

MINUTES
NVTC COMMISSION MEETING – MAY 7, 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 7:03 p.m.

Members Present

Canek Aguirre
Walter Alcorn
Sarah Bagley
Kate Burns
Maureen Coffey
Paul Krizek
Matt Letourneau
Alfonso Lopez
R. Kirk McPike
Dalia Palchik
Catherine Read
David Reid
Saddam Azlan Salim
David Snyder (Alternate, City of Falls Church)
Kannan Srinivasan (*via electronic participation*)
Daniel Storck
Justine Underhill (*via electronic participation*)
Mariia Zimmerman (Alternate, Commonwealth of Virginia)

Members Absent

James Bierman, Jr.
Juli Briskman
Matt de Ferranti
Takis Karantonis
Rachna Sizemore Heizer

Staff and Others Present

Ann McGrane, Director of Programs and Policy	
Jason Adle	Amanda Sink
Shannon Bacon	Sophie Spiliotopoulos
Genoveva Cutrell	Colie Touzel
Matt Friedman	Melissa Walker
Rhonda Gilchrest	Owen Williams
Sarah Godfrey	Aimee Perron Seibert (<i>via electronic participation</i>)
Adam Hager	Henry Watkins (<i>via electronic participation</i>)
Meg Johnson	MinhChau Corr (NVTC/VRE)
Scott Kalkwarf	Dallas Richards (VRE)
Hwajung Kim	Amy Garbarini (DRPT)
Daniel Knickelbein	
Tenley O'Hara	

Opening Remarks

Chair Bagley welcomed everyone to the May 7, 2026 NVTC meeting and noted that the meeting is also being livestreamed on YouTube for the public. Board Administrator Rhonda Gilchrest confirmed an in-person quorum.

Chair Bagley stated that Ms. Underhill requested electronic participation from Falls Church for a medical reason on the advice of her doctor; Senator Srinivasan requested electronic participation for a personal reason as he is attending a seminar in Philadelphia; and Mr. Karantonis requested electronic participation for a personal reason as he is out of the country.

Mr. Krizek moved, with a second by Mr. Reid, to approve these three Commissioners' electronic participation. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Burns, Krizek, Letourneau, McPike, Palchik, Read, Reid and Storck. The motion passed. (Mr. Karantonis did not end up connecting and participating in the meeting.)

Chair Bagley announced that Executive Director Kate Mattice is not participating in this meeting as her son, Ben, is graduating from Temple University in Philadelphia. Director of Programs and Policy Ann McGrane is sitting in for her.

Chair Bagley welcomed four new Commissioners, including DRPT Director Mariia Zimmerman, Delegate Kirk McPike, Senator Kannan Srinivasan and new Commonwealth Appointee Kate Burns.

Ms. McGrane noted that one public comment was received after the deadline regarding support of full funding of the proposed F2X Express service as part of the Commuter Choice Programs of Projects. Since the comment was received too close to the meeting, staff will forward it to Commissioners after the meeting.

Recognition of New Commissioners

Oath of Office for New Commissioners. Chair Bagley formally welcomed Delegate R. Kirk McPike, who is filling the vacancy left when Delegate Sickles departed NVTC. She noted that Delegate McPike served as an NVTC alternate during his tenure on the Alexandria City Council. She also welcomed Senator Kannan Srinivasan, who was appointed to NVTC to fill the vacancy left when Senator Ebbin departed NVTC; DRPT Director Mariia Zimmerman, who is serving as an alternate on NVTC representing the Commonwealth; and Kate Garman Burns, who was appointed to NVTC last week to be Secretary of Transportation Nick Donohue's designee on NVTC and the WMATA Board, replacing Darien Flowers. Since Mr. Flowers had a scheduling conflict tonight, his service will be recognized at the June 4 meeting.

Chair Bagley then administered the ceremonial oath of office to new Commissioners Burns, McPike, Srinivasan and Zimmerman. (All were officially sworn in by the board administrator

prior to the meeting.) Chair Bagley stated that the next agenda item is more formal remarks by Director Zimmerman so she can introduce herself and share her priorities for DRPT. Before that, the chair gave the other new Commissioners an opportunity to introduce themselves.

Delegate McPike stated that it is nice to be back at NVTC, even though he didn't attend very often as he wasn't needed as an alternate. He looks forward to serving in his full role as a principal member on NVTC. He noted that the work that is done at NVTC on transit and transportation to make this region succeed economically and in other ways is so essential. Senator Srinivasan thanked the Commission and stated that he is excited to serve. He also serves on the House Transportation Committee. Ms. Burns stated that she is delighted to serve on NVTC and WMATA as she is a long-time transit user. She thanked Secretary Donohue and DRPT Director Zimmerman for the opportunity to serve in this capacity.

Appointment to the WMATA Board and NVTC Committees. Chair Bagley stated that Resolution #2609 appoints and confirms NVTC's appointments to the WMATA Board of Directors to reflect Kate Burns taking over the Commonwealth's principal director term which expires on January 1, 2030. NVTC's other appointments to the WMATA Board remain the same, with Walter Alcorn as a principal director and Canek Aguirre and Matt de Ferranti as alternate directors. The resolution also appoints Ms. Burns to serve on NVTC's Executive Committee and WMATA Committee.

Ms. Palchik moved, with a second by Mr. Krizek, to approve Resolution #2609 to appoint Kate Burns to the WMATA Board of Directors and to NVTC's WMATA Committee and Executive Committee. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Burns, Krizek, Letourneau, McPike, Palchik, Read, Reid and Storck. A roll call vote was conducted for Commissioners participating electronically and Mr. Srinivasan and Ms. Underhill voted in the affirmative. The motion passed. (A copy of the resolution is attached.)

Remarks by Department of Rail and Public Transportation Director Mariia Zimmerman

Chair Bagley highlighted Director Zimmerman's varied expertise she brings to the table with her 30 years of transportation industry experience across the public, private and non-profit sectors. Director Zimmerman has held executive positions at USDOT, worked at the U.S. Department of Housing and Urban Development, advanced transit-oriented development in multiple roles, and co-founded the national non-profit, Transportation for America, among other things. Chair Bagley noted that the Commonwealth is lucky to have someone leading DRPT who has this depth of experience that she can leverage to support the Commonwealth's transit systems.

Director Zimmerman stated that she and her family lived in Arlington for 17 years before moving to Richmond in 2015. Living in Arlington provided her family a great deal of independence with accessible transit, bike paths and walkability. She is excited to be part of Governor Spanberger's administration and to work with Secretary Donohue.

Ms. Zimmerman gave an overview of some of the DRPT programs, including the Rail Industrial Access (RIA) program, promoting truck diversion by providing grant assistance up to \$750,000 to connect new or expanding businesses to the freight railroad network. She encouraged Commissioners to work with their business community to take advantage of this grant program.

Mr. Salim joined the meeting at 7:16 p.m.

Ms. Zimmerman gave an overview of DRPT and what it does, including grant programs, technical assistance and state rail planning. She encouraged Commissioners to attend the Six-Year Improvement Program (SYIP) district hearing on May 19 in Alexandria. She recognized the work of Jen Monaco and Amy Garbarini, who are staff from the Northern Virginia DRPT office.

Ms. Zimmerman reviewed the department's priorities for 2026:

- Support implementation of DMV Moves and other initiatives to improve transit access, safety, financial sustainability and regional connectivity in Northern Virginia;
- Revise state transit funding formulas to reward strong ridership performance, strengthen operating efficiencies, and create more predictability for transit agencies to program;
- Advance strategies to address growing transit capital and operating financial gaps, including to initiate a Statewide Transit Transformation Plan;
- Initiate Statewide Rail Plan and continue to advance on-time/on-budget Virginia Passenger Rail Authority state-supported rail investments including Long Bridge;
- Initiate Transit-Oriented Development technical assistance and data analysis to project potential to support new housing and development near existing and planned transit and rail stations;
- Increase technical assistance and peer learning to encourage greater innovation and strategic policy setting by DRPT and its stakeholders on issues such as rising transit operating and capital costs; micromobility; paratransit; transit innovation and security; and
- Accelerate DRPT's internal technology modernization to improve performance and project management processes.

Ms. Zimmerman stated that one of DRPT's goals is to move to a more transparent, reliable, stable way people can see the six-year projections of funding expected for the Trust Fund so transit agencies have a better sense of long-term funding availability. DRPT is planning to do a Statewide Transformation Plan, which will kick off later this year. DRPT is also updating the Statewide Rail Plan, with a public meeting on June 1 to share the 20-year horizon for freight and passenger rail for the Commonwealth.

Ms. Coffey arrived at 7:22 p.m.

Ms. Zimmerman provided some information about transit-oriented development (TOD) opportunities. The General Assembly directed DRPT to do a study, so they will conduct a

statewide review to plan, promote and identify funding opportunities for TOD and will issue a report by December 15. DRPT will be working with their partners, including NVTC, VRE, Virginia Transit Association (VTA), Virginia Passenger Rail Authority (VPRA) and others.

Ms. Zimmerman noted that going into the SYIP public hearing, revenues have been strong and there are significant carryovers from FY 2026, so FY 2027 funding is expected to be a little higher than last year, as well as probably higher than next year. She provided some context to the chart in her presentation slides.

Mr. Salim stepped out of the room at 7:28 p.m.

Ms. Zimmerman reported that the Transit Service Delivery Advisory Committee (TSDAC) is meeting every month and working through the issues. She provided dates of several upcoming meetings of interest. She noted that May is Bike to Work month and encouraged everyone to log in bike miles on the ConnectingVA app. There is a competition to see which jurisdiction has the most bike miles. Chair Bagley noted that May 15 is Bike to Work Day. It's her understanding that people can bring bikes on Metro Rail and VRE on any train or any time.

Chair Bagley expressed her excitement about the TOD work and how to link jurisdictions together through housing and transit. Mr. Krizek stated that he attended the Long Bridge public hearing and VPRA is doing a great job. He and Mr. Storck have been working to get \$10 million in the state budget for removal of the Huntington Metro Parking Deck, which should spur on some TOD development in that area. It will require a match. In response to a question from Mr. Alcorn, Ms. Zimmerman responded that DRPT is working closely with NVTC on the bus consolidation study. Mr. Alcorn noted that the conclusions of the study depend on the assumptions that are made, so it is important to discuss those assumptions. Mr. Snyder stated that he would like to meet with Director Zimmerman to discuss funding of the Envision Route 7 project.

Minutes of the March 5, 2026 NVTC Meeting

Mr. Krizek moved, with a second by Mr. Storck, to approve the Minutes of the March 5, 2026 Meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Burns, Krizek, Letourneau, McPike, Read and Storck. Ms. Palchik and Mr. Reid abstained. A roll call vote was conducted for Commissioners participating electronically and Mr. Srinivasan and Ms. Underhill voted in the affirmative. The motion passed.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Bagley asked WMATA Board Principal Walter Alcorn to give the WMATA report, which will be followed by WMATA Committee Vice-Chair Matt Letourneau giving the committee report.

Report from the WMATA Board Members. Mr. Alcorn reported that on April 23 the WMATA Board adopted the WMATA FY 2027 operating budget and Capital Improvement

Program. This budget continues to focus on reinvesting in more frequent service, maintaining fares at current levels and limiting jurisdictional subsidy growth. Management developed a recommended budget that balances regional economic considerations with the need to improve service and maintain the Metro system in a state of good repair.

Mr. Alcorn explained that relative to the original budget proposal in December, the WMATA Board considered a revised proposal that featured more bus service in DC while deferring bus service enhancements in Maryland. Ultimately, DC colleagues were not ready to support some of the additional service in the revised proposal. WMATA's budget resolution reflects this change and the Board asked staff to conduct a revised Title VI analysis prior to the start of the fiscal year.

Mr. Alcorn reported that the WMATA Board also endorsed the Rail Modernization Program Vision and Red Line Modernization Project. The systemwide vision is to replace the outdated signaling system with modern technology, invest in platform screen doors and enable a more efficient, safer way of operating the rail system. Also, with the budget now adopted, key topics that will be coming to the Board over the next several months include updates on important capital investments, fare policy and compliance, workforce planning and overtime management and progress on DMVMoves. Mr. Alcorn stated that he and Ms. Burns will keep the Commission informed as they receive briefings on these topics and others over the summer and into the fall. He encouraged Commissioners to read the written materials if they haven't already done so.

Mr. Alcorn also recognized former Commissioner Katie Cristol in the audience, who is WMATA's new senior vice president of Government Relations. He also announced that WMATA General Manager/CEO Randy Clarke and WMATA Board Chair Valerie Santos will be joining NVTC at the June 4 meeting.

Mr. Hager gave a more detailed presentation on the budget, which includes \$2.7 billion operating budget and a \$2.1 billion capital budget. He provided an overview of the service enhancements, fares and projects included in the capital budget. Regarding the Red Line Modernization, WMATA projects that it can be delivered incrementally by a hybrid investment approach. He referenced the subsidy allocation table showing Virginia's year-over-year subsidy growth is 1.6%. Mr. Alcorn explained that after applying the subsidy allocation, Maryland's subsidy was over 3% and they requested it be lowered, so by reducing Maryland's subsidy, it reduced Virginia's subsidy. He cautioned that if the operating subsidy stays below 3% Metro-wide, it will be digging a hole and WMATA will be looking at another financial crisis in 5-10 years. As a Board, they are talking about this issue.

Mr. Salim returned at 7:46 p.m. and rejoined the discussion.

In response to a question from Mr. Reid, Mr. Alcorn stated that the capital fiscal cliff is expected to occur in FY 2029 unless something is done. Mr. Reid asked when the next DMVMoves meeting is going to be. Mr. Alcorn stated that the DMVMoves funding recommendations are done, although there is some staff-level work continuing on ways to better coordinate transit in the region. Mr. Reid also asked about access for senior SmarTrip

cards where elderly constituents can have reoccurring locations where they can sign up, like at a library. Mr. Letourneau stated that materials are coming out on how to obtain these passes. Mr. Reid also asked if there is a way for WMATA to be proactive in alerting elected officials of outages so they in turn can alert their constituents through their channels of communication. WMATA Virginia Government Relations Officer Greg Potts stated that there is a way for customers to sign up for alerts. For planned outages, WMATA staff can work with elected officials' offices to give advanced notice. Ms. Cristol stated that WMATA staff will follow up with Mr. Reid about these issues. Ms. Palchik asked about the Abilities Ride program. Mr. Alcorn provided some fare/cost information and staff will follow up with more information.

Report from the Chair of the WMATA Committee. WMATA Committee Vice-Chair Matt Letourneau reported that the WMATA Committee held a joint meeting with the Legislative and Policy Committee on April 16 where WMATA Inspector General Michelle Zamarin briefed members on her office's recent work and upcoming FY 2027 audit plan. She highlighted several recent audit reports and how her team is working to continue building trust and working collaboratively with WMATA management. There was a good discussion with her to better understand the importance of the critical work her team carries out each day.

Mr. Letourneau also noted that the WMATA Committee reviewed the requirements, topics and timelines for this year's upcoming Annual Report on the Performance and Condition of WMATA. The report not only addresses requirements mandated in state code; it also provides an opportunity for the Commission to document positions on items of importance related to WMATA. The committee discussed several topics from last year's report including managing WMATA's labor and overtime costs, reporting requirements and the need to establish a coordinated jurisdictional subsidy audit. Staff will continue to brief the committee and seek feedback over the next several months before anticipated Commission adoption and submission of the report to the governor and General Assembly in December. Mr. Letourneau emphasized the importance of creating a WMATA operating reserve fund, which led to a short discussion on funding issues and DMVMoves recommendations.

Mr. Krizek stepped out of the room at 8:04 p.m.

Report from the Chair of the Legislative and Policy Committee

2026 General Assembly Legislative Session Recap. Legislative and Policy Committee Chair Canek Aguirre stated that the meeting materials include a high-level overview of the transit-related bills that were passed by the General Assembly and signed into law by the governor. The General Assembly has not yet adopted a biennial budget, so there is still uncertainty about how much or if funding for transit is included in that budget. He noted that Legislative Liaison Aimee Perron Seibert and her team 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.

Ms. Perron Seibert reported that nothing has happened on the budget as they wait for revenue projections to be released. She and her team, as well as NVTC staff, are available to answer any questions when they arise. The budget deadline is June 30.

NVTC Value of Transit Campaign. Director of Strategic Communications Sarah Godfrey reported that earlier this year staff launched an eight-week small, targeted ad campaign on the value of transit in Virginia to support the state transit funding ask. During the General Assembly Session, NVTC spent \$5,000 on print, web, social and podcast ads, as well as printed materials distributed directly to legislators. Ms. Godfrey provided some statistics on the success of the campaign. Numbers are right on target for what was expected given the size of the investment. Looking ahead, staff are already thinking through a future communications campaign. Depending on the outcome of budget negotiations, sometime in the next few months more details will be shared for using communications to build support for sustainable transit funding across the state.

Transit Service Delivery Advisory Committee (TSDAC). Ms. McGrane reported that the Transit Service Delivery Advisory Committee (TSDAC) continues to meet on a monthly basis to discuss proposed changes to how DRPT allocates operating funding across the transit agencies in Virginia (excluding VRE and WMATA), as well as to consider changes to the Transit Ridership Incentive Program (TRIP). NVTC holds coordination meetings with jurisdictional staff after each TSDAC meeting to ensure that their feedback is relayed back to DRPT. This effort is happening on a tight timeline with a goal of providing a formal recommendation to the CTB in September to allow for implementation aligned with the FY 2028 SYIP. Ms. McGrane announced that the next TSDAC meeting is scheduled for May 12 in Richmond.

Federal Update. Ms. McGrane stated that staff continue to track progress on reauthorizations or extensions, as the Infrastructure Investment and Jobs Act (IIJA) is set to expire on September 30, 2026. Current thinking is that markup might happen sometime this month, but nothing is scheduled as of yet.

Report from the Chair of the Program Advisory Committee

Chair Bagley asked Program Advisory Committee Chair Dalia Palchik to give her report. Ms. Palchik reported that on April 16 the Program Advisory Committee (PAC) met and endorsed a FY 2027-2028 I-66 Commuter Choice Program of Projects, which is being presented to the Commission in Resolution #2607, which will approve the I-66 Commuter Choice Program of Projects (FY 2027-2028) for submission to the Commonwealth Transportation Board (CTB) and authorize the executive director to execute the Standard Project Agreements.

I-66 Commuter Choice Program of Projects (FY 2027-2028). Commuter Choice Program Manager Daniel Knickelbein reported that the I-66 Commuter Choice program funds projects in the I-66 corridor that move more people, provide new and diverse travel options, improve mobility and enhance safety and reliability. Projects must benefit I-66 Inside the Beltway toll payers, though they can be located Outside the Beltway. This is the

seventh I-66 funding cycle since the program began in 2016. Since 2016, Commuter Choice has funded 45 unique projects on the I-66 corridor that we estimate have saved commuters over one million hours of travel time, nearly \$13 million in fuel expenditure savings, and reduced over 27,000 metric tons of greenhouse gas emissions.

Mr. Knickelbein stated that for this round, the Call for Projects closed in December with 16 applications submitted. In January, staff conducted an eligibility review with DRPT, resulting of one application deemed ineligible and one application from VRE referred to DRPT's Outside the Beltway program for funding consideration. Scores were finalized in February and a month-long public comment period was held from March 4 to April 3. NVTC received nearly 500 submissions via an online survey, email and comments made at the public hearing, which has been the highest level of public engagement for any I-66 Commuter Choice public comment period. All public comment materials were made available in both English and Spanish. All comments were provided to the PAC and the full Commission. In April, the PAC reviewed and endorsed the recommended Program of Projects. After Commission approval, Executive Director Kate Mattice will brief the CTB on the Commuter Choice program and this cycle's Program of Projects at the May CTB meeting, and the Six-Year Improvement Program is expected to be approved by the CTB in June, with funding for new Commuter Choice projects effective July 1.

Mr. Knickelbein reviewed the Program of Projects, which includes all 14 eligible applications. Award amounts range from \$270,000 to \$20 million for one rail station improvement project and 13 projects implementing new or improved bus service, supporting the construction of a new entrance at the Ballston Metrorail Station. This Program of Projects includes two awards to Arlington County, four awards to Fairfax County, three awards to Loudoun County, three awards to OmniRide, and two awards to WMATA. The total proposed funding is just under \$60.5 million, which would be the largest total funding awarded in one cycle in Commuter Choice's 10-year history. Of note among these projects is an \$11.2 million award to WMATA to create a new peak-period limited-stop service connecting the Spring Hill Metro Station in Tysons with the Mark Center and West Alexandria Transit Center in Alexandria primarily via Route 7. This new limited-stop route will complement existing Metrobus F20 service, providing travelers in the corridor with another fast and frequent transit option. This service helps lay the groundwork for future Bus Rapid Transit (BRT) service along the Route 7 corridor, of which NVTC is leading the planning through the Envision Route 7 project.

Mr. Krizek returned to the discussion at 8:14 p.m. followed by Mr. Lopez arriving at 8:16 p.m.

Mr. Knickelbein stated that staff estimate that upon full implementation, this year's I-66 projects will result in nearly 6,500 weekday project trips, saving Northern Virginia commuters nearly \$3 million in fuel expenditures and 128,000 hours of travel time annually. These projects will help meet regional climate goals, will save commuters time and money, and will provide new transportation options, all while helping to reduce congestion during peak-periods on I-66 and benefit toll payers.

Mr. Knickelbein introduced a new tool that will roll out in conjunction with Commuter Choice's 10-year anniversary, the Commuter Choice Project Explorer. This interactive map highlights past and current Commuter Choice funded projects. More promotional materials about the Project Explorer will be coming in the coming days. He thanked NVTC Data and Visualization Program Manager Sophie Spiliotopoulous and Program Analyst Jason Adle for their work in creating the Project Explorer.

Chair Bagley noted that this is the largest funding amount to date and it is impressive how quickly the projects get funded and implemented. Funding for these 14 projects will begin on July 1, 2026.

Ms. Palchik moved, with a second by Mr. McPike, to approve Resolution #2607 to 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 vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Burns, Coffey, Krizek, Letourneau, Lopez, McPike, Palchik, Read, Reid, Salim and Storck. A roll call vote was conducted for Commissioners participating electronically and Mr. Srinivasan and Ms. Underhill voted in the affirmative. The motion passed.

In response to a question from Ms. Palchik, Mr. Knickelbein confirmed that any remaining funds will be carried over to the next cycle of funding (FY 2029-2030).

I-66 Needs Assessment. Ms. Palchik asked staff to give their presentation on the I-66 Needs Assessment, a joint study between NVTC and DRPT. Joining Mr. Knickelbein is DRPT Northern Virginia Transit Planning Manager Amy Garbarini.

Mr. Knickelbein explained that the I-66 Needs Assessment is a joint NVTC-DRPT study to examine current and future travel on the I-66 corridor and how NVTC's I-66 Commuter Choice and DRPT's I-66 Outside the Beltway funding programs can support projects in the corridor. He and Ms. Garbarini provided a brief history on the Commuter Choice and DRPT OTB programs. Both programs invest toll revenues from I-66 Inside (ITB) and Outside the Beltway (OTB) into public transit projects that move more people.

Mr. Knickelbein explained that the Commuter Choice program started 10 years ago and the I-66 corridor was last studied in 2016 (ITB) and 2020 (OTB). Travel patterns along the corridor changed significantly during the pandemic. The pandemic also resulted in several funding cycles with less demand than funding available due to the uncertainty of commuting patterns. This resulted in both programs accumulating a balance of funding, and this Needs Assessment allows NVTC and DRPT to work with the jurisdictions to ensure there is robust demand for funding now and in the future. Staff are seeing demand for funding starting to come back and want to use the Needs Assessment to continue building on that momentum.

Mr. Knickelbein stated that the I-66 Needs Assessment encompasses several key components, including an analysis of existing and future travel patterns; a review of existing plans and studies to identify planned projects; the development of financial scenarios to look at different ways funding from both programs can be utilized to most effectively meet

the mix of projects; and the creation of a list of projects that could be funded through either program in the short or long term. However, he noted a few things, including:

- The study is not looking to prescribe detail routing of new or modified transit service – as part of the existing and future conditions analysis staff looked at promising origins and destinations that could be served by either new or enhanced transit service, but will leave this to our transit operators to identify how to best meet that demand;
- The study is not looking to make an eligibility determination, so inclusion in the project list does not mean a project has been deemed eligible for funding from either program; and
- The study is not constraining future applications to projects identified as part of this study – it is understood that applicants will have other projects come up in the future that weren't included in this study's project list.

Ms. Garbarini explained that the project team reviewed existing plans and studies and met with jurisdictions to develop a pipeline of projects that could be funded through either program. That review included looking through Transit Strategic Plans, Capital Improvement Plans, regional studies, etc. to identify projects that could be a good fit for one or both funding programs. The project team also analyzed traffic and transit data for the I-66 corridor to identify areas with current and anticipated future travel demand and developed a handful of transit projects for areas that identified a significant travel demand that didn't have existing projects to meet that demand. This resulted in a list of 89 projects totaling \$16.8 billion in costs, inclusive of both capital and operating projects.

Ms. Garbarini reviewed a graph showing funding demand from the project list as compared with the average amount of funding available for both capital and operating projects for both the Commuter Choice and I-66 OTB programs. Over the life of the MOAs through 2057, there is approximately \$1 billion available for project funding. Costs of projects identified in the project list and the calculation of available funding were both indexed to 2026 dollars to account for the value of money decreasing over time. As seen in the graph, there is significantly higher demand for future funding than combined funding available for both programs.

Ms. Garbarini stated that the big picture goal of this analysis is to help to show how these programs could look in the future and what types of projects could be funded. The assessment explored how different funding scenarios interact with the mix of projects identified in the project list and which scenarios enable us to support projects that best meet program goals. The different scenarios examined in the analysis include:

- Scenario 1: What happens if we keep funding splits between capital and operating projects the same and don't employ any creative financing methods, such as debt?
- Scenario 2: What happens if we maximize the amount of funding available for transit operations projects up to the 50% cap (for Commuter Choice) on transit operating funding as outlined in the MOA?

- Scenario 3: What happens if we look at issuing debt to help finance one or more major capital projects?
- Scenario 3a: What happens if we look at issuing debt within the next few years to help finance one or more major capital projects?
- Scenario 4: What happens if we create a reserve fund with funding set aside each cycle to pay for one or more large capital projects in the future?

Ms. Garbarini stated that a few takeaways from the financial analysis include:

- Demand for funding greatly exceeds funding available for both projects;
- Issuing debt would allow these programs to quickly fund one or more larger capital projects but results in less overall funding as the program needs to pay back debt costs; and
- Demand for transit operating funds remains strong for both programs, and providing significant funding for larger capital projects would greatly diminish the ability to fund transit operations.

Mr. Knickelbein stated that the final report will also examine potential policy changes that could be made to one or both programs. The goal is to identify what policy changes could be made to both programs that would enable the funding of the best performing projects, those that meet program goals and provide the highest person throughput improvements and benefits to toll payers. Policy changes can also help enable the implementation of one or more financial scenarios that most closely align with program goals and best meet the demand of funding identified in the investment pipeline.

Mr. Knickelbein stated that staff are currently drafting the final report, which the Commission will be asked to accept at its July meeting. Once the report is final, NVTC will begin exploring potential policy changes to the Commuter Choice program as identified in the report. The next DRPT I-66 Outside the Beltway Call for Projects opens in December, while the next I-66 Commuter Choice Call for Projects opens in October 2027.

Envision Route 7 Bus Rapid Transit (BRT) and Zero-Emission Bus Technical Assistance. Ms. McGrane announced that next week NVTC is starting the next round of outreach for the Envision Route 7 (BRT) project, with bus stop chats, pop-ups and an open house. Commissioners were provided with a flyer at their seats for the Envision Route 7 Open House on Tuesday, June 9 at the Ellen Coolidge Burke Branch Library. She noted that there are additional updates on the Envision Route 7 BRT project and NVTC's zero-emission bus technical assistance in the written materials. The Program Advisory Committee will meet again on June 18 at 4:30 p.m.

Virginia Railway Express (VRE)

Chair Bagley welcomed VRE Deputy CEO and Chief Engineer Dallas Richards to give the VRE CEO Report. As a reminder, VRE staff are trying something new where VRE CEO Katie Choe will alternate between NVTC and PRTC meetings. Last meeting she attended the NVTC meeting, so this month she is at the PRTC meeting.

On behalf of the entire Commission, Chair Bagley thanked Mr. Richards for serving as Acting VRE CEO during the search for a new VRE CEO. She thanked him for his leadership in keeping VRE moving forward.

VRE CEO Report. Mr. Richards stated that VRE has a goal of on-time performance (OTP) of 90% or over. On-time is considered five minutes or less from the scheduled arrival time, so anything over five minutes is considered late and is reported as such. There have been many challenges, including the Long Bridge construction work window which has seriously impacted VRE service. Some things that are helping are the Seminary Yard Phase 2 is now complete and VRE plans to store its entire fleet there by the end of the year. VRE is doing lots of things to infrastructure in and around Alexandria to help mitigate delays. VRE staff are listening, learning and leading during this challenging time. For February, overall OTP was 88% and March 77%. He noted that OTP has a significant impact on ridership. Ridership has been up and down. Based on VRE's recent customer satisfaction survey, 74% of VRE riders are federal employees. VRE ridership jumped 40% when return to work orders went into effect (65% of pre-covid numbers). But then there was a 30% drop. This could be in part to the delay with the Long Bridge construction, but 62,000 federal jobs were eliminated in this region.

Mr. Richards noted that VRE is affordable and allows people to live in affordable places and still work where they want to work with a higher salary.

Mr. Letourneau left the meeting at 8:45 p.m. and did not return.

Mr. Snyder asked how many people ride VRE on a typical day. Mr. Richards replied that the budget projects 9,000 daily trips and VRE is seeing an average of about 8,500. In 2019, VRE average daily ridership was 19,000-20,000. Mr. Snyder stated that with the federal situation so volatile right now, he asked how does VRE attract more riders more efficiently. Metro ridership is overall above 2019 ridership numbers. Both VRE and Metro are two entirely different systems, so if the federal government continues to shrink, what will VRE do? Mr. Richards agreed that they are two different systems with different demographics. VRE serves predominantly federal workers and white-collar workers. VRE is working to extend service hours to attract more blue-collar workers. Bi-directional service/reverse commute and weekend service will also attract a different demographic. Completing the Long Bridge project is the key to unlocking additional service.

Chair Bagley stated that VRE has been talking about additional service for the past four years. In response to a question from Mr. Krizek, Mr. Richards stated that VRE is not running Saturday service, since the Long Bridge work windows also are on Saturdays. And weekend service would be very costly. Chair Bagley observed that she has been learning about low awareness issue and she thinks VRE has an opportunity to reach those riders who don't know anything about VRE. For the first 20 years of service, VRE did not have to market itself. Mr. Richards stated that they are now and observed that it is a painful growth period. He gave some examples of VRE marketing initiatives underway and for the future.

Chair Bagley reminded Commissioners that VRE will have the same funding challenges where there is a fiscal cliff in FY 2028. It needs to be a transit focused solution, not just a Metro solution.

Ms. Zimmerman stated that from a DRPT perspective, with three more years of the Long Bridge construction now is the time to get as much expedited during this painful time. This is one of the reasons to fund the L'Enfant project. So, when the bridge opens in 2030, service will be successful.

Mr. Storck agreed that there will be frustration until the Long Bridge is complete. He thanked Mr. Richards and staff for the Tour de VRE bike ride, which raises VRE's profile.

VRE Grant Application to the DRPT FY 2027 I-66 Outside the Beltway (OTB) Funding Program for the L'Enfant Station and Fourth Track Project. Mr. Storck stated that the Commission is asked to approve Resolution #2608, which will ratify VRE's grant application to DRPT's I-66 Outside the Beltway Funding program for \$40.3 million for the L'Enfant Station and Fourth Track Project.

Mr. Storck explained that after their February 1 application 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. Receipt of this funding will fully fund the project and allow the final design and construction phases to proceed on schedule. There is no fiscal impact associated with this request. The DRPT I-66 Outside the Beltway funding program will provide 100% of the requested funds and no match is required. If selected for funding, an amendment to the VRE FY 2027 Operating and Capital Budget to reflect the receipt of these funds will be presented to the Operations Board for approval and referral to the Commissions.

Mr. Storck moved, with a second by Ms. Palchik, to approve Resolution #2608 to ratify VRE's grant application to DRPT's I-66 Outside the Beltway Funding program for \$40.3 million for the L'Enfant Station and Fourth Track Project. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Burns, Coffey, Krizek, Lopez, McPike, Palchik, Read, Reid, Salim and Storck. A roll call vote was conducted for Commissioners participating electronically and Mr. Srinivasan and Ms. Underhill voted in the affirmative. The motion passed.

Executive Director Report

Ms. McGrane encouraged Commissioners to read the executive director newsletter. She also introduced a new staff member, Deputy Director of Programs and Policy Amanda Sink.

Ms. McGrane reviewed upcoming meetings:

- On May 19 and 20, the Virginia Transit Association is hosting its annual conference in Fredericksburg and the Commonwealth Transportation Board (CTB) is holding its monthly meeting in Alexandria. Executive Director Mattice will present to the CTB on

the Commuter Choice program, which is celebrating 10 years. WMATA GM/CEO Randy Clarke and WMATA Board Member Walter Alcorn will provide their report to CTB.

- The next Commission meeting is June 4, 2026 at 7:00 p.m. (Executive Committee meets at 6 p.m.)
- The next Envision Route 7 community open house is June 9, from 5:00-7:00 p.m. at the Ellen Coolidge Burke Branch Library in Alexandria.
- NoVaTransit Talks Webinar June 12 at noon. Topics: Loudoun County Microtransit, Bus Stop Amenities and ADA-related improvements in Alexandria, and the proposed bus route redesign for CUE in City of Fairfax.
- The Program Advisory Committee meets on June 18 at 4:30 p.m., followed by the Joint WMATA Committee/Legislative and Policy Committee meeting at 6:00 p.m.

Ms. McGrane stated that the quarterly Communications Metrics Report covers the first three months of the year (January-March) and highlights some of NVTC's successful communications around the Commuter Choice I-66 Program of Projects, including a bilingual social media push showcasing proposed projects and increased web traffic to Commuter Choice web pages.

Ms. McGrane reported that the February and March Financial Reports are provided in the meeting materials. Included is a grant worksheet that shows 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 compared to what was received in FY 2026. There were no comments or questions.

Chair Bagley thanked Ms. McGrane for filling in for the executive director.

Adjournment

Without objection, Chair Bagley adjourned the meeting at 9:04 p.m.

Approved this 4th day of June 2026.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer



RESOLUTION #2607

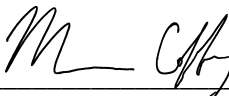
- SUBJECT:** Approve the I-66 Commuter Choice Fiscal Year (FY) 2027-2028 Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
- WHEREAS:** Under the Third Amended and Restated Memorandum of Agreement 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.

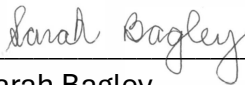
NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the I-66 Commuter Choice FY 2027-2028 Program of Projects (Table 1) and authorizes staff to submit the Program of Projects to the Commonwealth Transportation Board for action.

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 7th day of May, 2026.



Maureen Coffey
Secretary-Treasurer



Sarah Bagley
Chair

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

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

Total Project Funding \$60,492,945

Program Administration		
NVTC	Program Administration and Oversight for FY 2027-2028	\$750,000

Total Recommended Funding \$61,242,945



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;

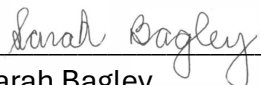
WHEREAS: VRE staff consider the proposed capital project a strong candidate for I-66 Outside the Beltway funding due to the ability to move more people more efficiently through the I-66 corridor and expand commuters' travel options;

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.



Sarah Bagley
Chair



Maureen Coffey
Secretary-Treasurer



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)

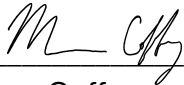
Alternates:

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

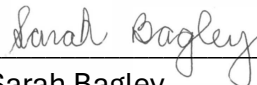
Canek Aguirre
Alternate Director for NVTC Appointee
(term expires 01-05-2027)

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 7th day of May, 2026.



Maureen Coffey
Secretary-Treasurer



Sarah Bagley
Chair



RESOLUTION OF COMMENDATION

SUBJECT: Commending Darien B. Flowers 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: In January 2026, then Secretary of Transportation W. Sheppard Miller III designated Darien B. Flowers to be the secretary's designee on NVTC and as a principal director on the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors, which became effective January 5, 2026;

WHEREAS: Mr. Flowers served as a member of the NVTC Executive Committee and the NVTC WMATA Committee and at WMATA, he served as a member of the WMATA Financial and Capital Committee;

WHEREAS: Mr. Flowers brought his expertise and knowledge to his role on NVTC and the WMATA Board with his expertise in transportation and infrastructure, government relations and transportation policy, as well as his current service as a member of the Virginia Passenger Rail Authority (VPR) Board of Directors;

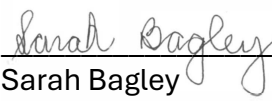
WHEREAS: During his tenure on the WMATA Board, Mr. Flowers played an integral role in the development and adoption of the FY 2027 WMATA Budget and FY 2027-2032 Capital Improvement Program, enhancing oversight of WMATA's procurement activities, highlighting WMATA's safety culture and performance metrics and underscoring the importance of WMATA's updated and improved subsidy allocation formulas; and

WHEREAS: Mr. Flowers brought a deep appreciation and thoughtfulness to his work, quickly grasped complex governance and funding topics and ensured Virginia's interests were voiced and well represented at the WMATA Board.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends Darien B. Flowers for his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

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

Approved this 4th day of June, 2026.


Sarah Bagley
Chair