to the General Assembly and the governor, which will also be on the agenda for the April 16 meeting.

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

Legislative and Policy Committee Vice-Chair James Bierman gave the report. He noted that a lot has happened in Richmond since the Commission and the Legislative and Policy Committee last met in January. The two legislative packages that identified solutions to the

region's transit funding needs – HB 900/SB 730 and HB 1179/SB 638 – were carried over to 2027, meaning that they will not advance in their current legislative form during this Session. As a result, NVTC is now tracking the House and Senate proposed budgets, which were released on February 22. Conference negotiations will determine which of the operating, capital and policy provisions are ultimately included in the final adopted budget. As it currently stands, neither budget meets the region's full transit funding needs.

Mr. Bierman explained that the House budget proposal focuses primarily on near-term operating funding stabilization for the localities' payments to WMATA. However, it only provides \$153 million for WMATA operating across the two-year budget period, instead of \$153 million in FY 2027 and growing at 3% annually as identified through SJ 28. There is no additional funding for local transit, VRE or WMATA capital identified in the House budget. The Senate budget proposal does the opposite, focusing on WMATA capital, some statewide transit assistance that includes local transit agencies, and some limited funding for VRE and WMATA through the Commonwealth Mass Transit Fund. The Senate proposal relies on new revenues to the Commonwealth Transportation Fund and the region as a result of ending a sales and use tax exemption for data centers that was originally scheduled to expire in 2035. However, some regional partners have potential concerns with this revenue generation approach. Further, other than very small statewide increases in transit funding, there is no additional funding for local transit, VRE or WMATA operating identified in the Senate budget.

Mr. Bierman stated that there is some language in other budget proposals including a requirement for DRPT to assess the feasibility of consolidating DASH, Connector, ART and CUE into a unified regional bus system. NVTC staff will continue to track budget negotiations and provide updates as needed.

Legislative Liaison Aimee Perron Seibert provided more details on the current state of play in Richmond and what NVTC can do in the coming weeks to advocate for transit funding. Ms. Perron Siebert reported that the budget conferees were named last night when the budget went officially into conference. House conferees include Delegates Luke Torian (chair), Betsy Carr, Delores McQuinn, Paul Krizek, Terry Austin and Robert Bloxom. Senate conferees include Senators Louise Lucas (chair), Creigh Deeds, Mamie Locke, Todd Pillion and Richard Stuart. She noted that NVTC continues to work with its partners (WMATA, VRE, VTA, jurisdictional liaisons, Hampton Roads and Richmond, etc.) to continue to push the messages of "transit is important" and "transit needs help statewide."

Chair Bagley reiterated that neither budget version meets Northern Virginia's transit needs. Mr. Alcorn stated that this region is depending on the Commonwealth to come through on operating as well as capital needs. Mr. de Ferranti stated that consequences are huge.

Transit Service Delivery Advisory Committee (TSDAC). Ms. Mattice reported that the Commonwealth Transportation Board (CTB) met on February 17 and approved a revised timeline for final Board action on the changes to the MERIT operating and capital assistance formulas that provide funding to the local transit agencies. CTB is now expected to vote on any changes in October, which means that TSDAC and Virginia's transit agencies have time to fully evaluate the impact of potential changes. Importantly, the additional time will allow

DRPT to incorporate April 2026 performance data on transit agencies into its analysis, so they won't have to rely on older data that used pandemic ridership inputs.

Ms. Mattice asked Mr. Fye to provide more information about the goals and desired outcomes for this year's MERIT review. Mr. Fye stated that there is a pretty short runway to get this figured out. There is consensus on the proposed changes to capital. For operating, DRPT is taking what they learned last year, looking at analysis of the current formula and seeking feedback on a new approach to MERIT by getting away from the "one size fits all" approach. DRPT is committed to transparency and collaboration as the process continues. He also noted that HB 200 calls for TSDAC to look at the Transit Ridership Incentive Program (TRIP) program, which needs to now happen concurrently with the MERIT review work.

Ms. Mattice stated that with DRPT providing a timeline, this gives her the opportunity to reach out to the local transit systems to get their feedback in a meaningful way. The next TSDAC meeting is scheduled for March 10 in Richmond.

Federal Update. Ms. Mattice reported that at the federal level, President Trump signed the Consolidated Appropriations Act 2026 into law on February 3. 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. As a reminder, federal transportation programs authorized through the Infrastructure Investment and Jobs Act (IIJA) expire on September 30, 2026.

#### 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 zero-emission bus technical assistance. She then turned it over to Commuter Choice Program Manager Daniel Knickelbein to give a Commuter Choice update.

Mr. Knickelbein stated that the I-66 Commuter Choice FY 2027-2028 application period closed on December 12 and NVTC received 16 applications requesting \$69.8 million in funding, which is less than the \$100 million in funding available for new projects. 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 part of that review, staff determined that 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. Also, VRE's Broad Run Lead Track Design was referred to DRPT's I-66 Outside the Beltway (OTB) program for funding consideration, allowing for a consolidated funding request through the Outside the Beltway program.

Mr. Knickelbein explained that the remaining 14 applications were scored in accordance with the approved Commuter Choice evaluation criteria. After removing the Fairfax County and VRE applications from funding consideration, the requested Commuter Choice funding

amount is \$60.5 million. Unprogrammed funds will remain with NVTC and be carried over to the next I-66 funding cycle.

Mr. Knickelbein reported that the public comment period runs from March 4 through April 3, after which all comments and a staff-recommended 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. After approval, the final Program of Projects will be submitted for Commonwealth Transportation Board approval and inclusion in the Six-Year Improvement Program. Chair Bagley encouraged Commissioners to provide the information to their constituents on how the public can submit comments.

Mr. Karantonis observed that the I-66 program has substantial funding available, which can do a lot of good to the corridor.

### Virginia Railway Express (VRE)

Chair Bagley welcomed newly appointed VRE CEO Katie Choe, who started in her new role at VRE on January 20. Ms. 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.

Chair Bagley invited Ms. Choe to give her report, followed by VRE Vice-Chair Dan Storck to introduce the action items. Chair Bagley suggested a block vote on the actions and there were no objections.

VRE CEO Report. Ms. Choe stated that her main priority is to transition VRE from a commuter service to a full regional route service. The framework to do this is laid out in the System Plan, which in the next four years will triple to quadruple peak period reverse direction trains, double to triple off-peak service, almost double the daily number of trains, increase express service on both lines, and establish robust weekend service. In order to meet these service goals in the short-term, VRE needs to focus on three areas: ensuring VRE's infrastructure and asset work is progressing on schedule, improving the reliability and quality of service, and growing ridership. She explained that a lot of this ultimately comes down to transparency and communication with riders and stakeholders.

Ms. Choe provided February statistics, including monthly ridership of 160,975, which is up from the previous month and the previous year at the same time. On-time performance (OTP) for February was at 87% systemwide (92% on the Fredericksburg Line and 82% on the Manassas Line). This is the first time OTP reached over 90% since 2022. VRE did have challenges with two snowstorms. Amtrak implemented new snow plans at Union Station that cut off or heavily restricted VRE access to that station/coach yard. If VRE did not have access to its Seminary Yard, VRE would not have been able to run service for about a week.

Regarding the Long Bridge construction work window, VRE has been able to minimize the impacts to service.

Ms. Choe reported that on-time performance for the first week of March has been rough, with a failure of a brake part on two separate vehicles, which caused a cascading impact for the rest of the train schedule. VRE is working with the supplier to resolve the issue. With the Long Bridge work window, VRE does not have a lot of resiliency in the schedule to be able to recover from delays. Unfortunately, there was another mechanical failure during a morning peak service and then two trespassing incidents (not related to VRE service) happening later that day and 24 hours later. In a course of a week, riders were seriously impacted by these strings of delays. VRE has been communicating with them on the causes of the delays. She plans to do meet and greets at the Alexandria and L'Enfant Stations to capture the majority of riders. VRE staff understand the impact this all has had on riders.

Chair Bagley stated that several VRE employees went above and beyond before and during the snowstorms to ensure VRE could run service. She observed that the VRE team is a group of people that cares deeply about the service and the riders. Mr. Karantonis thanked Ms. Choe for the transparency in her report. He reminded Commissioners that VRE has a very strict safety philosophy and standards. This is important to remind riders.

Ratification of VRE Applications for Funding. Mr. Storck stated that the Commission is asked to ratify two VRE grant applications. Since neither Commission had a February meeting and the submission deadlines were in February, the applications were submitted but will be withdrawn if the actions are not approved. Resolution #2601 will ratify VRE's application, on behalf of the Commissions, to the USDOT's BUILD discretionary grant program for the VRE L'Enfant Station and 4th Track Improvements project. The federal grant amount requested is \$25 million. Resolution #2602 will ratify VRE's application to the DRPT FY 2027 I-66 Outside the Beltway Funding Program for the design phase of the Broad Run Lead Track. This application is seeking \$11.3 million in funding to support final design and all necessary environmental reviews.

VRE Capital Project Funding Addendum with VPRA for the Alexandria Pedestrian Tunnel Project. Mr. Storck stated that Resolution #2603 will approve and authorize the VRE CEO to execute a Capital Funding Addendum with the Virginia Passenger Rail Authority for the Alexandria (King Street Station) Pedestrian Tunnel project. This 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 and it will facilitate VPRA providing up to \$22 million in SMARTSCALE funds to VRE for this project.

VRE Contracts of Purchase and Sale. Mr. Storck explained that these three related contracts of purchase are grouped together. Resolution #2604 will approve a Contract of Purchase and Sale with the Virginia Passenger Rail Authority for the Broad Run Corridor. Resolution #2605 will approve a Contract of Purchase and Sale with VPRA for Station Site Permanent Easements on the Manassas Line. Resolution #2606 will approve a Contract of Purchase and Sale with VPRA for the Seminary Yard Property.

For context, Mr. Storck explained that the Commissions previously approved the Purchase and Sale agreement (PSA) in September 2025 for four property interests from VPRA for \$155 million. However, 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.

Mr. Storck explained that 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. Operations Board members have been briefed on this situation, but the amended agreements were not ready in time for Operations Board approval at its February meeting.

Mr. Storck stated that 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.

Mr. Storck moved, with a second by Mr. Bierman, to approve the block vote of six action items:

- Resolution #2601: Ratify VRE's Application to the USDOT for a FY 2026 BUILD Grant for the VRE L'Enfant Station and 4<sup>th</sup> Track Improvements Project
- Resolution #2602: Ratify VRE's Application to the DRPT FY 2027 I-66 Outside the Beltway Funding Program for the Design Phase of the Broad Run Lead Track
- 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
- Resolution #2604: Approve a Contract of Purchase and Sale with VPRA for the Broad Run Corridor
- Resolution #2605: Approve a Contract of Purchase and Sale with VPRA for Station Site Permanent Easements on the Manassas Line
- Resolution #2606: Approve a Contract of Purchase and Sale with VPRA for the Seminary Yard Property

Chair Bagley noted that VRE Chief General Counsel MinhChau Corr briefed the VRE Operations Board on the VPRA agreements. Nothing is changing on the costs or projects, but just how they are being executed.

Chair Bagley also announced that VRE staff will be alternating staff between the NVTC and PRTC Commission meetings instead of sending all staff to both meetings. Ms. Choe stated that she plans to attend the May PRTC meeting and one of her senior staff will be at NVTC. Ms. Coffey stated that she appreciates the strategy.

Chair Bagley reminded Commissioners that VRE faces an operating funding cliff when pandemic relief funding runs out in FY 2028, so there also needs to be a transit funding solution for VRE as well. Mr. Karantonis agreed that VRE needs strong funding support for both operating and capital. Mr. Alcorn stated that without transit funding legislation, VRE jurisdictional subsidies could double or triple in three years.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Coffey, de Ferranti, Karantonis, Read, Sizemore Heizer, Storck and Underhill. Mr. Fye abstained. (Copies of the resolutions are attached.)

### Department of Rail and Public Transportation

Chair Bagley noted that as mentioned earlier DRPT Director Zimmerman is at the PRTC meeting, so Mr. Fye will give the DRPT report. Mr. Fye encouraged Commissioners to read the written report, which includes statewide transit ridership. Overall, ridership trends are heading in the right direction. DRPT is reviewing all the submitted grant applications and a draft Six-Year Improvement Program (SYIP) is expected to be presented in April with CTB action in June.

Mr. Fye stated that he and Director Zimmerman have been busy over the last month. His first week included attending the Virginia Transit Association (VTA) reception and NVTC's legislative reception. He also noted that he and Director Zimmerman will alternate between the NVTC and PRTC meetings. DRPT Director Zimmerman will be at the May 7 NVTC meeting and he will attend PRTC.

### Executive Director Report

Ms. Mattice encouraged Commissioners to read the executive director newsletter, which includes a recap of a busy month filled with activities in Richmond. On February 2, NVTC staff participated in the Virginia Transit Association's 2026 Transit + Rail Advocacy, a day of meetings with state legislators and transit partners from across the state. Later that week, NVTC and the Commonwealth Strategy Group hosted a legislative reception in Richmond to promote the value of transit in Virginia. She also noted that the newsletter is debuting a new data feature – "Charting Transit" with snapshot of transit trends and other data stories.

Ms. Mattice reviewed upcoming meetings:

- No April Commission meeting, but there are several committee meetings.
- Program Advisory Committee, Thursday, April 16- 4:30 p.m., followed by the joint WMATA Committee/Legislative and Policy Committee meeting at 6:00 p.m.
- Next Commission meeting is May 7, 2026 at 7:00 p.m. (Executive Committee at 6:00 p.m.)

Ms. Mattice provided highlights of NVTC’s quarterly Communications Metrics Report, covering October through December 2025. There was an uptick in media mentions, thanks to coverage of NVTC’s October open house for Envision Route 7, transit funding work and the NVTC-PRTC-VRE Legislative Forum in December. That trend holds for web visits: the Envision Route 7 and legislative forum page, and the NVTC homepage were the top visited sites of the quarter.

Ms. Mattice stated that the December 2025 and January 2026 Financial Reports are provided in the meeting materials. There were no comments or questions.

Chair Bagley shared how she used transit for her entire trip to and from England. She told the story because it is a tourism story and an economic development story. When she was in the UK, she never had to look at a transit schedule, which is what frequency accomplishes.

### Adjournment

Without objection, Chair Bagley adjourned the meeting at 8:36 p.m.

Approved this 7<sup>th</sup> day of May 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer



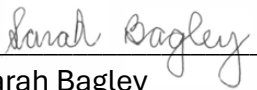
## RESOLUTION OF COMMENDATION

- 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;

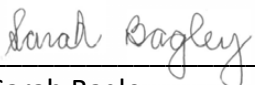
**WHEREAS:** Under Director Robinson's leadership, the Department of Rail and Public Transportation worked tirelessly to advance their mission to serve all Virginians with high quality and innovative transportation solutions; and

**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



## 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:

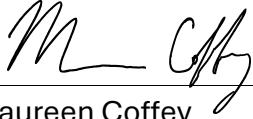
- 1) To accept from DRPT and execute the grant for VRE capital and operating purposes per Section 33.2-1526.1.D.3 of the Code of Virginia in such amounts as may be awarded; and
- 2) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**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.

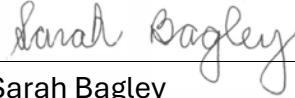
**BE IT FURTHER RESOLVED** that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and its members, to furnish to the Transportation Planning Board, the Commonwealth Transportation Board, and other state and federal funding agencies such documents, information, assurances 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.



Maureen Coffey  
Secretary-Treasurer



Sarah Bagley  
Chair



**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;

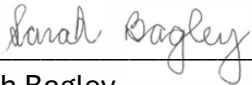
**WHEREAS:** The funding requires a local match of 20% (\$20,000) which NVTC will provide from its General and Administrative Budget; and

**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.

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

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



## 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**

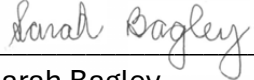
Chair, Canek Aguirre	City of Alexandria
Vice-Chair, James Bierman, Jr.	Fairfax County
Maureen Coffey	Arlington County
Matt Letourneau	Loudoun County
Catherine Read	City of Fairfax
Justine Underhill (David Snyder, Alternate)	City of Falls Church
<i>Non-Voting Member:</i>	
Saddam Azlan Salim	General Assembly

**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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Maureen Coffey  
Secretary-Treasurer


  
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Sarah Bagley  
Chair

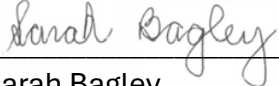


## RESOLUTION #2601

- 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.

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

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



## 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.

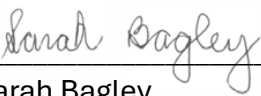
**BE IT FURTHER RESOLVED** that NVTC does hereby authorize the VRE Chief Executive Officer to make any necessary corrections to the project amount or description in the application, and to authorize the execution of all project funding agreements that may result from consideration of the VRE application.

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



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Maureen Coffey  
Secretary-Treasurer



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Sarah Bagley  
Chair



**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;

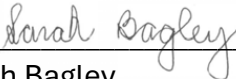
**WHEREAS:** VRE staff recommends approval of the proposed Capital Project Funding Addendum for the Alexandria (King Street Station) Pedestrian Tunnel Project to facilitate VRE’s access to up to \$21,853,149 in funds; and

**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.

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

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



## 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;

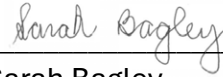
**WHEREAS:** It is infeasible for the Parties to close on all four property interests simultaneously, given the timing of various appraisals and deadlines imposed by federal agencies; and

**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.



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



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



## 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;

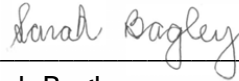
**WHEREAS:** It is infeasible for the Parties to close on all four property interests simultaneously, given the timing of various appraisals and deadlines imposed by federal agencies; and

**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.

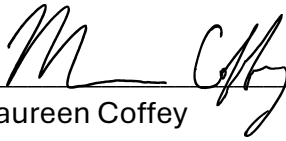
**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority for acquisition by the Commissions of the Station Site Permanent Easements on the Manassas Line from VPRA.

**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.



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



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



## 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

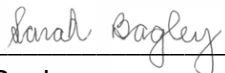
**WHEREAS:** VRE and VPRA remain committed to the purchase and sale of these four property interests, and decoupling the purchase and sale of these four property interests into separate agreements would allow VRE and VPRA to expeditiously close on property interests that are ready to close, while allowing 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.

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

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

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice, Ann McGrane, Adam Hager and Shannon Bacon  
**DATE:** April 30, 2026  
**SUBJECT:** Washington Metropolitan Area Transit Authority (WMATA)

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At the May 2026 meeting, the Commission will receive a report from Virginia WMATA Board Members Walter Alcorn and Darien Flowers. This month's report covers the adoption of the FY 2027 Operating Budget and FY 2027-2032 Capital Improvement Program, endorsement of the systemwide Rail Modernization Program vision, the FY 2026 mid-year finance review, the Commonwealth-funded WMATA Operational Analysis, an update to WMATA's U-Pass program and WMATA's artificial intelligence (AI) and digital modernization strategy. The report also summarizes recent Office of Inspector General (OIG) reports and procurement concurrence actions by WMATA's Finance and Capital Committee. NVTC WMATA Committee Chair Matt de Ferranti will also brief the Commission on the April 16 joint WMATA Committee/Legislative and Policy Committee meeting.

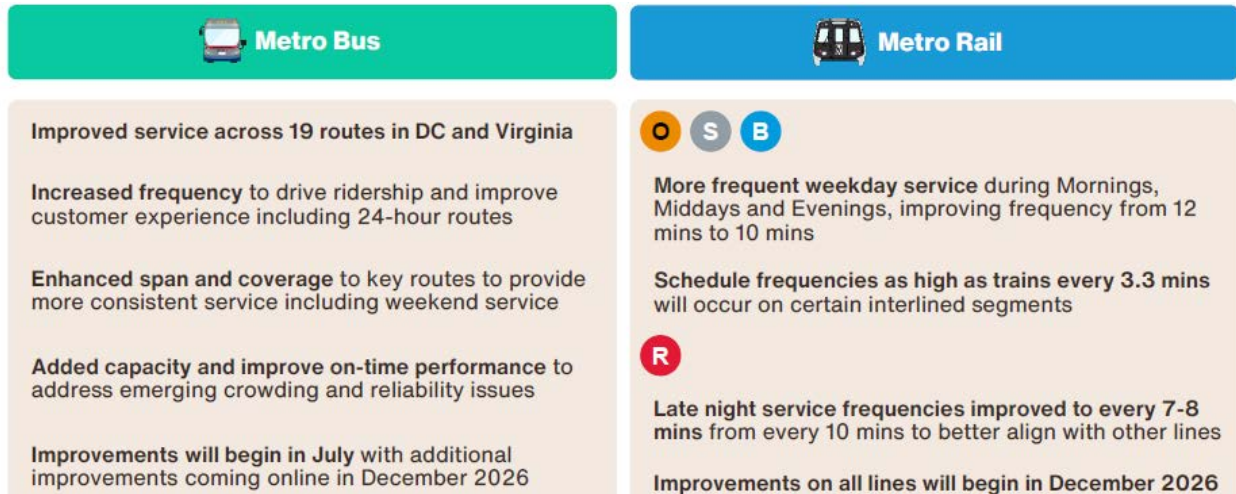
#### **A. Report from the Virginia WMATA Board Members**

- Adoption of FY 2027 Operating Budget and FY 2027-2032 Capital Improvement Program

At its April 23, 2026 meeting, the WMATA Board approved [the FY 2027 Operating Budget and FY 2027-2032 Capital Improvement Program](#). The \$2.7 billion operating budget continues WMATA's focus on reinvesting savings into service improvements, including increased bus frequency and coverage and more frequent weekday rail service (Figure 1). The \$2.1 billion capital program invests in state of good repair and modernization efforts that together restore, sustain and improve WMATA across all modes.

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 and directed staff to conduct a new Title VI civil rights analysis as a result. ("Title VI" refers to Title VI of the Civil Rights Act of 1964 which prohibits discrimination based on race, color or national origin in programs or activities receiving federal financial assistance. As WMATA is a recipient of federal funds, it must conduct a Title VI analysis when there are changes to transit service, such as bus routes.) As such, figures included in this document from WMATA's presentation materials do not precisely reflect the final adopted budget.

**Figure 1: FY 2027 Budget Bus and Rail Service Improvements\***

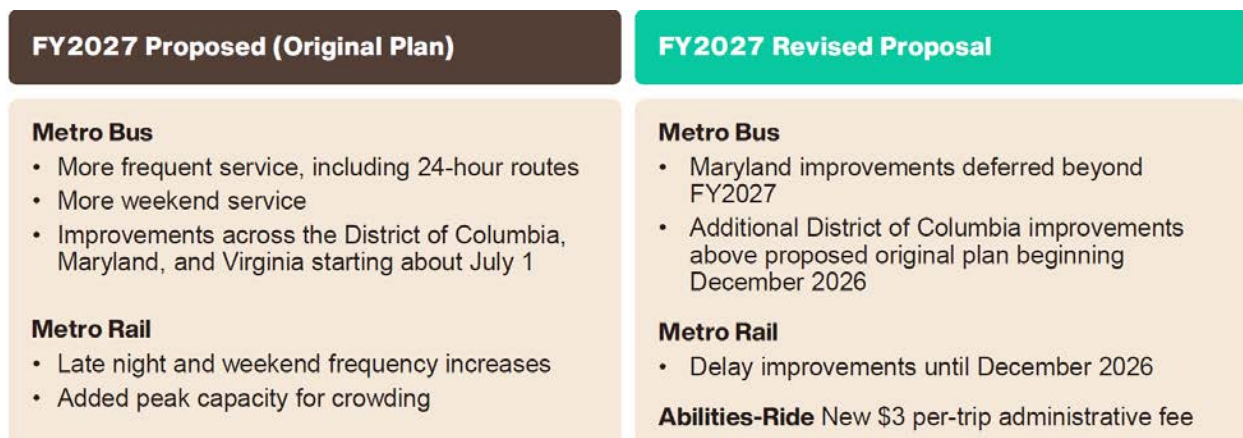


Source: [April 23, 2026 Finance and Capital Committee Meeting](#)

\*Only 10 routes are slated for frequency improvements, route enhancements or increased hours (down from 19 in the recommended budget) in accordance with the WMATA Board’s adopted budget resolution.

Prior to final budget adoption and in response to both an updated FY 2026 forecast and broader regional economic considerations, WMATA identified opportunities to grow revenues and lower jurisdictional subsidies. The adopted budget defers some bus and rail service improvements and begins a new Abilities-Ride administrative fee (Figure 2). Together, these changes generate more revenue and slow the growth in jurisdictional subsidies, reducing the total year-over-year total subsidy growth from 3.0% to 1.8%. Virginia’s subsidy in the adopted budget rises 1.6% year-over-year, down from 2.9% growth in the original FY 2027 proposal.

**Figure 2: Service Changes in Adopted Budget Relative to Original Proposal**



Source: [March 26, 2026 Finance and Capital Committee Meeting](#)

Supporting the FY 2027 operating budget’s \$2.7 billion in expenses is \$665 million in revenue, \$12 million in prior year savings, \$133 million in preventive maintenance transfers to the capital budget and \$1.9 billion in jurisdictional subsidy (Figure 3). The adopted budget contains a \$14 million increase in revenue relative to the original proposal driven by

improved fare payment compliance, expanded Tap.Ride.Go. and multi-day parking and the Abilities-Ride administrative fee.

**Figure 3: FY 2027 Budget Expenses, Revenues and Subsidy**

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

*Amounts are independently rounded and may not sum*  
*Note: \$12M prior year savings preliminary estimate; estimates subject to change*

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

The adopted FY 2027-2032 Capital Improvement Program does not differ substantially from the original baseline capital program scenario in December. WMATA originally considered two capital scenarios: one baseline, constrained scenario with no new regional investment and one with \$460 million in additional regional investment beginning by FY 2029 as recommended by DMVMoves. As legislatures have not yet identified additional funding support for WMATA’s capital program, the Board adopted the baseline, constrained funding scenario that continues to maintain the system but leaves WMATA facing a capital funding cliff once its debt capacity is exhausted (Figure 4).

**Figure 4: FY 2027-2032 Capital Program**

<b>Capital Investment Categories—Phase (\$M)</b>	<b>FY27</b>	<b>FY28–FY32</b>	<b>Six-Year Total</b>
Underway Projects	\$423	\$1,237	\$1,660
Recurring Reinvestment Programs	\$1,282	\$4,352	\$5,634
Design & Engineering	\$118	\$2,016	\$2,134
Planning & Development	\$26	\$973	\$999
Concept	-	\$622	\$622
Substantially Complete Projects	\$11	\$239	\$250
<b>Total Capital Investments</b>	<b>\$1,862</b>	<b>\$9,439</b>	<b>\$11,301</b>
Debt Service & Revenue Loss from Capital Projects	\$276	\$1,924	\$2,199
<b>Total Capital Program Uses</b>	<b>\$2,137</b>	<b>\$11,362</b>	<b>\$13,500</b>

*\*Totals may not add up due to independent rounding*

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

- Endorsement of the Rail Modernization Program Vision and Red Line Modernization Project

On April 23, 2026, the WMATA Board adopted a [resolution endorsing the systemwide Rail Modernization Program Vision and the Red Line Modernization Project](#). The Rail Modernization Program is a multi-phase approach to modernizing the Metro Rail system including communications-based train control (CBTC), station and platform investment, fleet acquisition and operational upgrades. The board-approved Red Line Modernization Project, included in the FY2027-2032 CIP, constitutes the first phase of the program with CBTC installation along the entire Red Line, at three rail yards and at the Greenbelt test track. It also includes 7000-series and 8000-series railcar conversions to be compatible with CBTC, platform screen door installation at 20 of the 27 Red Line stations and backend systems integration. Approval of this project also allows WMATA to begin engaging with the federal government to secure funding through the Capital Investment Grants program as a Core Capacity project, a multi-year discretionary funding process.

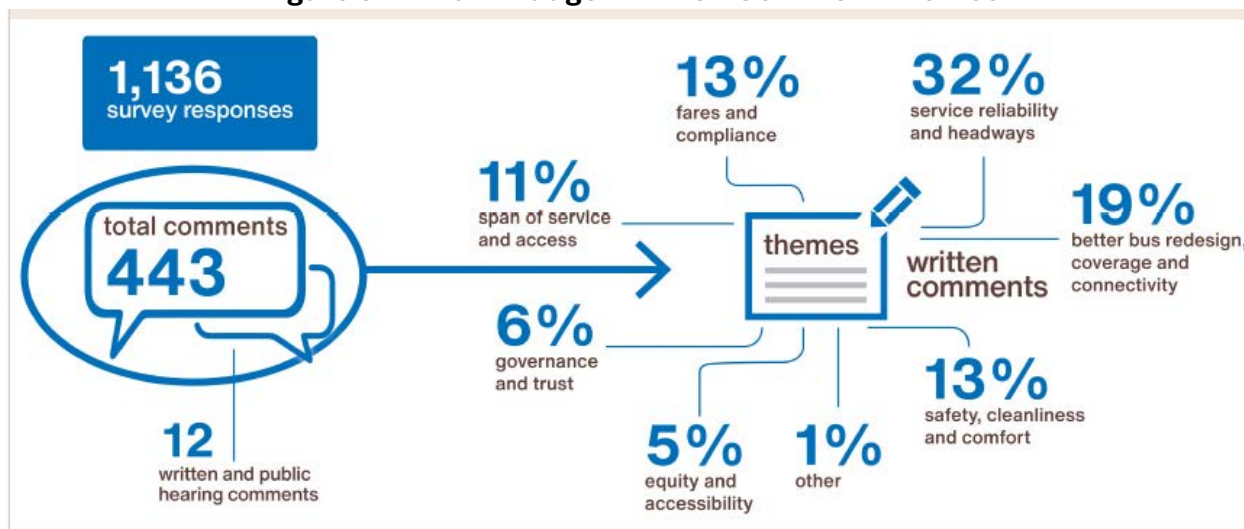
- FY 2027 Budget Public Engagement Report

The WMATA Board approved the [FY 2027 Budget Public Engagement Report](#) at its April 23, 2026 meeting. The Board-approved Public Participation Plan, meeting all Federal Transit Administration requirements, guided communications and outreach for the FY 2027 Budget cycle including three public hearings on February 3, 4 and 5, 2026. Two public hearings were conducted virtually and one in person in Northern Virginia, all of which were broadcast live on YouTube. The public hearings included a 30-minute open house where WMATA staff were

available to answer questions and the public could provide comments on the proposed budget and service changes.

In addition to the public hearings, WMATA collected feedback via public, online survey. WMATA received 433 public comments from 1,136 survey responses with more than 99% of feedback coming through the online survey. Approximately 20% of public comments came from Virginia residents. Feedback was overwhelmingly positive regarding specific proposals included in the survey, particularly those which incorporated increased frequency or time-span improvements. Common themes in customer's written feedback included service reliability and headways, Better Bus redesign and system safety and cleanliness (Figure 5). All customer comments are available in the [Public Engagement Report](#).

**Figure 5: FY 2027 Budget Written Comment Themes**



Source: [March 26, 2026 Finance and Capital Committee Meeting](#)

▪ FY 2026 Mid-Year Finance Review

WMATA staff presented the [FY 2026 Mid-Year Finance Review](#) at the March 26, 2026 Finance and Capital Committee meeting. WMATA's operating expenses stayed on budget through January 2026 as higher revenues helped offset expense pressures (Figure 6). Operating revenues were \$27 million above budget through the second quarter, led by passenger rail and parking revenues despite the impacts of winter weather and the federal shutdown in the fall. Operating expenses rose \$28 million above budget and were driven by continued cost pressures from propulsion, paratransit and personnel.

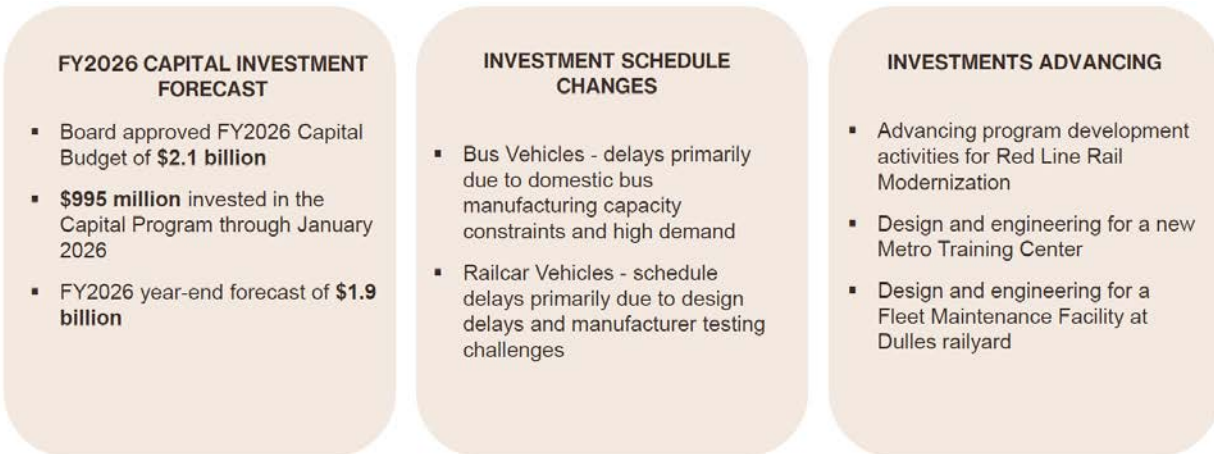
**Figure 6: FY 2026 Mid-Year Operating Budget Forecast**

(\$ in millions)	FY2025	FY2026	FY2026
	Actual	Budget	Feb Forecast
<b>Total Revenue</b>	<b>\$594</b>	<b>\$564</b>	<b>\$632</b>
<b>Gross Expenses</b>	<b>\$2,531</b>	<b>\$2,607</b>	<b>\$2,675</b>
Preventive Maintenance Transfer	(\$89)	(\$109)	(\$109)
<b>Net Expenses</b>	<b>\$2,442</b>	<b>\$2,498</b>	<b>\$2,566</b>
<b>Gross Subsidy</b>	<b>(\$1,848)</b>	<b>(\$1,934)</b>	<b>(\$1,934)</b>
Prior Year Savings		\$28	\$28
Federal Relief	\$123	\$0	\$0
<b>Jurisdictional Contribution</b>	<b>\$1,753</b>	<b>\$1,906</b>	<b>\$1,906</b>
<b>Operating Result</b>	<b>\$28</b>	<b>\$0</b>	<b>\$0</b>

Source: [March 26, 2026 Finance and Capital Committee Meeting](#)

WMATA forecasts \$1.9 billion in capital expenditures in FY 2027, down from a budgeted \$2.1 billion (Figure 7). Manufacturing delays have delayed the rail and bus investment schedules, while WMATA continued to advance Red Line Rail Modernization and design for a new Metro Training Facility and Fleet Maintenance Facility.

**Figure 7: FY 2026 Mid-Year Capital Program Summary**



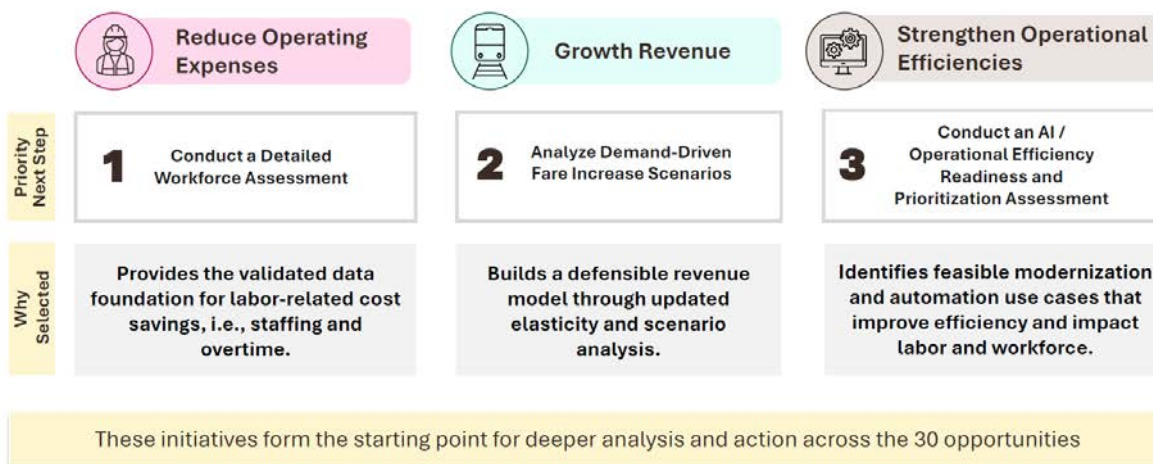
Source: [March 26, 2026 Finance and Capital Committee Meeting](#)

▪ Virginia Department of Rail and Public Transportation (DRPT) Operational Analysis

Consultants from Guidehouse presented [findings of the operational analysis](#) to the Finance and Capital Committee on March 26, 2026. In accordance with the FY 2025 and 2026 Virginia State Operating Funding Agreement between WMATA and the Virginia Department of Rail and Public Transportation (DRPT), WMATA’s Board of Directors engaged Guidehouse to conduct a thorough analysis of the authority’s operations and financial status. The analysis identified opportunities for WMATA to achieve cost efficiencies and enhance revenues with a focus on functions and processes which can be eliminated, restructured or significantly improved through technology and modernization. Guidehouse presented 30 opportunities and a series of recommended action items including assessments of WMATA’s workforce

and digital capabilities (Figure 8). It is anticipated that WMATA will prepare a workforce planning and overtime management briefing later this year.

**Figure 8: WMATA Operational Analysis Priority Next Steps**



Source: [March 26, 2026 Finance and Capital Committee Meeting](#)

- U-Pass Modernization

At the February 26, 2026 Finance and Capital Committee meeting, [the Board approved updates to the U-Pass program for colleges and universities in the region](#). The U-Pass program provides unlimited trips on Metro Bus and Metro Rail for eligible college and university students during the academic year. In order to enroll under the previous universal model, schools must have 100% of students enrolled in the program, costing \$1.00 per student per day. The new opt-in model offers the U-Pass product for \$1.75 per student per day and only requires 33% student enrollment (Figure 9).

**Figure 9: U-Pass Models and Conditions**

Metro will provide a two-track program, allowing each school to choose between the current universal model or a new opt-in model with a lower minimum participation requirement:

**Universal Model:** \$1.00/student/day & 100% participation requirement\*

**Opt-In Model:** \$1.75/student/day & 33% participation requirement\*

**Program Conditions:**

Schools can allow part-time students, graduate students, and community college students to participate

Each school will determine the population of students eligible to participate in the U-Pass program

Metro will increase daily cost with future fare increases

\* Based on the actual number of students eligible to participate in U-Pass each school year.

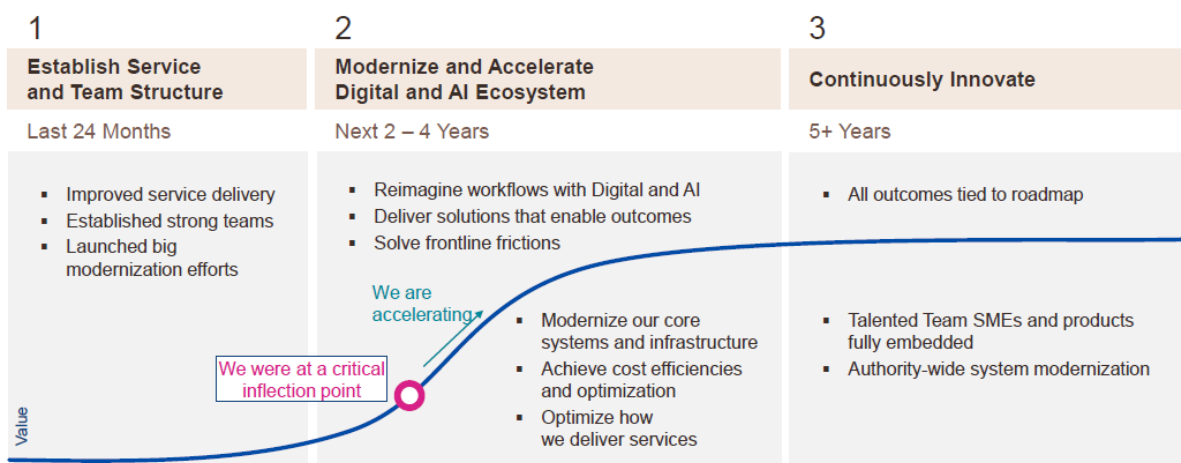
Source: [February 26, 2026 Finance and Capital Committee Meeting](#)

The opt-in model increases access to the 200,000 college and university students in the Washington, DC metro region through flexible enrollment options. WMATA staff proposed three main goals of the new opt-in model option: to increase affordable transit access, to build and expand a regional travel option and to balance growth with financial stewardship by increasing U-Pass costs in line with fare increases.

- Digital and AI Ecosystem Acceleration Update

At the March 26, 2026 Safety and Operations Committee meeting, staff provided [an update on the Digital Modernization program’s progress toward implementation of key technology across WMATA’s system](#). WMATA staff indicate the program’s development is at a critical stage where acceleration is necessary to modernize and optimize core systems. This program advances several recommendations in the WMATA Operational Analysis (summarized above), aiming to increase operational efficiency and capacity. WMATA outlined progress made in the past 24 months and where the agency intends to focus the program in coming years (Figure 10). Previous program successes include developing a digitized rail operator certification process to reduce idle time awaiting manual inputs of training status and a digital print shop app to improve efficiency and provide real-time order status to stakeholders.

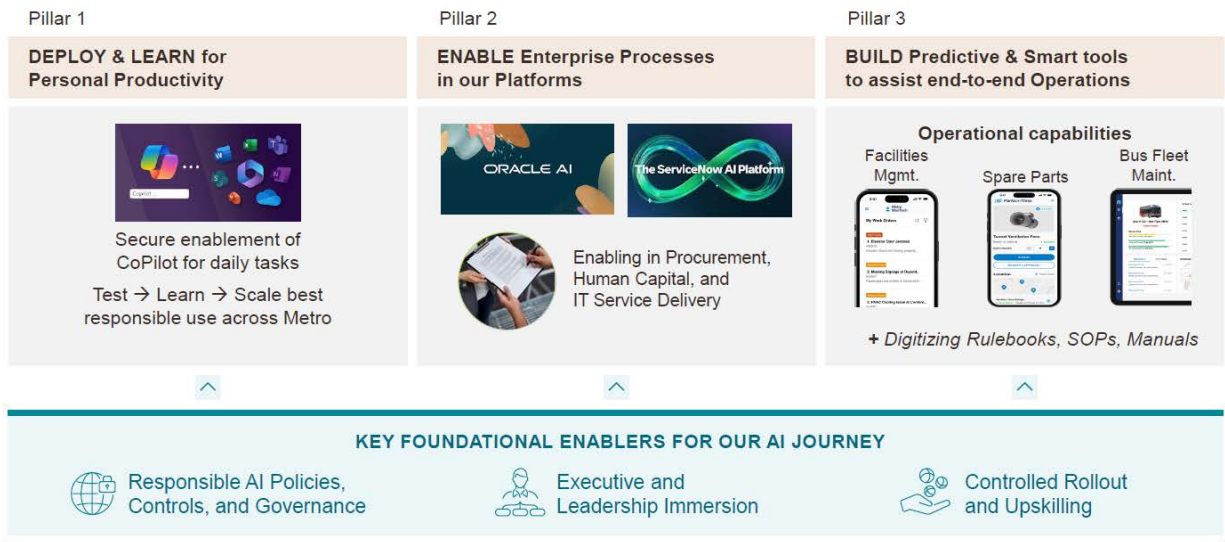
**Figure 10: Digital and AI Acceleration Program Workflow**



Source: [March 26, 2026 Safety and Operations Committee Meeting](#)

Over the next two fiscal years, WMATA is accelerating its adoption and implementation of new technologies including artificial intelligence (Figure 11). Staff note that a majority of the initiatives listed are ongoing and funded in the capital plan.

**Figure 11: Three Pillars of AI Implementation**



Source: [March 26, 2026 Safety and Operations Committee Meeting](#)

- Office of Inspector General Reports

At the February 26, 2026 Executive Committee meeting, WMATA Inspector General Michelle Zamarin briefed the committee on the [Semi-Annual Report covering July 1, 2025 through December 31, 2025](#). In that six-month period, the Office of Audits and Evaluations completed 10 contract audits, two audit reports, one evaluation report and one limited review memorandum which identified approximately \$23 million in monetary benefits for WMATA. Additionally, the Office of Investigations opened 26 investigations and closed 27 investigations which resulted in 17 management actions as well as one criminal action related to an ongoing insurance fraud case.

At the March 12, 2026 Executive Committee meeting, Ms. Zamarin updated the WMATA Board on the FY 2025 Single Audit and the reinstatement of the FY 2024 Single Audit. [WMATA's FY 2025 Single Audit Report](#), which reports on the audit of a federal funding recipient to ensure compliance with federal program requirements, contained several findings. These included a material weakness over financial reporting related to contract management, a significant deficiency in the design of internal controls related to suspension and debarment compliance requirements and a material weakness in the internal controls over the preparation of the Schedule of Expenditures of Federal Awards. As required by the Single Audit process, management provided corrective action plans for each of these findings, as disclosed in the Single Audit document.

Per the Single Audit report (p. 1): a deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Additionally, an [audit of WMATA's accounts payable process](#) for outside parties and miscellaneous vendors featured 10 recommendations to strengthen WMATA's internal controls and ensure financial accountability in the accounts payable process.

Ms. Zamarin presented on the recent [audit of WMATA's data privacy and protection practices](#) at the April 9, 2026 Executive Committee meeting. This report reviewed both personal and operational data protection strategies as compared to industry standards for best practices including alignment with the National Institute of Standards and Technology. The report included seven recommendations, many of which are already underway.

- Procurement Activities

Between February 26 and April 23, the WMATA Finance and Capital Committee provided concurrence on 16 procurement activities in accordance with Board Resolution M2025-01, adopted in November 2025 to strengthen the Board's oversight of WMATA's purchasing. Procurement activities in this period included enterprise resource planning modernization, bus and railcar parts, electrical and telecommunications infrastructure, new customer terminals to replace outdated fare vending machines and general contract modifications. Detailed descriptions and summaries of these concurrence items can be reviewed at the following links: [February 26, 2026](#), [March 12, 2026](#), [March 26, 2026](#), [April 9, 2026](#), [April 23, 2026](#).

- Ballston West New Entrance Reimbursable Project Agreement

At its April 23, 2026 meeting, the WMATA Board approved a [new reimbursable project agreement with Arlington County for the construction of a new west entrance to the Ballston Metro Station](#). Under the agreement, Arlington County will fund, design and construct the new entrance, then turn it over to WMATA to own and operate. The Arlington County Board is scheduled to consider the reimbursable agreement at its June 2026 meeting.

- Amendment to Crystal City Agreement

At the April 23, 2026 meeting, the WMATA Board approved an [amendment to the previously approved project agreement for the new east entrance to the Crystal City Metro Station](#). The amendment authorizes reimbursement to Arlington County for certain costs incurred due to a change in project scope requested by WMATA. These changes include the design and creation of a systems hub with fire alarm and other system controls, and a fire control room for emergency response personnel.

## **B. Other WMATA News**

- Tap. Ride. Go. Parking Upgrades Begin Rolling Out Across System

[Tap. Ride. Go. contactless payment will soon be available](#) in WMATA parking facilities after installation and activation began in early March. WMATA is using a phased implementation approach for this rollout to allow testing and refinement before expansion to additional

locations. An online tracker is available on the [Tap. Ride. Go. webpage](#) for customers to see where the payment system is currently available for use.

- [Pilot Program on Metro Rail Reminds Customers to Offer Priority Seating to Those in Need](#)

WMATA began a [pilot program](#) on some trains that displays decals reminding customers sitting in priority seats to offer them to people with disabilities, people who use mobility devices, older adults and pregnant people. Priority seats are next to the center doors of each railcar and the decals are placed on the floor in front to encourage proactively offering these seats to those who may need them. The pilot program will place decals in 20% of the 7000-series railcars for approximately three months before using feedback from customers, the Office of ADA Policy & Planning and the Accessibility Advisory Committee to evaluate effectiveness.

- [WMATA Launches 24/7 Metro Access Digital Assistant](#)

In response to customer requests for faster answers and increased flexibility managing Metro Access trips, [WMATA launched a digital assistant on March 18](#). When calling the Metro Access line as usual, customers are now connected first to the digital assistant that can help book trips, cancel rides and provide trip status information without waiting for an agent. Customers can still be transferred to a live agent for additional help or use the MyTransit Manager mobile app to manage trips.

- [WMATA Celebrates 50 Years of Service](#)

March 27, 2026 marked [50 years of WMATA service](#) which the agency celebrated with wrapped vehicles, a community celebration at Metro Center and an anniversary ride with staff and public contest winners. The first Metro Rail trip in 1976 carried customers on 4.6 miles of Red Line between Rhode Island Avenue and Farragut North Stations. Today, the system has expanded to 98 rail stations, as well as Metro Bus and Metro Access carrying tens of thousands of customers every day.

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

The NVTC WMATA Committee and Legislative and Policy Committee held a joint meeting on April 16 where WMATA Inspector General Michelle Zamarin briefed members on [her office's](#) recent audit and investigation work, [Semi-Annual Report](#) and an overview of their annual work plan process. Ms. Zamarin also spoke to the success of her office's collaboration with WMATA including regular reporting to the Board and proactively addressing OIG recommendations. NVTC 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 report will be developed alongside the WMATA Committee over the course of the year with Commission adoption anticipated in December 2026.

# AGENDA ITEM #6

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

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice, Ann McGrane and Owen Williams  
**DATE:** April 30, 2026  
**SUBJECT:** Report from the Chair of the Legislative and Policy Committee

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At the May 2026 meeting, Legislative and Policy Committee Chair Canek Aguirre and staff will provide updates on the April 16 joint NVTC WMATA Committee/Legislative and Policy Committee meeting, the 2026 General Assembly Session, the Transit Service Delivery Advisory Committee and federal transportation policy.

### A. 2026 General Assembly Legislative Session Recap

The 2026 General Assembly Session concluded in March, and Governor Spanberger has acted on all legislation passed by the legislature. The General Assembly reconvened on April 22 to consider gubernatorial amendments and vetoes, followed by a Special Session on April 23 regarding the state budget.

Several bills supported by NVTC were passed by the General Assembly this Session and signed into law by the governor:

- [HB 200 \(McQuinn\)](#) updates the Transit Ridership Incentive Program (TRIP) by expanding eligibility and streamlining program requirements. It also removes outdated provisions related to WMATA Compact reform coordination and extends the bus shelter code enforcement sunset.
- [HB 564 \(Reid\)](#) and [SB 583 \(Salim\)](#) authorize transit agencies to use bus obstruction monitoring systems to enforce parking and stopping restrictions in bus lanes and stops, supporting improved reliability and safety.
- [HB 330 \(McClure\)](#) allows WMATA-affixed signage within highway corridors, subject to federal requirements, to support non-fare revenue opportunities.

The following additional bills tracked by NVTC were also passed by the General Assembly and signed into law by the governor:

- [HB 547 \(Helmer\)](#) and [SB 731 \(Salim\)](#) establish requirements related to employee protections and compensation for private transit contractors and direct DRPT to convene a workgroup to develop implementation recommendations. The governor amended the legislation to delay implementation until July 1, 2027, and require re-enactment by the General Assembly next year. The General Assembly accepted the amendments.

- [HB 141 \(Reid\)](#) expands exemptions for the Virginia Passenger Rail Authority (VPRA) from certain procurement, technology and administrative requirements.
- [HB 446 \(Simon\)](#) expands VPRA’s authority to exercise eminent domain in support of new rail projects.

At the time of this writing, the General Assembly has not yet adopted a biennial budget to reconcile the House and Senate proposals released earlier this Session, which took notably different approaches to transit funding and support for WMATA. Conference negotiations will determine which of these operating, capital and policy provisions are ultimately included in the final adopted budget. NVTC’s legislative liaisons continue to engage with Senate Finance and Appropriations, House Appropriations and Governor Spanberger’s policy staff as well as Secretary of Transportation Donohue’s office to emphasize Northern Virginia’s transit needs.

Several transit-related studies, largely **contingent on inclusion in the final adopted budget**, are expected to move forward:

- [WMATA Cost Efficiency Review](#)
  - Assessment of WMATA cost savings and efficiency efforts led by DRPT. Report due October 15, 2026.
- [Northern Virginia Regional Bus Consolidation Feasibility Study](#)
  - Led by DRPT, evaluation of consolidating DASH, Fairfax Connector, ART and CUE into a unified regional bus system, including cost, operational, governance and public input considerations. Report due November 1, 2026.
- [Northern Virginia Parking Study](#)
  - Evaluation of potential revenue options, including a regional parking services tax, led by the Secretary of Transportation’s office and the Office of Intermodal Planning and Investment (OIPI) in coordination with the Department of Taxation. Report due November 15, 2026.
- [Private Transit Workforce Implementation \(HB 547 / SB 731\)](#)
  - DRPT-led workgroup to evaluate wages, benefits and equivalency standards across transit providers, with multi-jurisdictional considerations. Report due December 1, 2026.
- [Statewide Transit-Oriented Development Study](#)
  - Joint DRPT and Department of Housing and Community Development effort to identify opportunities and barriers related to transit-oriented development, housing production and economic development. Report due December 15, 2026.

#### Results of Value of Transit Media Campaign

In March, at the end of the 2026 Session, NVTC concluded an eight-week, \$5,000 media campaign to elevate awareness of the need for sustainable public transit funding among key legislative decision-makers.

The campaign spanned print, digital and social media channels — including the *Richmond Times-Dispatch*, the Virginia Public Access Project's VaNews distribution and the Virginia

Press Room podcast — and was reinforced by direct in-person engagement at legislative events and targeted member meetings.

**KEEP VIRGINIA MOVING FORWARD:  
INVEST IN PUBLIC TRANSIT**

Public transit in Virginia moves 3 million people every week.

Our safe, affordable transit systems save Virginia families up to \$10,000/year.

Public transit in Virginia generates billions of dollars in economic benefits for the Commonwealth each year.

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*I live where I live so I can use transit.*

*This is my lifeline.*

**NVTC**

Ad from digital and print editions of the Richmond Times-Dispatch

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**NVTC**

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Visit [novatransit.org/funding](https://novatransit.org/funding)

**NVTC**

Screenshots of Value of Transit paid social media ads

The [Value of Transit Campaign Report](#) provides more detailed information about the campaign.

The campaign exceeded its impressions goal by nearly 40%, delivering approximately 138,000 total impressions against a benchmark of 100,000. These results demonstrate that a strategic campaign with a modest budget can be effective in amplifying key legislative priorities.

Looking ahead, efforts to advance long-term, sustainable transit funding solutions will continue beyond the 2026 Session. Several NVTC-endorsed proposals were continued to the 2027 General Assembly Session, and NVTC will remain actively engaged with state partners to support development of a durable funding framework for Northern Virginia and the Commonwealth.

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

The Transit Service Delivery Advisory Committee (TSDAC) has continued advancing its review of the MERIT program, with meetings held in Richmond on March 10 and April 14. At its [March meeting](#), DRPT staff introduced a proposal to cohort transit agencies for purposes of allocating MERIT Operating Assistance, grouping systems by population size to allow for more tailored performance measures and peer comparisons. DRPT noted that this

approach is intended to improve transparency, predictability and alignment of funding with system characteristics, while maintaining overall stability in allocations year-to-year.

At its [April meeting](#), TSDAC members voted to cohort transit agencies into three groups; large urban, small urban and rural, based on the census designated area where the transit agency primarily operates. DASH, ART, Fairfax Connector, CUE and Loudoun County Transit would all be considered ‘large urban’ systems under the census designations used by DRPT. TSDAC also voted to allocate 81%, 12% and 7% of operating assistance revenue to these cohorts, respectively. ‘Policy Decision #2’ previewed in April and set to be decided in May, addresses the sizing metrics used to distribute funds within each cohort, including potential refinements to performance and cost factors. DRPT and TSDAC are expected to continue refining these concepts over the coming months, alongside development of a performance and stability fund component to the formula.

**Figure 1: Transit Service Delivery Advisory Committee Timeline**



Source: [April 14, 2026 Transit Service Delivery Advisory Committee Meeting](#)

In parallel, NVTC has convened three coordination meetings with Northern Virginia transit agencies and DRPT staff to support regional engagement on these policy decisions. Discussions have primarily focused on the proposed cohorting framework, system comparability within the large urban group and the potential impacts of revised sizing metrics on Northern Virginia operators. Feedback from these discussions is being shared with DRPT and TSDAC to help inform ongoing deliberations. DRPT continues to target September for a formal recommendation to the CTB, with final action anticipated in October and implementation aligned with the FY 2028 SYIP.

TSDAC has also initiated a legislatively directed review of the [Transit Ridership Incentive Program \(TRIP\)](#), with DRPT providing an overview of the current program and recent legislative changes as a starting point for discussion. The TRIP program was established in 2020 to provide competitive funding for projects that include zero and reduced fare, regional connectivity, public safety and passenger amenities and facilities. HB200, signed by the governor, removed specific floors and ceilings for funding allocations by these categories. The review will focus on potential updates to program guidelines, eligibility and evaluation criteria to better align with statewide transit goals and improve program effectiveness.

## C. Federal Update

Since enactment of the Consolidated Appropriations Act of 2026 in February, federal transit programs have been operating under full-year appropriations, including \$21.1 billion for public transportation. The Federal Transit Administration (FTA) has continued advancing FY 2026 funding allocations including projects funded through Capital Investment Grants such as Fairfax County's Richmond Highway BRT project.

Attention has now shifted to both surface transportation reauthorization and the FY 2027 federal budget process. Programs authorized under the Infrastructure Investment and Jobs Act (IIJA) are set to expire on September 30, 2026, and congressional committees have begun early work on reauthorization, with House leadership indicating an intent to begin markups on April 29. However, the timeline for enactment remains uncertain, and Congress may again rely on short-term extensions to maintain program continuity beyond the deadline. This effort is further complicated by projected insolvency of the Highway Trust Fund, including the Mass Transit Account, which is expected to face funding shortfalls in the coming years. As a result, Congress is also considering potential revenue options, including user fee mechanisms to address declining gas tax revenues, though consensus on a long-term funding solution remains unclear.

The Office of Management and Budget has released President Trump's [FY 2027 budget proposal](#), which outlines a shift in federal transportation priorities. The proposal requests \$26.6 billion in discretionary funding for DOT, an increase from FY 2026 levels, while reducing overall non-defense discretionary spending and significantly scaling back certain transit and multimodal programs. The budget request includes \$16.3 billion for public transit (a 23% reduction from FY 2026) and \$2.8 billion (an 82% reduction from FY 2026) for passenger rail. The administration does not include a surface transportation reauthorization proposal, leaving key questions about long-term federal transit funding levels and program structure unresolved.

For transit, the budget proposes a substantial reduction to the Capital Investment Grants (CIG) program and does not identify funding for any specific projects, creating uncertainty for projects currently in the pipeline. The proposal also eliminates funding for low- and no-emission bus programs and eliminates several competitive grant programs previously used to support multimodal and transit-oriented investments including RAISE/BUILD. At the same time, the budget maintains the existing \$150 million annual federal contribution to WMATA capital funding known as PRIIA and proposes new targeted funding for transportation-related investments in Washington, D.C., including station security, system upgrades and Union Station improvements. As with all proposed presidential budgets, Congress will take the request under advisement while creating its own budget.

NVTC will continue to monitor federal budget and reauthorization developments and engage with regional and national partners to support priorities for Northern Virginia, including sustained investment in transit operations and capital programs.

# Value of Transit Campaign Report



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*I live where I live so I can use transit.*

*This is my lifeline.*

FIND OUT MORE AT [NOVATRANSIT.ORG/FUNDING](http://NOVATRANSIT.ORG/FUNDING)

## Campaign Overview

In January 2026, NVTC launched a media campaign emphasizing the value of transit in Virginia, with the goal of increasing awareness of the need for sustainable transit funding among Virginia General Assembly members. The campaign was timed with the Virginia General Assembly 2026 Session and ran from mid-January through mid-March. With a total budget of \$5,000, the campaign focused on the Richmond and Northern Virginia markets, with print, digital and social media components, as well as direct, in-person engagement with GA members. Over eight-plus weeks, the campaign delivered a strong number of paid ad impressions and putting value of transit materials in the hands of key decision makers.

## Objective

Support efforts to secure sustainable, long-term transit funding for Virginia by reinforcing the message that public transit is an essential service with tremendous benefits for the Commonwealth.

## Key messages

- Transit isn't a “nice-to-have,” it's a must-have.
- Public transit is an essential service with tremendous benefits for the Commonwealth and its residents.
- Transit in Virginia moves millions of people every week, provides affordable transit options for families, and bolsters Virginia’s economy.

## Channels & Placements

### Paid media

- Richmond Times-Dispatch front page print ads (2 days, Jan. 22 and 23)
- [Richmond Times-Dispatch](#) digital ads (Jan 15 – March 15) during GA Session
- [Virginia Press Room](#) podcast sponsorship (Jan. 19-23 and 26-30) (radio ad)
- [VaNews](#)/VPAP day sponsorship (Jan. 23)

- Paid social media ads on NVTC’s LinkedIn account during Session, including ads geotargeted to Richmond area

**Direct outreach to GA members via key touchpoints**

- Dec. 15, 2025 NVTC/PRTC/VRE legislative forum (value of transit message in remarks, funding message in remarks/panel discussions, fact sheet handouts, postcard handouts)
- Feb. 2, 2026 Virginia Transit Association advocacy day
- Feb. 2, 2026 NoVA Delegation meeting
- Feb. 5, 2026 NVTC legislative reception
- Targeted meetings with legislators during Session

**Materials Shared**

- “Transit Keeps Northern Virginia Moving” postcard
- Bill explainer one-pagers
- [NVTC 2026 Legislative Agenda](#)
- NVTC fact sheets, including [transit funding explainer](#) and [ridership update](#)

**Success Metrics**

- Reach roughly 25% (~35) of the 140 GA members through direct outreach
- Goal of ~100,000+ impressions in the Richmond and NoVa markets

## Key Metrics

*Compiled from figures provided by media outlets and social platforms; some outlets provided projected impressions before ad purchase.*

Metric	Result	Goal / Benchmark
Impressions (Richmond Times-Dispatch)	80,000	55,000
Impressions (VaNews)	21,500	20,000
Impressions (Virginia Press Room)	4953	5,000
Impressions (LinkedIn)	31,942	20,000
<b>Total Impressions</b>	<b>138,395</b>	<b>100,000</b>

## Understanding Impressions

**What are impressions?** An impression is counted each time an ad is displayed on someone's screen. If the same person sees the ad three times, that counts as three impressions. For example, for an ad on a Metro train, every rider who boards and sees that ad represents one impression, even if the same person rides that line multiple times each day.

**Impressions vs. Reach:** Impressions tell you the total number of times the ad was shown (as opposed to reach, which tells you how many unique people saw it).

**Why do impressions matter?** Impressions are a foundational awareness metric. Higher impressions mean a message is getting in front of more eyeballs. They're especially important for campaigns where the goal isn't necessarily an immediate click or purchase but rather keeping a brand or message visible and top of mind.

**What's a good number?** There's no universal benchmark—it depends on budget, audience size, and campaign goals. The key is to compare actual number of impressions against the target set at the start of the campaign.

## Performance Highlights

### What Worked

- *Exceeded impressions goal of 100,000 over four (4) weeks.*
- *Coordinated with Richmond Times-Dispatch digital team to ensure ad appeared on any stories mentioning transit or transit funding during GA Session.*
- *Put materials in the hands of ~40 key decision makers either directly or via their staff, through in-person visits, meetings, and events. This number does not include GA members and staff that may have seen our message on social media and in our print, email, and podcast ad buys..*

### Areas for Improvement

- *Consider additional social coordination with partners (e.g. partner toolkit) to build on success of social ads.*
- *Identify outside funding sources or funding partners to increase ad spend for future campaigns.*

### Recommendations & Next Steps

- *Evaluate ROI of legacy media ads – are impressions worth investment?*
- *Evaluate feasibility of a coordinated campaign to include multiple partners sharing the same message.*

# Appendix

[Samples of campaign materials]

Richmond Times-Dispatch

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Social ads

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Hand cards distributed at NVTC events (Dec. legislative forum, February legislative reception, leave-behind for NoVA delegation meeting, leave-behind for GA visits):

Northern Virginia Transportation Commission

**Transit Keeps Northern Virginia Moving**

NoVa transit moves **2.1M** riders each week

NoVa transit generates **\$1.5B** annually to the Virginia general fund

Transit reduces roadway congestion and connects people to work, school and play.

**Now is the time to invest in transit**  
Learn how long-term sustainable funding is key to protecting the future of transit [novatransit.org/funding](http://novatransit.org/funding)

Potomac and Rappahannock Transportation Commission

ART, CUE, DASH, FREDERICKSBURG, LANTANA, METRO, OMNIride, VRE

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice, Ann McGrane, Sarah Godfrey, Sophie Spiliotopoulos,  
Daniel Knickelbein, Jason Adle and Amanda Sink  
**DATE:** April 30, 2026  
**SUBJECT:** Report from the Chair of the Program Advisory Committee

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For the May meeting, Program Advisory Committee (PAC) Chair Dalia Palchik will provide several updates from the April 16 committee meeting regarding I-66 Commuter Choice including the FY 2027-2028 PAC endorsed Program of Projects as well as the I-66 Needs Assessment, a joint NVTC-DRPT study. She will also highlight upcoming outreach for Envision Route 7 between Seven Corners and Mark Center/Southern Towers. Written reports on Envision Route 7 and Zero-Emission Bus Technical Assistance are provided below.

#### A. Commuter Choice

- **ACTION: Approve [Resolution #2607](#): Approve the I-66 Commuter Choice Program of Projects (FY 2027-2028) for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements**

The Commission will be asked to approve [Resolution #2607](#), which will approve the I-66 Commuter Choice FY 2027-2028 Program of Projects for submission to the Commonwealth Transportation Board (CTB) and authorize the executive director to execute Standard Project Agreements (SPAs) for the 14 projects. Upon approval from the Commission, the FY 2027-2028 Program of Projects will be sent to the CTB for final approval through the adoption of the Department of Rail and Public Transportation (DRPT) FY 2027-2032 Six-Year Improvement Program (SYIP).

On April 16, the Program Advisory Committee (PAC) reviewed and endorsed a Program of Projects with \$60.5 million in Commuter Choice funding for 14 projects, shown in **Table 1** below. Project profiles with maps of the 14 projects are available on the [Commuter Choice website](#). Additional information on the program development process, including eligibility review and application scores was included in the [March Commission materials](#).

**Table 1: I-66 Commuter Choice FY 2027-2028 PAC Endorsed Program of Projects**

Applicant	Project Title	Project Description	Proposed Funding Award
<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>	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>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
<b>Arlington County</b>	Ballston-MU Station 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 platform.	\$20,000,000
<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>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>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

Applicant	Project Title	Project Description	Proposed Funding Award
<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 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>Arlington County</b>	Route 55: East Falls Church Station to Rosslyn Station 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>Washington Metropolitan Area Transit Authority (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 along the proposed Envision Route 7 BRT corridor from the Spring Hill Metro Station in Tysons, Mark Center and West Alexandria Transit Center. Route F2X would operate every 15 minutes during the morning and evening peak periods.	\$11,255,525
<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>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>Total Project Funding</b>			<b>\$60,492,945</b>

Program Administration		
NVTC	<b>Program Administration and Oversight for FY 2027-2028</b> Supports NVTC's oversight and administration of over \$84 million in I-66 Commuter Choice awards to date (not including this Program of Projects), as per the Third Amended Memorandum of Agreement Transform 66: Inside the Beltway Project.	\$750,000
<b>Total Recommended Funding</b>		<b>\$61,242,945</b>

Source: NVTC

The PAC endorsed Program of Projects includes all 14 eligible applications that, taken together, would support approximately 6,500 additional weekday transit trips in the I-66 corridor upon their full implementation. They are estimated to result in over 128,000 hours of travel time savings and nearly \$3 million in reduced fuel costs for commuters annually. The proposed program includes:

- Three awards to Loudoun County Transit for long-haul commuter bus service, including the creation of a new route providing a direct trip between Leesburg and downtown Washington, D.C.
- Three awards to OmniRide for long-haul commuter bus service, including the creation of a new route running between Gainesville and the Union Station/NoMa area in Washington, D.C.
- Funding for Arlington County to help construct a new entrance at the west end of the Ballston-MU Metrorail Station as well as an award to provide enhanced service on ART Route 55, which runs between the East Falls Church and Rosslyn Metro Stations via Langston Boulevard.
- Continued funding for four Fairfax Connector commuter bus routes that link Fairfax County with key employment centers in Arlington and Washington, D.C.
- Two awards to WMATA to create new limited-stop bus routes along the Route 7 and Arlington Boulevard/U.S. Route 50 corridors that will complement existing local bus service.

With the adoption of this Program of Projects, the rolling average for transit operations costs for all projects on the I-66 corridor will be 31%, below the 50% cap outlined in the [I-66 Memorandum of Agreement \(MOA\)](#) with the Commonwealth. NVTC staff will continue to monitor this number in future program funding rounds.

#### Public Comment on the FY 2027-2028 Program of Projects

NVTC held a public comment period on the 14 projects under consideration for I-66 Commuter Choice funding from March 4 – April 3. All public comment materials were made available in both English and Spanish. Comments were accepted via an interactive online survey, email and telephone. Additionally, a [virtual public hearing](#) was held on Thursday, April 2. During the public comment period, staff received a total of 487 comments. A total of 479 comments were received via an interactive online survey (476 in English, 3 in Spanish), seven comments were received via email, and one comment was made at the virtual public hearing.

The majority of comments received were in support of the proposed projects under I-66 Commuter Choice FY 2027-2028 funding consideration. The attached [Summary of Public Comments for I-66 Commuter Choice Public Comment Period FY 2027 - FY 2028](#) contains the full set of comments received during the public comment period. Additional engagement with the public included Facebook and Instagram ads that resulted in nearly 2,900 link clicks on those ads and NVTC's public comment web pages, which garnered over 3,200 page views.

- **I-66 Needs Assessment**

Staff will provide an update on the I-66 Needs Assessment, a joint effort between DRPT and NVTC to better understand changing travel patterns along the I-66 corridor and to inform future projects that may be eligible for funding under NVTC's I-66 Commuter Choice program (Inside the Beltway) and DRPT's I-66 Outside the Beltway program. The Needs Assessment began in October 2024, and the Commission will be asked to accept the final report at its July meeting.

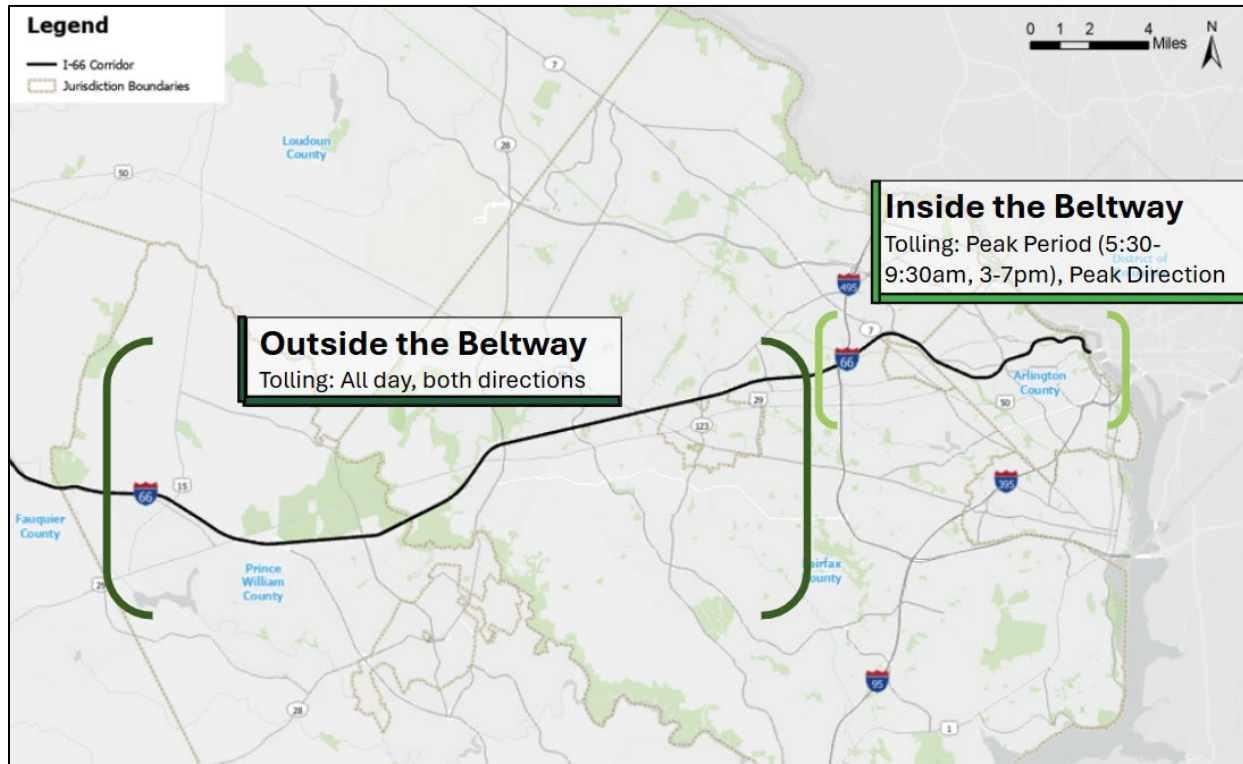
#### Background

NVTC's I-66 [Commuter Choice program](#) funds transit and other multimodal projects along the I-66 corridor using a portion of toll revenues collected from both I-66 Inside the Beltway (which operates as an exclusively tolled facility between 5:30 a.m. and 9:30 a.m. eastbound and between 3:00 p.m. and 7:00 p.m. westbound) and from the I-66 Outside the Beltway Express Lanes via an annual concessionaire payment. I-66 Inside the Beltway is operated by VDOT while I-66 Outside the Beltway is operated by I-66 Express Mobility Partners through a concessionaire agreement with VDOT.

Since 2017, NVTC has funded a variety of transportation improvements that benefit the corridor's toll road users by investing in projects that move more people, more efficiently along the corridor. [Toll revenue and concessionaire payments](#) to NVTC are scheduled to last until 2057, providing 31 more years of funding to enhance mobility along the corridor. Eligible applicants include local jurisdictions and transit agencies that operate in the corridor. Projects funded since 2017 include new or enhanced bus service (both local and express routes), the purchase of new buses, access to transit and bus stop enhancements, improvements to Metrorail and VRE commuter rail stations, and a variety of Transportation Demand Management (TDM) projects. Funded projects must benefit I-66 Inside the Beltway tollpayers, but previously funded projects have been located both inside and outside the Beltway.

DRPT's I-66 Outside the Beltway program supports transit improvements in the 22.5-mile Outside the Beltway portion of the I-66 corridor between Haymarket in western Prince William County and the I-495 junction through annual transit payments provided to the Commonwealth by Express Mobility Partners.. Projects funded by DRPT must benefit toll payers of the I-66 Express Lanes by expanding travel options and moving more people through the corridor. Concessionaire payments to DRPT are scheduled to last until 2068. The Outside the Beltway program has previously funded both capital and operating projects. **Figure 1** below is a map and description of tolling on I-66 both Inside and Outside the Beltway.

**Figure 1: Map of Tolling on I-66**



Source: NVTC

Unlike other transportation funding programs in the region, both of these programs can offer funding to multi-modal transportation capital projects that expand transit capacity and to transit operating investments that provide additional service along the corridor. Because these programs utilize toll funding generated in the Commonwealth of Virginia, both programs must provide funding in a manner consistent with the unique legal and programmatic requirements associated with toll revenues. Given both the opportunities and constraints of these programs, the continual development and refinement of a pipeline of projects is critical to meet the goals of both programs.

### Study Goals

The primary goal of the I-66 Needs Assessment study is to identify a robust pipeline of short- and long-term transit and other multimodal investments that each respective grant program could support. The pipeline includes:

- A menu of near-term transit and multimodal improvements that supports program goals and provides a resource for eligible applicants and both NVTC and DRPT to reference before and during upcoming Calls for Projects.
- Regional projects whose implementation would involve multiple jurisdictions and/or transit agencies and require significant coordination in advance of any funding application.
- Large capital and mega projects that the Commuter Choice and I-66 Outside the Beltway programs could provide some funding to but are too large to be wholly funded by either of these programs.

Additional study goals include:

- Identifying current and anticipated future travel patterns in the corridor to understand where there may be gaps in planned projects that could be met through the creation of additional projects.
- Conducting a financial analysis to determine how much funding will be available for both programs through the life of both Memoranda of Agreements (MOAs) and how that funding availability interacts with demand for funding as identified in the investment pipeline.
- Examining potential policy changes that could be made to one or both programs to support program goals and to look at different ways funding from both programs can be utilized to most effectively meet the mix of projects from the investment pipeline.

### Investment Pipeline

To create a pipeline of projects that could be funded through either funding program, over 30 previously completed plans and studies were examined for projects that meet program goals and have a nexus to the I-66 corridor. Additional projects were identified through engagement with corridor stakeholders, and a handful of projects were created by the project team to meet future travel demand that was unmet by existing projects. A summary of the projects identified for the investment pipeline and categorized by project type can be found in **Table 2** below.

**Table 2: Investment Pipeline Summary Table**

	Project Type	Cost Range	Number of Projects	Project Examples
<b>Capital Projects</b>	<b>Minor Capital</b>	< \$5M	20	Bus purchases, transit center renovations
	<b>Major Capital</b>	\$5M - \$100M	15	Larger transit center improvements, capital infrastructure supporting enhanced VRE service and park-and-ride lot construction
<b>Operating Projects</b>	<b>Transit Service</b>	< \$50M (annually)	36	New bus routes, route extensions and/or frequency improvements
	<b>Large Transit Service</b>	> \$50M (annually)	2	Operating enhancement for VRE to meet proposed 2030 and 2050 service levels
<b>Mega Projects</b>	<b>Mega Capital</b>	> \$100M	16	BRT projects, Metro station improvements

Source: NVTC

The I-66 Needs Assessment identified 89 projects totaling \$16.8 billion in costs. The greatest number of projects by category was transit service (36 projects), while the majority of anticipated future project costs (approximately \$13 billion) was for large capital and mega capital projects. Projects were categorized by jurisdictions/transit operator, and each project identified includes a five-year horizon window for implementation and an estimated cost (in 2026 dollars).

### Financial Scenario Analysis and Policy Change Considerations

After creating the investment pipeline, a financial analysis was undertaken to help answer the following questions:

- What is the total volume of funding available over the life of the MOAs for both programs for potential capital and operating uses?
- How could creative financing methods, including debt-financing or set-asides, be utilized and how would their implementation impact funding availability?
- How could funding be allocated between operating, smaller capital and larger capital projects to ensure the highest-performing projects are funded?
- Which financial scenario(s) best meets the mix of project types identified in the project list?

The financial scenarios evaluated as part of the analysis can be seen in **Figure 2** below.

**Figure 2: Financial Scenarios Evaluated**



Source: NVTC

The financial analysis identified approximately \$1 billion in funding (2026 dollars) anticipated for future use by both programs. With nearly \$17 billion in project costs identified in the investment pipeline, demand for both capital and operations projects greatly exceeds funding availability. Additionally, the analysis found that while debt issuance could be used to quickly fund one or more larger capital projects, doing so would result in less overall funding as one or both programs would need to pay back debt costs. Finally, providing significant funding for one or more larger capital projects would constrain the ability of both programs to meet the continued demand for transit operations projects identified in the investment pipeline.

The final report will also look at potential policy changes that could be made to both programs to help strategically leverage future funding in support of the most impactful projects and that best meet program goals. Potential policy changes can also help enable the implementation of one or more financial scenarios that most closely align with the suite of projects identified in the investment pipeline. The policy change discussion section of the final report will include a discussion of tradeoffs to ensure that the implications of implementing one or more of the identified changes considers both the potential benefits and potential risks associated with a change.

### Next Steps

The full report will be included in the Commission's meeting materials prior to adoption at the July meeting. Post-adoption, staff will begin to consider the implementation of one or more potential policy changes identified in the report prior to the next I-66 Call for Projects opening in fall 2027. Any major policy changes to the Commuter Choice program are brought to the Commission for review and approval.

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

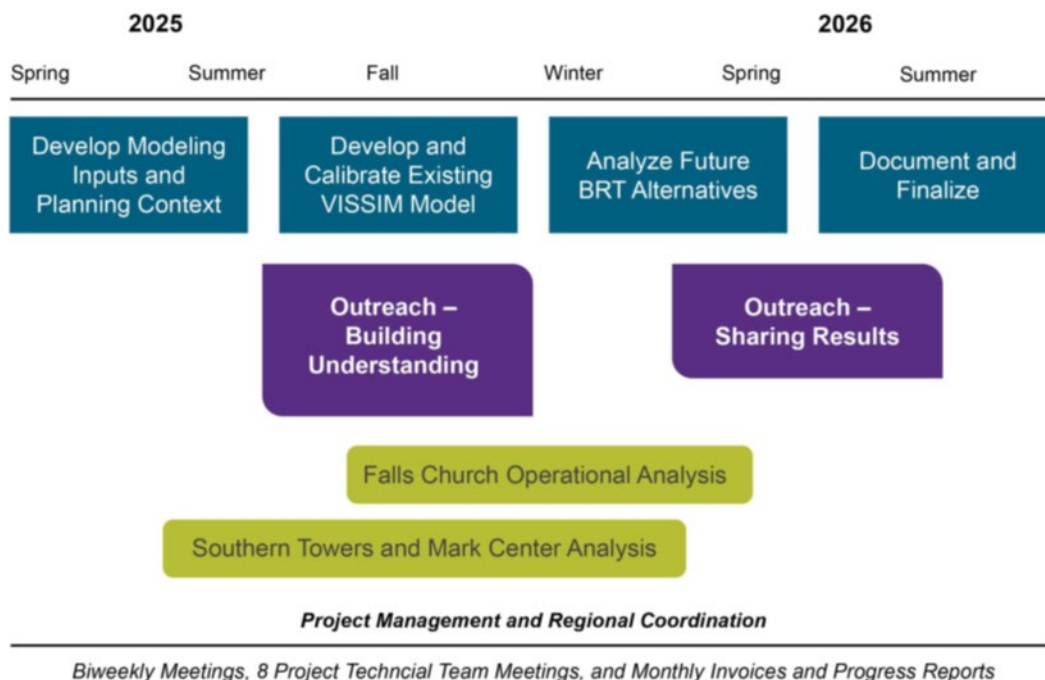
NVTC staff continue to advance planning and coordination for the [Envision Route 7 BRT](#) project. In March and April, NVTC staff and their consultant team:

- Held a meeting of the Project Technical Advisory Committee (PTAC), where the team provided updates on ongoing analysis work and a preview of upcoming outreach activities;
- Worked with City of Falls Church staff to finalize the scope of the Falls Church operational analysis task;
- Finalized the results of a Southern Towers and Mark Center terminus analysis;
- Held coordination meetings with Fairfax County staff to further define assumptions for conceptual roadway designs as part of the Seven Corners to Mark Center/Southern Towers analysis.

At the March 3 Program Technical Advisory Committee (PTAC), the project team shared an update on the alternatives development process, the evaluation approach for the scenarios, and received an update from Fairfax County on projects and initiatives in the county related to bus improvements along the Route 7 corridor. The project team also shared a preview of the upcoming outreach phase including an explanation of the timeline, the focus and the event types.

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.

**Figure 3: 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. The next phase of outreach will look to inform stakeholders about the technical analysis and infrastructure scenarios that the project team is currently evaluating and the tradeoffs that each scenario brings with it. Stakeholders will also provide feedback on the BRT experience and will explore how each scenario provides a different experience.

The outreach period is expected to run from May 13 through June 12, with bus stop chats, pop-up events and an open house, similar to the first phase of outreach. The open house is scheduled for Tuesday, June 9 from 5:00 p.m. to 7:00 p.m. at the Ellen Coolidge Burke Branch Library at 4701 Seminary Road Alexandria, VA 22304 . The open house is a drop by anytime event allowing visitors flexibility to attend. Additional details will be made available on NVTC’s [Envision Route 7 website](#), as well as through future issues of the Envision Route 7 newsletter. ([Link to sign up for the newsletter.](#))

### C. Zero-Emission Bus Technical Assistance

At the April 16 PAC Meeting, NVTC staff provided an update on the Zero-Emission Bus (ZEB) Technical Assistance program, with an overview of nationwide ZEB adoption trends and details about NVTC’s planned technical assistance for the NVTC ZEB Working Group over the next two years.

Nationwide, ZEB deployment has increased by approximately 16% year-over-year, with most agencies adopting battery-electric buses (BEBs) according to a [recent report by Calstart](#). The report also identified procurement and operational challenges such as energy

limitations as constraining the pace of ZEB transitions. These challenges have led most agencies to take a phased, route-based approach toward transitioning to ZEBs.

As of March 2026, Northern Virginia transit agencies are in different stages of adoption with 36 BEBs in service and 36 BEBs on order across ART, DASH, Fairfax Connector and Loudoun County Transit fleets. With this growing body of experience in BEBs across the region, there is an opportunity to share lessons learned and identify additional challenges that could benefit from outside expertise. It is for this reason that NVTC contracted with AECOM to provide technical assistance to agencies in the NVTC district. The Commission approved this technical assistance contract in December 2025, funded through NVTC's research budget and a DRPT Technical Assistance grant, and NVTC staff held a kickoff meeting with AECOM in January 2026.

NVTC held its first ZEB Working Group meeting of 2026 on March 13, during which staff introduced the consultant team and led a discussion of potential technical assistance topics to explore in detail. Over the next two years, NVTC will host quarterly working group meetings to discuss emerging trends and present research topics of interest. Additionally, staff are working with the consultant team to develop a work plan for targeted technical memos that provide actionable guidance for agencies in the deployment and operation of ZEB fleets. The work plan is expected in late spring and will be presented to the ZEB Working Group for feedback and input, with the first technical memo anticipated to be drafted in summer.

**RESOLUTION #2607**

- SUBJECT:** Approve the I-66 Commuter Choice Fiscal Year (FY) 2027-2028 Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
- WHEREAS:** Under the Third Amended and Restated Memorandum of Agreement Transform66: Inside the Beltway Project (MOA), NVTC is responsible for selecting and administering multimodal projects under Commuter Choice on the I-66 corridor that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor;
- WHEREAS:** The principal objective of the Commuter Choice program is to select projects that meet goals identified in the MOA, which are to (1) maximize person throughput; and (2) implement multimodal improvements to (i) improve mobility along the corridor, (ii) support new, diverse travel choices and (iii) enhance transportation safety and travel reliability;
- WHEREAS:** NVTC is responsible for Commuter Choice project selection; financing and financial management; compliance, including evaluation, reporting and quality assurance; and providing information to the public;
- WHEREAS:** Between October 2025 and December 2025 NVTC conducted an I-66 Commuter Choice FY 2027-2028 Call for Projects which yielded 14 eligible applications that support program goals, with a total funding request of \$60,492,945;
- WHEREAS:** Up to \$100 million in funding is available for new projects over the FY 2027-2028 period;
- WHEREAS:** Based upon technical evaluation results and review with the NVTC Program Advisory Committee and the Commission, NVTC staff recommends approval of the I-66 Commuter Choice FY 2027-2028 Program of Projects (Table 1) totaling \$60,492,945 that includes all 14 eligible projects and NVTC's program administration costs (\$750,000) for a total of \$61,242,945 that would subsequently be included in the FY 2027-2032 Six-Year Improvement Program upon the Commonwealth Transportation Board's action;
- WHEREAS:** As required by the MOA, NVTC held a virtual public hearing on April 2, 2026 that was advertised prior to the hearing date, providing members of the public with the opportunity to provide feedback on the projects under consideration for Commuter Choice funding; and

**WHEREAS:** In addition to holding a public hearing, NVTC held an online public comment period from March 4 – April 3 to solicit public input, which resulted in 487 submissions via an online survey, email comments and comments made at the public hearing.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the I-66 Commuter Choice FY 2027-2028 Program of Projects (Table 1) and authorizes staff to submit the Program of Projects to the Commonwealth Transportation Board for action.

**BE IT FURTHER RESOLVED** that NVTC hereby authorizes the executive director, or her designee, to execute Standard Project Agreements for the I-66 Commuter Choice FY 2027-2028 Program of Projects following approval by the Commonwealth Transportation Board.

Approved this 7<sup>th</sup> day of May, 2026.

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Sarah Bagley  
Chair

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Maureen Coffey  
Secretary-Treasurer

**Table 1: Recommended I-66 Commuter Choice FY 2027-2028 Program of Projects**

<b>Applicant</b>	<b>Project Name</b>	<b>Proposed Funding Award</b>
<b>Loudoun County</b>	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	\$219,005
<b>Potomac and Rappahannock Transportation Commission (PRTC)</b>	Route 622: Haymarket to Rosslyn Express Service (Continuation)	\$605,600
<b>Loudoun County</b>	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	\$269,698
<b>Loudoun County</b>	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	\$476,008
<b>Arlington County</b>	Ballston-MU Station West Entrance	\$20,000,000
<b>PRTC</b>	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	\$1,773,700
<b>PRTC</b>	Gainesville to Central/Northeast DC New Express Service	\$9,445,500
<b>Fairfax County</b>	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	\$1,684,916
<b>Fairfax County</b>	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	\$4,588,744
<b>Fairfax County</b>	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	\$4,072,453
<b>Arlington County</b>	Route 55: East Falls Church Station to Rosslyn Station Enhanced Service	\$475,000
<b>Washington Metropolitan Area Transit Authority (WMATA)</b>	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	\$11,255,525
<b>WMATA</b>	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	\$3,112,587
<b>Fairfax County</b>	Route 598: Reston to the Pentagon Express Service (Continuation)	\$2,514,209

**Total Project Funding \$60,492,945**

<b>Program Administration</b>		
<b>NVTC</b>	Program Administration and Oversight for FY 2027-2028	\$750,000

**Total Recommended Funding \$61,242,945**





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## Summary of Public Comments

NVTC received a total of 487 responses during the public comment period for the projects under consideration for I-66 Commuter Choice FY 2027-2028 funding, open from March 4 – April 3, 2026. The fully online public comment period included targeted outreach strategies to promote engagement from members of the public who live, work and play near projects under consideration for funding. Of the 487 public comments, NVTC received 479 via an interactive online survey (476 in English and 3 in Spanish), seven comments submitted via email and one comment at the virtual public hearing.

The majority of comments received were in support of the proposed projects under I-66 Commuter Choice FY 2027-2028 funding consideration. Additional engagement with the public included:

- Facebook and Instagram ads that resulted in a reach of 87,617 people and 2,866 link clicks.
- NVTC’s public comment web pages, which provided information about the projects and ways to submit comments, which garnered over 3,200 page views.
- An online public hearing on April 2, 2026 to provide members of the public with an additional opportunity to provide feedback.

NVTC staff will continue to refine the outreach approach in future funding rounds to foster awareness among and encourage input from communities in both the I-66 and I-395/95 corridors.

This document lists the comments, exactly as submitted to NVTC. NVTC’s survey form offered commenters the opportunity to provide feedback on one, some or all projects under consideration for funding as well as the Commuter Choice program in general.

## Comments on individual projects under consideration for I-66 Commuter Choice FY 2027 – FY 2028 funding

### Arlington County – Ballston-MU Metrorail West Entrance

- This important project will help to pedestrian traffic to the western half of Ballston
- The west entrance would be handy for destinations along Glebe Rd. An east entrance a quarter mile in the other direction would be handy for Central Library and nearby.
- This is an extremely important project that will provide additional access to one of the system's busiest stations.
- This is a much needed project that will help the Ballston area thrive.
- There is no rationale provided as to why this is even necessary
- This project has a very high cost with marginal benefits. It barely increases the walkshed from the station--and primarily to single-family home neighborhoods that are disproportionately wealthier and white. This funding should be spent more equitably, including along parallel corridors that serve transit-dependent and lower income populations. Further Ballston Metro ridership has declined significantly over the past



decade and there isn't a need for increased vertical circulation capacity. This is a poor use of limited Commuter Choice funds.

- My understanding is that since this project was first proposed that riders using the station have stayed the same or declined slightly. Has this been evaluated?
- Strongly support the new entrance. It makes Metrorail feel closer to people living west of the station and eases congestion at the existing entrance.
- Would open up more bike commuting options to/from Ballston metro.
- No
- Please address how the County expects the new entrance to affect parking and how the County will manage those needs.
- Far too expensive for the benefit. I oppose it.
- I think it is a good idea, but what about the cost to Arlington County for upkeep and operation of the new entrance. We already have budget problems where the County is considering cutting gymnastics and closing a library. How will the County afford this cost without increase burden to taxpayers?
- This station does need a second entrance, but very expensive and would be disruptive. Are businesses and residents supportive?
- This is a very expensive project for very little gain in terms of improving the situation for an I-66 commuter. I do not think this should be pursued as a priority (if at all).
- Not needed. A waste of money that could be better spent on anything else.
- Have never used this Metro stop
- This project is a "nice-to-have" and would save some commuters some time, but at great expense. I would rather Metro focus their efforts on other stations with more congested entrances.
- Very important for pedestrian Metro users coming from west of Glebe
- Most of this area is already very highly developed and I don't expect the second entrance to drive any material increase in use for the metro in Ballston. Funds would be better spent on making ART bus more competitive to pull metro riders in from farther away suburbs like Columbia Pike, and routes 50 and 29.
- Need Metro Stations in South Arlington in Green Valley and Douglas Park.
- Much needed ... it seems like a small thing, but it would encourage more mobility-challenged people to use Metro.
- I am supportive of this project and think it will be a great addition to one of the densest census tracts in the DMV area. I would like to see cost saving measures, like direct to platform elevators, considered to cut down on project cost and maintenance costs (by potentially cutting the number of elevators in half and making the trip shorter for people with disabilities). I'd much rather save money on this project to enable additional platform improvements at additional stations than to overbuild the new entrance.
- I support the west entrance to the Ballston metro. Arlington has approved more new development at the western end of Ballston and we need to have public transportation to support it. The station currently only has one elevator at the east end down to the train platform. When it goes out the station is not ADA compliant and difficult to exit in an emergency.

Summary of Public Comments  
I-66 Commuter Choice Public Comment Period  
FY 2027 - FY 2028



- I support this project as a major improvement to the metro system enhancing mobility, reliability, and throughput.
- Needs to occur alongside more bus bays and signal prioritization for busses
- No strong feelings, probably helpful but I'll continue to use the current entrance for Metrobus connections.
- \$20 million to save a quarter-mile of walking? In this economy? No.
- The current entrance is overcrowded and also a major bus hub -- crowding will get worse as Arlington County pushes to increase density near transit hubs while reducing what parking developers must provide. This project has a long lead-time so should be started ASAP.
- This doesn't seem very important. I'd rather have a safe way to bike to the metro stations down n glebe
- Yes! Long awaited! Much needed!
- Would reduce congestion and save time for commuters in and out of Ballston.
- It's unclear how this is an improvement. Are there metrics on how many riders are west of the station? I would not cross Glebe to walk to metro
- I support opening a second Ballston entrance. It will help connect the area of this community that has seen lots of recent developments (housing) in the last 10 years.
- Courthouse Metro entrance is needed more
- I support this project!
- N/a
- This project is needed to bring metro closer to Glebe Road and reduce the walking distance to get into and out of the station.
- Waste of money
- Very helpful. Will reduce congestion at the current entrance and provide easier metro access without walking on Wilson Blvd where construction and food delivery vehicles make walking hazardous
- Yes... sounds needed!
- The budget for the project is a bit steep. No mention of Accessibility is mentioned. (Elevators aren't always a solution)
- prefer the bus route projects to get more drivers off the road. I don't see how the new entrance would change people's commuting patterns.
- Very helpful
- Do not fund this project. It will increase traffic congestion, especially on the nearby I-66. The Arlington County government always increases permissible development densities near new transit facilities (such as Metro station entrances) to gain tax revenue. Many more people then use automobiles and congest traffic. Most don't use transit to reach their destinations.
- Need this
- I support this access improvement. The density in this area has increased by two new residential projects and another will conclude soon. The density is intentionally near this multimodal hub and the additional entrance would improve ease of use and access.
- This is my top choice and if it doesn't happen I will probably sell my house and move out of the county within the next 5 years.

Summary of Public Comments  
I-66 Commuter Choice Public Comment Period  
FY 2027 - FY 2028



- This new entrance is important to support much needed new housing in the RB corridor
- This is sooo needed. The platform gets dangerously crowded now.
- This project is excellent. It will encourage Metro use by easing access to the station. It is also important for safety.
- This Metrorail station entrance has been in plans for the forty years I have lived in Arlington. The station needs a second entrance.
- Excellent
- Additional entrance and exit are always welcome
- Helpful
- This would be a wonderful addition to the Metro network. Having an additional entrance to this station would reduce travel times, be closer to more bus routes and reduce traffic around existing entrance.
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Terrible idea. Disruption of value
- NA
- Highest priority. An excellent way to improve safety and reduce vehicular traffic on i-66 and crowding on public transit in a walkable area with still intense housing and business development
- It's not clear what the point of this would be. Are more people going to use the metro as a result? This funding could be used to actually improve metro service or bus service.
- Huge benefit. Getting into the metro takes several minutes. For me, living just over a mile away, it's the difference between the metro being a feasible route for going to work and not. I drive every day, though I used to take the metro from Ballston. Then I realized it takes longer to take the metro, given parking and getting in. I have neighbors and colleagues in the same boat.
- Outrageous, obscene, pointless waste of \$20M - esp given the other funding needs this very profile features
- A new entrance at Ballston would greatly improve platform congestion and accessibility as well as avoid a bottleneck when entering and exiting the station. A major transit hub like this one needs two entrances.
- This is a really good idea and if it can be expedited at all it should. More apartments keep popping up in Ballston, it will need a second entrance sooner or later. However I think escalators should be installed instead of just stairs
- Must have - #1
- This is the best option, the current Ballston station is always crowded.
- I think this is a great idea!
- Why didnt Arlington County require the developer to make this improvement when new development went in adjacent to teh corridor.
- Please complete this project...
- Fully support
- The People's Republic of Arlington has been talking about this for over a decade and taxing the citizens to pay for it. Has it been built yet, no because the Socialist Democrats running



Arlington just suck money from the sucker citizens and do nothing but make traveling around their little Eastern Block City State harder.

- Highly support projects to make existing stations more useful
- Ballston Metro Station is very busy with people coming from all directions to include on foot and bus. A 2nd entrance has been under consideration for over 10 years. Ballston continues to grow in population & the need for a 2nd entrance is needed more than ever.
- Please fund this needed entrance. With the number of businesses, large office buildings and residential towers on/near N Glebe Road, this entrance is needed and will assist in the economic growth of the corridor. Additionally, the neighborhoods west of N Glebe Road would benefit from quicker access to Metro.
- For 20,000,000? Why? Elevators that don't run empty because people call two at time would be nice.
- Too many people crowd around the platform escalators and a new entrance would eliminate some of the crowding.
- Highest Priority, been promised for decades
- Outstanding opportunity to allow more people to easily walk to Ballston Metro.
- Waste of money and effort. Expand service somewhere instead
- Highly recommend
- I highly support this new Metro entrance to unlock the Glebe Road area. I frequently go to the Wilson Blvd and Glebe Road area, and this Metro station entrance farther west would help accessibility.
- Good idea, but it seems like a lot of money
- This metro station is heavily used and would benefit from having an enhanced entrance with 2 elevators, stairs and mezzanine. We have a lot of people with mobility issues in Arlington that depend on public transportation so this would serve them well.
- This will serve thousands daily. A ten minute delay for pedestrians is far worse than a ten minute delay for motorists because they are not protected from the elements and don't have a motor to effortlessly move themselves.
- Save redundant construction costs by working with The Spire, to be built in roughly the same place at the same time.
- No. Look around Ballston at all the empty storefronts and restaurant closures. We're in a recession and we broke. Why are you spending 20mil to move a station entrance, it's fine where it is.
- This is an OUTLANDISH waste of money. Metrorail ridership in general is still well below early 2010s peak and Ballston's ridership is about 65% of its pre-COVID peak. I'm stunned that this has scored as highly as it. This project may have been viable 15 years ago, but has now become Arlington staff's white whale. NOTE: I'm an Arlington resident and Ballston is the nearest station to my home. Station access/accessibility is quite good as is. did
- This is a worthwhile project
- This would enhance activation of more of the dense Rosslyn to Ballston corridor
- Don't do -- waste of money and hugely disruptive
- I am strongly in favor of this. This entrance will serve me significantly better than the current entrance and I am looking forward to using it regularly.
- Please prioritize this project.

Summary of Public Comments  
I-66 Commuter Choice Public Comment Period  
FY 2027 - FY 2028



- If funded, it seems it should get a lot less than \$20,000,000
- Protection from weather doesn't seem critical. This project would enable the same commuters the option to walk above versus below ground. It doesn't address the need for expanded service.
- Most important
- This is a long overdue improvement to the Ballston Metro stop. As population density in Ballston has increased dramatically over the past 2 decades, the metro station is no longer adequate to handle the number of users. It is important to ensure readily accessible entrance to the station to draw from the local population and outlying areas.
- Great idea. Years overdue. Let's go.
- Great. Needed for increased development west of Ballston station and south on Glebe Road.
- Good project that needs to be quick.
- Highest priority project
- Good
- This is not personally relevant to me but it would improve the housing that is being, and should continue to be built along the Orange line.
- Will this generate more ridership? or only a safety project related to only having one entrance
- This will be a great help to pedestrians coming from west on the trail seeking to use Metro.
- Strongly Support
- I strongly support the Ballston West entrance. This should be the highest-rated item on the list by far. Please fund it at 100%. It would make a big difference in helping people move through the corridor efficiently. We should expand and improve the current ways people can access the metro. This will be a clear way to do that.
- Strongly support
- Good but not sure if needed.
- Should be funded by developers and locals, not tolls
- Don't understand the high ranking. With the densities envisioned, this can be realized with redevelopment of existing buildings are driven through the County and Ballston BID
- This project would be transformative for how I get around the area. I would get more convenient access to my university building on Glebe road and it would reduce crowding at the existing entrance during rush hour
- What is the real value here? Shortening a commute by 2 blocks or less? It's better to provide more frequent service than this.
- Sounds like a good project.
- Fully fund it
- Strongly support this capital investment. Adding a second entrance at Ballston-MU significantly improves station accessibility, reduces platform crowding, and encourages transit-oriented development without adding a single car to the road or train to the rail. This will open up west and north Ballston for Metro commuters.
- Long overdue as this will enhance travel to the western part of Ballston/Glebe Rd.



- What is the usage of the original entrance, does it get over capacity/safety issue. If so, then a second entrance makes sense.
- This would be a major benefit for those living, visiting, and working near the Glebe Road section of Ballston
- Terribly expensive to reduce pedestrian access/egress by only 3-4 blocks. This should at LEAST be reduced in scope to save money. Buy everybody an umbrella, and offer wheelchair escort service by WMATA service personnel as an alternative. I'm serious. \$20 million?!
- Support for construction ASAP.
- This is a crucial project for this growing area of Arlington County.
- This western entrance will unlock walking access to Metro for neighborhoods west of Ballston and Glebe.

#### Arlington County – Route 55: East Falls Church to Rosslyn Enhanced Service

- I use Metro Rail because of its frequent service, which means you do not have to worry about schedules. Enhanced frequent service on Route 55 would be provide the same convenience for destinations along Langston Blvd. because you would not have to worry about the bus schedule during peak hours.
- This route provides thousands of people living on the Langston Boulevard corridor with increased access to Metro at East Falls Church and Rosslyn. Increased reliability will induce more people to use this option, reducing traffic along Langston and 66 even as the corridor's population continues to grow.
- Need more ways to get people back and forth from East Falls Church to Rosslyn.
- Again, with no data on current ridership or demand on this service, the necessity of this project is close to impossible to discern
- If ridership merits this increase, I'm all for it. This is a key corridor across Arlington on its north side which is not supported by any other mass transit option. It's a key connector feeding commuters in to/from Rosslyn and DC for all of Arlington's northern residents. Metro's 3Y had been (pre-pandemic) a VERY crowded ride, reflecting its utility. With the 55 now taking up the 3Y's ridership, the 55 is that much more critical.
- This route directly parallels Metrorail. Patrons should use the existing Metrorail even though the service is less frequent. Second, this project is almost entirely within Arlington county and the cost should be part of Arlington Transit's budget.
- Strongly support as I use businesses along that route and sometimes need to access without a car.
- No
- I think this should be postponed. Although service improvements could be made, Arlington County needs to address the labor issues servicing this route. Many times the buses don't show up or are late (rush hour and non-rush hour) due to staffing issues. At this time, this issue seems more imperative than adding more service that could only exasperate the current issue. Also, if you are interested in improving the Route 55 service, the County could relocate the Rosslyn bus stop for Route 55 closer to the Metro entrances.
- Fully support this improvement if better efforts can be made to keep buses on schedule

Summary of Public Comments  
I-66 Commuter Choice Public Comment Period  
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- Very much in favor of increasing service. I periodically use this bus and plan to use it more often because it connects with the ART 52 route.
- Need earlier service since 3Y was eliminated
- Have never used this metro stop
- This would have the biggest positive impact on Arlington County of all the proposed projects, since it would make it feasible for more people to commute by bus. It would also serve as a backup to Metrorail when there is a problem with the trains or tracks.
- This would be a great and cheap way to improve service along an underserved corridor. It should be coupled with increased development along Langston Blvd.
- This wouldn't be a priority for me but I could see using it for shopping in places not covered by existing bus service.
- I like any option that makes riding metro easier. This option makes metro more accessible to people away from the stations. This is very low cost compared to other options.
- We need to bury the roads- more buses won't help.
- I strongly support this
- Yes! Route 55 replaced routes 51/52 for me, but with twice as long headways now. Enhanced sounds like shorter headways again, which is great.
- Can I66 be widened to maintain 3 lanes around the metro station? That isn't real meaningful improvement for cars and busses by eliminating the lane ending merge zones.
- Should read both ways and Roslyn to East Falls church
- I support this project!
- I started working at Harris Teeter at Lee-Harrison on Langston Blvd last month. Enhancing ART Route 55 would be a good idea for commuters who use transit to get to work.
- N/a
- These ART55 buses seem to be mostly empty.
- Good use of money
- Enhanced bus service in Important north Arlington corridor
- This MUST MUST MUST MUST MUST happen. The buses are coming too irregularly. They are always packed (minus Fridays) at commute time. The federal government required people to go back to the office. Other organizations required it. The WMATA removed the 3Y which had previously served this route. Despite all of these changes NOTHING has been adjusted on the 55 since the pandemic hit. It is unrealistic during rushhour. I have made the choice to drive to work rather than waiting 17 minutes for the bus that may or may not come, will be packed.
- Yes! More buses more often!
- Yes... sounds needed!
- It's stellar that Art Bus 55 would run through iconic neighborhoods and streets. I would just suggest the time of frequency be aligned with the Metrorail services.
- We need more service along the busy Langston corridor.
- Excellent
- Critical now that WMATA 3Y is cut
- Highest priority. Essential to allow routine use of this bus and route Busses too infrequent now for reliable transportation

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- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- Why are you funding bus routes BETWEEN Metro stations? Fund them AWAY from the stations, like a spiderweb - Metro as the hub
- I know Arlington ranked this a 0 in terms of priority but I still believe it should be done. Honestly Langston Blvd should get bus lanes too
- Helpful
- Yes, please make this happen. Since that part of Arlington doesn't have a metro close by, it's essential to have more frequent bus service, especially since the DC bus service fork that area into Georgetown was eliminated.
- Isn't there metro service already? The ridership is so low along Langston Blvd, buses run empty. Ridership and revenue do not even pay for operating costs, let alone maintenance. Location of employment sites are not served by transit and travel times are too long to support bus transit along Langston Blvd.
- What do you need a bus for ride the train from East Falls Church to Rosslyn, what is this some party hacks money grab?
- ART 55 buses are routinely crowded during morning & afternoon commuting hours. More frequent bus service will be great. More housing is being built along the route making the need for more mass transit very important.
- I'm a GWU student and use Route 55 in the mornings from Rosslyn to get to my part time and use it to get back to Rosslyn in the early afternoon three days a week and on weekends to visit friends and run errands. Enhanced service is needed and buses should come more often. I like the Route 55 as it is mostly reliable but it would help if there was more frequent buses all day and on weekends.
- No opinion
- This improvement is vital to support redevelopment along rt29 that is called for in Plan Langston Boulevard. It will encourage more people to walk and use transit along the corridor.
- ?
- Highly recommend
- I highly support this route enhancement to unlock access through Rosslyn, Clarendon, and points west.
- Adding more service to busses to encourage ridership is always good
- This proposal would support many people taking metro from outlying areas and getting them more quickly to a metro station where they can either end their commute or transfer in a hub station.
- I don't understand why East Falls Church metro is not sufficient.
- This is a good idea if the cost of the bus is less than the cost of metro.
- This is not relevant to me
- Increasing bus frequency to every ten minutes in morning and evening improves service. I support this.



- These buses are often full during rush hour. Ideally, there would be metro or a streetcar for this corridor, but for the time being, extra buses will help.
- Good service drive all the time
- Route 55 is a key way to keep Langston Boulevard connected. If we can't fund Route 55, the area will likely decline and won't be as nice. It also helps the many people who live there travel along the corridor and connect through the area. Route 55 is an excellent option for people along the corridor who need access to Metro, and we should improve how well it works.
- Strongly support, will help mitigate removal of Metrobus 3Y after better bus redesign.
- This is very important. It will help the Langston blvd plan.
- I am in favor of this project because it will enhance transit connectivity between neighborhoods off the Metro corridors to each other and to the bookending stations toward DC and Fairfax.
- Increased frequency would be nice, but what I would really like is realtime GPS tracking of individual buses. Current website/app predictions are inaccurate, so I can't plan trips efficiently.
- I think a good use to improve timing of an existing line.
- Its a good transit corridor that should have fixed guidelines. I think this funding would be better spent on beginning to study a fixed dedicated guide way project.
- Fully fund it
- More frequent service is welcome! Consider extending route into DC (Metro Center/L'Enfant) to offer more one stop connections
- This route doesn't have any other transit along it. To service Northern Arlington this route would be needed or is NVTC ok with saying northern Arlington doesn't need transit service.
- This would be a major benefit to support east/west travel and strongly support
- Support.
- Arlington Transit's quality of service has dropped over the last few years. Instead of increasing ART's funding, I recommend spending the money on studying the feasibility of having WMATA take over ART operations reimplement Metrobus service on the ART 55 route.
- This route is always busy when I take it, so increased frequency would be helpful.

#### Fairfax County - Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)

- This bus service is very useful to me as I ride this bus to DC a few times per week.
- No comment
- No
- Support if ridership is high.
- No additional comments
- Much needed.
- I don't live in this area, but these express bus services are great by saving a lot of travel time.

Summary of Public Comments  
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- This would seem to be an unnecessary duplication of direct MetroRail service. Would more regular/convenient connection to Metro not be more efficient?
- I don't understand why we're bussing people all the way into DC rather than dropping them at nearest WMATA station.
- I support this project!
- N/a
- Need this
- Excellent
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- I have used the other commuter buses for work within the DMV, and this is by far the most underserved route in the DC area. It is wild to see that the administrators cannot see how packed these buses are in each direction, and the driver refuses to take on passengers because there is no standing space. There is no comparison to any other route in the DC region. If they increase the frequency to every 10 minutes, the buses will still be packed because many commuters still take the train due to 699 being currently unreliable and frequently a no-show. You get the best ROI from this route, yet it's still at the bottom of your list.
- Yessssssss
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- a \$5M BUS route ALONG the 66, where METRO runs? seems like a poor use of \$5M - stop it at Vienna and extend it West = logical
- This is my top choice.
- I rarely use FFX connector or LCT but I support more transit 99.9% of the time
- Can you go to union station too?
- Who in their right mind would leave Fair Osls to go to the District of Calamidy?
- No opinion
- Good route
- Highly recommend
- Our friends in Fairfax use the bus to DC. So much better than driving! Yes to greater frequency. People will use that if they know about it.
- Fund this one
- Husband use this everyday. Also I wish you have a express service in DC closer to chantilly.
- Enhancing service at peak times is critical. Often standing room only.
- Definitely something to keep. Any bus from western Fairfax county to DC is needed.
- This is not relevant to me.
- Big fan of express buses
- I take this route routinely. The early morning service is good, however I leave work before it starts in the afternoon so I have to use an alternate route to get home. I would very much appreciate the PM route starting earlier. It would be even better if the route started and ended at Stringfellow Park and ride, like the 698 route.



- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- None
- What is the current ridership performance/farebox recovery for this route?
- I haven't used or am not familiar with this route, but I support it if can continue helping people get through without needing to drive.
- This should 100% be funded. This route is already overcrowded and has a high ridership.
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- Unclear how used this line truly is. If it really exceeds expectations, continue but if not there are tons of line Connector is axing or reducing service that can this \$ money can be used to maintain current levels.
- Please continue this funding!
- This is a good transit line that supports fairfax residents. It should be continued. Though its number of stops in dc should be increased.
- Make it terminate at Vienna metro
- Essential service for western Fairfax County commutes.
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- have not used this service so don't have a comment
- N/A

#### Fairfax County – Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)

- No comment
- No
- Support if ridership is high.
- No additional comments
- I don't live in this area, but these express bus services are great and save a lot of travel time.
- I like any option that makes riding metro easier. This option makes metro more accessible to people away from the stations. This is very low cost compared to other options.
- N/a
- Need this
- Excellent
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Current frequency is ok
- Good option to take. Should utilize express lanes.
- This route, has made my commute 100% more efficient and that of many others I speak with. This project should be continued to be funded.

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- Yesssssss
- Pls continue. Use daily. Add a bus that departs the pentagon earlier than 315.
- same as 699, more or less
- No opinion
- Good route keep it going
- Highly recommend
- Why doesn't Stringfellow just go to Vienna, combining 698 and 697?
- Fund this one
- I use this everyday. I wish this route has service during weekdays. Also I wish you have a express service in DC closer to chantilly.
- 100% keep this bus. Would love to see this route not have to stop at Vienna metro. None of the other express buses from stringfellow or MDTC stop at the metro. Give the riders from Vienna their own route. Plus bus is often overcrowded which means new/additional routes are needed.
- This is not relevant to me
- Please keep 698! I rely on this service to get me to work M-F and it's so hard to get to work on days 698 is not running.
- This is a good idea
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- None
- What is the current ridership performance/farebox recovery for this route?
- I'm not familiar with this route, but I support it if we can prioritize it and consider adding bus lanes along the corridor to help the buses run faster.
- Please Please Please Add Reverse Commute Service, I work at GMU and have to go to the Pentagon in order to go home and I don't get off work until 4:00 PM, because the county won't supplement the 306 service, the 698 can easily turn the deadhead trips in the PM into revenue trip. Please Please Please, all trips that go back to the Pentagon during the PM Rush, please add it to the schedule.
- I use this daily from stringfellow to the Pentagon and back. I would enjoy expanded hours and more consistent service locally to the P&R so I could just use public transit 100%. without this line it takes me twice as long at a minimum to make the commute.
- This route would be better served if it adjusted to Monument Transit Center from Vienna. Vienna is already serviced by WMATA. Monument Center, like 699, would be better and more convenient for Fairfax residents.
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- Unclear how used this line truly is. If it really exceeds expectations, continue but if not there are tons of line Connector is axing or reducing service that can this \$ money can be used to maintain current levels.
- Please continue this funding!
- This is a good transit line that supports fairfax residents, it should be continued.
- Make it terminate at Vienna metro

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- Essential service for western Fairfax County commutes
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- This will be a good improvement for a one seat ride to the Pentagon without transferring at Rosslyn
- N/A

Fairfax County - Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)

- No comment
- No
- Support if ridership is high.
- No additional comments
- I don't live in this area, but these express bus services are great and save a lot of time.
- I vote no on this option. Not sure why we would bus people across the river into DC when we could drop them at Pentagon. Avoiding the congestion on the bridges over the Potomac could probably make this route more efficient than adding more busses.
- N/a
- Need this
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Frequency can be increased as there are more passengers than bus can handle
- Great service that commuters rely on. Please keep! The free parking and availability is key. I recommend adding more buses because people always end up standing.
- Yessssss
- Pls continue. My spouse uses daily.
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- I use 697 daily to commute to/from work. The route is very efficient as it uses the toll express and cost effective. In fact, most times I ride it, it is very full, thus showing that the route is necessary. Adding more buses AM and PM will help me as there are times I cannot leave/arrive at my work early as no bus is available; on these cases, I must take metro, making my commute less convenient.
- same as 698 and 699 - no, we're up to \$35M of redundancies with Ballston West
- Yes do this.. More frequent service and a bus that leaves after 8:30 to accommodate parents who have to bring their elementary school children to school.
- Nan this route be combined with Fairfax County Route 698?
- No opinion
- Good route keep it going
- Highly recommend

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- Do more people ride 698 or 697?
- Fund this one
- I use this everyday. I wish this route has service during weekdays. Also I wish you have a express service in DC closer to chantilly.
- Definitely keep as a route form western Fairfax county to DC. Much more convenient than metro.
- This is not relevant to me
- Makes semse
- This is good
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- None
- What is the current ridership performance/farebox recovery for this route?
- I'm not very familiar with this, but I support it as long as we can make sure buses move faster than regular traffic by creating bus lanes and priority routes. I also support funding it.
- The commuters would surely want that 697 should run as it is one of the most cost effective and economical methods of commuting to DC. I really wish if someone also on the chair have given a thought of extending the Orange Line from Vienna to Gainesville , VA. Thank you.
- Yes, keep this bus route!
- Adding more trips in the morning and afternoon would be great. I ride this bus daily, and the bus is always full. More often than not, it is standing room only, especially by the time the bus reaches the Constitution Avenue stop.
- If bus does not show up or runs late, the bus waitiing for the next route should take passengers instead of just waiting there
- Love this bus, wish they had an earlier than 310 pm
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- Unclear how used this line truly is. If it really exceeds expectations, continue but if not there are tons of line Connector is axing or reducing service that can this \$ money can be used to maintain current levels.
- Please continue this funding!
- Good transit line that should be continued. Though its number of stops in dc should be increased.
- Make it terminate at Vienna metro
- Essential service for western Fairfax County commutes
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- N/A
- N/A



### Fairfax County - Route 598: Reston to the Pentagon Express Service (Continuation)

- Route 598 needs more bus options that are spaced in normal increments. The removal of 599 right after people came back to work made it harder on everyone. We need more buses running at normal intervals so it is easier to ride the bus and make your destination on time.
- This route has been a lifesaver. It provides a less expensive and faster than metro rail option directly from my home in Reston to my work at the Pentagon. The commuter lot at Reston North is almost 100% full everyday, so I know I'm not the only one. Please keep this route active.
- This express bus is the reason I chose to live in Reston.
- I use this route every day for commuting to work. It provides a valuable direct connection to the Pentagon cutting down my overall commute time from 1 hour 30 minutes to 45-60 minutes over using bus/metro connections. Continuing the 598 during rush hour times would help provide a faster commute time to the Pentagon transit station, encouraging mass transit use over personal vehicle use.
- I use this route daily to work at the Pentagon. It provides a great service to me and saves me 20 minutes each way over the Metro, for 40 minutes a day and over 3 hours a week back to my life. Please continue!!!
- This is a vital service to many commuters on a daily basis. I use it everyday to commute to my office in Arlington. The flexibility of times also helps me do what is required at work please keep this line!!
- No comment
- No
- Support.
- No additional comments
- Please continue this route! It is critical to my commute to and from work in Arlington! This route services so many of the government civilians and military who would otherwise suffer with the terrible traffic on the way to Arlington. We are happy taking this efficient bus service and not contributing to the traffic and environmental damage which would result from us driving ourselves.
- Please continue this service. It is the only express bus available between Reston and the Pentagon or downtown D.C.
- This bus route gets very high demand during weekdays and is a valuable resources for the many residents who work at the Pentagon and Crystal City. It is the ONLY direct bus route to/from the Pentagon and many Pentagon employees do NOT have parking passes to park their cars in the Or Tavor reservation. For these reasons, the 598 route is an essential route to sustain and maintain.
- I have been riding the 598 Express Bus to Crystal City for 10 years (was 599) and it is the most efficient ride! Please keep this route in place.
- Please continue this route. This is much needed
- I take this bus everyday to work at the Pentagon and it would be a disaster if this went away. Doing away with the 599 route was a poor decision. Since the federal government no longer supports remote work, more people are riding the bus. After the 599 bus went away around the time of remote work being cancelled, the buses became more crowded. While we do



have the metro out here, people would now have to pay another \$100 a month just for parking while we have a free lot now. Plus the metro adds more time to the commute since it's not as direct as the bus. Everything should be done to keep this bus route because there would be a major negative impact if it goes away.

- I take this bus on a daily basis and it is essential for me to commute quickly, safely, and affordably.
- Continuing Route 598 is a high-leverage investment in economic vitality, transportation efficiency, and regional connectivity. Sustaining this service signals that Fairfax County is committed to supporting its workforce, reducing congestion, and strengthening its role in the broader national security ecosystem.
- I love this route, as it makes my commute to work significantly shorter (sometimes as much as half!) compared to taking the metro line. It is relatively reliable (and the more funding, the more reliable it will be!) and incredibly convenient. It is my primary method of getting to work and home. Many others are in the same position. It opens the opportunity for more federal and professional workers to live farther west in Virginia, where their money can stretch farther. Increased advertisement of this line would also increase usage, I believe, as it even took me a year to hear about it after I moved to Herndon.
- I strongly support this project. I use this route twice a week to get to work in Crystal City. This bus is always well utilized when I ride and saves substantial time compared to taking Metro with a transfer in Rosslyn. It largely seems to have military personnel going to/from the Pentagon and saves a lot of time (takes about 35 min rather than over an hour). The service from South Reston also seems to benefit customers. Without this bus, I would likely telework more and not go into the office. My only complaint is that years ago the bus used to use the slip ramp onto the Dulles airport access road but no longer does and occasionally this has led to bus delays.
- No. Why aren't these people taking the Silver Line? Why are we bussing all the way to DC rather than to the closest Silver Line WMATA station?
- Would be useful if reverse commute options were available.
- N/a
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Yesssss
- \$2M to continue to serve a route served by the completed Silver Line AND the DTR? No, bad idea.
- No opinion
- Good route for military
- Highly recommend
- This would be a great support to many military people who live further out and commute in to the Pentagon.
- The hours are only convenient for Reston people to go to DC, so I can't use it to go to Reston. This route also doesn't look cost effective. Does the bus park all day in DC? If not, why not let it carry people out of DC at least as far as the garage where it needs to go.

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- Fund this one
- Definitely a route to keep.
- This is not relevant to me
- More buses
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Reston metro and have people transfer to the Silver Line.
- None
- What is the current ridership performance/farebox recovery for this route?
- I'm not very familiar with this, but I support it if it helps people get out of cars and keeps things moving—as long as we can make buses faster than regular traffic by adding bus lanes along this corridor.
- Yes
- Yes
- This is the preferred access from many service members living in Herndon/Sterling/Reston areas to get to their jobs in Pentagon. Please keep this going, you've already cut 1 route from here why cut both.
- This route is crucial - cuts what would otherwise be 1.5 hour commute down to 45 minutes
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- This makes sense because getting to pentagon from reston can't be done with metro easily
- I don't know how used these Reston lines are especially since people use the Silver Line. Seem like little to no riders.
- Please continue this funding!
- Good transit line
- No need. Fund Local Reston bus service to run more frequently
- Essential service for western Fairfax County commutes
- Seems useful to connect remote areas of Fairfax to working centers.
- N/a
- Support.

Loudoun County – Leesburg Park-and-Ride to Downtown Washington, D.C. New Service

- No comment
- No
- Support at least trial.
- No additional comments
- Good increase in service given the demand and lack of alternatives.
- No. Why aren't these people taking the Silver Line? Why are we bussing all the way to DC rather than to the closest Silver Line WMATA station? Not sure why we would bus people across the river into DC when we could drop them at Pentagon. Avoiding the congestion on the bridges over the Potomac could probably make this route more efficient
- Good
- I wish this would be more frequent
- N/a

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- A direct ride would be ideal instead of stopping at Dulles
- This would be a fantastic option for Leesburg residents to minimize commute time in the morning and reduce standing room/full bus situations in the afternoon for residents of Leesburg. I really hope this is implemented and includes early morning routes.
- Need this
- Yes, needed
- Expanding Metro or other public transit options is something I am in favor of in general. We need to get more cars off the road.
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- The Loudon buses are reckless drivers in Rosslyn and downtown DC. They cut off drivers, blow through red lights, and will turn without being in the turn lane. Not sure if this matters for funding, but they are a hazard.
- Absolutely not - the Silver Line was literally built, on the back of tolls, to serve the mass transit needs of Loudon
- No opinion
- Good idea a lot of people commute from there
- Highly recommend
- According to your numbers, it's popular. It's cost-effective. We need it.
- Cost needs to be decreased.
- This is not relevant to me
- Makes sense
- More buses
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Ashburn and have people transfer to the Silver Line. However, this service is an argument for extension of the Silver Line further West.
- Good service to cut down car traffic in the morning and evening
- None
- What is the current ridership performance/farebox recovery for this route?
- Not familiar
- What was the point of extending metro if we're going to keep using buses to go to dc?
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Is one daily round trip really valuable?
- Make it a direct service to Ashburn metro
- Please also add express service from SugarLand Run/Potomac Falls/Dranesville/N. Herndon



- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route already follows the Silver Line.
- N/a
- Strongly support to improve regional transit connectivity.

#### Loudoun County – Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)

- No comment
- No
- No additional comments
- No. Why are we bussing all the way to DC rather than to the closest WMATA station? Instead of crossing bridge over Potomac it should stop at Pentagon.
- N/a
- Need this
- Yes, needed
- Expanding Metro or other public transit options is something I am in favor of in general. We need to get more cars off the road.
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- This route is key to helping get to work
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- The Loudon buses are reckless drivers in Rosslyn and downtown DC. They cut off drivers, blow through red lights, and will turn without being in the turn lane. Not sure if this matters for funding, but they are a hazard.
- I would prefer faster service at a lower cost and not adding additional stops.
- At least it doesn't hug a Metro from start to finish - extend it to the south and west and terminate it at Ashburn Silver Line station
- I strongly support continued Commuter Choice funding for Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. As a Loudoun County resident near Arcola, I rely on these two morning and two afternoon trips from the Dulles South/Stone Ridge and East Gate lots for a reliable, congestion-free commute. This service delivers excellent value—scoring a perfect 20/20 on cost-effectiveness—and directly advances the program's goals of maximizing person throughput, improving mobility, and reducing I-66 congestion. Please keep it funded for FY 2027-2028 so our growing community continues to have this essential transit option.
- No opinion
- Good route
- Highly recommend

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- Cars are expensive, traffic a nightmare. Run an ad in Loudoun. This is sure to run at capacity.
- Not enough buses run from Loudoun County along the existing routes. Costs are very high as well.
- This
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Innovation Dr and have people transfer to the Silver Line.
- Good service to cut down car traffic in the morning and evening
- None
- What is the current ridership performance/farebox recovery for this route?
- Not familiar
- This also should end at a metro station, service to DC is excessive and reduces metro use
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Make it a direct service to Ashburn metro
- Essential service for western commuters
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to a Silver Line Metro Station.
- N/a
- N/A

Loudoun County - Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C.  
Enhanced Service (Continuation)

- No comment
- No
- No additional comments
- No. Why aren't these people taking the Silver Line? Why are we bussing all the way to DC rather than to the closest Silver Line WMATA station?
- N/a
- Early routes PLEASE!!!! Earlier than 4:30!
- Need this
- Yes, needed
- Expanding Metro or other public transit options is something I am in favor of in general. We need to get more cars off the road.
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.

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- The Loudon buses are reckless drivers in Rosslyn and downtown DC. They cut off drivers, blow through red lights, and will turn without being in the turn lane. Not sure if this matters for funding, but they are a hazard.
- Take it to Winchester and term it at Ashburn
- No opinion
- Still needed
- Highly recommend
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Ashburn and have people transfer to the Silver Line. However, this service is an argument for extension of the Silver Line further West.
- None
- What is the current ridership performance/farebox recovery for this route?
- Not familiar
- What was the point of extending metro if we're going to keep using buses to go to dc?
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Make it a direct service to Ashburn metro
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington.
- N/a
- N/A

### OmniRide - Gainesville to Central/Northeast DC New Express Service

- No comment
- No
- Yes
- While I take 611 exclusively, this would be a good added option.
- I could use this route in lieu of the bus/train route I currently am obligated to endure...I have reported each traumatic event experienced on the train I have been forced to ride....the hardest part of my workday is the commute and more directly the train...riding the bus to me is like VRE but faster...I support this new route! Yes! Finally!!!
- Yes
- Might use occasionally
- It's disappointing to see a new bus route being proposed while there is no mention of improvements to Route 611. This route is already heavily used and clearly plays a vital role for many riders. In the afternoons, buses are frequently overcrowded—I and others often have to stand—which reflects consistent demand that is not being adequately met. There is also a significant service gap in the schedule, particularly between the early 3:00 PM buses and the 4:00 PM bus. During this period, riders are effectively left without reliable options, which can feel especially limiting given the already constrained timetable. Given these challenges, it would be more appropriate to prioritize strengthening and expanding service

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on an existing, high-demand route like 611. Addressing overcrowding and closing service gaps would directly improve reliability and rider experience for those who already depend on it daily.

- Having a Route from Gainesville to Northwest DC/ Union Station would open up tons of possibilities for commuters that work near that location to include the Capital and to add connectivity to Amtrak for business travelers.
- No. Why are we bussing all the way to DC rather than to the closest WMATA station? Instead of crossing bridge over Potomac it should stop at Pentagon.
- I think this should be more frequent
- Only a god idea if there are a lot of people that would benefit from this route.
- Concur
- Interesting option!
- Much needed and very appreciated
- This is a great service. I work odd hours in hotels and would love to be able to take a later bus in the morning, for example 9.30am and also a later bus in the evening from 18th & Eye st NW at approx 7.30pm. I know I'm a rare person but my quality of life, health and well being is far better since I started using Omni ride. Please consider later services for those who work not your normal 8 hour day or a 9am-5pm type of job
- 611 Route and 60 Metro Express is what I use on daily basis. That's the only option though 611 is more expensive and pushes us to use metro express more often.
- I would be interested in this route if it then continued to Navy Yard.
- Early routes PLEASE!!!! Earlier than 4:30!
- I use this route and specifically Bus 611. Any additional routes from University Lot to downtown DC would be appreciated.
- Would like to see in DC stops
- Expanding Metro or other public transit options is something I am in favor of in general. We need to get more cars off the road.
- Good idea
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- This would be amazing! I used to work in NoMa and had to ride the VRE. While the VRE is great having a bus service within NoMa would reduce the 0.5 mile walk from Union station to the office.
- This would be a great addition to the public transportation options for PWC. We have such few opportunities to use public transportation; I would love to see the addition of new routes!
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- All the people who want to live in Gainesville can bus to Vienna and sub in...pick up their friends and neighbors in Warrenton - a LARGE community that actually should be integrated into the WAS Metro transportation net, and they can all happily ride together to the Orange / Silver
- This service is very much needed.

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- This would be very helpful since VRE's AM service has been cut back.
- This would be a wonderful addition to the quality of life in PWC!
- Much needed
- This is a massive current service gap that would be effectively covering the busy H street corridor, NoMa and Union Station areas of DC. While I currently use 621/622 to get home based on traffic with 3-4 transfers each direction, this would cut me down to a single transfer in Union Station to get home/work.
- Can this be combined with OmniRide Route 612?
- No opinion
- Much needed route
- Highly recommend
- This will reduce the pressure on Bus 611, which is often standing room only.
- I hope this route does not replace the Omniride 611 bus route. That bus route is already too crowded nearly every morning and especially in the afternoon leaving standing room only. Adding several more stops further east of where the route ends in DC right now will only exacerbate the problem. It is extremely frustrating to have to stand for an hour (which is extremely unsafe) on one of the busiest highways in America. I would instead suggest that more buses be added to the 611 route to accommodate the demand for service, rather than add more stops. Adding more stops will only increase the demand of the route.
- Since this goes to Union Station, it connects with MARC and AMTRAK. Can we get them to pony up? Maybe advertise this together as a corridor?
- A survey should be taken if there are riders that need this route. With Omniride decreasing their service (cancelling all buses from Balls ford PnR) their service needs to be reevaluated. Same comment as above.
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- Good service to cut down car traffic in the morning and evening
- None
- Concerned we are cannibalizing VRE ridership
- Not familiar
- Please make this happen!!!
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Very helpful project, I would use this several times during the work week to get into dc and union station.
- Very interested in seeing relatively frequent service to parts of DC. How much would this impact 611 though?
- Great idea for a new line. This should also be propose for dale city to northeast dc during 95 funding.
- Make it a direct service to Vienna metro or Manassas Park VRE
- Essential service for western commutes



- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- N/a
- Strongly support to improve regional transit connectivity.

#### OmniRide – Route 622: Haymarket to Rosslyn Express Service (Continuation)

- This route saved me as one day there were no afternoon routes out of DC, so I took the metro to Rosslyn and then took this bus back to Gainesville.
- No comment
- Not sure if this is worth it.
- Definitely needed!
- Please keep this service
- No additional comments
- Yes
- I have considered taking this route, but with such limited rides decided against it and had to drive to metro/drive in. With more availability, I would be able to use it more.
- Expand 611 route too
- Need expansion of 611 too
- This makes more sense than bussing all the way into DC and crossing bridge over Potomac. There's too much congestion on bridges already.
- I am glad this adds an additional trip
- Love this route, wish there were more options direct to rosslyn, like say front royal
- This is an essential service for me, given the congestion on Rt 66. Omniride provides reliable, clean, comfortable service, and keeps many drivers off the road each day! I would like an option to get home mid-day on this route if possible.
- Can we get a 2:00pm added
- Much needed and very appreciated
- Early routes PLEASE!!!! Earlier than 4:30!
- Please keep 622. Bus is always full of riders.
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Yes please!!
- Please continue to provide this route. It services many patrons opting to use public transportation instead of clogging I-66 with more vehicles..
- Nah. Dump it or take it further west along the 66 to Vienna. There's got to be someone out there in The Plains vicinity that wants a "car free diet" for some reason. No? They want to drive? Then, dump this duplicative route and go back to the drawing board
- I relied on this service route for 2years. Very Useful!
- Adding back the an earlier route will be beneficial

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- No opinion
- Keep
- Highly recommend
- Route 622
- I rely on route 622 daily. I drive from Warrenton to Gainesville and then bus to Ballston. My office building in Fairfax has a shuttle that picks me up there. I strongly support continued and expanded service on this route. It saves me the stress and expense of driving. I also support eventual extension to Warrenton if future funding allows.
- If the bus is cost effective, keep it.
- Supporting continuation and expansion of this bus service.
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- Good service to cut down car traffic in the morning and evening
- None
- Not familiar
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Add more buses to the morning and especially afternoon routes. Include an earlier afternoon route before the 3:50 pm route.
- Very interested in this expanded service. More trips provides the flexibility that would drive ridership.
- Support continuing
- Make it a direct service to Vienna metro or Manassas Park VRE
- Essential service for western commutes - consider extension to DC
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route already follows the Orange Line.
- N/A
- N/A

#### OmniRide - Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)

- Need a stop added at Amazon HQ2 and Eads street.
- I recommend expanding I-66 Commuter Choice commuter bus service to include Culpeper, Virginia. Culpeper has experienced significant residential growth in recent years, with ongoing development supporting commuters traveling to Northern Virginia and Washington, D.C. This includes a notable population of federal employees and contractors who rely on dependable transportation options. Currently, commuter bus service begins in Warrenton, which limits accessibility for Culpeper residents and requires many to drive to other park-and-ride locations, increasing congestion along Route 29 and the I-66 corridor. Extending service to Culpeper would improve transit access, reduce single-occupancy



vehicle usage, and support regional transportation and environmental goals. Given the area's continued growth and commuter demand, expanding service would provide meaningful benefits to both residents and the broader transportation network.

- No comment
- No
- YES. Bus is full. Add more runs
- I hope Warrenton is added to continue and increase to all buses times.
- Definitely needed! It would be great and probably used more if there were not so many stops inbetween the pentagon and the Navy Yard. When you are going to the Navy Yard or leaving from the Navy Yard all the inbetween stops makes the trip so long, an almost intolerable commute time.
- This is the only route I take, 5 days a week. Very convenient and necessary!
- Can we add a departing University lot time of 4:45. The 5:00 bus tends to be jammed packed. I live in Front Royal and it would also be nice if the could add a new stop in Linden, VA. Right off the exit there is a park and ride lot.
- Without this bus, I would be forced to leave my job. Please do not remove it.
- I support this continuation as this is the route I utilize
- Yes, we need this route service. However the bus doesn't come and leave on time, and not the bus is not able to accommodate enough passengers.
- I use this as my primary to and from work basically every workday. It needs more routes! The buses are FULL during peak rush hour! It is not uncommon to have to stand. Please add more!
- Thank you for wanting to continue this service! It has gotten so much busier and more congested out in this area, and the bus is often full no matter what time I get on. Clearly there is a need, and having the bus service helps alleviate some of the congestion on the roads. It also enhances the quality of life for all of the people who have to commute to where many of the jobs are in this area.
- Expand 611 route too
- Need expansion of 611 too
- No. Why are we crossing the Potomac? Too much congestion on bridges. Drop them at Pentagon.
- I wish this had more stops in Virginia
- I take the 612 from Warrenton to the Pentagon all the time. It is such an excellent way for me and others to commute and not take up the road with an already overloaded highway system.
- The 612 Warrenton to DC is an ideal commuter route and a must. Keep it going. I always thought an extension of the orange line beyond Vienna would be quite useful as well.
- The bus I take is was full. It may be a good idea to continue the route and add additional timetables. Also consider having the bus route through downtown DC (Constitution Ave or Pennsylvania Ave) so that passengers don't have to get off at the Pentagon to take the Metrorail to get to the parts of downtown DC where they work.
- Strongly Support - Vital to the community
- End the route in the morning at the Pentagon and start it in the afternoons at the Pentagon. The buses that originate at the Navy Yard are always late and not reliable. Add more buses



routes to and from the Warrenton Commuter lot. Have a separate bus that circulates to and from the Naval Yard that services the Pentagon.

- Can you please consider more routes to Warrenton? Warrenton to Vienna metro? Warrenton to Union Station? There are so many developments and families moving further west than Gainesville and we need more buses in Warrenton.
- Helpful alternate route home.
- This line desperately needs to be extended to Culpeper. With the rising costs of gas and 60ish round trip drive to Warrenton is becoming untenable. Please continue funding of 612/612W and add Culpeper. The plurality of riders on the 5:22a route seem to originate in Culpeper or further.
- This is a great service. I work odd hours in hotels and would love to be able to take a later bus in the morning, for example 9.30am and also a later bus in the evening from 18th & Eye st NW at approx 7.30pm. I know I'm a rare person but my quality of life, health and well being is far better since I started using Omni ride. Please consider later services for those who work not your normal 8 hour day or a 9am-5pm type of job
- I wanted to take a moment to share my appreciation for the 612W route service from the Warrenton Park and Ride to Navy Yard. I regularly rely on this route for my commute, and it has made a significant difference in my daily routine. The service provides a reliable and much less stressful alternative to driving into Washington, DC. Being able to use that time to read, prepare for the day, or simply unwind has been incredibly valuable. I also appreciate the consistency and professionalism of the drivers, as well as the overall efficiency of the route. Commuting can be challenging, but this service makes it much more manageable. Thank you for continuing to provide this important connection for commuters like me. Please pass along my appreciation to everyone involved in operating the 612W route.
- Early routes PLEASE!!!! Earlier than 4:30!
- The Gainesville University Commuter Lot to the Pentagon 612 and 612-W, make it possible for me to get to work. Without this bus route I would not be able to do so. I urge you to please continue this bus Express service.
- Please keep this bus route. I take it daily for work. It's a god send.
- This route is critical to me and many other commuters. Its extension in December of 2024 for select trips to the Warrenton lot made it even more critical for commuters that live west/southwest of the I-66 corridor. Without the continuation of this route I would not have a consistent way to take public transit to my workplace.
- Love this service!
- Please keep the 612-W route available for riders. It is an important option for our community. I would also strongly encourage adding increased service to Warrenton, not just Gainesville, to better meet the needs of more residents.
- Warrenton really needs more bus service. So many of us commute into DC, and the current options just don't match how fast this area is growing. More routes starting in Warrenton would make a huge difference. Thank you very much for the consideration.
- I strongly urge you to keep the 612-W route in service. Losing it would make daily life much harder for many riders. Traffic on Route 29 continues to get worse, and with so many new neighborhoods and developments (reaching as far as Culpeper) the demand for public



transportation is clearly growing. Please support this growing community by keeping the 612-W route and please consider adding more service to Warrenton.

- The 612 route to Gainesville continues to see strong growth, but the need for expanded service to Warrenton has become especially important. Adding more buses, particularly for the Warrenton portion, would better support the increasing number of residence as new developments continue to rise. Morning and afternoon traffic on Route 29 has also intensified, making reliable transit even more essential for commuters. Strengthening service to Warrenton would have a significant positive impact on the community. Thank you so much.
- Good afternoon, seeing an increase of building and development, and return to work status: I would like to request that additional buses go to Warrenton. Thank you.
- My family and I recently moved to Warrenton and the primary factor that solidified our decision was the availability of a reliable bus route providing direct access to Washington, D.C. The 612 W route is essential to the Warrenton community and its continued operation is critical. Strengthening and expanding service to Warrenton would directly support a growing population and ensure that residents can continue to live and work here without being forced to relocate.
- Yes!!
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Triple yes please!!! The frequency of buses is great, but more options as this is a very popular route would be even better
- Please continue to provide this route. It services many patrons opting to use public transportation instead of clogging I-66 with more vehicles.
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- Don't the Gainesville people already have a sweet Express to Vienna with their Warrenton comrades? Yeah they do, see above
- I use this route daily for my commute to work. It has been extremely valuable and reliable for me as my only option to the Pentagon.
- Also very useful!
- No opinion
- Keep good for military
- Route 612 is a vital bus route. Ridership is high to standing room only seating at times. It is bad enough the Manassas line was shut down by Omniride. VRE is very unreliable for punctual and early service (before 5 am arrival in DC) Come out to Gainsville at 4 a. And see the line form quickly for the 4:30 AM bus! Do not think of ending this route!
- Highly recommend
- Need Earlier routes. People are lining up 45 minutes before, at 3:45 AM, the bus arrives.
- This is quite literally the only route that functions for me to get to my job in an affordable and timely manner due to the ability to use transit benefits. This route in particular serves so many military servants and public servants, I strongly support the continuation of this route (and honestly, to add more buses in the evenings).

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- Use route daily throughout the year. Busses are at or near full capacity, obvious demand for route and additional service.
- This is a very popular bus that runs often. Busses are mostly full. It is an important route.
- If the bus is cost effective, keep it.
- Same comment as above for Omniride. They need better service.
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- Good service to cut down car traffic in the morning and evening
- None
- Not familiar
- Great service but too crowded
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Support continuing
- Make it a direct service to Vienna metro or Manassas Park VRE
- Essential service for western commutes
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- N/A
- N/A

#### WMATA - Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service

- This would make it more reasonable to live along Route 50 and commute to the Pentagon via transit instead of by car. Strongly support.
- No comment
- No
- I would not use this route
- Yes. Love this. Connects more people to WMATA and avoids crossing Potomac and adding congestion to bridges. Drop them in Virginia.
- I wish this ran during off peak hours
- Helpful in underserved areas - direct bus routes bypassing Rosslyn rail transfers saves valuable time and allows for one seat rides without needing to use rail.
- I support this project!
- I think this route would be great for Fairfax County residents along the U.S. Route 50 corridor who want a one-seat ride to the Pentagon.
- N/a
- Please consider metro expansion to Warrenton, Marshall and points west.
- Great

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- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- Hard no - fully served by Train
- Even though a most of this route is in Arlington, it's only a tiny majority. I would name it the F6X since it's interlining with the F60s but either way this should be done
- This seems duplicative of existing metro rail service. It might be faster, but I question that since it uses route 50 which is often backed up during rush hour
- No opinion
- ?
- Highly recommend
- This route would support more commuting options for commuters coming in from further out and offering options for Pentagon/Crystal City workers.
- The numbers don't look so good on this one. If something must be cut, choose this one.
- Great idea to restore MetroBus service on Arlington Blvd. east of Pershing Drive (service was a victim of COVID cuts/adjustments).
- A route to consider but might be better if this route started at Vienna and the 698 bus wouldn't have to stop at Vienna.
- Why not ride metro from Dunn-Loring to the Pentagon?
- None
- Not familiar
- Strongly support, will provide faster bus service on Arlington Blvd due to limited stops and bypassing deviations. This will help mitigate congestion on the parallel I66 corridor
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- WMATA cut a lot of lines, recommend using \$ on better ways to improve service than add to the network that currently deals with driver availability (pretty poorly) on existing lines.
- I am a resident of the Dunn Loring area. Without impro
- Its a good project, Not sure i see this as a priority project
- This project could be valuable if it can help encourage infill development in Merrifield and/or Crystal City. Assuming that there are more than the 4 stops on the Profile(3 metro stations plus seven corners) then this should be prioritized.
- Fully fund it
- Please make this a truly limited stop route with several key stops to transfer between local and express
- Seems useful to connect two metro routes to Seven Corners.
- another one seat ride solution without transferring at Rosslyn, would this be faster than taking the Orange to Blue connection?
- Strongly support to improve regional transit connectivity.



### WMATA - Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service

- Anything that serves the Mark Center is a win, but I read this as really trying to serve the new hospital -based complex going in at the old Landmark Mall site. Is there data suggesting that people who work there are coming from the west side of Tysons Corner? Or that we expect the people living in Landmark are trying to get to jobs in the offices on the west side of Tysons? I'm not sold on this one.
- No comment
- No
- Support
- I would not use this route
- I live near the EFC metro and frequently use public transit. The F20 bus is phenomenal and has great frequency (most important), allowing access to the Leesburg Pike corridor in Falls Church. However, this route seems to overlap considerably - I prefer frequency over multiple route types, so if there is too much overlap, is there a way for funds to support increased frequency on the F20?
- This would be wonderful ... much more efficient!
- Yes. Love this. Connects more people to WMATA. Makes it easier to get from Blue/Yellow lines to Silver/Orange lines without going into DC.
- I wish this ran during off peak hours
- Been about a decade since WMATA last operated a limited-stop route along Leesburg Pike. Hope this new route would help address overcrowding on Route F20.
- N/a
- This route needs more service to encourage the mass transit ridership. At least in the Falls Church area where we live, the streets are packed with car traffic in the morning and evening.
- \$12M to essentially move traffic around is crazy
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- No buses serve Mark Center / West Alex from Van Dorn / Huntington - that's hard to believe... but at least the thing runs off Metro until EFC - nevertheless, adequately served
- F2X should have existed yesterday
- Is this the route 7 transitway or west end transitway?
- No opinion
- ?
- Highly recommend
- I don't understand why anyone would take this bus. Just have a bus from West Alexandria to East Falls Church.
- Given the likely slow travel times on this route, especially between West Alexandria and East Falls Church, this seems like a planner's "connect the transit center dots" exercise rather than a serious evaluation of effectiveness as a transportation solution.



- This service would enhance a major bus corridor in and of itself. It will also build ridership for the future BRT. It should include the Tyson's Transit Center. It is not clear how connections would be provided to other bus routes in the Tysons Urban Center. This route would provide more access from the residential areas along route 7 to jobs in Tysons Corner.
- This bus can start in East Falls Church instead of Spring Hill. No need to duplicate metro routes with bus lines.
- None
- Not familiar
- Strongly support, will provide better connections for commuters transferring off metro and East Falls Church and West Falls Church stations. This will help make metro more appealing than driving for those that can easily pick up this new bus service. Would love to see Commuter Choice sponsor more bus service that branches off of metro on i66.
- Yes
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- 1/2 of this line already is served well with 15 mins headways and little to no riders. Maybe in a few years when the new Landmark is 80% built out. There's also the West End Transitway happening that this leads to confusion.
- This would provide service to a route that currently has mediocre bus service. This route, which many take due to the job centers around Spring Hill and Tyson's, relies on everyone driving on 495 which creates large traffic delays. The West end transit way will be a state of the art transit center and it deserves routes the job centers other than Washington DC.
- Its a good idea, Not sure i see this as a priority project.
- This project will be further enabled by various elements of the Envision Route 7 BRT program, which should significantly increase transit speeds and ridership. Therefore this project should be prioritized higher.
- Fully fund it. Needs dedicated bus lanes
- Please limit stops between Culmore and Seven Corners to a few key stops and between seven corners and EFC to 1 stop so this can truly be express. Same principal goes for other portions of route (EFC to WFC, WFC to Tyson's, Culmore to Mark Center, and Mark Center to West Alexandria)
- This route seems useful to connect heavy used bus stations to the metro area.
- Not sure about this one  
An expensive suggestion. Can't we just increase existing bus service a bit along the corridor to satisfy demand?
- Seem like a good option to connect Alexandria to the growing Tyson's area as well as to Silver Line directly
- Strongly support to improve regional transit connectivity.

#### General comments on the Commuter Choice program

- Need 612 Omniride route to start from Haymarket
- It would be nice if there were a bicycle corridor approximately parallel to Langston Blvd. Now on a bike you have to wind through residential roads to get to a destination on



Langston Blvd. because it would be too risky to ride on Langston Blvd. That would give another choice in addition to automobile and bus.

- Where are the enhancements to get folks who live where it's hard to get to 66 to 66 so they can use public transportation?
- The number of express bus projects receiving funding indicates that the outer suburbs need better rail connectivity.
- Thank you for funding public transit in Northern Virginia. It is vital and must grow. Cars are not the answer.
- There is a real lack of data made available with regard to what is the current usage, what is the current problem that is attempting to be solved, how many people have actually asked for these projects, etc.
- Buses need to be on time and run often.
- There should be more funding for roadway and ITS improvements that enhance existing transit services: better bus stop amenities, improved ped-bike access to bus stops, transit signal priority, bus queue jump lanes, etc. \$20M, the cost of the Ballston 2nd entrance, could benefit MANY existing transit routes and stops--but it's instead being spent on partially funding a new entrance that provides marginal benefit to very few people who aren't in need.
- Thank you for soliciting feedback. I very much appreciate having these options to commute out to DC.
- Stop
- London county options to Pentagon would be useful
- A major concern. Tolls are only charged on those drivers who work in DC and travel eastbound in the morning and westbound in the evening. This is very unfair. There is now far more traffic congestion to the direction of travel for which there are no tolls. There is something sinister occurring here. Someone got bribed to allow this to occur despite the obvious traffic congestion in the non tolled direction. Charging tolls in both directions will increase revenue for projects and reduce air pollution by encouraging the use of other transport options.
- Note that I am not a traditional commuter. I use public transit frequently, not for work but for medical appointments.
- We need to continue buses to Warrenton and have them go to Warrenton for every bus that goes to Gainesville now.
- Direct bus route to DC exactly like 3Y!!
- All good choices
- Price needs to go down with more frequency for 611 bus as it's always Jam Pack
- Would also like a route from Linden commuter lot to Navy Yard
- The 612 route from Gainesville to Navy Yard is very crowded and could probably benefit from some additional trips
- I would be grateful is the Front Royal bus could add an early departure and or add at stop at Linden, VA. There is a park and ride at that exit. I am looking for some kind of stop for a bus in between Front Royal and University lot on interstate 66. I personally take the 612 departure from university lot at 500 am. IT works out great for me but I live on the Linden/Front Royal town line near exit 13 on interstate 66.

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- I would like to see additional buses/times added to 611. The buses are full and often are standing room only when they get to my stop at OPM in the afternoon. There appear to be half as many rides am/pm as there is for 612z
- Pleased with all I have experienced over 15 years of commuting to DC - minus the trauma endured on Metrorail
- Provide on time arrival and departure, adequate shelter for passengers during cold and rainy days. And provide proper communication announcements for passengers while waiting for the bus.
- The commuter bus from Gainesville is a game changer! Thank you for keeping us in the commuting game!
- This is a great program and much appreciated!
- 598 is a crucial link between Reston and Pentagon/D.C.
- Please continue this great Fairfax County 598 bus service. It directly lends itself to the overall health of the county by providing residents the opportunity to get to and from work daily.
- Public transit saves expenses !
- Continue route 598. This is a very important route
- The project proposal does not clearly explain which existing services will be maintained. If this recommendation involves discontinuing the 611 OmniRide route and replacing it with a new service, substantially more detail is needed. Riders deserve clear information about what will change, how the new service will compare in terms of frequency, capacity, and coverage, and how current users will be affected.
- Would love to see a portion of funding be dedicated to smaller WMATA projects that help orange and silver line commuters more incrementally. As WMATA struggles with capital funding, dedicating a portion of the money toward things like platform screen doors, signal upgrades, or station rehab would help more commuters faster than any bus route.
- Need Metro Stations in South Arlington in Green Valley and Douglas Park. Need to significantly lower price of SmartTrip bus and rail rides. Make zero-cost for individuals with low/no income.
- This program is CRITICAL to my access to work in a timely and affordable way.
- Great to have funding for transit.
- I like that we're giving commuters more choices, but we also need to be realistic about using the choices they already have (i.e. WMATA). This shouldn't give them the option to avoid WMATA completely. We need to maximize the infrastructure we already have and make it easier to use WMATA.
- The Ballston-MU project has a long lead-time, while others do not. That makes it more urgent to get started now, versus the other projects.
- We need to get cars/buses and traffic off the roads so pedestrians and cyclists can safely get to public transport. Also, we need a direct route to the Amtrak
- I wish bus service were more frequent during off peak hours. People need to get around outside of typical commuting hours
- More reverse commuting routes between Arlington and Loudoun County, as well as late night service between IAD/Dulles and Arlington/DC would help late night airport workers and provide more access to job opportunities when MetroRail is closed. Funding to support

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previously planned WMATA Route F59 would provide access for a variety of airport shift times and allow commuter options in the event of overtime/working late if service filled in MetroRail gaps.

- Funding recipients should have funds tied to performance and penalties or payback requirements for poor return on investment.
- Thank you for the opportunity to provide public input.
- Great program that helps get drivers off the road.
- I am retired. So this survey does not apply to me.
- It is very beneficial for those commuting to DC area.
- Na
- Thank you!
- More options for Culpeper in general
- This is a great service. I work odd hours in hotels and would love to be able to take a later bus in the morning, for example 9.30am and also a later bus in the evening from 18th & Eye st NW at approx 7.30pm. I know I'm a rare person but my quality of life, health and well being is far better since I started using Omni ride. Please consider later services for those who work not your normal 8 hour day or a 9am-5pm type of job
- Would be ideal if the metro rail services can be extended to at least Manassas and help reduce the cost of work travel to D.C.
- From University Lot to DC: Early routes PLEASE!!!! Earlier than 4:30!
- It would be great to have a direct bus or more busses from Front Royal/Winchester VA
- I think this program is critical to keep a diverse set of options for the public funded and pushing for more and better options.
- I love it!
- Warrenton really needs more bus service. So many of us commute into DC, and the current options just don't match how fast this area is growing. More routes starting in Warrenton would make a huge difference. Thank you very much for the consideration.
- I strongly urge you to keep the 612-W route in service. Losing it would make daily life much harder for many riders. Traffic on Route 29 continues to get worse, and with so many new neighborhoods and developments (reaching as far as Culpeper) the demand for public transportation is clearly growing. Please support this growing community by keeping the 612-W route and please consider adding more service to Warrenton.
- Where does one find information on ridership for these toll paid bus routes that shows cost per user?
- I'm glad Highway tolls support transit
- All your projects are a waste of money. Fix the potholes and open up the senior center on Hayes 5 days a week. A billion dollar budget and nothing gets done.
- I perceive the program is beneficial in maintaining organization and safety on our streets and highways.
- I'm still angry that a public freeway was converted to a toll road, partly for the benefit of private interests.
- A direct bus route from Leesburg to DC would be helpful for commuting times!
- I can only speak for Leesburg directly, but all of NoVa could benefit from increased commute bus options.

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- Please expand all bus public transit services from Loudoun County to Washington DC. Especially from Leesburg, VA and Purcellville/Hamilton, VA.
- Use the lot at Balls Ford Road! We need something closer than university lot for departures from Manassas into DC
- We need more buses and more frequent buses
- Amazing
- Pay attention to 699 and 698, these routes have great potential as many people don't trust taking the buses since currently they are missed stops, no space and you can quadruple your ridership just by making it more frequent and reliable.
- Appreciate the opportunity to utilize public transportation. Makes my commute barely. I prefer the express buses over the metro because it's safer. The free parking makes it even more affordable.
- This program has taken alot of stress off my commute and have had nothing but a great experience.
- I think you're doing an amazing job and expansion of these services would be better
- Glad to have it. Otherwise would have to drive.
- I appreciate the public transportation routes we do have available but would love to see an increase in routes offered.
- I'm pretty much in favor of anything that increases transit options! However, increasing commuter bus service will reduce traffic, encouraging more drivers, so there will likely be no net decrease in traffic. Consider doing something like bus-only lanes during rush hour and then having really frequent service! That would be great!
- The I-66 tolls and Commuter Choice program are great in theory, but I increasingly realize how it exacerbates inequality. I now know some rich people, and they get to zoom around NOVA in their monster trucks, while we who cannot afford the toll are stuck in even worse traffic on other roads or on slow public transit. Until Commuter Choice makes transit as good as driving your own car on these roads, we give a systematic advantage to the rich folks that they wouldn't get under the old system. That means these guys can have their kids do travel soccer or whatever activities without problem, whereas I race from work and then work in the parking lot at kids activities, since I spent so long on the commute.
- The bus could drive faster and more with the flow of traffic. We travel at such a slow speed in the mornings we are usually later than the scheduled arrival time (Dulles South to Army Navy Dr) also, the announcement for Rosslyn needs to be updated - it currently states army-navy drive twice.
- Fire everybody who came up with this reductive, unimaginative vision and save a ton more money. This is silly.
- Commuter Choice programs are vital for growing Loudoun County communities like Arcola and Stone Ridge that have no Metro Rail access. These park-and-ride bus routes provide our only reliable, cost-effective way to reach downtown D.C. without adding cars to I-66 congestion. They reduce traffic, emissions, and travel times while supporting economic mobility for thousands of residents who lack rail options. Continued funding is essential to keep these services available where rail simply does not exist.
- I only wish more funding was available for all of these great public transit projects, so as a region we can reduce congestion and pollution.

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- Are we ever gonna get a Columbia Pike metro line or the Bloop??
- Still too car-centric - we need true multi-modal
- I get on 699 and thankful for the service. I just hope it goes little more east toward union center as we don't have any bus that goes that way. Thank you!
- There has been no or limited planning. Why not expand the trails along I66 from West Falls Church to Rosslyn. Double the width of the trails and improve the surface for bike riders. Slam dunk project.
- You need to use our tax dollars to build roads not find boondoggles
- Thank you for taking input.
- Glad this program is around to support the commuter and lessen traffic congestion!
- Adding the 2:30PM route for those who start working early
- Improved service on the ART55 bus route in Arlington should be the top priority.
- Buses are getting more crowded additional options would be helpful
- The new OmniRide website is horrible - mobile and desktop. If i purchase a monthly pass, way do I have to designate which route I take? I take the 611 or 612 bus depending on work, but the pass makes me choose one.
- We need more options for and more reliable public transportation.
- I like knowing part of my toll cost is returned to me as transit investment instead of going entirely into the pockets of a private company.
- Anything to encourage public use of mass transit is a plus for the entire region.
- Please add updates to bus 611! Too often, we have to wait for another bus (especially going home, but happens in the morning too) due to standing room only. We should not have to constantly wait for a later bus or be forced to stand. We need more buses and options!
- Please, I beg, add more times for the Omniride 611 route.
- Keep in mind bicycling improvements, particularly doing something about the extreme difficulty of getting to Chain Bridge from Arlington and Fairfax.
- With several possible bus routes being considered, I would like to see dedicated bus lanes, where possible, to help address increased possible congestion from more buses on these roads.
- Arlington has put decades of effort into the western entrance.
- I am about to give away my car, use only transit and my two legs. The more places available to go, the happier I will be.
- Where is the project to drill a 3rd lane thru I66 West thru Falls Church East to remove the constant delays on that route. We spent 5 years expanding 495 to still bottleneck on the Legion Bridge but what's the point if I66 is constantly blocked here. Also for the love of god can someone fix that bump in I66 to the West of that intersection.
- On teh website I couldn't find details on the scoring process, especially the "Applicant Preference" category.
- You should do more rail related projects and improvements. Add another entrance to Pentagon City for example. Extend rail in VA. Bus routes are not long term solutions and can be changed on a whim. They are not a real commitment.
- More express routes to DC or express routes to metro stations . Specially Chantilly area, right now the closer metro station is 1hr away using the bus. More express buses It doesn't



matter if is just a short schedule am/pm. There in no need to drive to DC metro if the public transport is efficient. This can help the traffic I don't have a car and comute to DC takes 2hrs in public transport.

- The west entrance to Ballston would be very beneficial.
- It would be better if the information page included rationale, such as the ridership numbers for ART55 in Arlington. How many riders would be impacted by this proposed increased frequency in bus service?
- None
- We don't need more bus routes. We need more rail. Extend the Orange Line to Gainesville. Extend the Silver Line to Leesburg. Extend the Yellow Line via Ft Belvoir to Woodbridge. And extend the Blue Line along FFX parkway and VA-123 via GMU back to the extended Orange Line.
- Good initiatives to take down car traffic on the highways during rush hours
- I love and admire this program. It does seem odd to me that continuations of service are part of a public comment process. It makes sense to seek comment on improvements to public transit, but wouldn't continuations of service be part of the normal budget?
- Need more collaboration between Omniride and FFX Connector. It appears they are providing the same service. Omniride just drives by all the FFX connector stops. Recommend a BRT station at Stringfellow Rd. Need to address off-peak direction congestion on I-66 ITB to reduce bus delays.
- More rail and tod around rail. Too many VRE stops are parking lots
- My top priority is fully funding the Ballston West Metro entrance at 100%. I think the Commuter Choice Program should continue to be used only for Metro and bus services, not for projects that widen roads or otherwise support car travel. It should also fund bus lanes, removing car lanes, and removing parking. We should keep the I-66 segments through Arlington as multimodal-focused as possible and reduce subsidies for cars, since that doesn't make sense.
- I really like funding bus services that branch off of these highway corridors, instead of funding routes that run parallel to or directly on the highway corridors. Branching buses are great because they increase the reach of the existing, high-capacity metro system.
- There should be more non rush hour direction service and projects should be evaluated for cost effectiveness and servicr
- I don't really know what the program is
- I love the bus, especially the plush seats.
- Fairfax Connector cut backs are making the program hurt overall. Fewer options for residents.
- Route 699 is the best thing that has ever happened to my commute. Keep it funded forever please.
- Great! please add earlier times from Le fant Plaza, DC Stringfellow Rd., Park and ride
- Building and promoting bus connectivity in Northern VA is incredibly valuable for the region's growth and health.
- Need routes besides those going to dc. sterling to tysons bus would be good
- More options on the weekends for those of us who don't want to drive into DC



- What's the process? Is there already a wishlist or projects that members provide NVTC? What's driving these? And how to they really make a dent when some areas are starved by transit (25+min headways).
- Please add more buses to the Omni Ride Express bus #622 route espeically in the afternoon hours. The 3:50 pm bus is full and sometimes is standing room only. This bus is too crowded. A 3:00 pm bus route would eliminate the over crowding as it is now.
- Forever chasing sprawling developments is a losing battle. The next generation of workers will have to leave even further out based on our current land use decision of sprawling out instead of building up. The best way to improve commuter experience is to build more homes closer to job centers, reducing the distance of the commute and lowering the time and cost incurred by the worker and the infrastructure
- You have to prioritize metro for areas it covers and prioritize access to metro from areas it doesn't cover. Also saves money on many routes and creates more routes for unserved areas
- Recommend additional express bus service from East Falls Church/Seven Corners to central and SW DC as well as Shirlington/Pentagon area
- The express routes that already have good connection with metro should not be weighed heavier than areas that don't have easy access to metro to get from origion to destination.
- I'd like Alexandria School system to assist WMATA and DASH more with kids using the free bus system for social purposes (particularly when school lets out). In particular, the dope rich 35/31 DASH buses and the bathrooms of the Shirlington bus station is outrageous and destructive to our kids minds. Occasional/random police and/or proctor presence would be appreciated.
- If we live here we should be able to use the HOV free or discounted, you are ripping us off is there never an end to this I am moving this place is to much like California now. good luck!!
- The DASH bus service is fantastic and a great role model for what great transportation services should be!
- Support efforts at regional transit integration, improved bus service, and better multimodal transportation options throughout NoVa.



## Comment submitted at the April 2, 2026 Public Hearing

- NVTC held a public hearing on April 2, providing another option for members of the public to provide feedback. One comment was made at the public hearing as transcribed below:
  - *Hi, I'm Michael Grant, I'm a resident of Fairfax County and I'm very supportive of the whole program. It's very great, particularly these express bus services that help to reduce travel times. I would like to directly support the Fairfax Connector 598 bus service that goes directly from Reston to the Pentagon and Crystal City. I'm a regular rider of that route. It cuts down time for transit users in the corridor. A lot of the riders go directly to the Pentagon and its about a half-hour ride from Reston to the Pentagon, whereas by Metro or other routers it could take about an hour with the transfers. It provides a direct connection, it benefits a lot of our military members at the Pentagon. It also goes directly into Pentagon City and Crystal City which is a very nice and direct connection. I'm supportive of that project in particular as a user. I also know that many employees like at the firm of the company I work for are on hybrid schedules and if we didn't have this transit service [they] would likely not come into the office. For myself and others without this type of service wouldn't come into the office as often but the convenience of it really supports transit use and in-office interaction for those who live further out in Fairfax County. Thank you.*

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Comments submitted via email

**From:** [Kathy Walentowicz](#)  
**To:** [Commuter Choice](#)  
**Subject:** 612-W bus route  
**Date:** Wednesday, March 25, 2026 8:37:23 AM

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Please, please, please do not remove the 612-W bus route. I do not drive and rely on it for work every day.

Sent from my iPad

**From:** [Peter Harnik](#)  
**To:** [Daniel Knickelbein](#)  
**Subject:** Fwd: Feedback on the Northern Virginia Transportation Commission Projects  
**Date:** Wednesday, March 25, 2026 12:54:35 PM

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Sirs/Madams:

The projects you are proposing all seem pretty good to me. ***However, I believe you need to have at least one major bicycle project in every NVTC funding cycle.***

Here are my suggestions for two very badly needed bicycle safety and connection projects:

1. A reasonable, safe and high-quality connection from Arlington and Fairfax Counties to **Chain Bridge**. The current situation is impossibly steep and unsafe, and this bridge is woefully underutilized by cyclists.
2. A Bike Trail/Bike Lane along **Old Dominion Drive** from Marymount University to downtown McLean. Old Dominion is a former railroad line with an outstandingly smooth grade, but it is too narrow for bicycling with high-speed auto traffic. Currently, it is almost impossible to bicycle safely from Arlington to McLean.

Thank you.

--Peter Harnik

**From:** [william.grayson](#)  
**To:** [Commuter Choice](#)  
**Subject:** commuter choice public comment  
**Date:** Wednesday, April 1, 2026 10:05:28 AM

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Hi!

I would encourage you to prioritize the Fairfax Connector 598 direct express bus from Reston to the Pentagon/Crystal City metro - its a bus I occasionally take between my two office locations, and it is a very convenient alternative to trying to drive this route, especially during rush hour.

Thank you

William Grayson

**From:** [Alexander Crammond](#)  
**To:** [Commuter Choice](#)  
**Subject:** Springfield Commuter  
**Date:** Tuesday, March 17, 2026 7:18:51 PM

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Hello,

My name is Alexander Crammond. I have been living in Springfield VA for 3 years, before which I lived in Courthouse for 3 years. I am located just off of I-95, near the Franconia-Springfield metro. Big fan of public transportation - makes living much more affordable, pleasant, and just better for the environment.

I heard that there are some funding from the Commuter Choice grants available, so I just want to do my part as a concerned citizen and throw in a suggestion:

The on-foot connection from Loisdale Road @ Layton Drive to the Springfield-Franconia metro could use some love. There is a bike / foot path that runs along 289 that I use to bike / walk to the metro, but over the past couple years it has become extremely overgrown.

Obviously there are buses that run daily from Loisdale Road @ Layton Drive to the metro, but this option is not as flexible in terms of timing and often it takes me just as long to walk to the metro.

Also, as a general note: overall the bike lanes around that area are abysmal. For example, I cannot safely bike from Loisdale Road @ Layton Drive to the Springfield mall - the bike lanes end before I get there!

I think some more thoughts on how to make the area more bikeable (+ a City bike share ?) could make getting to the Springfield-Franconia metro much more commuter friendly.

Thanks,

- Alexander Crammond

**From:** [Mamie Thompson](#)  
**To:** [Commuter Choice](#)  
**Cc:** [Don Thompson](#)  
**Subject:** Proposed Route from Gainesville to Union Station  
**Date:** Tuesday, March 10, 2026 7:16:16 AM

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I love this proposed route! My husband and I live in Haymarket and would definitely use it to go to Washington DC.

Mamie Thompson

**From:** [Bill Pugh](#)  
**To:** [Commuter Choice](#)  
**Cc:** [Stewart Schwartz](#); [Sonya Breehey](#)  
**Subject:** Comment on I-66 Commuter Choice FY 2027-2028 - please encourage more project applications  
**Date:** Friday, April 3, 2026 4:43:19 PM

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Dear NVTC Commissioners,

The Coalition for Smarter Growth appreciates the applications of transit agencies and local jurisdictions for the I-66 Commuter Choice FY 2027-2028 round of funding. It is important that our region continue to provide affordable and sustainable transportation options in this corridor.

**Our main comment is that we ask NVTC and its members to better encourage applications for this funding, including Access to Transit projects.** We expect that the \$40 million left on the table in this round is an anomaly. We note that in addition to transit service and capital projects, the Commuter Choice funding can be utilized for Access to Transit Improvements, of which there is no shortage of needs.

For example, CSG has worked in recent years on improving the currently unsafe conditions for transit users accessing bus stops along Route 7 in Culmore, and improving unsafe roads near the Vienna Metro station. These are just two of many examples. Local governments in the region and VDOT have compiled long lists of safety needs for pedestrians, bicyclists and other vulnerable road users, many of which are in transit corridors or near stations.

As local jurisdictions work to add more housing along commercial corridors, these safety and walking/biking improvements are as critical as transit service improvements. Please encourage more applications for projects that foster walkable, transit-friendly and inclusive Northern Virginia communities along Commuter Choice corridors.

Thank you for all your work for better transit in the region.

**Bill Pugh, AICP CTP** | Transportation & Climate Director  
**Coalition for Smarter Growth**  
[bill@smartergrowth.net](mailto:bill@smartergrowth.net)  
(202) 675-0016, ext. 7084



April 6, 2026

Chair Sarah Bagley  
Northern Virginia Transportation Commission  
2300 Clarendon Blvd, Suite 230  
Arlington, VA 22201

Dear Chair Bagley,

On behalf of the Arlington Chamber of Commerce, I write to express the Chamber's strong support for two Arlington County projects under consideration for I-66 Commuter Choice FY 2027-2028 funding: the Ballston-MU Metrorail West Entrance and enhanced service on ART Route 55. Both projects represent meaningful investments in Arlington's transportation network and would deliver tangible benefits to Arlington residents, businesses, and visitors.

Funding to support the construction of the Ballston-MU Metrorail West Entrance will help realize this project, expanding access to the station for residents and employees in the western portion of the Ballston neighborhood. The second entrance would reduce crowding at the existing entrance and support the Ballston neighborhood as a destination for businesses, residents, and visitors. This infrastructure improvement will enhance the competitiveness of Ballston as a commercial district and encourage transit-oriented activity that benefits the broader community.

Additionally, the proposal for enhancements to ART Route 55 would make bus transit a more reliable and attractive option for Langston Boulevard commuters and residents. Increased peak frequencies on Route 55, between the East Falls Church Metro Station and the Rosslyn Metro Station, would improve connectivity throughout the corridor, which aligns with the long-term vision articulated in the Langston Boulevard Area Plan.

Arlington's businesses and workers depend on a strong multimodal transportation network. Investments that expand Metro access and improve local bus service help attract and retain the workforce that drives economic growth in our community. We ask the NVTC Board to please prioritize these two Arlington projects for funding.

Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink that reads "Kate Bates". The signature is written in a cursive, flowing style.

Kate Bates  
President & CEO

CC: Northern Virginia Transportation Commission members; Kate Mattice, Executive Director, Northern Virginia Transportation Commission.

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** April 30, 2026  
**SUBJECT:** Virginia Railway Express (VRE)

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At the May 2026 meeting, VRE staff will update the Commission on VRE activities. The Commission will be asked to ratify an I-66 Outside the Beltway (OTB) grant application for VRE's L'Enfant Station and Fourth Track project.

**A. VRE CEO Report and Minutes**

The [VRE CEO Report for April 2026](#), the [Minutes of the March 20, 2026 VRE Operations Board Meeting](#), and the [Minutes of the April 17, 2026 VRE Operations Board Meeting](#) are attached.

**B. ACTION: Approve Resolution #2608: Ratify a Grant Application to the DRPT FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the L'Enfant Station and Fourth Track Project**

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2608](#), which will ratify the submittal by the NVTC executive director, or her designee, of an application on behalf of VRE, for the L'Enfant Station and Fourth Track Project 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.

VRE staff have identified a capital project, the L'Enfant Station and Fourth Track Project, 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.

On December 1, 2025, the Department of Rail and Public Transportation (DRPT) opened a call for projects for the FY 2027 I-66 Outside the Beltway (OTB) funding program, which 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 Web Grants platform.

After their February 1, 2026 application submittal deadline, DRPT identified additional funding available to VRE under this program, allowing VRE to submit an application for this project during a one-week period between April 6-10, 2026. The L'Enfant Station and Fourth Track Project, which has completed the preliminary engineering and NEPA environmental review/Section 106 coordination phases, has a current project funding shortfall of \$40.3 million. Receipt of this funding would fully fund the project and allow the final design and construction phases to proceed on schedule.

The Commissions previously authorized the VRE CEO to submit an application for the same project to the United States Department of Transportation (USDOT's) Better Utilizing Investments to Leverage Development (BUILD) FY 2026 funding program. Applying to fund the project through the I-66 OTB funding program will provide a contingency plan in the event that VRE is not successful in fully funding the project through the BUILD funding program.

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 VRE 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. More details about the project are included in the attached [VRE memorandum](#).

# CEO REPORT

APRIL 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 | APRIL 2026

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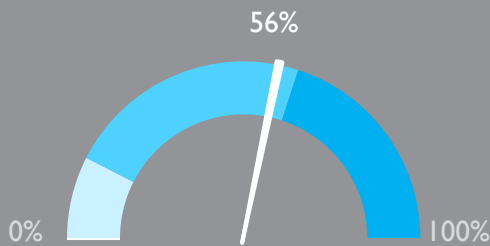
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VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

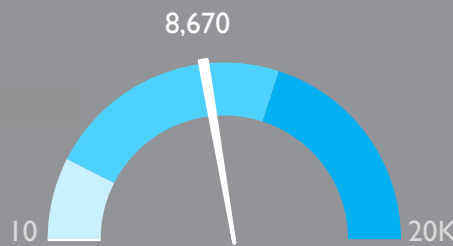


# PERFORMANCE AT A GLANCE



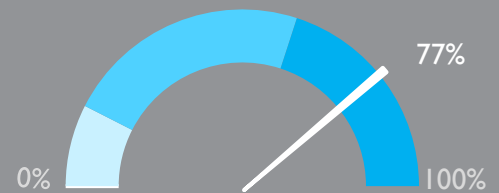
## PARKING UTILIZATION

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



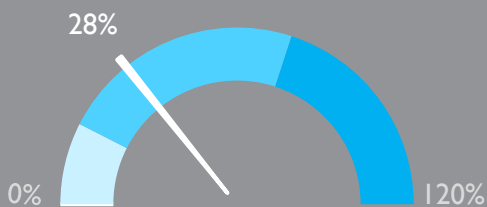
## AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.  
Same month, previous year: 11,466



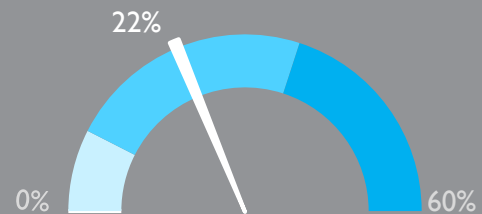
## ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.  
Same month, previous year: 85%



## SYSTEM CAPACITY

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



## OPERATING RATIO

*Through March 2026*

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

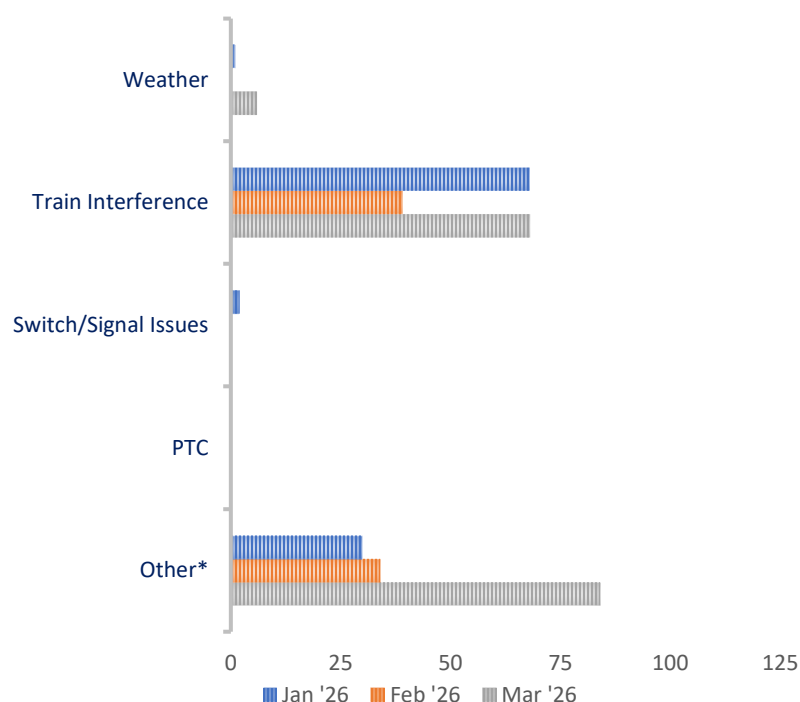
**MAR 2026**

# ON-TIME PERFORMANCE

## OUR RECORD

	Mar. 2026	Feb. 2026	Mar. 2025
Manassas Line	77%	92%	85%
Fredericksburg Line	77%	81%	84%
Systemwide	77%	87%	85%

## PRIMARY REASON FOR DELAY



VRE operated six hundred and ninety-four revenue trains in the month of March. The on-time rate for the month was 77 percent.

One hundred and fifty-eight trains arrived more than 5 minutes late to their final destinations. Of those late trains, 78 were on the Manassas Line (49 percent), and 80 were on the Fredericksburg Line (51 percent). The average delay was 16 minutes. 21 trains were more than 30 minutes late to their destination station.

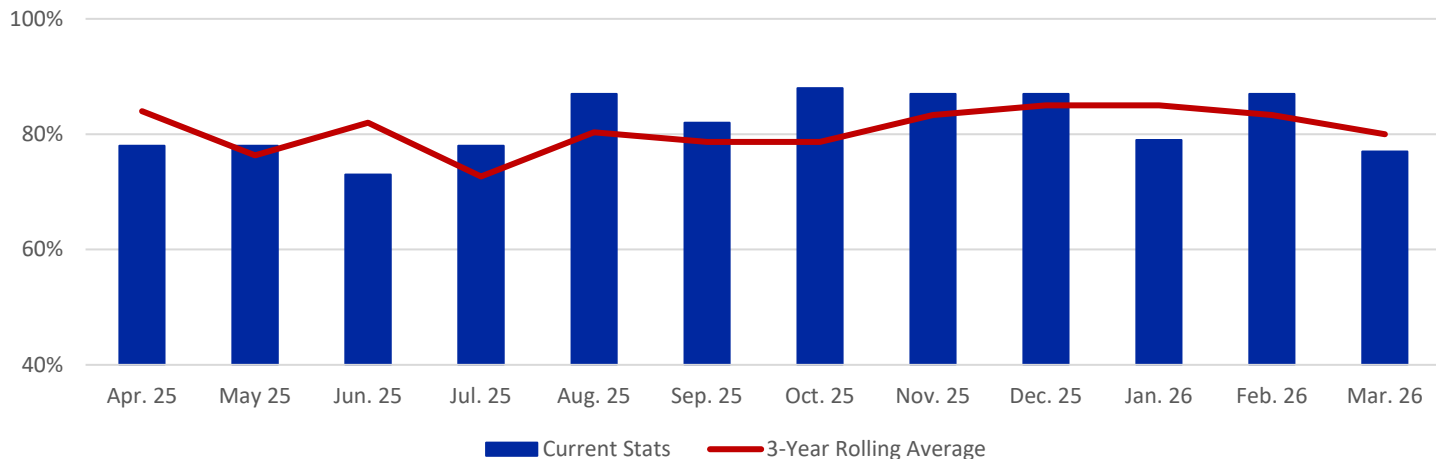
\*Includes trains that were delayed due to operational testing and passenger handling.

## LATE TRAINS

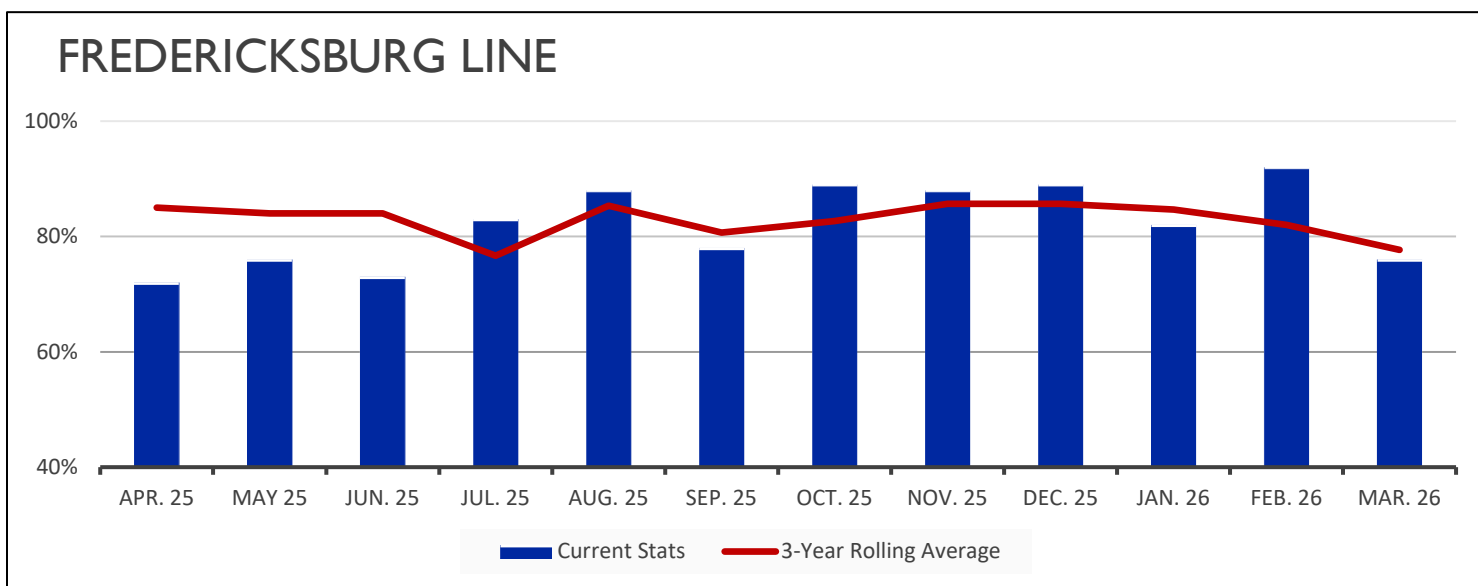
	System Wide			Fredericksburg Line			Manassas Line		
	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.
Total late trains	101	76	158	44	23	80	57	53	78
Average minutes late	16	14	16	13	13	18	18	15	14
Number over 30 minutes	11	5	21	2	1	12	9	4	9
Heat restrictions	0	0	2	0	0	2	0	0	0

## ON-TIME PERFORMANCE

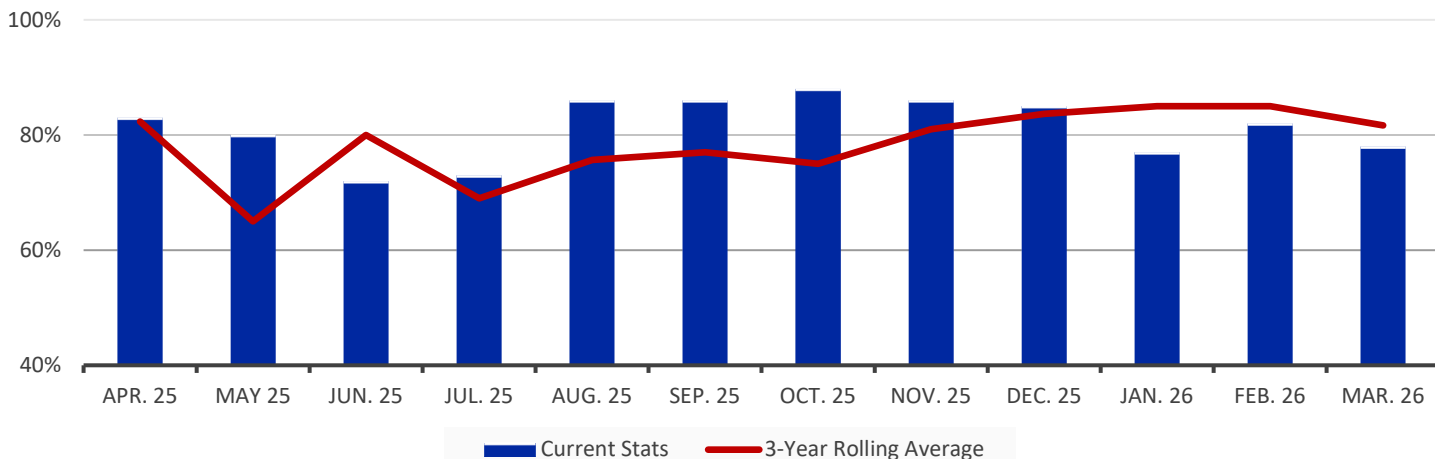
### VRE SYSTEM



### FREDERICKSBURG LINE

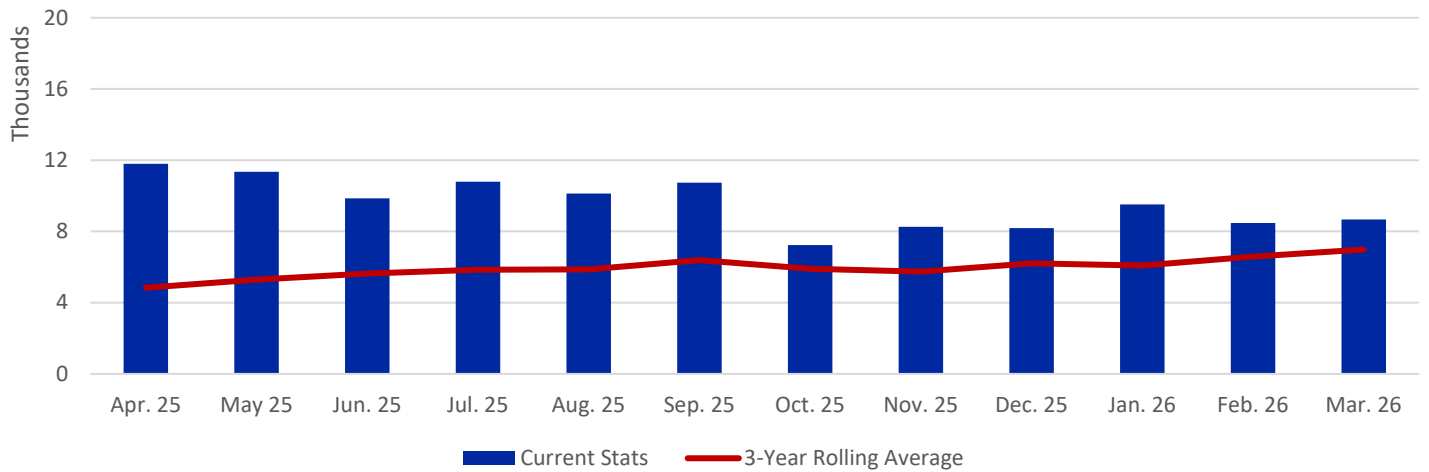


### MANASSAS LINE

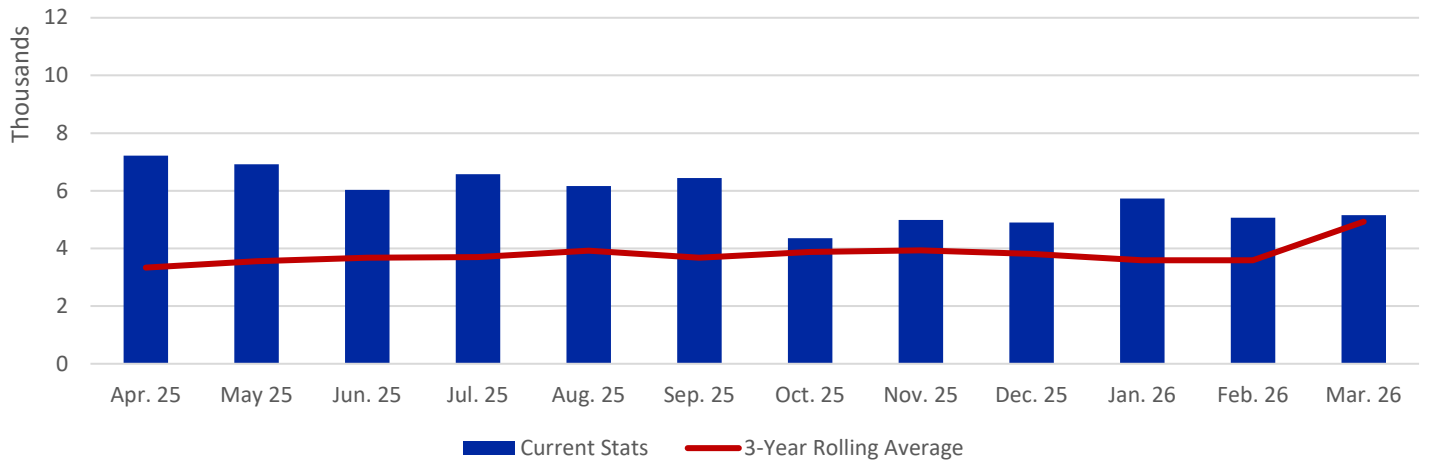


# AVERAGE DAILY RIDERSHIP

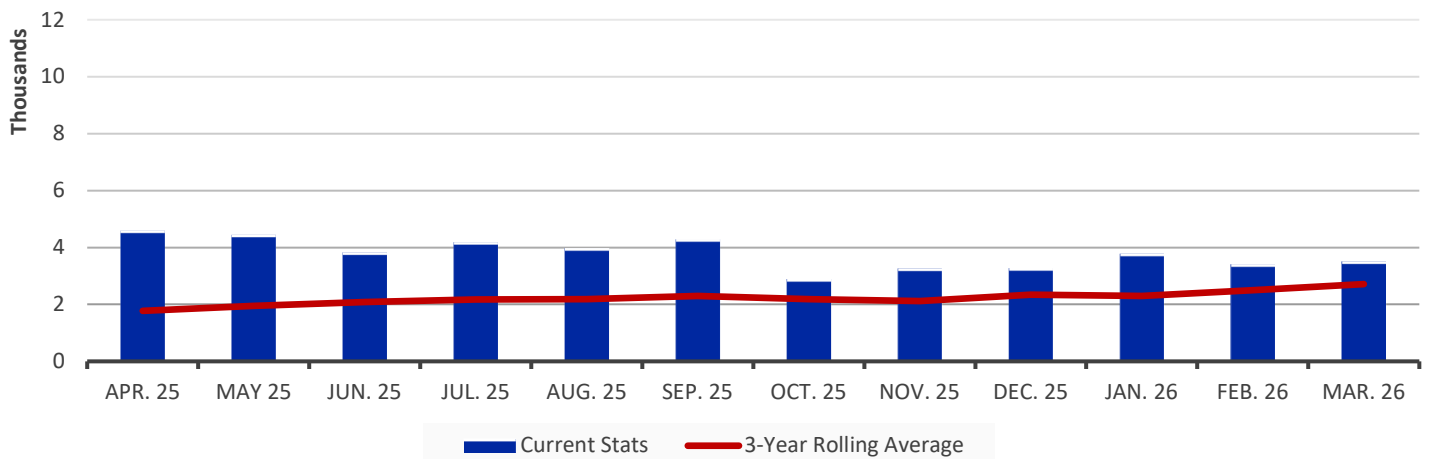
## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE

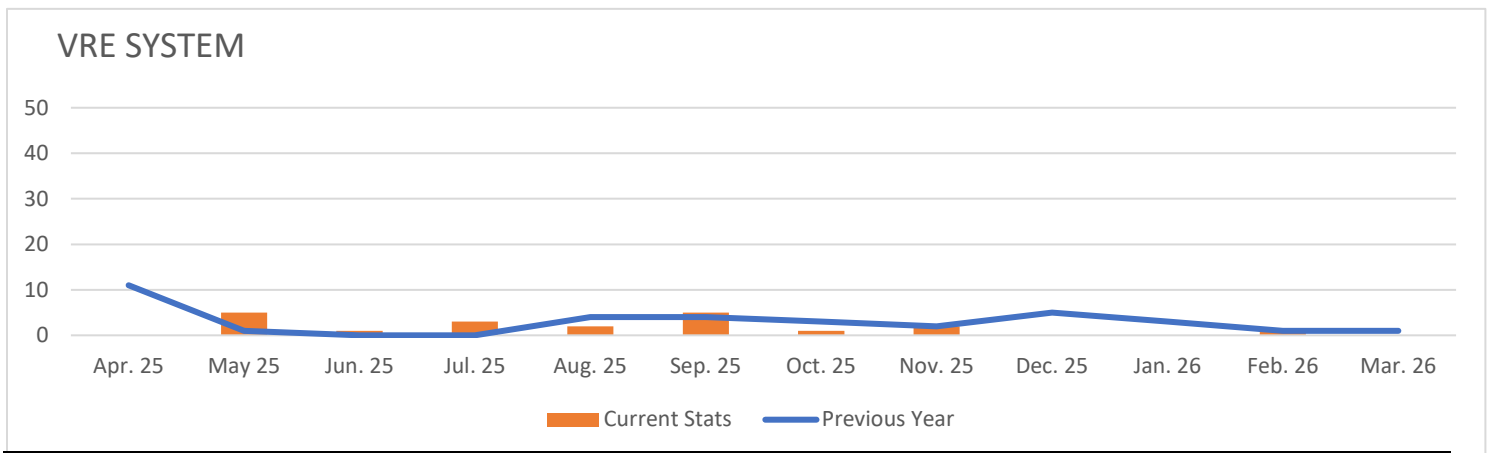


## RIDERSHIP UPDATES

Average daily ridership for the month was 8,670. There were 22 service days.

	March 2026	February 2026	March 2025
Monthly Ridership	190,743	152,882	240,794
Average Daily Ridership	8,670	8,472	11,466
Bicycles on Trains	1,404	851	1,096
Full-Service Days	21	19	21
"S" Service Days	1	0	0

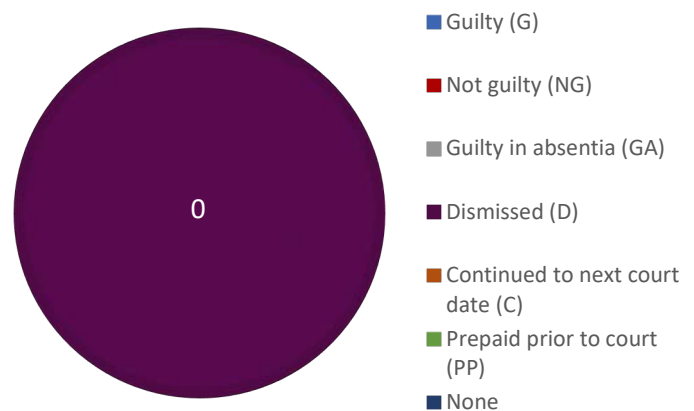
## SUMMONSES ISSUED



### SUMMONSES WAIVED OUTSIDE OF COURT

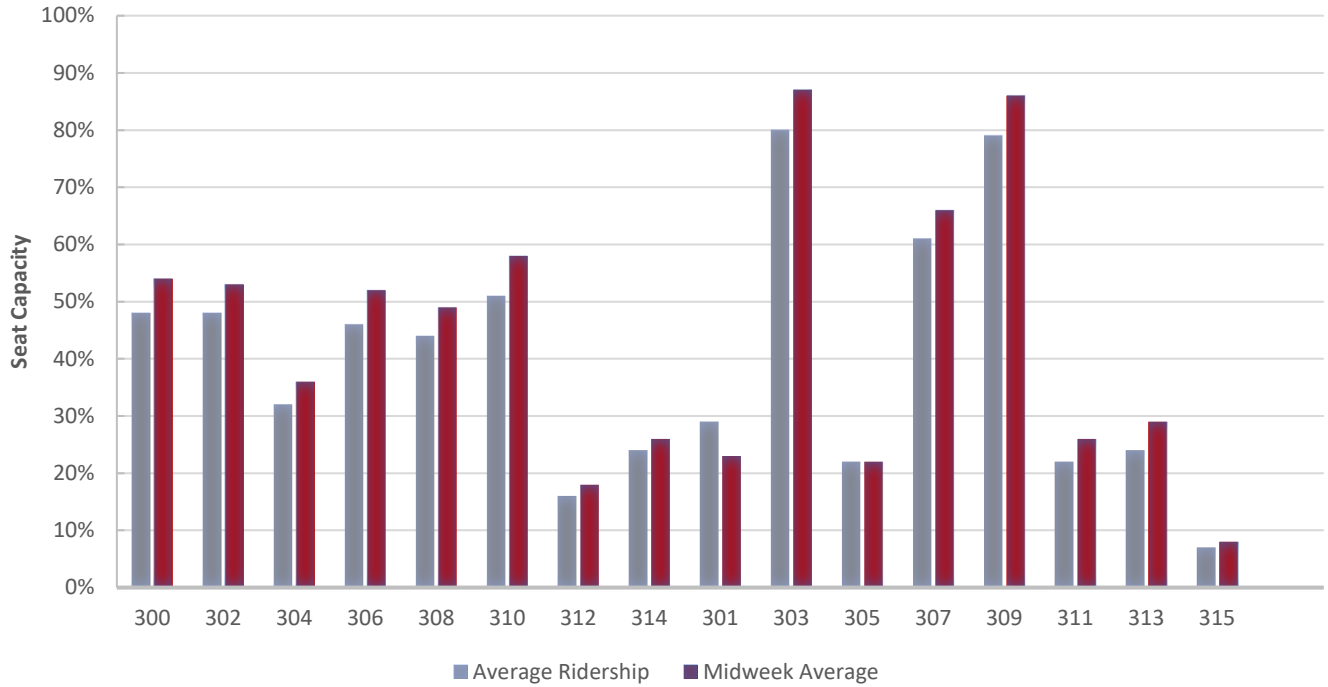
Reason for Waiver	Occurrences
Passenger showed proof of a monthly ticket	1
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
<b>Total Waived</b>	<b>1</b>

### MONTHLY SUMMONSES COURT ACTION

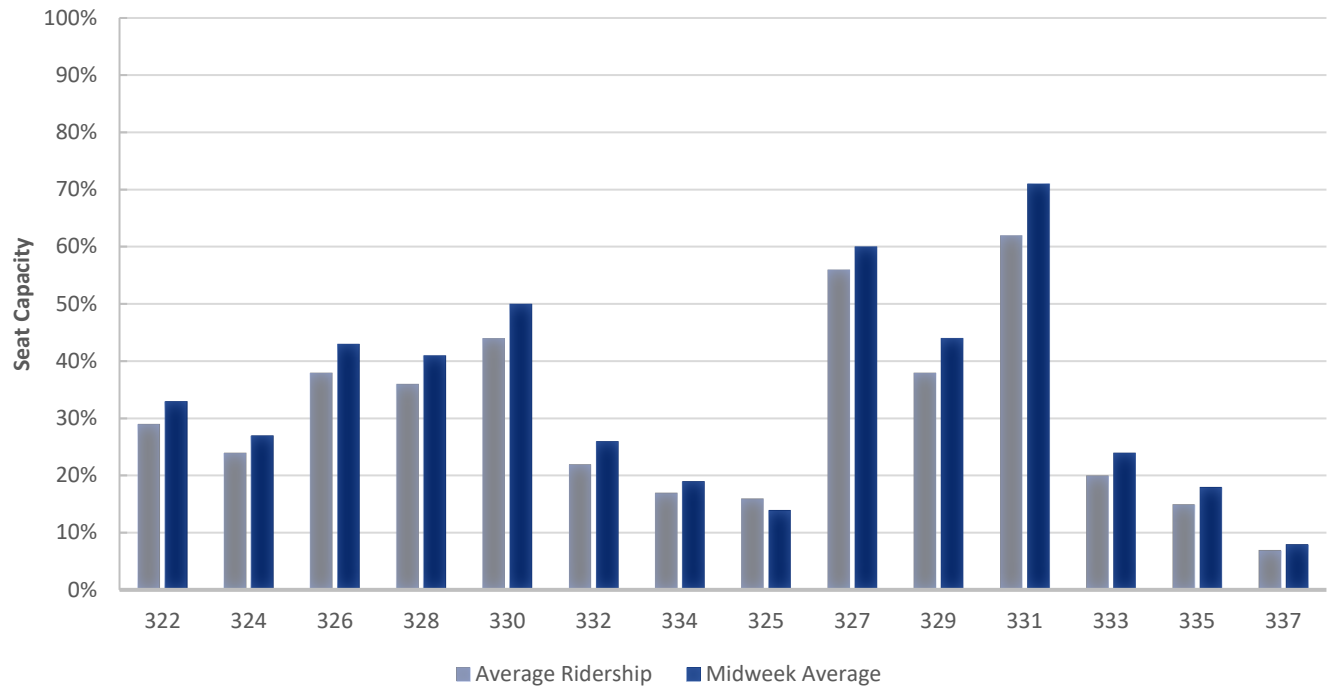


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

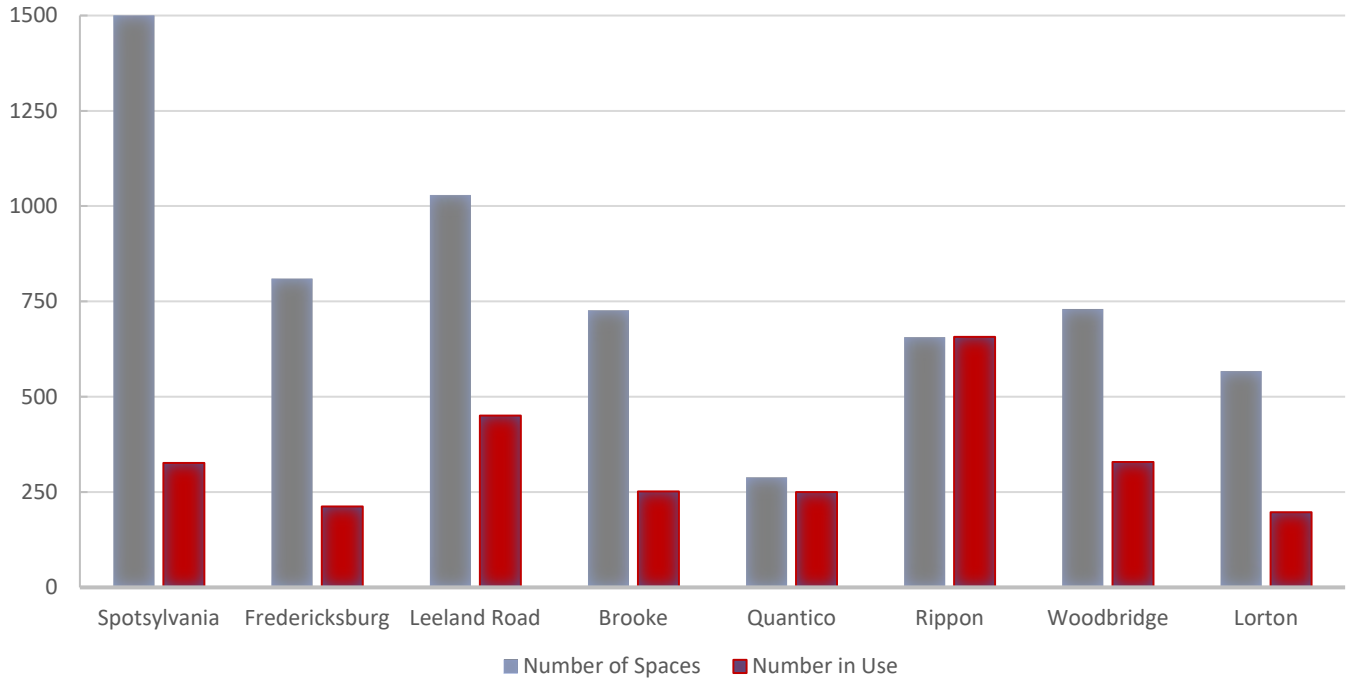


## MANASSAS LINE

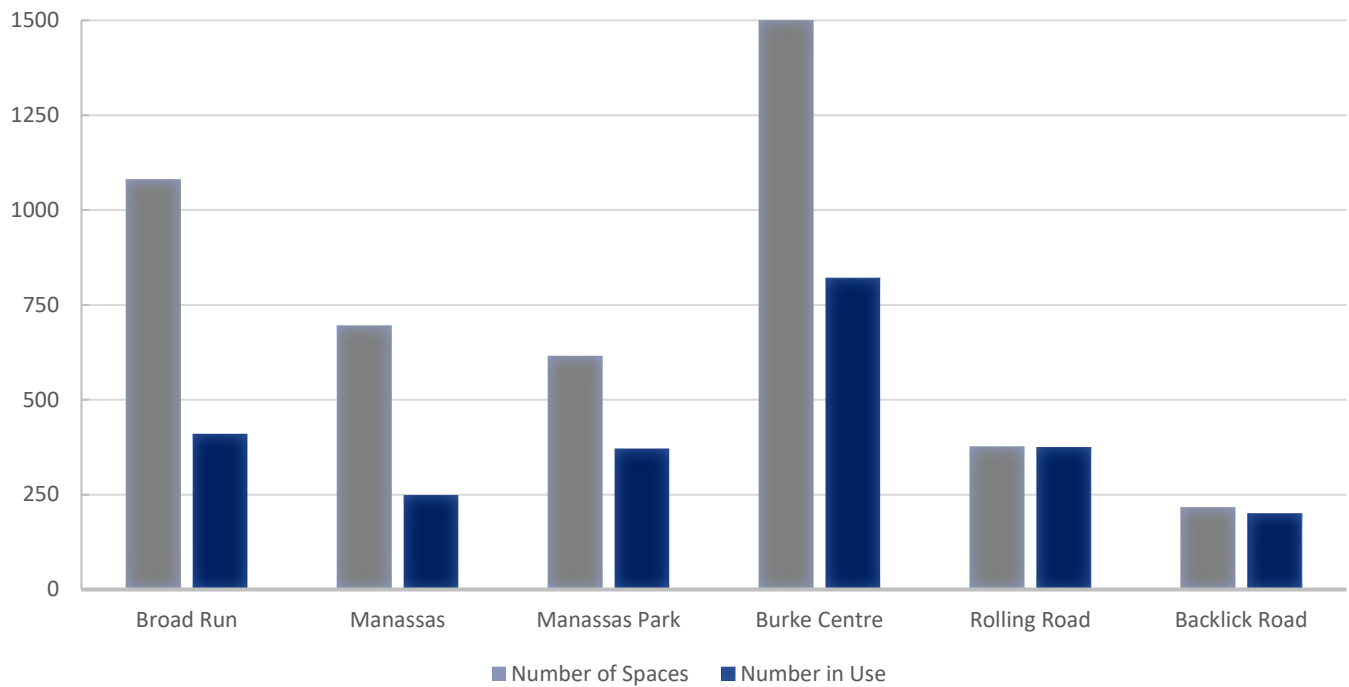


# PARKING UTILIZATION

## FREDERICKSBURG LINE



## MANASSAS LINE



# FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Installation of Passenger Information Displays (PIDS) and Portrait Display Kiosks at Manassas Park station
2. Replacement of damaged light pole at Broad Run station Airport parking lot

Projects scheduled to be completed this quarter:

1. Replacement of existing lighting with LED fixtures at Broad Run station Airport parking lot
2. Painting of steel railing repairs at Brooke and Leeland Road stations
3. Replacement of emergency generator transfer switch at Alexandria Headquarters
4. Replacement of system map signs at various stations
5. Installation of prohibition signage at additional 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
3. Replacement of emergency generator at Alexandria Headquarters

## FINANCIAL REPORT

Fare revenue through the first nine months of FY 2026 (March 2026) is approximately equal to the amended budget (a variance of 0.0%) and is 28.3% above the same period in FY 2025. This increase over last year is primarily due to the Federal return to office mandate that began in February 2025.

Total ridership for the fiscal year to date is up 28.1%, or approx. 360,000 trips, over the same period in FY 2025, over four fewer service days compared to FY 2025. Average daily ridership (ADR) for the month of March was 8,670. Cumulative ADR through the end of March 2026 was 9,022 as compared to 6,893 for the same period in FY 2025.

The operating ratio for the first nine months of FY 2026 is 22%, which is equal to VRE's approved FY 2026 amended budget operating ratio of 22% for the full fiscal year. In the past, VRE budgeted a minimum operating ratio of 50%, but this requirement has been waived for each of the annual budgets since the COVID-19 pandemic as ridership continues to recover.

A summary of the FY 2026 financial results through the end of March 2026 follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

*Operating Budget Report continued on next page.*

**FY 2026 Operating Budget Report**  
**Month Ended March 31, 2026**

	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY26 BUDGET
<b>Operating Revenue</b>					
Passenger Ticket Revenue	16,036,786	16,040,860	(4,074)	0.0%	21,445,000
Other Operating Revenue	99,373	106,216	(6,843)	-6.4%	169,000
<b>Subtotal Operating Revenue</b>	<b>16,136,159</b>	<b>16,147,076</b>	<b>(10,917)</b>	<b>-0.1%</b>	<b>21,614,000</b>
Jurisdictional Subsidy (1)	14,610,615	14,610,615	-	0.0%	14,610,615
Federal/State/Other Jurisdictional Subsidy	21,291,212	21,468,559	(177,347)	-0.8%	36,351,755
Pandemic Relief/Reserve/Other Income	23,143,810	28,069,278	(4,925,467)	-17.5%	35,122,991
Interest Income	2,373,427	2,318,800	54,627	2.4%	3,100,000
<b>Total Operating Revenue</b>	<b>77,555,223</b>	<b>82,614,328</b>	<b>(5,059,105)</b>	<b>-6.1%</b>	<b>110,799,361</b>
<b>Operating Expenses</b>					
Departmental Operating Expenses	73,017,414	75,326,826	2,309,413	3.1%	98,971,386
Debt Service	8,840,875	8,843,981	3,106	0.0%	11,791,975
Other Non-Departmental Expenses	(7,500)	-	7,500	0.0%	36,000
<b>Total Operating Expenses</b>	<b>81,850,788</b>	<b>84,170,807</b>	<b>2,320,019</b>	<b>2.8%</b>	<b>110,799,361</b>
<b>Net income (loss) from Operations</b>	<b>(4,295,566)</b>	<b>(1,556,480)</b>	<b>(2,739,086)</b>		<b>-</b>
<b>Operating Ratio</b>	<b>22%</b>	<b>21%</b>		<b>Budgeted Goal</b>	<b>22% 50%</b>

(1) Total jurisdictional subsidy is \$19,764,843. Portion shown as budgeted and actual are attributed to Operating Fund only.

## UPCOMING PROCUREMENTS

1. Locomotive AR-10 parts
2. Locomotive exterior painting services
3. Safety and security consulting services
4. Modernization of the Woodbridge station parking garage elevator
5. Final design services for the Seminary midday storage replacement facility
6. Construction management services for the Crossroads maintenance and storage facility administrative and employee welfare building and employee parking lot project
7. Cost validation services for the L'Enfant station and 4<sup>th</sup> track improvements project
8. Construction of the Broad Run expansion project

## 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 held onsite meetings in March with the new construction management and design teams to begin coordination and constructability reviews as we finalize the design package and prepare for the construction IFB, including a joint site visit.
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	We met with the design team this week to introduce VRE's new project manager and received an update on the combined site permit resubmission, which will be delivered to the County later this month.
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 met with County staff on 3/4/26 to coordinate next steps for addressing their review comments related to the proposed utilities included in the combined site permit submission. We have begun updating the design accordingly.
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	KRSV completed track maintenance on the southern end of the yard over the weekend of 2/21/26 in response to recent inspection findings. VRE has also issued a task order for KRSV to begin Phase IA maintenance in the northern half of the yard, which will expand storage capacity and is anticipated to start within the next month.

## CAPITAL PROJECTS UPDATE (PARKING)

Project Name	Project Description	Current Phase	Budget	Monthly Project Notes
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	Parking counter system installed and undergoing validation testing. Punchlist items from painting and mesh panel to be completed this week. Upon completion of handrail and sidewalk work at the main platform stairwell, currently for anticipated to be perofmed in May, 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	Site perimeter fencing installed. Office trailers have received Certificate of Occupancy from City of Alexandria. Brush clearing has taken place throughout project limits. Access road and crane pads installed. Cranes received and assembled on site. CSXT installation of at-grade crossings underway. Coordination with CSXT and City of Alexandria for weekend installation of jump spans ongoing, regarding 3 weekends in May. Temporary measures for island platform undergoing redevelopment to better accommodate passenger transfers between trains.
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. Right of Entry from Fairfax County has already been secured.
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	Draft IFB package to be completed in early May. License to use adjacent property for contractor laydown space has been secured. Site plan administrative change package to be submitted to County for review. County Civil Engineering Plan package for north entrance resubmitted to County for further review. South Entrance CEP to be submitted to County in May. Procurement of Construction Management Services has identified a highest ranked firm, and with fee negotiations 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	Site permit application package has been submitted to Fairfax County. Comments from Stakeholder review comments on the 100% design package are being addressed.
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	Coordinated with Stafford County planning staff on February 25, 2026, to brief them on the preferred alternative and the current SUP alignment. Additional coordination with VDOT and County elected officials is being planned as the project progresses into the development phase.

## 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	The Annual Meet the Management event at L'Enfant Station scheduled for Thursday, March 12, 2026 was postponed due to inclement weather. The event will be rescheduled to later this Spring.
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 and Design Review Agreements were executed on February 18, 2026. Requests for access to private property are being prepared and coordinated with the City of Manassas, with all visits conducted only with the property owner's consent.

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. Project closeout anticipated 3rd quarter calendar 2025.
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/>



## 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, March 20, 2026**  
 14700 Potomac Mills Road

The Operations Board Meeting of the Virginia Railway Express was called to order on Friday, March 20, 2026, at 9:00 AM, in the 14700 Potomac Mills Road, with the following members present:

- PRESENT:** Immediate Past Chair Sarah Bagley, Chair Andrea Bailey, Secretary Lori Hayes, Treasurer Jannan Holmes, Board Member Tom Gordy, Board Member Takis Karantonis<sup>1</sup>, At-Large Sonia Vasquez Luna, Board Alternate Michael McLaughlin, Board Member George T. Stewart<sup>2</sup>, Vice Chair Daniel G<sup>3</sup>. Storck, and Member Dr. Pamela Yeung
- EXCUSED:** Board Member Rachna Sizemore Heizer, Board Member Alanna Mensing, Board Member Mariia Zimmerman, Alternate Canek Aguirre, Alternate Victor Angry, Alternate James Bierman, Alternate Kenny Boddye, Alternate Maureen Coffey, Alternate Dr. Deborah Frazier, Alternate Maya Guy, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith
- STAFF:** VRE: Mubashir Ahmed, Katie Choe, Katrina Corkadel, MinhChau Corr, John Duque, Anaya Farah, Chris Kocher, Lezlie Lamb, Lindsey Martin, Kristin Nutter, Dallas Richards, Mark Schofield, and Joseph Swartz

**1. Roll Call**

**2. Approval of Agenda**

- A. Approval of the March 20, 2026 VRE Operations Board Meeting Agenda

**1-2026**

Secretary Lori Hayes made a motion to approve the March 20, 2026 VRE Operations Board meeting agenda. Treasurer Jannan Holmes seconded the motion. Carried unanimously.

**3. Approval of Previous Minutes**

- A. Approval of Minutes from the February 20, 2025 VRE Operations Board Meeting

**2-2026**

Secretary Lori Hayes made a motion to approve the Minutes of the February 20, 2026 VRE Operations Board meeting as presented. Treasurer Jannan Holmes seconded the motion. Carried unanimously.

<sup>1</sup> Logged in during CEO's Report

<sup>2</sup> Logged in at 9:55 a.m.

<sup>3</sup> Logged in at 9:11 a.m.

#### 4. Chair's Comments

A. Chair Bailey made the following announcements:

- 2026 committee assignments
- Staff is planning some Board meetings to be held at alternative locations

#### 5. Chief Executive Officer's Report

A. March 2026 VRE CEO Report

VRE CEO Katie Choe covered the following topics in her report:

- Operations and Communications:
  - February OTP: 88%.
  - February ADR: 8,472.
  - VRE Firework Trains.
  - Partnership with the Fredericksburg Nationals.
- Sustainability and Growth of VRE:
  - Announced Chris Henry's selection as VRE's Chief Operating Officer.
- Legislative Update.
- System Plan 2050.
- Board Planning:
  - A Spring Operations Board Retreat is being planned.
  - The July 2026 Board meeting to be held at Vice Chair Storck's Mount Vernon District Office.
  - The October 2026 Board meeting to be held at VRE's Lifecycle Overhaul and Upgrade facility at the Crossroads MSF in Spotsylvania County.
- New Staff:
  - The introduction of Project Manager, Katrina Corkadel.

#### 6. Virginia Railway Express Riders' and Public Comment

There were no public comments.

#### 7. Information Items

A. Spending Authority Report

B. Broad Run Expansion Project Briefing

VRE Project Manager Chris Kocher briefed the Board on the Broad Run Expansion Project, describing land acquisition, design, and the timeline for the project.

#### 8. Operations Board Member's Time

- Member Gordy: Suggested inviting the Manassas Regional Airport Authority to attend if and when an alternative-site meeting is held in the Manassas area. Mr. Gordy also offered his congratulations to Chris Henry on his promotion to Chief Operating Officer.
- Secretary Hayes: Offered wishes for a good weekend and thanked the Chair for holding the virtual meeting, which she found to be very productive.
- Treasurer Holmes: Offered wishes for a happy Spring and expressed her excitement for VRE's partnership with the Fredericksburg Nationals.
- Member Karantonis: Expressed support for moving the Board meetings to alternative locations periodically, as he feels it will provide the Board with a wider perspective. In Arlington, the county is working to connect Washington Reagan National Airport with Crystal City and with the planned new VRE Crystal City Station. He looks forward to hosting VRE CEO Katie Choe for a visit of Arlington to meet and interact with the community there.
- Member Stewart: Offered wishes for a happy Spring and congratulations to Chris Henry on his promotion.
- Vice Chair Storck: Offered congratulations to Chris Henry and thanked the Chair for making this meeting virtual. He expressed appreciation for the in-depth presentation on the Broad Run project.
- At-Large Officer Vasquez Luna: Thanked VRE staff for the hard work over a unique and challenging winter. She is concerned about the recent drop in ridership but is hopeful for a rebound now that Spring has arrived. Ms. Luna indicated she will continue to advocate for weekend service and reminded staff that the Manassas airport is part of the City of Manassas and the City Council should be involved in any planning involving the airport.
- Member Yeung: Congratulated Chris Henry. Dr. Yeung also noted the current military actions by the U.S. and asked how VRE is boosting security on the system. In response, Ms. Choe stated it would be a great conversation to have in closed session at the next meeting.
- Chair Bailey: Expressed excitement for the Firework Train and the creative marketing initiatives being implemented. She welcomed Katrina Corkadel and congratulated Chris Henry. The Chair thanked Ms. Choe for her new CEO newsletter, Mr. Richards for his team's presentation, and the Members for their responsiveness to her request for committee preferences.

## 9. 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, April 17, 2026

14700 Potomac Mills Road

Woodbridge, VA 22192

The Operations Board Meeting of the Virginia Railway Express was called to order on Friday, April 17, 2026, at 9:00 AM, at PRTC Transit Center located at 14700 Potomac Mills Road, Woodbridge, VA 22192, with the following members present:

- PRESENT:** Immediate Past Chair Sarah Bagley, Chair Andrea Bailey, Secretary Lori Hayes, Board Member Rachna Sizemore Heizer, Treasurer Jannan Holmes,<sup>1</sup> Board Member Takis Karantonis, At-Large Sonia Vasquez Luna<sup>2</sup>, Board Alternate Michael McLaughlin<sup>3</sup>, Board Member Alanna Mensing, Board Member George T. Stewart<sup>4</sup>, Vice Chair Daniel G. Storck, Member Dr. Pamela Yeung, and Board Member Mariia Zimmerman
- EXCUSED:** Alternate Canek Aguirre, Alternate Victor Angry, Alternate James Bierman, Alternate Kenny Boddye, Alternate Maureen Coffey, Board Member Tom Gordy, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith
- STAFF AND VISITORS** VRE Staff: Mubashir Ahmen, Jason Bortz, Katie Choe, MinhChau Corr, John Duque, Anaya Farah, Chris Henry, Sarah Higgins, Eric Johnson, Lezlie Lamb, Lindsey Martin, Kristin Nutter, Dallas Richards, Nick Ruiz, Mark Schofield, Joseph Swartz. Others: Paolo Belita, PWC,

**1. Pledge of Allegiance**

**2. Roll Call**

A quorum was established. There were no remote participants.

**3. Safety Moment**

VRE Chief Executive Officer Katie Choe briefed attendees on safety protocols and procedures and assigned staff members specific tasks in the event of an emergency.

**4. Approval of Agenda**

A. Motion to Approve the Agenda

**1-2026**

Immediate Past Chair Sarah Bagley made a motion to approve the agenda as presented. At-Large Sonia Vasquez Luna seconded the motion. Carried unanimously.

<sup>1</sup> Arrived at 9:09 a.m.

<sup>2</sup> Stepped out of the room and did not participate in the vote to convene a closed session. Returned during the session.

<sup>3</sup> Present, not voting

<sup>4</sup> Arrived at 9:49 a.m.

**5. Approval of Previous Minutes**

- A. Motion to approve the Minutes from the March 20, 2026 All-Virtual VRE Operations Board Meeting

**2-2026**

Immediate Past Chair Sarah Bagley made a motion to approve the Minutes of the March 20, 2026 VRE Operations Board meeting. Secretary Lori Hayes seconded the motion. Carried unanimously.

**6. Chair's Comments**

VRE Operations Board Chair Andrea Bailey welcomed attendees and Board Members to the April VRE Operations Board meeting. She announced that staff was working on the arrangements for a Board retreat to take place either in May or June, with details to follow.

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

VRE Chief Executive Officer Katie Choe briefed the Board on On-Time Performance and Ridership, as well as initiatives to attract riders, including community outreach events and strategic partnerships.

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

There were no public speakers. One written comment was forwarded to the Board Members.

**9. Consent Agenda**

- A. Authorization to Issue an Invitation for Bids for the Rehabilitation of Wheelsets and Traction Motor Assemblies
- B. Authorization to Issue a Request for Proposals for Construction Management Oversight Services for the L'Enfant Station and Fourth Track Improvements Project

**3-2026**

Secretary Lori Hayes made a motion to approve the Consent Agenda Immediate Past Chair Sarah Bagley seconded the motion. Carried unanimously.

**10. Action Items**

- A. Authorization to Execute a Letter of Agreement with the Washington Metropolitan Area Transit Authority for Joint Development and Adjacent Construction (JDAC) Support Services for the L'Enfant Station and Fourth Track Project

**4-2026**

Immediate Past Chair Sarah Bagley made a motion to authorize the Chief Executive Officer to execute a Letter of Agreement with the Washington Metropolitan Area Transit Authority for Joint Development and Adjacent Construction Support Services for the L'Enfant and Fourth Track Project. Treasurer Jannan Holmes seconded the motion. Carried unanimously.

- B. Recommend the Commissions Ratify a Grant Application for the L'Enfant Station and Fourth Track Project to the DRPT I-66 Outside the Beltway Funding Program

**5-2026**

Vice Chair Daniel G. Storck made a motion to recommend the Commissions ratify a grant application for the L'Enfant Station and Fourth Track Project to the DRPT I-66 Outside the Beltway Funding Program. Secretary Lori Hayes seconded the motion. Carried unanimously.

- C. Authorization to Execute a Contract for Construction Management Services for the Crystal City Station Improvements Project

**6-2026**

Board Member Takis Karantonis made a motion to authorize the Chief Executive Officer to execute a contract for Construction Management Services for the Crystal City Station Improvements Project Immediate Past Chair Sarah Bagley seconded the motion. Carried unanimously.

- D. Authorization to Exercise a Contract Option and Amend a Task Order for Custodial and Seasonal Services for VRE Facilities

**7-2026**

Treasurer Jannan Holmes made a motion to authorize the Chief Executive Officer to exercise a contract option and amend a task order for Custodial and Seasonal Services for VRE Facilities. At-Large Sonia Vasquez Luna seconded the motion. Carried unanimously.

- E. Authorization to Exercise a Contract Option and Amend a Task Order for Maintenance Services for VRE Facilities

**8-2026**

Treasurer Jannan Holmes made a motion to authorize the Chief Executive Officer to exercise a contract option and amend a task order for Maintenance Services for VRE Facilities. Board Member Alanna Mensing seconded the motion. Carried unanimously.

**11. Information Items**

- A. Presentation on the Future Route 1 Pedestrian Bridge at the Woodbridge VRE Station
- B. Spending Authority Report

**12. Closed Session**

- A. Convene a Closed Session  
[Motion to Convene a Closed Session \(2026-169\) - Pdf](#)

**9-2026**

Vice Chair Daniel G. Storck made a motion to convene a closed session, pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A(19)) of the Code of Virginia to

discuss plans to protect public safety as it relates to terrorist activity or specific cybersecurity threats or vulnerabilities, where discussion in an open meeting would jeopardize the security of VRE facilities and infrastructure and the safety of persons using said facilities. Secretary Lori Hayes seconded the motion. Carried unanimously.

B. Certification

[Motion to Certify the Closed Session \(2026-170\) - Pdf](#)

**10-2026**

Vice Chair Daniel G. Storck made a motion that the VRE Operations Board certifies, 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.

Secretary Lori Hayes seconded the motion. Carried unanimously.

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

- Secretary Hayes stated she was looking forward to attending the VRE-sponsored Fredericksburg Nats game.
- Treasurer Holmes also indicated she would attend the baseball game, and informed others that any bags or purses carried to the game must be clear.
- Ms. Bagley is excited about the work starting at the Alexandria Station and looks forward to the baseball game.
- Mr. Karantonis regrets not being able to attend the baseball game.
- Mayor Mensing stated that she is hosting the Bike to Work pit stop in Manassas Park next month and will not attend the May Board meeting.
- Director Zimmerman reminded Members about the CTB hearing on Monday in Fredericksburg
- Ms. Corr announced VRE will close on the Broad Run property following the meeting.
- Ms. Heizer is opening the Burke Centre Farmers' market on Saturday morning.
- Dr. Yeung noted she would see others at the Fredericksburg Nats game.
- Ms. Luna stated she continues to advocate for weekend service. The City of Manassas will have a Bike to Work Day pit stop at the Manassas Station.

**14. Adjournment**

**RESOLUTION #2608**

**SUBJECT:** Ratify a Grant Application to the DRPT FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the L'Enfant Station and Fourth Track Project

**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 L'Enfant Station and Fourth Track project, for a \$40,300,000 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;

**WHEREAS:** VRE staff consider 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;

**WHEREAS:** DRPT identified additional funding available in this program after the application submittal deadline of February 1, 2026, allowing VRE to submit an application for this project during a one-week period between April 6 and April 10, 2026; and

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby ratify the application made by the NVTC executive director, or her designee, to apply for funding on behalf of VRE 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.

Approved this 7th day of May, 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:** Katie Choe  
**Date:** April 17, 2026  
**Re:** Recommend the Commissions Ratify a Grant Application for the L'Enfant Station and Fourth Track Project to the DRPT I-66 Outside the Beltway Funding Program

**RECOMMENDATION:**

The VRE Operations Board is asked to recommend the Commissions ratify the submittal by the NVTC Executive Director, or her designee, an application on behalf of VRE, for the L'Enfant Station and Fourth Track Project 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 L'Enfant Station and Fourth Track Project, 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. VRE has submitted an application for funding for this improvement to 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. DRPT, after their February 1, 2026 application submittal deadline, identified additional funding available to VRE under this program, allowing for additional project applications.

The L'Enfant Station and Fourth Track Project, which has completed the preliminary engineering and NEPA environmental review/Section 106 coordination phases, has a current project funding shortfall

of \$40.3 million. Receipt of this funding would fully fund the project and allow the final design and construction phases to proceed on schedule.

The Commissions were previously requested by the VRE Operations Board to authorize the VRE Chief Executive Officer to submit an application for the same project to the United States Department of Transportation (USDOT's) Better Utilizing Investments to Leverage Development (BUILD) FY26 funding program. Applying to fund the Project through the I-66 OTB funding program will provide a contingency plan in the event that VRE is not successful in fully-funding the project through the BUILD funding program.

The Project will construct improvements at the VRE L'Enfant Station and add a fourth main track in the adjacent railroad corridor between the L'Enfant (LE) and Virginia (VA) interlockings to increase capacity for VRE and intercity passenger rail operations. The Project will expand the VRE L'Enfant Station and provide sufficient track capacity to enable VRE to undertake planned service expansions that will increase the number of weekday VRE trains by 60 percent and support implementation of weekend service, consistent with System Plan 2050. The Project is an essential component of the Transforming Rail in Virginia (TRV) program being advanced by the Virginia Passenger Rail Authority in partnership with VRE.

#### **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 \(2026-167\) - Pdf](#)



Virginia Railway Express  
Operations Board

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**Recommend the Commissions Ratify a Grant Application for the L'Enfant Station and Fourth Track Project to the DRPT I-66 Outside the Beltway Funding Program and Fourth Track Project to the DRPT I-66 Outside the Beltway Funding Program**

**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 L'Enfant Station and Fourth Track project, for a \$40,300,000 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; and,

**WHEREAS**, DRPT identified additional funding available in this program after the application submittal deadline of February 1, 2026, allowing VRE to submit an application for this project during a one-week period between April 6 and April 10, 2026;

**NOW, THEREFORE, BE IT RESOLVED** that the Virginia Railway Express Operations Board does hereby recommend the Commissions ratify an application made by the NVTC Executive Director, or her designee, to apply for funding on behalf of VRE 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:**

**SECOND:**

**Ayes:**

**Nays:**

**Abstentions:**

**Absent from Vote:**

**TO:** Chair Bagley and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** April 30, 2026  
**SUBJECT:** Executive Director Report

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At the May 2026 meeting, the executive director report will be presented to the Commission.

### **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 May 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. Communications Metrics Report**

The [Q1 2026 Communications Metrics Report](#) covers NVTC's media coverage, paid and organic social media and email marketing results from the first three months of this year.

Among the highlights, paid social media advertising to encourage people to complete a survey as part of the I-66 Commuter Choice annual public comment period drove significant reach, impressions and engagement, along with a sizable bump in new followers, to kick off 2026.

### **C. NVTC Financial Reports**

The [February 2026 Financial Reports](#) and the [March 2026 Financial Reports](#) are provided as information.

This month's Financial Reports include [FY 2027 Grant Worksheets](#), which include schedules showing the amount of state assistance included in the recently released draft FY 2027 DRPT Six-Year Improvement Program (SYIP) that was applied for through NVTC.

NVTC serves as the agent for its member jurisdictions in applying for and administering DRPT state assistance for local transit systems. The exception is Loudoun County, which applies for and administers its state assistance directly with DRPT.

Total NVTC assistance included in the draft FY 2027 SYIP decreased by approximately \$61.6 million from the approved FY 2026 SYIP. The primary driver of this decrease is the state general funds for WMATA operating subsidies, for which no FY 2027 general funds have been committed to date compared with \$76.7 million in FY 2026.

WMATA Operating and Capital assistance, which flows to NVTC as partial reimbursement of the local jurisdictions' subsidy payments, increased about \$21.2 million, or 8.2%. This annual funding is calculated as a percentage of the Commonwealth Mass Transit Fund (CMTF), which is projected to receive greater revenues than the FY 2026 program. Combined with carryover funding, this results in the increase in assistance.

Discretionary capital assistance for local systems decreased by about \$10 million, reflecting changes in anticipated capital project needs between years. The performance-based operating assistance for local systems increased approximately \$3.2 million (7.2%), due in part to higher CMTF revenues.

Other FY 2027 DRPT assistance includes support for NVTC's fellows program, NVTC's strategic plan, City of Fairfax technical assistance, Arlington County's AI Customer Service Pilot through DRPT's demonstration program, NVTC's Metro Construction Marketing initiative, and Fairfax County's low-income zero fare program through DRPT's Transit Ridership Incentive Program (TRIP).

Funding for VRE through NVTC includes a \$2.3 million increase (11.8%) in Operating and Capital assistance, also calculated as a percentage of the CMTF, similar to the WMATA funding for NVTC. The draft SYIP also includes \$51.5 million for VRE Broad Run Lead Track Design and the VRE L'Enfant Station and Fourth Track project, through the I-66 Outside the Beltway (OTB) capital program.

## Communications Metrics Report

Q1 2026

(January 1 – March 31, 2026)

### Introduction

Paid social media advertising to encourage people to complete a survey as part of the I-66 Commuter Choice annual public comment period drove significant reach, impressions and engagement, along with a sizable bump in new followers, to kick off 2026.

### Media Coverage

NVTC received 10 substantive media mentions during the first three months of the year, which is typical of the start of the new year when NVTC's public activities are fewer. Journalists wrote about NVTC's new chair, projects submitted for consideration as part of the I-66 Commuter Choice Program of Projects and funding for public transit as the General Assembly Session began.

News releases presented the Commission meeting agendas in January and March, highlighting NVTC's 2026 officers and the proposed I-66 Commuter Choice projects.

We maintain an updated list of media mentions at [novatransit.org](https://novatransit.org). NVTC also archives [news releases](#) on our website

### Social Media Metrics

NVTC's paid and organic social media posts and followers recorded strong results to start the new year.

NVTC had 5,852 followers across all social media platforms at the end of the 1st quarter and demonstrated audience growth of 1.54% (excluding Bluesky and Threads) in the month of March alone, boosted by the Commuter Choice paid posts, which are addressed in the next section. Year-over-year growth was 2.91%, compared to the 1st<sup>t</sup> quarter of 2025.

### *Paid Advertising*

We spent \$1,493 on a series of English and Spanish-language animated graphic posts to highlight projects proposed for I-66 Commuter Choice starting the week of March 2 and running through the rest of the month. Collectively they performed well, leading to clicks on the [novatransit.org/cc](https://novatransit.org/cc) landing page where viewers could learn more about the proposed Program of Projects and complete a survey. The paid social media advertising cumulatively produced the following results:

- Reach: 87,617
- Impressions: 230,116
- Link Clicks: 2,866
- Post Reactions/Comments/Shares: 484
- New pages likes and follows on Facebook and Instagram: 60

Facebook Feed
...
 Instagram feed
...

**Northern Virginia Transportation Commission**

Ad ·

NVTC's Commuter Choice program would continue boosting service on four Fairfax Connector Routes: 598: Reston to [...See more](#)

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](https://novatransit.org/commuterchoice)

[novatransit.org](https://novatransit.org)

**Tell Us What You Think!**

Learn more

9

1 share

Like

Comment

Share

**novatransit\_ig**

Ad

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

- 598: Reston to Pentagon
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- 698: Stringfellow Road to Pentagon
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Tell us what you think at [novatransit.org/commuterchoice](https://novatransit.org/commuterchoice)

Learn more

**novatransit\_ig** NVTC's Commuter Choice program would continue boosting service on four Fair... [more](#)

We ran a separate campaign from February to March, coinciding with the General Assembly Session, to promote NVTC’s work on [transit funding](#). The \$700 LinkedIn campaign targeted viewers in Richmond and Hampton Roads, alongside our home base of Northern Virginia. While LinkedIn ads tend to receive lower reach and impressions than those on Meta platforms, they are considered valuable due to the fact that they reach people whose job classifications include vice president, director, manager and senior.

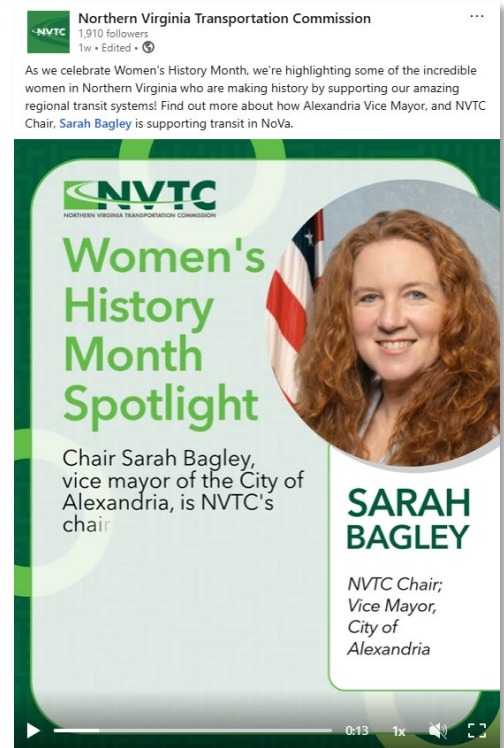
- Reach: 13,770
- Impressions: 31,943
- Link Clicks: 128

### Organic Social Media Posts

Organic social media posts are those that spread “organically” and are not paid advertising. Top performing posts of Q1 2026:

1. [We're highlighting some of the incredible women in Northern Virginia who are making history.](#) 26 interactions, 316 impressions.
2. [Today, we're spotlighting our executive director, Kate Mattice.](#) 23 interactions, 356 impressions, 1 share.
3. [Did you know that 2 million people ride public transit in Northern Virginia every week?](#) 21 interactions, 2 clicks, 317 impressions, 3 shares.
4. [On this Transit Driver Appreciation Day, NVTC thanks all the folks who keep Northern Virginia moving!](#) 19 interactions, 252 impressions, 3 shares.
5. [🚇 Metro is golden! 🎉 Happy 50th birthday.](#) 🎂🎁 18 interactions, 329 impressions.

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.



## 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 32.41% in Q1, a rise of nearly 5% compared to the previous quarter. The January, February and March newsletters recorded a total of 1294 impressions and 35 clicks on LinkedIn, Facebook and X, reflecting a modest increase from the previous quarter.

## NoVaTransit Headlines

NVTC's compiles news stories highlighting public transit and other transportation topics and delivers them by email every Monday through Friday. During Q1 NoVaTransit Headlines received an average open rate of 46.37%, reflecting a slight uptick from the previous quarter, and an average 27.89% click-through rate, meaning the percentage of people who opened the email and clicked on the enclosed links, which represented a slight downtick from Q4 2025.

## Website Analytics

The Commuter Choice program was the top viewed webpage this quarter with 6,221 views. Traffic on the page, as well as the Commuter Choice Comments page, with 2,333 quarterly views, was boosted by the program's sponsored ads informing riders about the open public comment period and requesting their feedback.

Thanks to the LinkedIn ad referenced in the social media section, the Transit Funding page of [novatransit.org](https://novatransit.org) saw a 152% increase in views compared to the same period last year.



# Northern Virginia Transportation Commission

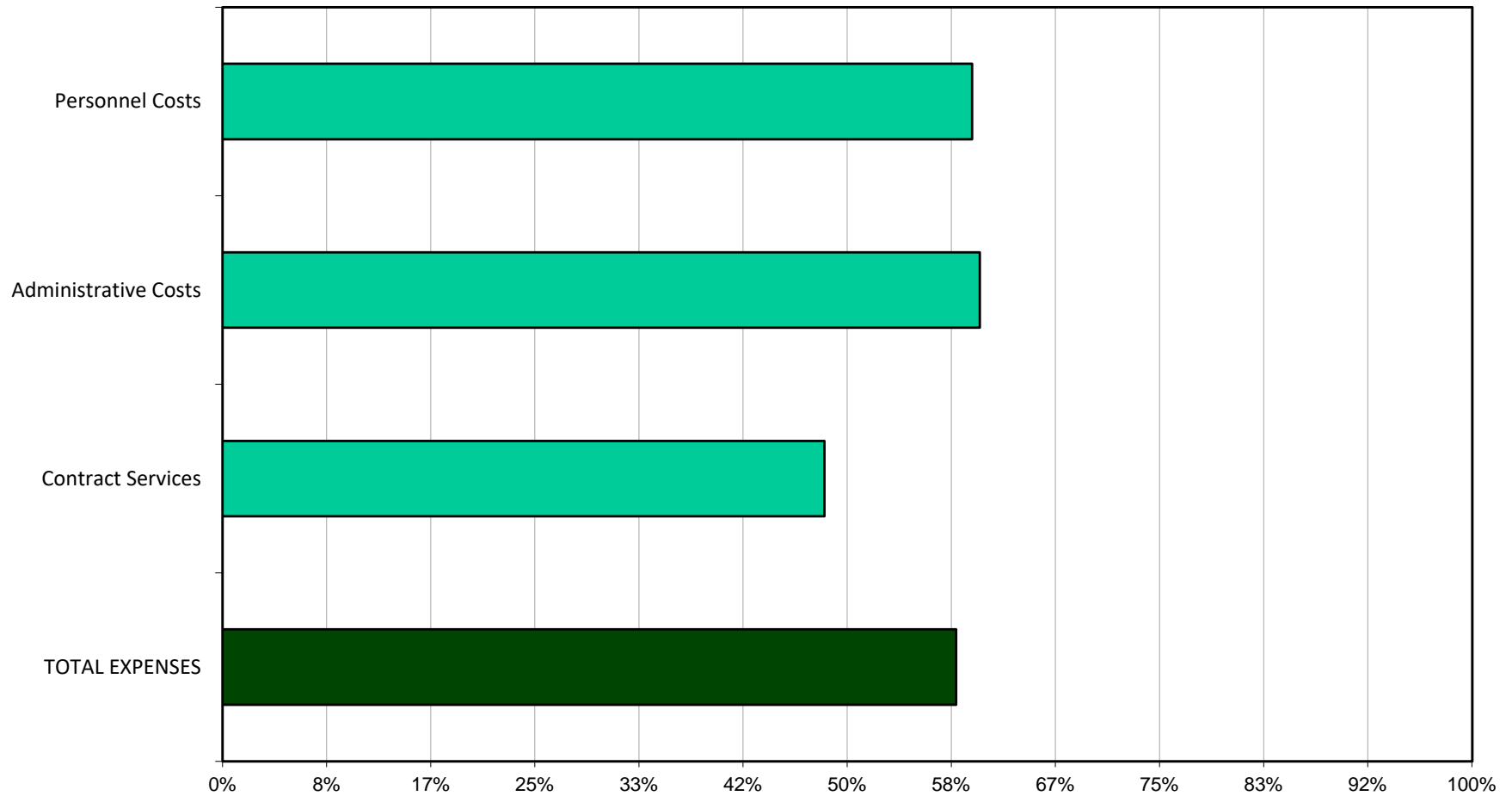
Financial Reports

February 2026

# PERCENTAGE OF FY 2026 NVTC ADMINISTRATIVE BUDGET USED

## February 2026

(TARGET 66.7% OR LESS)



**Note: Refer to pages 2 and 3 for details**

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
G&A BUDGET VARIANCE REPORT  
February 2026**

	<b>Current Month</b>	<b>Year To Date</b>	<b>Annual Budget</b>	<b>Balance Available</b>	<b>Balance %</b>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 209,022.46	\$ 1,766,372.67	\$ 2,934,000.00	\$ 1,167,627.33	39.8%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>209,022.46</u>	<u>1,766,372.67</u>	<u>2,934,000.00</u>	<u>1,167,627.33</u>	<u>39.8%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	15,320.54	125,929.16	205,000.00	79,070.84	38.6%
Group Health Insurance	16,508.18	127,812.32	255,000.00	127,187.68	49.9%
Retirement	20,420.00	163,360.00	238,000.00	74,640.00	31.4%
Workmans & Unemployment Compensation	128.12	1,115.59	6,400.00	5,284.41	82.6%
Life Insurance	182.25	1,675.74	6,700.00	5,024.26	75.0%
Long Term Disability Insurance	1,457.83	11,192.09	18,800.00	7,607.91	40.5%
Total Benefit Costs	<u>54,016.92</u>	<u>431,084.90</u>	<u>729,900.00</u>	<u>298,815.10</u>	<u>40.9%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,000.00	7,400.00	15,000.00	7,600.00	50.7%
<i>Rents:</i>					
Office Rent	37,741.11	299,373.54	474,500.00	175,126.46	36.9%
Office Rent	36,245.01	289,055.60	454,000.00	164,944.40	36.3%
Parking & Transit Benefits	1,496.10	10,317.94	20,500.00	10,182.06	49.7%
<i>Insurance:</i>					
Public Official Bonds	595.00	4,870.00	8,900.00	4,030.00	45.3%
Public Official Bonds	-	2,000.00	2,600.00	600.00	23.1%
Liability and Property	595.00	2,870.00	6,300.00	3,430.00	54.4%
<i>Travel:</i>					
Conference / Professional Development	6,830.34	36,252.25	76,500.00	40,247.75	52.6%
Conference / Professional Development	3,877.47	24,902.67	54,500.00	29,597.33	54.3%
Non-Local Travel	931.85	1,493.09	2,500.00	1,006.91	40.3%
Local Travel, Meetings and Related Expenses	2,021.02	9,856.49	19,500.00	9,643.51	49.5%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**February 2026**

	<u>Current</u> <u>Month</u>	<u>Year</u> <u>To Date</u>	<u>Annual</u> <u>Budget</u>	<u>Balance</u> <u>Available</u>	<u>Balance</u> <u>%</u>
<i>Communication:</i>	1,267.28	11,440.40	19,400.00	7,959.60	41.0%
Postage	-	453.51	1,400.00	946.49	67.6%
Telephone and Data	1,267.28	10,986.89	18,000.00	7,013.11	39.0%
<i>Publications &amp; Supplies</i>	2,941.40	21,139.92	35,700.00	14,560.08	40.8%
Office Supplies	284.00	1,667.80	2,000.00	332.20	16.6%
Duplication and Paper	1,100.46	7,401.81	8,700.00	1,298.19	14.9%
Public Engagement	1,556.94	12,070.31	25,000.00	12,929.69	51.7%
<i>Operations:</i>	3,168.82	31,756.86	55,900.00	24,143.14	43.2%
Furniture and Equipment (Capital)	-	5,464.86	18,400.00	12,935.14	70.3%
Repairs and Maintenance	57.97	317.28	1,000.00	682.72	68.3%
Computer Operations	3,110.85	25,974.72	36,500.00	10,525.28	28.8%
<i>Other General and Administrative:</i>	1,488.06	10,553.43	11,900.00	1,346.57	11.3%
Memberships	208.33	890.87	1,600.00	709.13	44.3%
Fees and Miscellaneous	1,279.73	6,962.56	8,800.00	1,837.44	20.9%
Advertising (Personnel/Procurement)	-	2,700.00	1,500.00	(1,200.00)	-80.0%
Total Administrative Costs	<u>55,032.01</u>	<u>422,786.40</u>	<u>697,800.00</u>	<u>275,013.60</u>	<u>39.4%</u>
<u>Contracting Services</u>					
Auditing	-	25,900.00	26,400.00	500.00	1.9%
Contract Services and Support					
Commuter Choice	10,045.00	96,273.32	146,500.00	50,226.68	34.3%
Research Support (excludes carryover)	47,427.37	58,483.61	250,000.00	191,516.39	76.6%
Other Technical	7,516.67	75,253.36	120,000.00	44,746.64	37.3%
Legal	<u>2,500.00</u>	<u>20,000.00</u>	<u>30,000.00</u>	<u>10,000.00</u>	<u>33.3%</u>
Total Contract Services	67,489.04	275,910.29	572,900.00	296,989.71	51.8%
 Total Gross G&A Expenses	<u><u>\$ 385,560.43</u></u>	<u><u>\$ 2,896,154.26</u></u>	<u><u>\$ 4,934,600.00</u></u>	<u><u>\$ 2,038,445.74</u></u>	<u><u>41.3%</u></u>

NVTC  
 RECEIPTS and DISBURSEMENTS  
 February 2026

Date	Payer / Payee	Purpose	Virginia LGIP				
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
<b>RECEIPTS</b>							
10	DRPT	Capital grants receipts - Arlington				\$ 328,925.22	
13	DRPT	Operating assistance - Alexandria				2,612,697.77	
13	DRPT	Operating assistance - Arlington				1,475,911.76	
13	DRPT	Operating assistance - City of Fairfax				409,020.15	
13	DRPT	Operating and capital assistance - VRE			4,349,894.00		
25	DRPT	Operating and capital assistance - WMATA				19,786,064.33	
26	DRPT	Capital grants receipts - Arlington				1,432,636.57	
26	DRPT	Operating assistance - Fairfax				17,981,220.36	
28	Banks	Investment earnings		104.33	5,304.33	386,878.86	1,198,233.77
<b>TOTAL RECEIPTS</b>			-	104.33	4,355,198.33	386,878.86	45,224,709.93

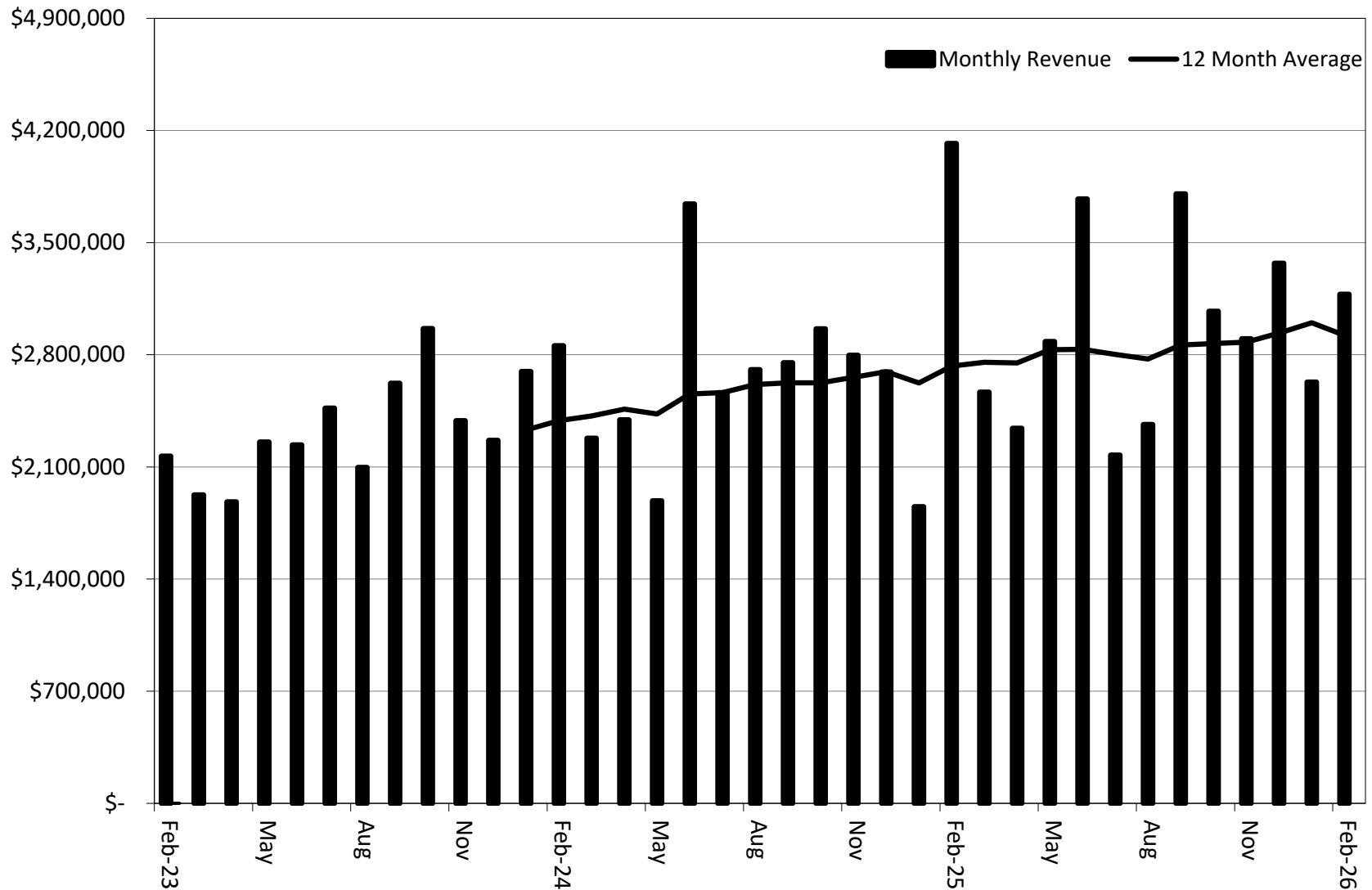
NVTC  
RECEIPTS and DISBURSEMENTS  
February 2026

Date	Payer / Payee	Purpose	Virginia LGIP					
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts	
<b>DISBURSEMENTS</b>								
1-28	Various	G&A expenses	(338,144.18)					
3	Kimley-Horn	Consulting - SJ28	(47,102.37)					
10	Kimley-Horn	Consulting - Envision Route 7	(30,871.21)					
10	Kimley-Horn	Consulting - I-66 needs assessment	(10,045.00)					
13	VRE	Grant revenue			(4,349,894.00)			
20	PRTC	I-395/95 Commuter Choice reimbursement				(232,546.00)		
24	Kimley-Horn	Consulting - NTD data collection	(22,319.96)					
28	Banks	Bank charge	(115.82)	(156.13)				
<b>TOTAL DISBURSEMENTS</b>			<b>(448,598.54)</b>	<b>(156.13)</b>	<b>(4,349,894.00)</b>	<b>(232,546.00)</b>		<b>-</b>
<b>TRANSFERS</b>								
6	Transfer	From LGIP to checking	175,000.00		(175,000.00)			
20	Transfer	From LGIP to checking	175,000.00		(175,000.00)			
25	Transfer	From LGIP to LGIP (NTD data collection)			40,525.97			(40,525.97)
<b>NET TRANSFERS</b>			<b>350,000.00</b>	<b>-</b>	<b>(309,474.03)</b>	<b>-</b>		<b>(40,525.97)</b>
<b>NET INCREASE (DECREASE) FOR MONTH</b>			<b>\$ (98,598.54)</b>	<b>\$ (51.80)</b>	<b>\$ (304,169.70)</b>	<b>\$ 154,332.86</b>		<b>\$ 45,184,183.96</b>

**NVTC  
INVESTMENT REPORT  
February 2026**

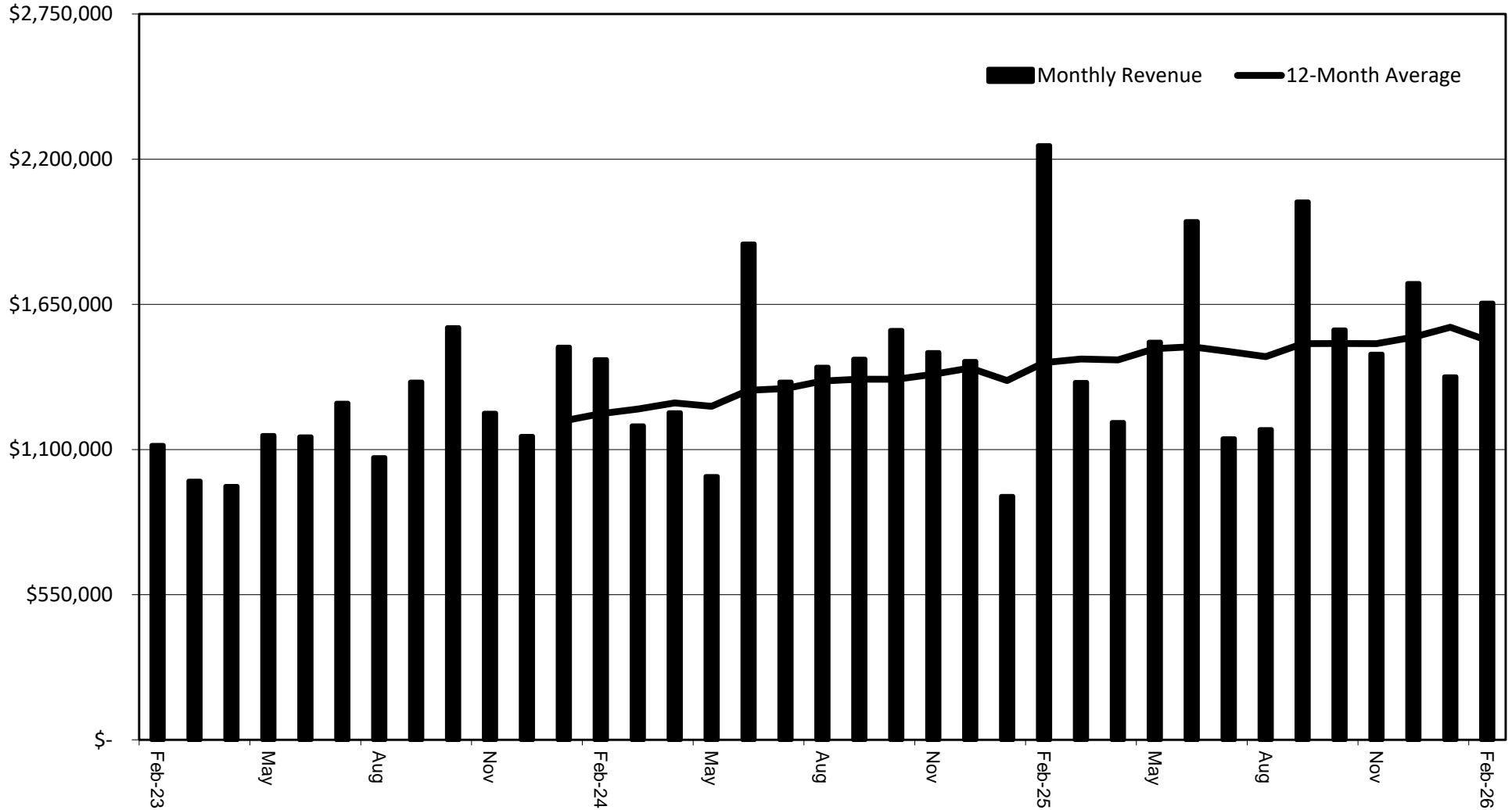
<u>Type</u>	<u>Rate</u>	<u>Balance 1/31/2026</u>	<u>Increase (Decrease)</u>	<u>Balance 2/28/2026</u>	<u>Balance</u>			
					<u>NVTC G&amp;A/Project</u>	<u>Commuter Choice</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Gas Tax Trust Fund</u>
<b><u>Cash Deposits</u></b>								
Wells Fargo: NVTC Checking	N/A	\$ 125,317.98	\$ (98,598.54)	\$ 26,719.44	\$ 26,719.44	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.480%	283,392.83	(51.80)	283,341.03	283,341.03	-	-	-
<b><u>Investments</u></b>								
Bank of America: Virginia Local Government Investment Pool	3.867%	538,188,685.21	45,034,347.12	583,223,032.33	1,673,785.37	132,962,556.23	397,282,118.79	51,304,571.94
		<u>\$ 538,597,396.02</u>	<u>\$ 44,935,696.78</u>	<u>\$ 583,533,092.80</u>	<u>\$ 1,983,845.84</u>	<u>\$ 132,962,556.23</u>	<u>\$ 397,282,118.79</u>	<u>\$ 51,304,571.94</u>

# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2023-2026



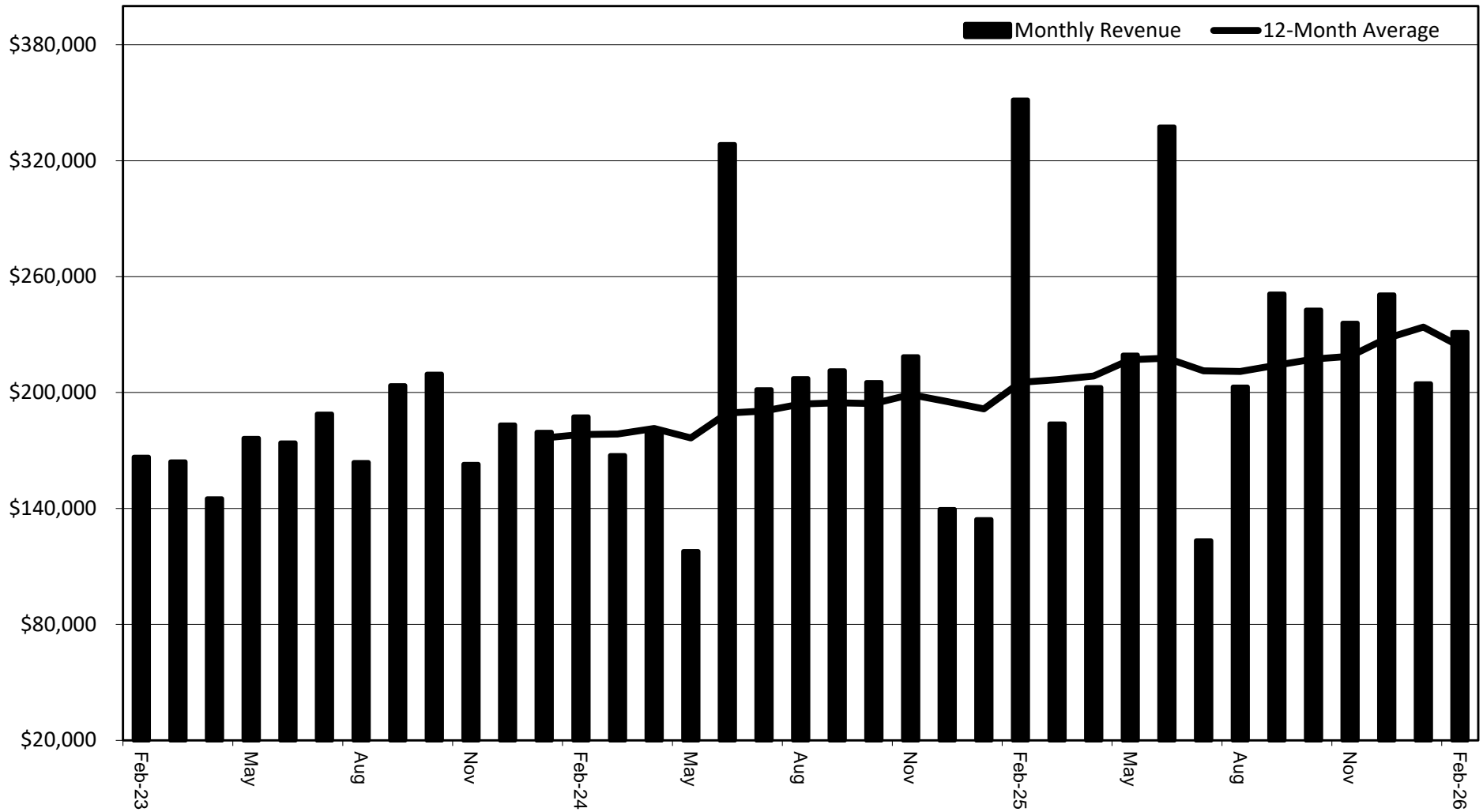
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2023-2026



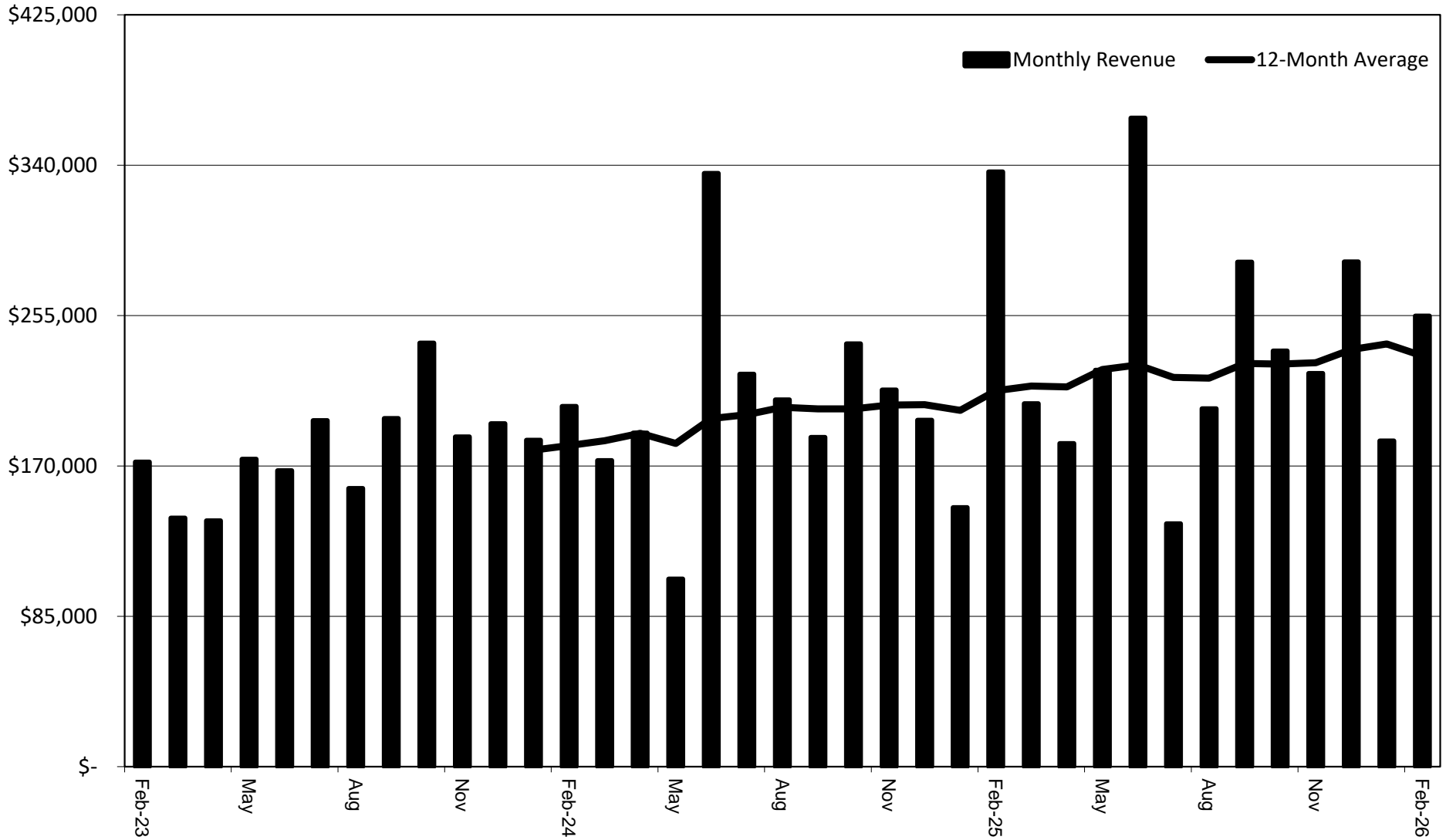
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2023-2026



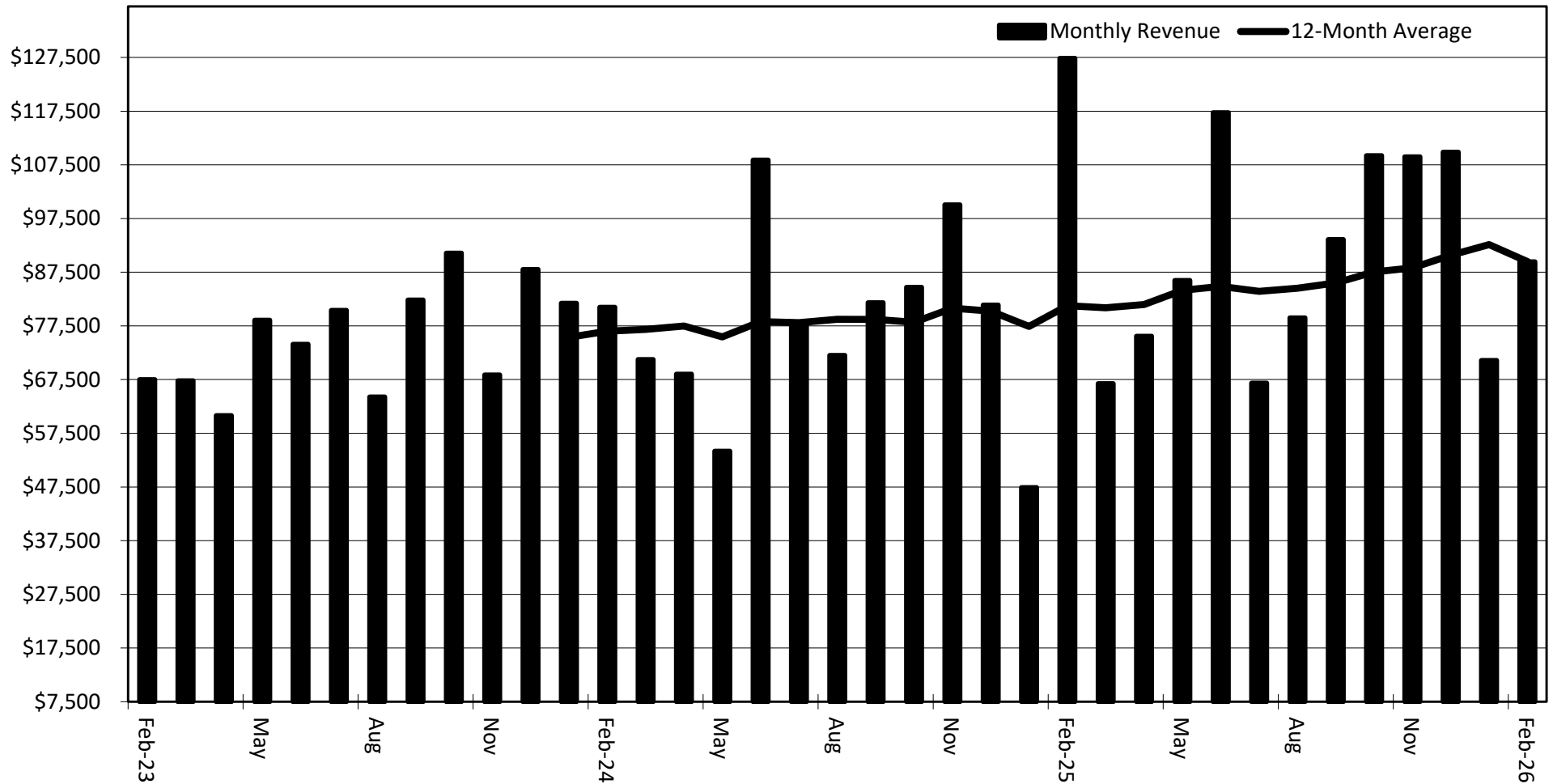
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2023-2026



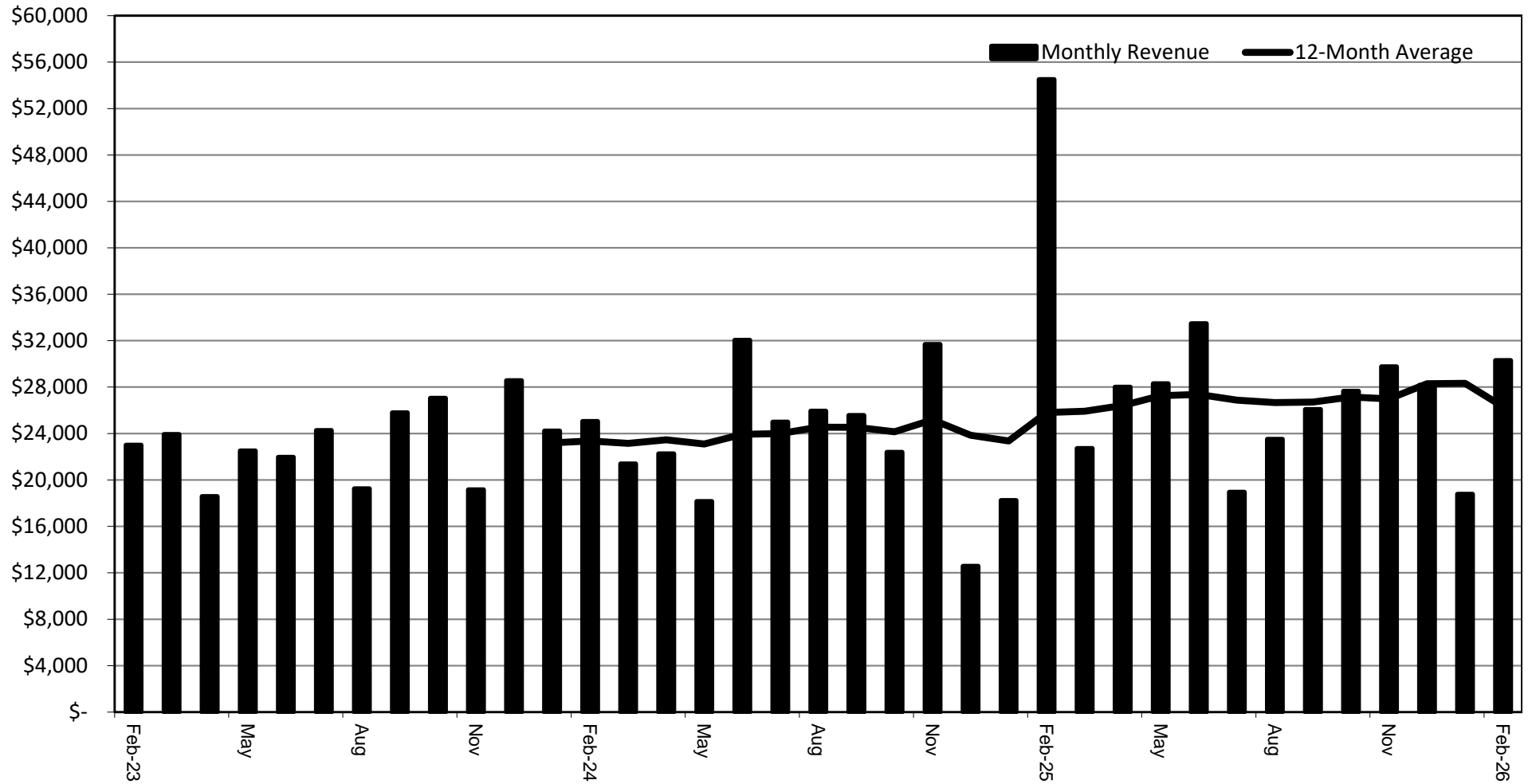
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2023-2026



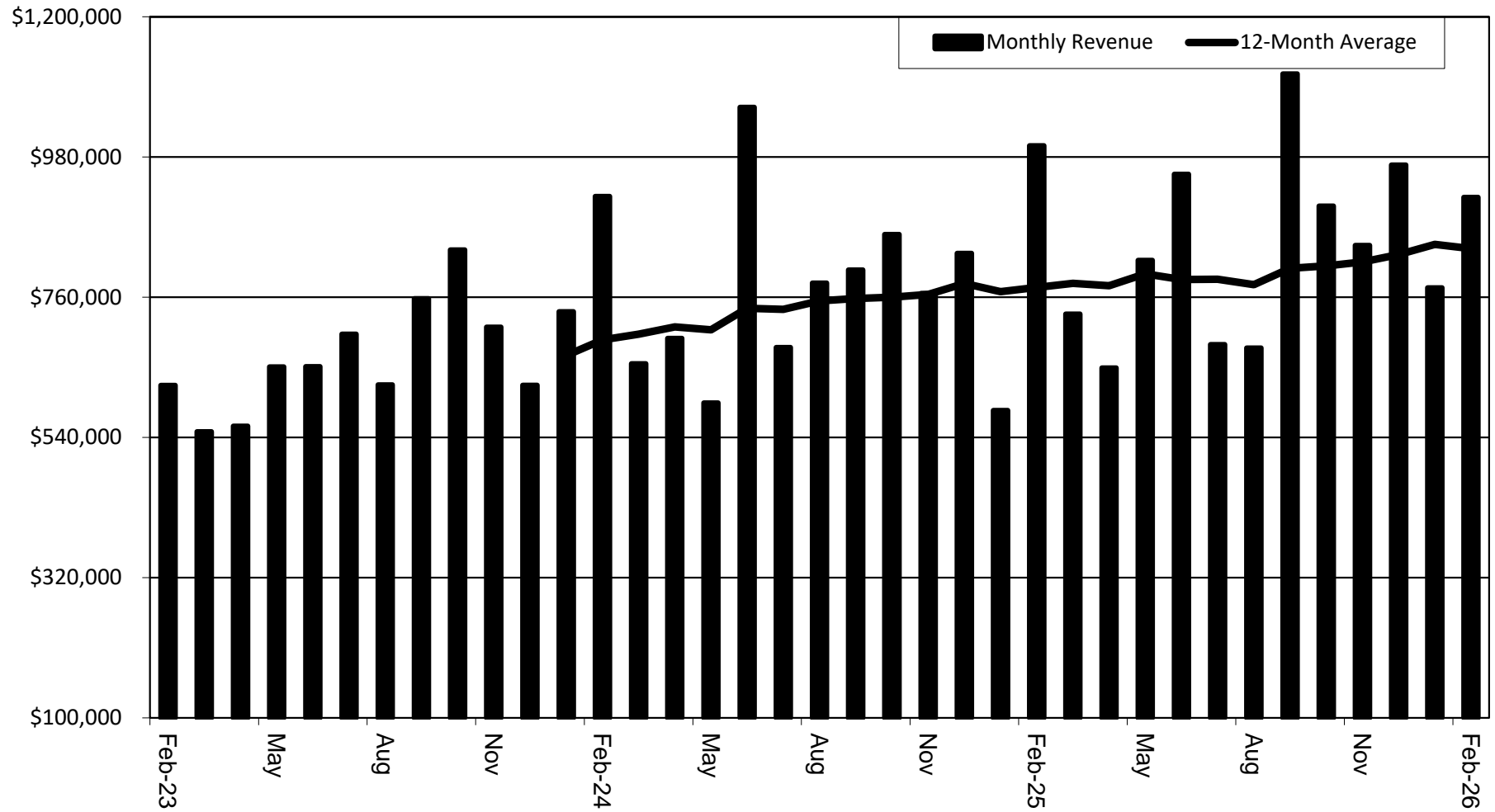
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# 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.*

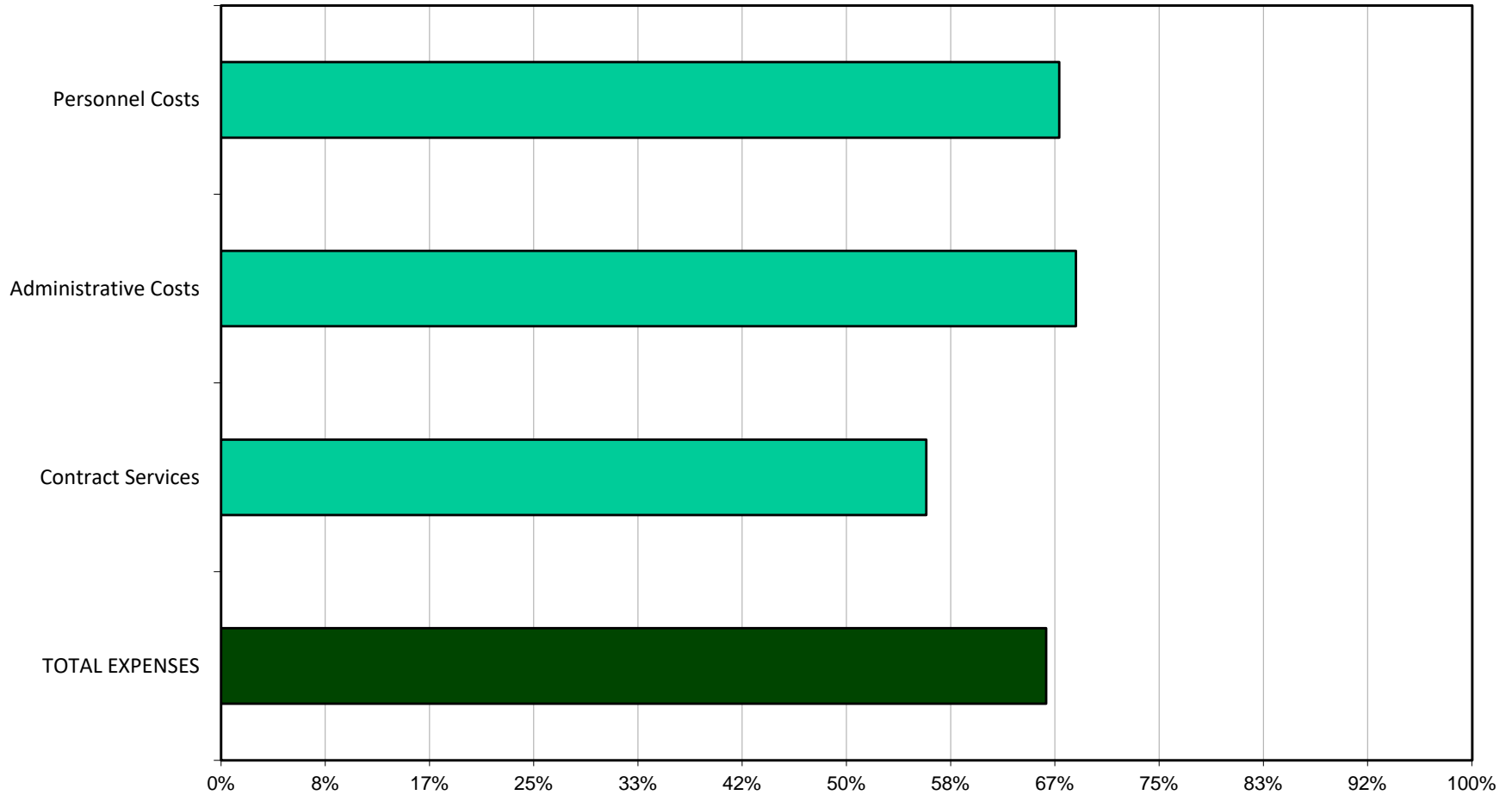


# Northern Virginia Transportation Commission

Financial Reports

March 2026

PERCENTAGE OF FY 2026 NVTC ADMINISTRATIVE BUDGET USED  
March 2026  
(TARGET 75% OR LESS)



**Note: Refer to pages 2 and 3 for details**

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
G&A BUDGET VARIANCE REPORT  
March 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	\$ 203,841.55	\$ 1,970,214.22	\$ 2,934,000.00	\$ 963,785.78	32.8%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>203,841.55</u>	<u>1,970,214.22</u>	<u>2,934,000.00</u>	<u>963,785.78</u>	<u>32.8%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	14,583.43	140,512.59	205,000.00	64,487.41	31.5%
Group Health Insurance	16,410.97	144,223.29	255,000.00	110,776.71	43.4%
Retirement	20,420.00	183,780.00	238,000.00	54,220.00	22.8%
Workmans & Unemployment Compensation	115.92	1,231.51	6,400.00	5,168.49	80.8%
Life Insurance	105.78	1,781.52	6,700.00	4,918.48	73.4%
Long Term Disability Insurance	1,517.29	12,709.38	18,800.00	6,090.62	32.4%
Total Benefit Costs	<u>53,153.39</u>	<u>484,238.29</u>	<u>729,900.00</u>	<u>245,661.71</u>	<u>33.7%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	750.00	8,150.00	15,000.00	6,850.00	45.7%
<i>Rents:</i>					
Office Rent	38,282.80	337,656.34	474,500.00	136,843.66	28.8%
Parking & Transit Benefits	37,101.55	326,157.15	454,000.00	127,842.85	28.2%
	1,181.25	11,499.19	20,500.00	9,000.81	43.9%
<i>Insurance:</i>					
Public Official Bonds	325.00	5,195.00	8,900.00	3,705.00	41.6%
Liability and Property	-	2,000.00	2,600.00	600.00	23.1%
	325.00	3,195.00	6,300.00	3,105.00	49.3%
<i>Travel:</i>					
Conference / Professional Development	6,331.85	42,584.10	76,500.00	33,915.90	44.3%
Non-Local Travel	4,161.58	29,064.25	54,500.00	25,435.75	46.7%
Local Travel, Meetings and Related Expenses	2,205.73	3,698.82	2,500.00	(1,198.82)	-48.0%
	(35.46)	9,821.03	19,500.00	9,678.97	49.6%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
G&A BUDGET VARIANCE REPORT  
March 2026**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Communication:</i>	1,397.79	12,838.19	19,400.00	6,561.81	33.8%
Postage	151.17	604.68	1,400.00	795.32	56.8%
Telephone and Data	1,246.62	12,233.51	18,000.00	5,766.49	32.0%
<i>Publications &amp; Supplies</i>	2,517.51	23,657.43	35,700.00	12,042.57	33.7%
Office Supplies	174.18	1,841.98	2,000.00	158.02	7.9%
Duplication and Paper	1,000.00	8,401.81	8,700.00	298.19	3.4%
Public Engagement	1,343.33	13,413.64	25,000.00	11,586.36	46.3%
<i>Operations:</i>	3,613.62	35,370.48	55,900.00	20,529.52	36.7%
Furniture and Equipment (Capital)	-	5,464.86	18,400.00	12,935.14	70.3%
Repairs and Maintenance	57.97	375.25	1,000.00	624.75	62.5%
Computer Operations	3,555.65	29,530.37	36,500.00	6,969.63	19.1%
<i>Other General and Administrative:</i>	757.66	11,311.09	11,900.00	588.91	4.9%
Memberships	89.32	980.19	1,600.00	619.81	38.7%
Fees and Miscellaneous	668.34	7,630.90	8,800.00	1,169.10	13.3%
Advertising (Personnel/Procurement)	-	2,700.00	1,500.00	(1,200.00)	-80.0%
Total Administrative Costs	<u>53,976.23</u>	<u>476,762.63</u>	<u>697,800.00</u>	<u>221,037.37</u>	<u>31.7%</u>
<u>Contracting Services</u>					
Auditing	-	25,900.00	26,400.00	500.00	1.9%
Contract Services and Support					
Commuter Choice	34,511.04	130,784.36	146,500.00	15,715.64	10.7%
Research Support (excludes carryover)	2,429.00	60,912.61	250,000.00	189,087.39	75.6%
Other Technical	7,516.67	82,770.03	120,000.00	37,229.97	31.0%
Legal	<u>2,500.00</u>	<u>22,500.00</u>	<u>30,000.00</u>	<u>7,500.00</u>	<u>25.0%</u>
Total Contract Services	46,956.71	322,867.00	572,900.00	250,033.00	43.6%
 Total Gross G&A Expenses	<u><u>\$ 357,927.88</u></u>	<u><u>\$ 3,254,082.14</u></u>	<u><u>\$ 4,934,600.00</u></u>	<u><u>\$ 1,680,517.86</u></u>	<u><u>34.1%</u></u>

NVTC  
 RECEIPTS and DISBURSEMENTS  
 March 2026

Date	Payer / Payee	Purpose	Virginia LGIP				
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
<b>RECEIPTS</b>							
2	DMV	Motor Vehicle Fuels Sales tax				\$ 3,178,005.79	
2	DMV	CROC			1,250,000.00		
2	VRE	Staff support		43,390.39			
10	DRPT	Capital grants receipts - VRE			3,937,644.94		
10	DRPT	Capital grant receipt - Fairfax				910,140.00	
11	DRPT	Capital grant receipt - VRE			1,629,398.39		
11	DRPT	Capital grants receipts - Arlington				49,118.57	
18	DRPT	Capital grant receipt - Arington				366,357.87	
19	DRPT	Operating and capital assistance - WMATA				19,786,064.33	
31	DMV	Motor Vehicle Fuels Sales tax				2,502,782.48	
31	DMV	CROC			1,250,000.00		
31	Banks	Investment earnings		132.61	4,551.93	423,064.72	1,464,113.97
<b>TOTAL RECEIPTS</b>			-	43,523.00	8,071,595.26	423,064.72	28,256,583.01

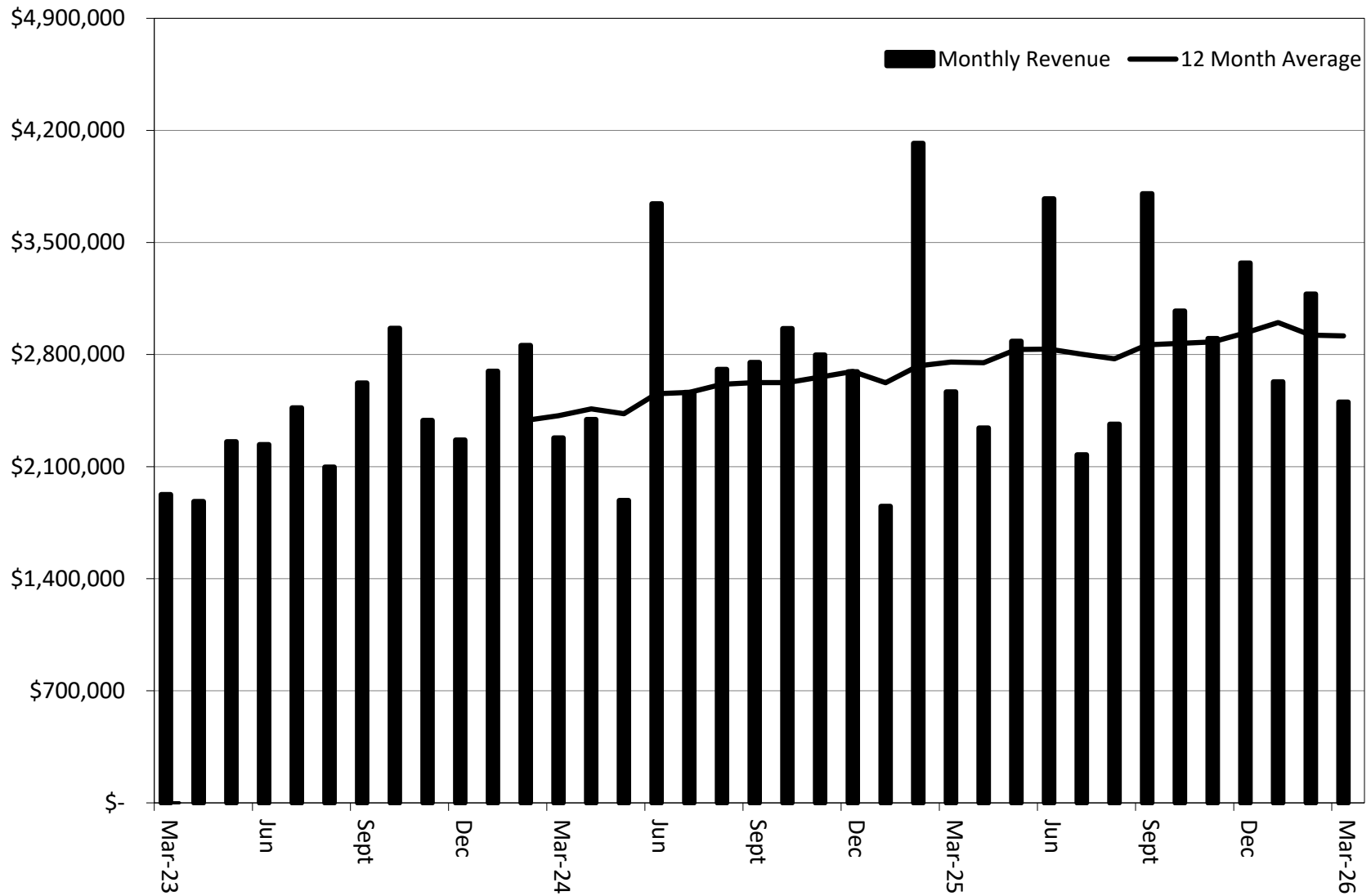
NVTC  
RECEIPTS and DISBURSEMENTS  
March 2026

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	(284,351.03)				
2	VRE	CROC			(1,250,000.00)		
3	Kimley-Horn	Consulting - Route 7	(16,501.47)				
10	VRE	Grant revenue			(3,937,644.94)		
11	VRE	Grant revenue			(1,629,398.39)		
17	Kimley-Horn	Consulting - Commuter Choice	(33,861.44)				
17	Kimley-Horn	Consulting - NTD data collection	(22,641.06)				
18	Fairfax	I-395/95 Commuter Choice reimbursement				(441,681.00)	
18	Alexandria	I-395/95 Commuter Choice reimbursement				(1,747,525.00)	
18	Loudoun	I-66 Commuter Choice reimbursement				(39,216.00)	
19	Kimley-Horn	Consulting - Route 7	(14,024.07)				
30	Fairfax	Other operating					(910,140.00)
31	VRE	CROC			(1,250,000.00)		
31	Banks	Bank charge	(145.29)	(156.12)			
<b>TOTAL DISBURSEMENTS</b>			<u>(371,524.36)</u>	<u>(156.12)</u>	<u>(8,067,043.33)</u>	<u>(2,228,422.00)</u>	<u>(910,140.00)</u>
<b>TRANSFERS</b>							
3	Transfer	From LGIP to checking	175,000.00		(175,000.00)		
18	Transfer	From LGIP to checking	250,000.00		(250,000.00)		
18	Transfer	From LGIP to LGIP (NTD data collection)			22,641.06		(22,641.06)
<b>NET TRANSFERS</b>			<u>425,000.00</u>	<u>-</u>	<u>(402,358.94)</u>	<u>-</u>	<u>(22,641.06)</u>
<b>NET INCREASE (DECREASE) FOR MONTH</b>			<u>\$ 53,475.64</u>	<u>\$ 43,366.88</u>	<u>\$ (397,807.01)</u>	<u>\$ (1,805,357.28)</u>	<u>\$ 27,323,801.95</u>

**NVTC  
INVESTMENT REPORT  
March 2026**

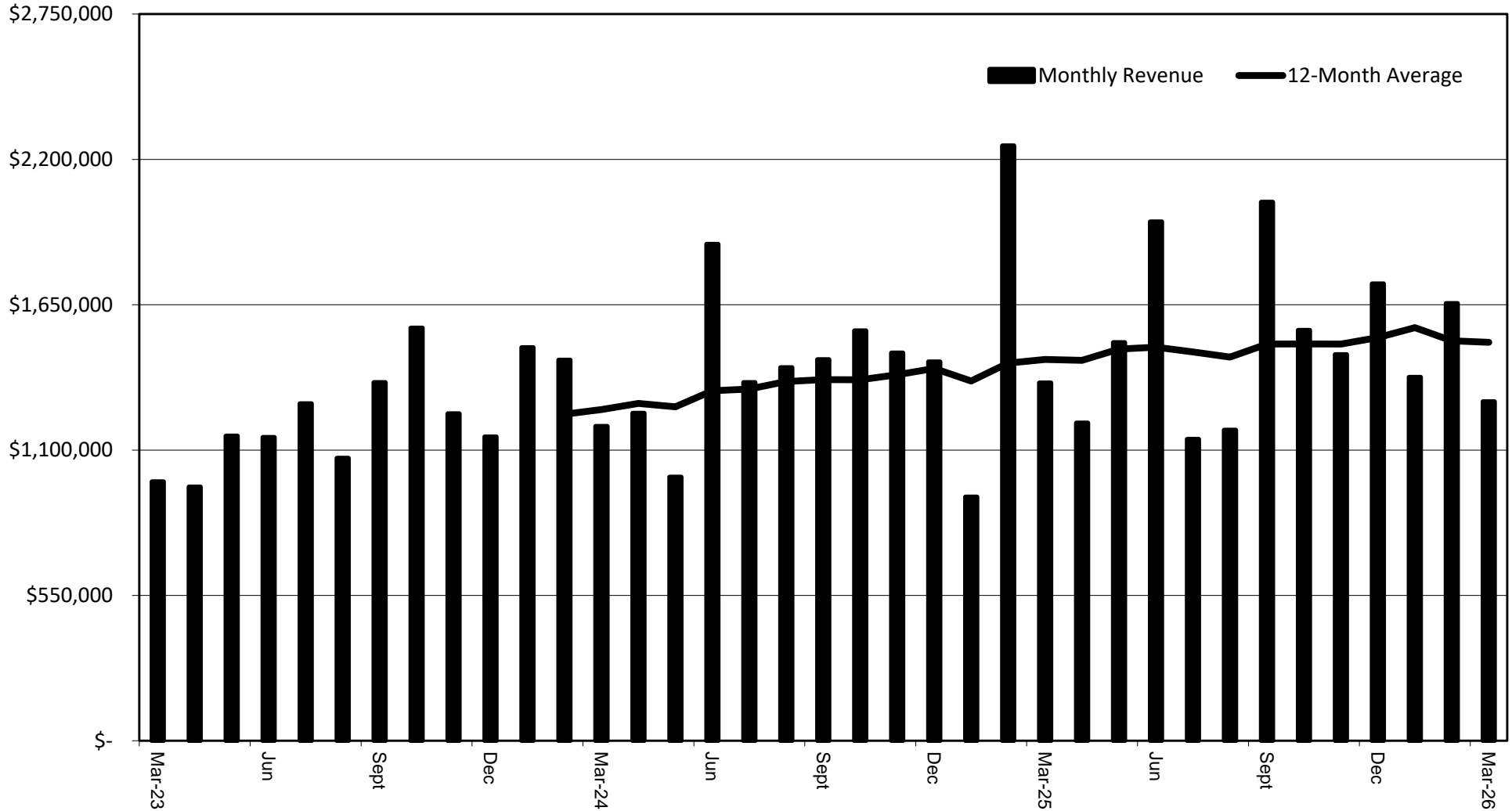
<u>Type</u>	<u>Rate</u>	<u>Balance 2/28/2026</u>	<u>Increase (Decrease)</u>	<u>Balance 3/31/2026</u>	<u>Balance</u>			
					<u>NVTC G&amp;A/Project</u>	<u>Commuter Choice</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Gas Tax Trust Fund</u>
<b><u>Cash Deposits</u></b>								
Wells Fargo: NVTC Checking	N/A	\$ 26,719.44	\$ 53,475.64	\$ 80,195.08	\$ 80,195.08	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.480%	283,341.03	43,366.88	326,707.91	326,707.91	-	-	-
<b><u>Investments</u></b>								
Bank of America: Virginia Local Government Investment Pool	3.839%	583,223,032.33	25,120,637.66	608,343,669.99	1,275,978.36	131,157,198.95	422,787,643.97	53,122,848.71
		<u>\$ 583,533,092.80</u>	<u>\$ 25,217,480.18</u>	<u>\$ 608,750,572.98</u>	<u>\$ 1,682,881.35</u>	<u>\$ 131,157,198.95</u>	<u>\$ 422,787,643.97</u>	<u>\$ 53,122,848.71</u>

# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2023-2026



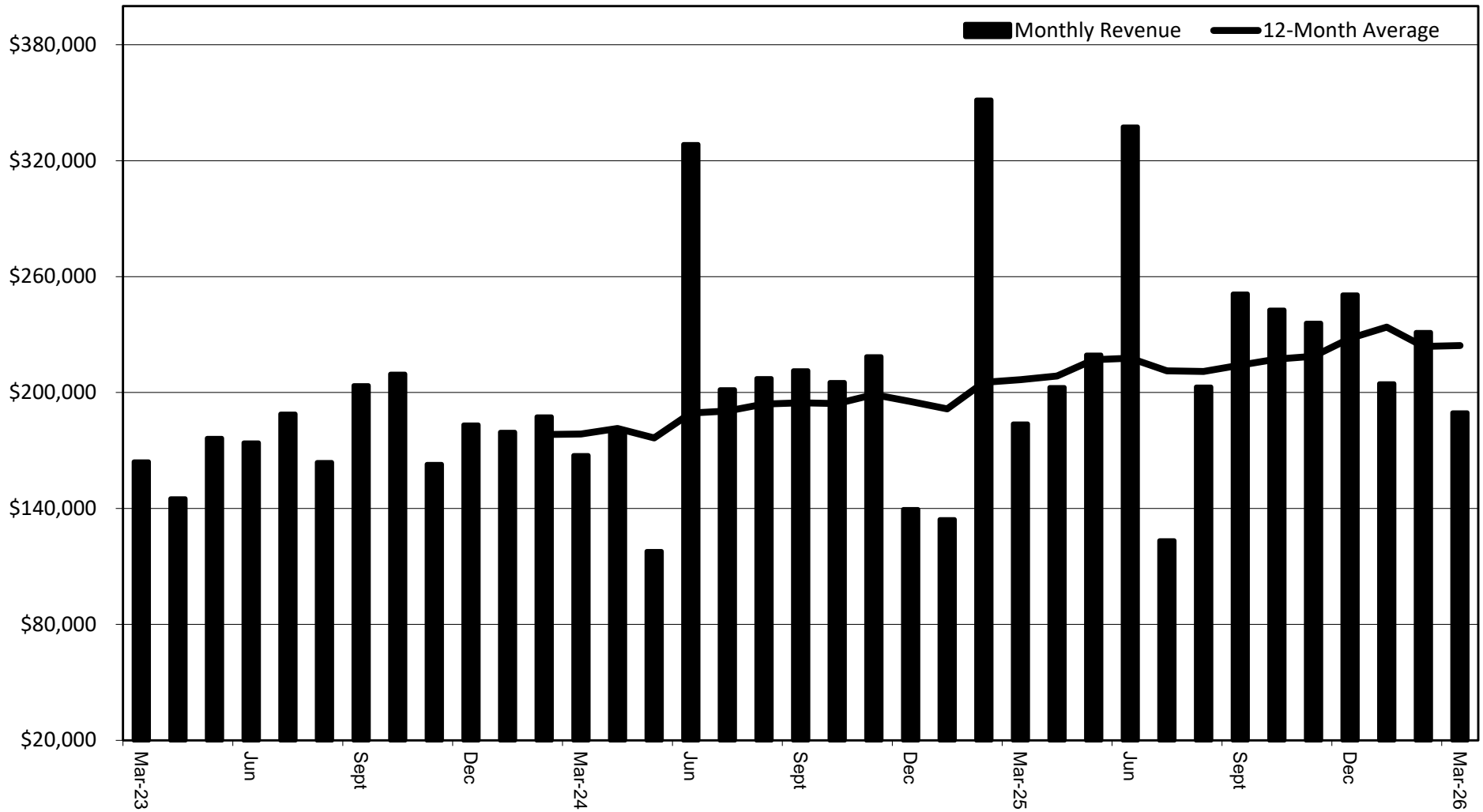
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# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2023-2026



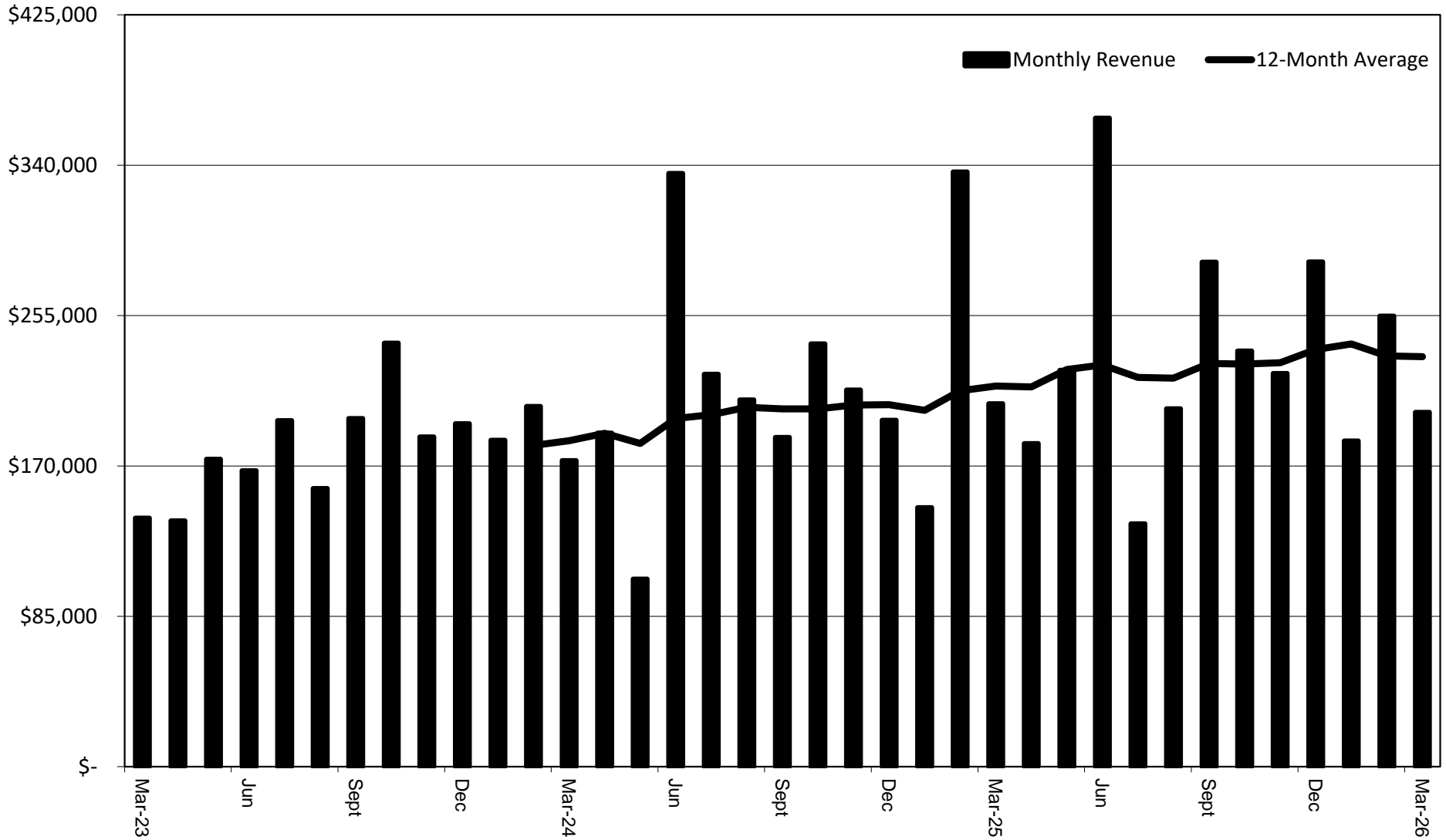
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# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2023-2026



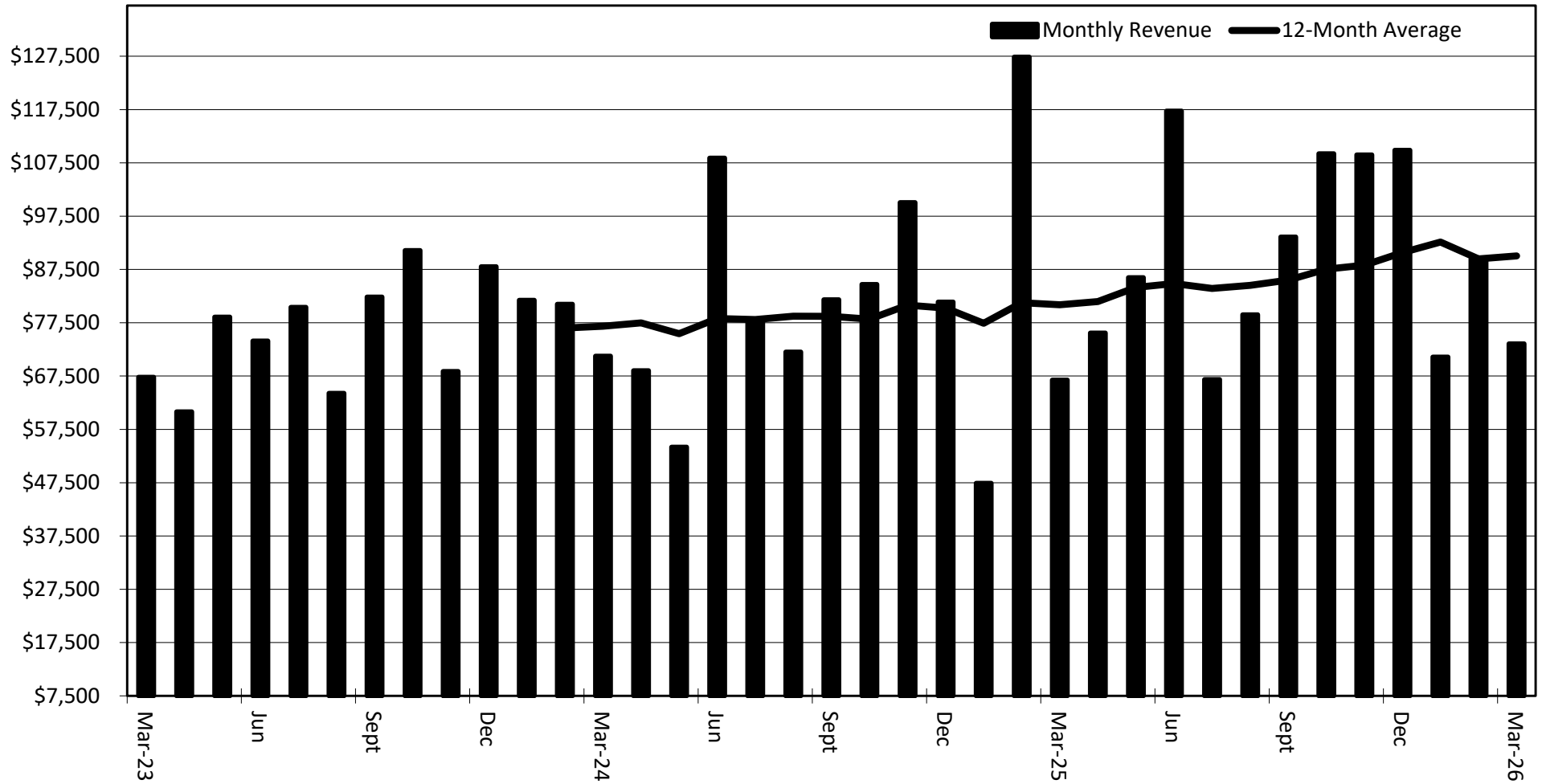
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

## NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2023-2026



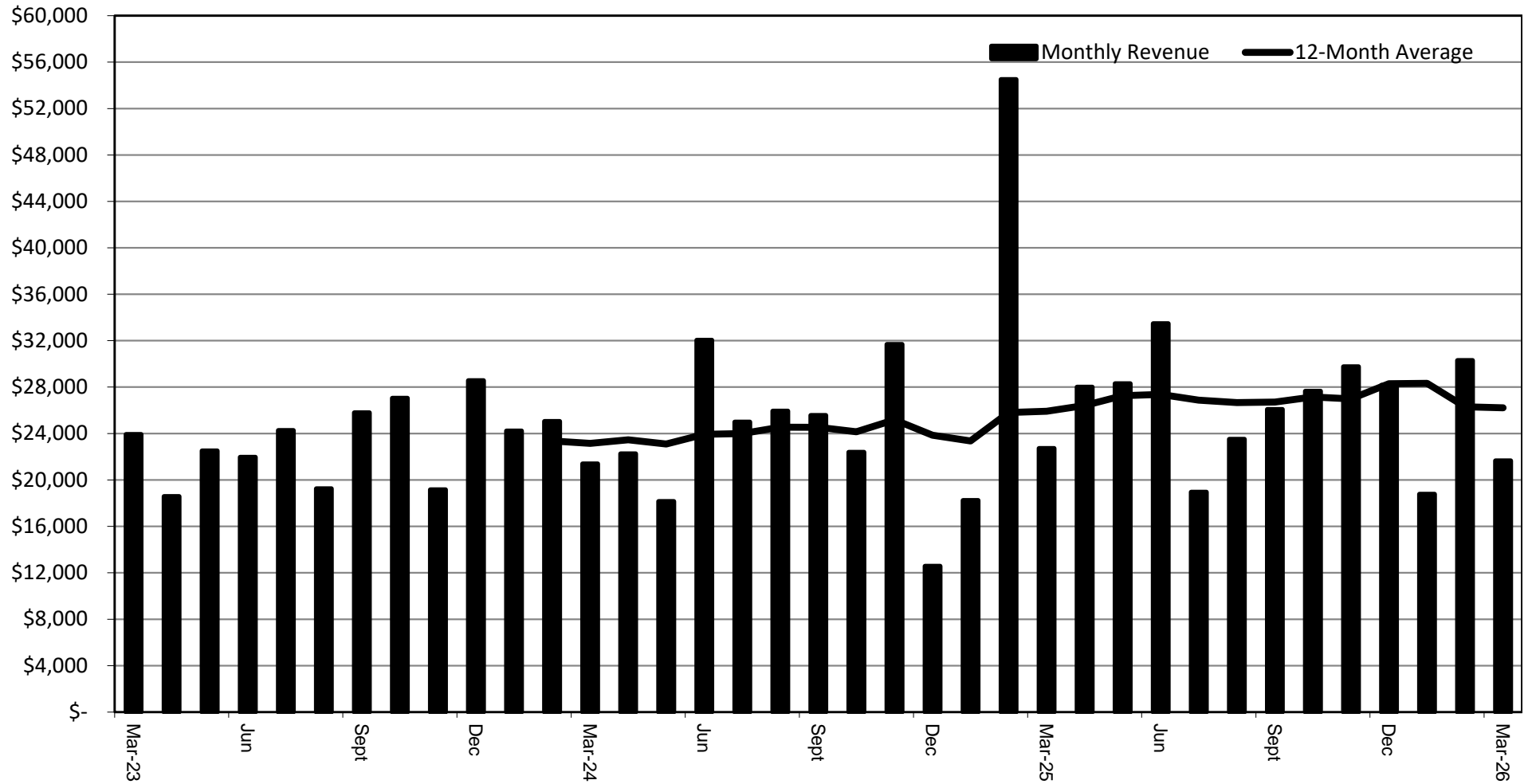
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2023-2026



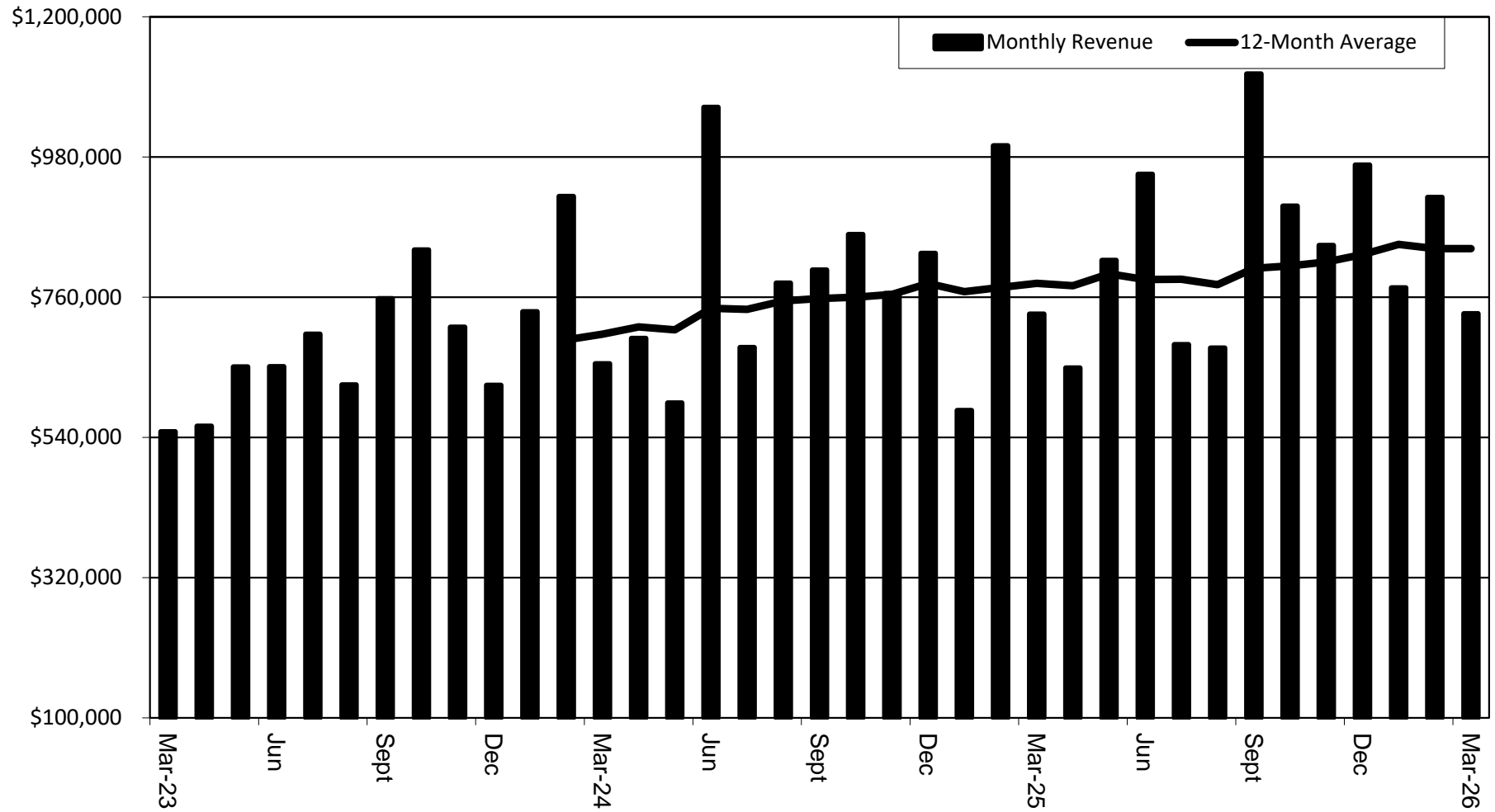
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

# 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**  
**STATE TRANSIT ASSISTANCE APPLIED FOR THROUGH NVTC**  
**FY 2027 Draft SYIP and FY 2026 Approved SYIP**

	State Assistance		
	FY 2027 Draft	FY 2026 Approved	Increase (Decrease)
<b>Local Systems</b>			
Transit Capital (Schedule A)			
State of Good Repair	\$ 19,514,673	\$ 12,236,717	
Minor Enhancement	2,177,091	8,730,928	
Major Enhancement	-	6,158,724	
TRIP	7,990,800	12,537,214	
Total Transit Capital	<u>29,682,563</u>	<u>39,663,583</u>	<u>(9,981,020)</u>
Transit Operating (Schedule B)			
Performance Based Formula	<u>45,200,912</u>	<u>41,965,479</u>	<u>3,235,433</u>
<b>Total Local Systems</b>	<u>74,883,475</u>	<u>81,629,062</u>	<u>(6,745,587)</u>
<b>WMATA Subsidies</b>			
WMATA Operating and Capital	258,607,801	237,432,772	21,175,029
WMATA Operating (General Funds, DRPT Contracted with WMATA)	-	76,700,000	(76,700,000)
	<u>258,607,801</u>	<u>314,132,772</u>	<u>(55,524,971)</u>
<b>Other Transit Assistance (Schedule C)</b>	<u>735,500</u>	<u>37,500</u>	<u>698,000</u>
<b>Total NVTC Transit Assistance</b>	<u><u>\$ 334,226,776</u></u>	<u><u>\$ 395,799,334</u></u>	<u><u>\$ (61,572,558)</u></u>
<b>VRE</b>			
VRE Operating and Capital	\$ 19,727,829	\$ 17,399,576	\$ 2,328,253
Transit Capital (Schedule D)	<u>51,538,388</u>	<u>670,944</u>	<u>50,867,444</u>
<b>Total VRE Transit Assistance</b>	<u><u>\$ 71,266,217</u></u>	<u><u>\$ 18,070,520</u></u>	<u><u>\$ 53,195,697</u></u>

**Notes:**

Effective FY2019, NVTC receives a percentage of the Commonwealth Mass Transit Fund for WMATA capital and operating purposes (VA Code 33.2-1526.1.D.4).

This schedule excludes direct FY 2027 and FY 2026 DRPT funding to WMATA for \$50M PRIIA Match, \$154.5M dedicated capital funding, and \$0.9M CMAQ/RSTP match.

Effective FY2025, VRE receives up to 3.5% of the Commonwealth Mass Transit Fund for 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 - SYIP</u>	<u>State Costs</u>	<u>State Funding</u>			<u>%</u>
			<u>MERIT</u>	<u>TRIP</u>	<u>Total</u>	
<b>CITY OF ALEXANDRIA</b>						
DASH Bus Replacements	State of Good Repair	\$ 10,467,058	\$ 7,117,599	\$ -	\$ 7,117,599	68%
Total		<u>10,467,058</u>	<u>7,117,599</u>	<u>-</u>	<u>7,117,599</u>	
<b>CITY OF FAIRFAX</b>						
CUE Replacement Vehicles	State of Good Repair	4,080,000	2,774,400	-	2,774,400	68%
Two-way Radio Replacement	State of Good Repair	47,000	31,960	-	31,960	68%
Fuel Island Maintenance	Minor Enhancements	661,044	449,510	-	449,510	68%
Total		<u>4,788,044</u>	<u>3,255,870</u>	<u>-</u>	<u>3,255,870</u>	
<b>FAIRFAX COUNTY</b>						
Burke VRE Renovations	Minor Enhancement	250,000	170,000	-	170,000	68%
Midlife Rebuild	State of Good Repair	2,250,000	1,530,000	-	1,530,000	68%
Bus Garage Renovations	Minor Enhancement	1,185,000	805,800	-	805,800	68%
Bus Replacement	State of Good Repair	11,628,990	7,907,713	-	7,907,713	68%
3rd Party Project Management - Consultant Services	Minor Enhancement	274,560	186,701	-	186,701	68%
Bus Stop and Shelter Improvement Program	TRIP	1,083,000	-	736,440	736,440	68%
Bus Shelter Replacement	TRIP	200,000	-	136,000	136,000	68%
Richmond HWY BRT	TRIP	6,250,000	-	6,250,000	6,250,000	100%
Total		<u>23,121,550</u>	<u>10,600,214</u>	<u>7,122,440</u>	<u>17,722,654</u>	
<b>ARLINGTON COUNTY</b>						
Transit ITS/Security	Minor Enhancement	831,000	565,080	-	565,080	68%
Bus Stop Program	TRIP	409,000	-	278,120	278,120	68%
Bus Stop ADA	TRIP	868,000	-	590,240	590,240	68%
Bus Stop Sign Installation and Replacement	State of Good Repair	225,000	153,000	-	153,000	68%
Total		<u>2,333,000</u>	<u>718,080</u>	<u>868,360</u>	<u>1,586,440</u>	
<b>TOTAL LOCAL CAPITAL</b>		<b><u>\$ 40,709,652</u></b>	<b><u>\$ 21,691,763</u></b>	<b><u>\$ 7,990,800</u></b>	<b><u>\$ 29,682,563</u></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. The TRIP program is also available to fund capital needs.

SCHEDULE A

**STATE TRANSIT CAPITAL ASSISTANCE  
LOCAL SYSTEMS  
FY2026**

	Project Type	State Costs	State Funding			Funding %
			MERIT	TRIP	Total	
<b>CITY OF ALEXANDRIA</b>						
DASH SGR Bus Replacment (7)	State of Good Repair	\$ 5,241,524.00	\$ 3,564,236.32	\$ -	\$ 3,564,236.32	68%
Total		5,241,524	3,564,236	-	3,564,236	
<b>CITY OF FAIRFAX</b>						
Replacement Engines (2) for 2015 Buses	Minor Enhancement	65,544	44,570		44,570	68%
Tire Changer and Tire Balancer Replacement	Minor Enhancement	12,960	8,813		8,813	68%
Total		78,504	53,383	-	53,383	
<b>FAIRFAX COUNTY</b>						
Richmond Highway Rapid Bus Transit	TRIP	6,250,000	-	6,250,000	6,250,000	100%
Burke VRE Renovations	Minor Enhancement	350,000	238,000		238,000	68%
Bus Garage Renovations	Minor Enhancement	1,660,000	1,128,800		1,128,800	68%
3rd Party Project Management	Minor Enhancement	498,960	339,293		339,293	68%
Backlick VRE paving	Minor Enhancement	150,000	102,000		102,000	68%
Midlife Overhaul	State of Good Repair	1,375,000	935,000		935,000	68%
Replacement Buses FTA funded	State of Good Repair	11,378,649	7,737,481		7,737,481	68%
Farebox Updates	State of Good Repair	2,215,000		1,506,200	1,506,200	68%
Total		23,877,609	10,480,574	7,756,200	18,236,774	
<b>ARLINGTON COUNTY</b>						
ART Bus Stop Improvements	Minor Enhancement	796,000	-	541,280	541,280	68%
Bus Stop Aecessibility Improvements	Minor Enhancement	857,000	-	582,760	582,760	68%
ART Shirlington Facility	Major Expansion	6,158,724	6,158,724		6,158,724	100%
ART Securirty Cameras and ITS	Minor Enhancement	1,305,000		887,400	887,400	68%
Fairbox Replacement	SGR	4,072,903		2,769,574	2,769,574	68%
Art Fleet & Equipment Replacement (8) BEB Vehicles	Minor Enhancement	10,102,136	6,869,452		6,869,452	68%
Total		23,291,763	13,028,176	4,781,014	17,809,190	
<b>CITY OF FALLS CHURCH</b>						
Total		-	-	-	-	
<b>TOTAL LOCAL CAPITAL</b>						
		<u>\$ 52,489,400.00</u>	<u>\$ 27,126,369.32</u>	<u>\$ 12,537,214.00</u>	<u>\$ 39,663,583.32</u>	

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. The TRIP program is also available to fund capital needs.

**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>					
<b>Assistance</b>	<b>\$ 9,439,686</b>	<b>\$ 1,654,201</b>	<b>\$ 27,873,981</b>	<b>\$ 6,233,044</b>	<b>\$ 45,200,912</b>
FY2025 Reimbursable Expenses (50%)	36,573,545	5,984,099	134,400,840	29,635,608	206,594,092
FY2025 Ridership (30%)	5,443,456	954,021	9,567,049	2,529,551	18,494,077
FY2025 Revenue Vehicle Hours (10%)	310,280	34,318	869,675	228,473	1,442,746
FY2025 Revenue Vehicle Miles (10%)	2,861,647	431,704	11,612,117	2,285,003	17,190,471
<b>FY 2026</b>					
<b>Assistance</b>	<b>\$ 10,450,791</b>	<b>\$ 1,636,081</b>	<b>\$ 23,974,960</b>	<b>\$ 5,903,647</b>	<b>\$ 41,965,479</b>
FY2024 Reimbursable Expenses (50%)	33,822,665	5,734,227	108,653,622	27,309,171	175,519,685
FY2024 Ridership (30%)	5,351,634	985,979	8,716,249	2,458,738	17,512,600
FY2024 Revenue Vehicle Hours (10%)	308,722	34,643	819,206	230,246	1,392,817
FY2024 Revenue Vehicle Miles (10%)	2,855,428	437,260	10,824,847	2,321,747	16,439,282
<b>Increase (Decrease)</b>	<b>\$ (1,011,105)</b>	<b>\$ 18,120</b>	<b>\$ 3,899,021</b>	<b>\$ 329,397</b>	<b>\$ 3,235,433</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**

	FY 2027			FY 2026		
	<u>Costs</u>	<u>State Funding</u>	<u>Funding %</u>	<u>Costs</u>	<u>State Funding</u>	<u>Funding %</u>
<b>Workforce Development Program</b>						
NVTC fellows program	\$ 50,000	\$ 40,000	80%	\$ -	\$ -	
<b>Technical Assistance Program</b>						
NVTC Strategic Plan	300,000	150,000	50%	-	-	
City of Fairfax CUE Route Change Launch Support	115,000	57,500	50%	-	-	
City of Fairfax - Zero Fare Evaluation	-	-		75,000	37,500	50%
<b>Demonstration Program</b>						
Arlington AI Enabled Customer Service and Comment Resolution Pilot	250,000	200,000	80%			-
NVTC Crystal City Metro Construction Marketing Initiative	100,000	80,000	80%			-
<b>Transit Ridership Incentive Program (TRIP)</b>						
Fairfax County Low-Income Zero Fare SmarTrip Passes	260,000	208,000	80%			-
City of Fairfax Zero Fare	-	-				-
	<u>\$ 1,075,000</u>	<u>\$ 735,500</u>		<u>\$ 75,000</u>	<u>\$ 37,500</u>	

SCHEDULE D

STATE TRANSIT CAPITAL ASSISTANCE  
VRE

	<u>Project Type</u>	<u>Costs</u>	<u>State Funding</u>
<b>FY 2027</b>			
VRE Broad Run Lead Track Design	I-66 OTB Capital Funding	\$ 11,238,388	\$ 11,238,388
VRE L'Enfant Station	I-66 OTB Capital Funding	40,300,000	40,300,000
		<u>\$ 51,538,388</u>	<u>\$ 51,538,388</u>
<b>FY 2026</b>			
Debt Service for Railcars	Minor Enhancement	<u>\$ 4,193,403</u>	<u>\$ 670,944</u>