NORTHERN VIRGINIA TRANSPORTATION COMMISSION

# Commission Meeting Materials

November 5, 2026

NoVaTransit.org | @NoVaTransit
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Arlington, VA 22201
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# Meeting Overview

**NVTC's November 5, 2026 meeting** is an in-person meeting. It can also be viewed via the NVTC YouTube Link.

**Action Items**

- NVTC 2027 Meeting Schedule
- Lease Agreement Extension for Broad Run VRE Station Parking

**Other Meeting Highlights**

- Draft 2026 Annual Report on the Performance and Condition of WMATA
- Draft NVTC 2027 Legislative and Policy Agenda
- Draft VRE 2027 Legislative Agenda
- VRE CEO and DRPT Director Presentations
- WMATA Board and Committee Reports
- Executive Director Wrap-Up
- Closed Session

# Table of Contents


**NVTC November 5, 2026 Meeting Agenda ..... 3**

**Agenda Item 1** **Opening Remarks**

**Agenda Item 2** **Action Items ..... 5**

**Agenda Item 3** **Presentations ..... 30**

**Agenda Item 4** **Committee Reports:**

**Agenda Item 4A** **Report from the WMATA Board Members and NVTC WMATA Committee Chair . 133**

**Agenda Item 4B** **Report from the Legislative and Policy Committee Chair ..... 146**

**Agenda Item 4C** **Report from the Program Advisory Committee Chair ..... 152**

**Agenda Item 5** **Executive Director Wrap-Up ..... 154**

**Agenda Item 6** **Closed Session..... 174**

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

# Agenda

**NVTC COMMISSION MEETING**
**THURSDAY, NOVEMBER 5, 2026**
**FIRST FLOOR CONFERENCE ROOM**
**2300 Wilson Blvd., Arlington, VA 22201**
Public Streaming Via YouTube

**7:00 p.m.**

**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, November 5, 2026 via NVTC's website. Comments will be provided to Commissioners prior to the November 5 meeting.*

1. Opening Remarks

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

2. **Action Items**

   **A. ACTION: Approve the Minutes of the October 1, 2026 NVTC Meeting**
   **B. ACTION: Approve the NVTC 2027 Meeting Schedule**
   **C. ACTION: Approve Resolution #2617: Approve Extending the Lease Agreement for the North Parking Lot at the Broad Run Station**

3. Presentations
   A. Draft 2026 Annual Report on the Performance and Condition of WMATA
   B. Draft NVTC 2027 Legislative and Policy Agenda
   C. Virginia Railway Express (VRE) Chief Executive Officer Remarks
      - Draft VRE 2027 Legislative Agenda
   D. Department of Rail and Public Transportation (DRPT) Director Remarks

4. Committee Reports (separate memos)

   A. Report from the Washington Metropolitan Area Transit Authority (WMATA) Board Members and NVTC WMATA Committee Chair
   B. Report from the Legislative and Policy Committee Chair
   C. Report from the Program Advisory Committee Chair

5. Executive Director Wrap-Up

    A. Executive Director Newsletter
    B. Communications Q3 Metrics Report
    C. NVTC Financial Reports

6. Closed Session

# Agenda Item #2

**TO:** Chair Bagley and NVTC Commissioners

**FROM:** Kate Mattice and Rhonda Gilchrest

**DATE:** October 29, 2026

**SUBJECT:** Action Items

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At the November 5 meeting, the Commission will be asked to approve three action items including the minutes, the 2027 meeting schedule and a VRE lease extension.

**A. ACTION: Approve the Minutes of the October 1, 2026 NVTC Meeting**

The Commission will be asked to approve the Minutes of the October 1, 2026 NVTC Meeting.

**B. ACTION: Approve the NVTC 2027 Meeting Schedule**

The Commission will be asked to approve the NVTC 2027 Meeting Schedule. Since there are no major conflicts this year, the 2027 Commission meeting dates will remain the first Thursday of the month at 7:00 p.m., with the Executive Committee meeting at 6:00 p.m. A few things to note:

- There is **NO February 2027 Commission meeting, but a Legislative Reception will be held in Richmond on Thursday, February 4, 2027** from 4:45 – 7:00 p.m. at Commonwealth Strategy Group, 118 N. 8th Street, Richmond.

- The July 1, 2027 meeting will be **all-virtual.**

NVTC traditionally holds committee meetings on the third Thursday of the month, so Commissioners are asked to hold those dates on their calendars. Committee meeting dates are subject to change depending on agenda content. All Commissioners are welcome to attend the committee meetings.

**C. ACTION: Approve Resolution #2617: Approve Extending the Lease Agreement for the North Parking Lot at the Broad Run Station**

At the recommendation of the VRE Operations Board, the Commission will be asked to approve Resolution #2617, which will approve extending the term of the Lease Agreement with the City of Manassas, through its airport director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of $25,974 for a period of 12 months.

In December 2014, the City of Manassas, as owner of the Manassas Regional Airport, entered into a Lease Agreement with VRE for airport property to serve as a parking lot for the VRE Broad Run Station. This 60-month agreement ran through the end of November 2019, and has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period. The most recent 12-month extension of the Lease Agreement will expire on November 30, 2026.

This property will be impacted by the VRE Broad Run Expansion project that is being undertaken to expand track storage capacity to accommodate additional rolling stock that will be added to VRE's fleet. The Broad Run Expansion project will add four new storage tracks and lengthen the existing tracks. The increased footprint will have an impact on the existing crew building and the Broad Run Station. A new station will be constructed just north of the existing station and a new Administrative and Employee Welfare (AEW) Building will be constructed to replace the functions of the old crew building.

VRE staff is recommending a 12-month extension to the existing Lease Agreement to allow additional time for discussions with the City of Manassas regarding VRE's acquisition of the property. VRE's approved operating budget for FY 2027 and the preliminary budget for FY 2028 include the necessary funding for this lease extension. Additional background information is included in the attached VRE memorandum.

**MINUTES**
**NVTC COMMISSION MEETING – OCTOBER 1, 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 7:09 p.m.

Members Present
Canek Aguirre
Walter Alcorn
Sarah Bagley
James Bierman, Jr.
Juli Briskman
Kate Garman Burns
Maureen Coffey
Matt de Ferranti
Allan Fye (Alternate, Commonwealth of Virginia)
Takis Karantonis
Matt Letourneau
Alfonso Lopez
Dalia Palchik
Catherine Read
David Reid
Saddam Azlan Salim
David Snyder (Alternate, City of Falls Church)
Justine Underhill

Members Absent
Paul Krizek
R. Kirk McPike
Rachna Sizemore Heizer
Kannan Srinivasan
Daniel Storck

Staff and Others Present
Kate Mattice, Executive Director
Sumbal Abid
Jason Adle
Genoveva Cutrell
Matt Friedman
Rhonda Gilchrest
Sarah Godfrey
Adam Hager
Scott Kalkwarf
Hwajung Kim
Ann McGrane
Tenley O'Hara
Vikram Sinha
Amanda Sink
Colie Touzel
Melissa Walker
Owen Williams
Aimee Perron Seibert
Jenner Foster
Katie Choe (VRE)
Mark Schofield (VRE) *(via electronic participation)*
MinhChau Corr (NVTC/VRE) *(via electronic participation)*

Opening Remarks

Chair Bagley welcomed everyone to the October 1, 2026 NVTC meeting and noted that the meeting was being simultaneously broadcast to the public on YouTube. Board Administrator Rhonda Gilchrest confirmed a quorum.

Chair Bagley stated that with the balloons, cookies and stickers, it should be obvious that NVTC has something to celebrate – the Commuter Choice program is turning 10 years old! For a decade, NVTC's Commuter Choice program has reinvested money from the toll lanes on I-66 and I-395/95 back into transit projects that make getting around Northern Virginia easier. It pays for things like new and improved bus service, new buses, expanded Metrorail and VRE stations, new park-and-ride lots, and Capital Bikeshare stations.

Chair Bagley noted that the program's results speak for themselves. Over the last 10 years, Commuter Choice has invested more than $218 million along those corridors. These projects have saved people nearly two million hours stuck in traffic and $26 million at the gas pump. The projects themselves have brought $68 million in economic benefit to the region. Transit riders absolutely benefit, but even if people rarely step foot on a bus, they benefit from a safer, more connected transportation network, and one less car in traffic. Chair Bagley noted that Commissioners will hear more about Commuter Choice later in the agenda.

Chair Bagley asked if NVTC received any general public comments this month and Ms. Mattice reported that no comments were received.

Action Items

Chair Bagley stated that there are seven action items this month. Chair Bagley suggested that the three Commuter Choice actions be voted on as a block vote and there were no objections. She also announced that Action #2G regarding the VRE budget will be held for discussion during the VRE CEO remarks, which will allow VRE Chief Financial Officer Mark Schofield to finish his presentation at PRTC before joining NVTC.

Minutes of the September 3, 2026 NVTC Meeting. Chair Bagley asked if Commissioners had any edits to the minutes and there were none.

Mr. de Ferranti moved, with a second by Mr. Aguirre, to approve the Minutes of the September 3, 2026 Meeting. The vote in favor was cast by Commissioners Aguirre, Bagley, Bierman, Burns, Coffey, de Ferranti, Letourneau, Palchik, Read, Salim and Underhill. Commissioners Alcorn, Briskman, Karantonis and Reid abstained. The motion passed.

Notice of Direct Contributions to the Jurisdictions. Chair Bagley stated that this action is the annual routine notice of the FY 2028 direct contributions to NVTC's member jurisdictions, which is part of NVTC's budget process. NVTC is funded primarily from a takedown in state aid and Commuter Choice funds, so only a fixed amount ($284,247) comes from the localities' general funds.

Ms. Coffey moved, with a second by Mr. Aguirre, to authorize staff to provide notice of direct contributions to the jurisdictions. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Burns, Coffey, de Ferranti, Karantonis, Letourneau, Palchik, Read, Reid, Salim and Underhill. The motion passed.

Commuter Choice. Ms. Mattice stated that the 10-year anniversary of Commuter Choice provides the opportunity to step back and reflect on how this program has grown and supports all the transit systems and jurisdictions in Northern Virginia. A key differentiator for Commuter Choice is that it funds transit operations. Agencies can apply for Commuter Choice funding to run a new service, and the two-year funding cycle provides the perfect demonstration timeline to determine whether the service is viable. And if it is, Commuter Choice can continue to fund it in two-year cycles, ensuring that the funding is being used for routes that are successful.

Ms. Mattice also noted that the program has supported important capital projects in the past 10 years. For VRE, this has meant platform improvements that allow for longer trains, or a parking garage for riders. An example is the Manassas Park Garage Extension that also serves as key piece of a mixed-use development that's creating transit-oriented development in Manassas Park. NVTC is seeing Commuter Choice as an accelerator for the transit vision that NVTC is striving towards. She thanked all Commissioners – past, present and future – for their continuing support of Commuter Choice. She announced that there will be more Commuter Choice celebrations in the spring. She then asked Program Analyst Jason Adle to give his presentation on the three Commuter Choice action items.

2026 Commuter Choice Annual Report to the Commonwealth Transportation Board. Mr. Adle stated that as this report marks 10 years of Commuter Choice, this year's annual report provides highlights of the program's benefits over the past decade. The report also illustrates a number of major milestones of the program as part of the report. For this past year, 2026 continued some of the trends from 2025 and brought about many new ones. But one thing remains the same – people need to get to places. The program continues to set ridership records on Commuter Choice funded services.

Mr. Adle reviewed the 31 projects that are in operation or under construction. He reminded Commissioners that up-to-date information on actively operating transit service projects and all capital projects funded by Commuter Choice is available on the Commuter Choice Project Explorer, which is available on the NVTC website.

Mr. Adle stated that the Commission is being asked to authorize the executive director to submit the 2026 Commuter Choice Annual Report to the Commonwealth Transportation Board (CTB).

Commuter Choice Policy and Scoring Criteria Changes. Mr. Adle reported that, as discussed last month, the Commission is being asked to approve a series of changes – one to a Commuter Choice policy, while the others are changes to the evaluation criteria. Jurisdiction and agency staff were briefed on the proposed changes earlier this summer

and both NVTC and PRTC were briefed at their September meetings and at the Joint Commission Working Group meeting.

Mr. Adle explained that the policy change is to increase the maximum award amount from a flat $20 million to 50% of funding available for any given round. This change will allow for greater flexibility in funding projects across both programs. The scoring changes are as follows:

- Change 1 is to the evaluation of accessibility and equity. Currently, the scoring criteria uses the Metropolitan Washington Council of Governments (MWCOG) regional activity centers and equity emphasis areas (and FAMPO's equivalents) to identify whether a project supports accessibility and equity goals and awards points if a project's origin *or* destination are either a regional activity center *or* an equity emphasis area. This change will evaluate the area types separately to provide for greater distinction between projects.

- Change 2 is to replace the diversion mitigation criteria. Staff have found that most projects score similarly on diversion mitigation so this metric does not distinguish between projects. The criteria will be replaced with a new safety measure that will calculate a project's potential to reduce vehicle miles traveled and apply that to a crash rate identified by VDOT for Northern Virginia to get a crash reduction score. Projects are rated on a high/medium/low basis.

- Change 3 is to reallocate five (5) points from the Transportation Connections criterion to the new safety criterion.

I-395/95 FY 2028-2029 Call for Projects. Mr. Adle stated that for the upcoming Call for Projects for the I-395/95 corridor, approximately $50 million will be available for new projects. However, staff anticipate that this round will be highly competitive as there are a number of transit service enhancements that will be seeking renewal and new capital projects seeking funding. The Commissions may need to evaluate a number of trade-offs when it comes time to develop the Program of Projects.

Mr. Adle stated that both Commissions are being asked to take these actions. In mid-October, there will be a webinar with prospective applicants and staff will publish the updated recipient handbook. The FY 2028-2029 I-395/95 Call for Projects will open on October 19 and will close December 18. Staff will conduct eligibility review and scoring in the January/February timeframe. In April, the Joint Commission Working Group will review scores and public comments and provide a recommendation to the Commissions.

Chair Bagley reminded Commissioners that they had a lengthy discussion last month on the policy and criteria changes. Mr. Karantonis stated that the policy change to increase the maximum award amount is significant as it is sending the message to bring good projects that could be more ambitious or related to safety. He stated that this is a good and important change.

Chair Bagley asked for a motion to approve these actions as a block vote. Mr. Karantonis moved, with a second by Ms. Palchik, to approve the following actions:

- 2C: Authorize the Executive Director to Submit the 2026 Commuter Choice Annual Report to the Commonwealth Transportation Board
- 2D: Approve Resolution #2614: Adopt Commuter Choice Policy and Evaluation Criteria Changes
- 2E: Authorize the Executive Director to Issue the I-395/95 Commuter Choice FY 2028-2029 Call for Projects and to Hold a Public Hearing on Behalf of the Commission

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Burns, Coffey, de Ferranti, Karantonis, Letourneau, Palchik, Read, Reid, Salim and Underhill. The motion passed. (A copy of the resolution is attached.)

Joint VRE-VPRA application to the USDOT for PROTECT FY 2024-2026 Planning Grant Funding. Chair Bagley stated that Resolution #2616 will authorize the VRE CEO to submit, on behalf of the Commissions, a joint VRE-VPRA application to the USDOT for a PROTECT Planning Grant. PROTECT stands for Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation. VRE and VPRA are joining together to submit a joint application to study of all the infrastructure over which VRE operates that has a high vulnerability risk to extreme climate events, including those risks identified in TPB's Transportation Resilience Improvement Plan. Resilience planning studies, if selected, are funded at 100% federal share, with no local match required.

Mr. de Ferranti moved, with a second by Mr. Aguirre, to approve Resolution #2616. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Burns, Coffey, de Ferranti, Karantonis, Letourneau, Palchik, Read, Reid, Salim and Underhill. The motion passed. (A copy of the resolution is attached.)

Presentations

Chair Bagley announced that there will be three presentations. First, Senior Program Manager Vikram Sinha will provide an update on the next steps for the Envision Route 7 project. He will be followed by VRE CEO Katie Choe to give the VRE CEO Report, with a presentation on the VRE budget, and DRPT Deputy Director Allan Fye for the DRPT remarks.

Envision Route 7. Mr. Sinha provided background information about the corridor, which goes through four jurisdictions (Fairfax County, City of Falls Church, Arlington County and City of Alexandria). There are multiple roadway owners – primarily VDOT but also the cities of Falls Church and Alexandria. There are over 40 bus routes that serve the corridor at some point and the F20 has the highest ridership in Virginia and the top 10 in Metro service area of DC/MD/VA. The upcoming F2X service, starting in December, is funded by Commuter Choice and will provide additional peak hour service.

Mr. Sinha reviewed the study phases of the project. Over the last 10 years, NVTC has determined mode – bus rapid transit; the route; as well as developing high level plans and cost estimates. Phase 2 was funded by the Northern Virginia Transportation Authority (NVTA). The most recent phase, Phase 4-2, conducted a traffic study from Seven Corners to the Mark Center, which looked at traffic impacts of two bus lane options that were identified with the help from Fairfax County DOT staff. Route 7 has now been studied for traffic impacts for the entire corridor. NVTC has been working with many project partners, but wants to note some great collaboration from VDOT, Fairfax County DOT and WMATA staff.

Mr. Sinha reviewed some key takeaways from conversations during outreach – folks want to see better bus service. Also, this portion of the corridor operates as two separate segments. South of Culmore, there is some excess roadway capacity that allows for curb side bus lanes without the need for widening – enabling a project that does not come with high capital costs, including right of way acquisition.

Mr. Sinha explained that there are some real challenges with moving the project forward. There are multiple jurisdictions and roadway owners. By pursuing bus priority solutions that are context sensitive, local needs and priorities can be recognized. Taking a look at the whole corridor from Tysons through to Mark Center/Southern Towers, NVTC plans to engage with project partners to advance bus priority on Route 7 both in the near term and long term. NVTC will collaborate with WMATA to deliver more bus on Route 7 – this starts with the F2X which will provide additional service, with fewer stops, during peak hours. This is funded by Commuter Choice so it's a good way to put into practice some of the ideas that have been put forth over the last few years – and because it is funded by NVTC, staff will have unique insights into what is working and what needs to be adjusted.

Mr. Sinha reviewed some key dates. He noted that NVTC is giving a bus tour on October 28 for Commissioners to ride the F20 and talk to staff from the project partners to hear about the pain points and possible solutions to provide better service to the community. He stated that staff appreciate the trust from the Commission to create high-quality work and enable progress on this critical corridor for the region.

Chair Bagley noted that the statistics show that 12% of the survey responders don't own a car. This is not an insignificant number. Mr. Alcorn stated that the recently adopted bus regional guidelines includes definitions such as bus rapid transit (BRT) and bus priority. He asked if the jurisdictions and NVTC have decided what this project is going to be. He suggested that NVTC should take the lead on determining terminology. Mr. Sinha stated that it is up to the jurisdictions to decide. Mr. Alcorn recommended using the bus regional guidelines' definitions. Mr. Snyder stated that he is anxious to see this project move into the funding stage. He expressed his opinion that the term "bus priority" is dull and it ought to be more than that and should have an identity. He also stated that when describing the corridor, it should include elements such as the number and types of businesses along the corridor, the religious institutions, diversity of incomes, and a more graphic description – the corridor is a snapshot of Virginia and really a snapshot of the best of modern America. Mr. Bierman expressed his opinion that he doesn't care what it's called or how it's

marketed, but the priority should be to get it done sooner rather than later. Ms. Palchik asked if widening options along the corridor include expanding pedestrian access. Mr. Sinha stated that it is his understanding that VDOT's intent is to provide as much pedestrian connectivity as possible. Ms. Palchik stated that NVTC will play a role in the communication piece with community outreach and trust building.

Mr. Lopez arrived at 7:44 p.m. and joined the discussion.

Ms. McGrane stated that Fairfax County DOT staff have been very focused on the pedestrian connection and NVTC's recent study phase was focused on transit modeling in the roadway. All of those connection points will be considered as the project moves forward. In response to a question from Ms. Burns, Mr. Sinha stated that the report being presented for action in December will not include a range or cost estimate. This will require more work with the project partners. NVTC is also doing some work on its own. This report focuses on the traffic impacts, what are the options and what can be done for less. Ms. Burns stated that the District is moving forward on the Gold Line BRT, so speaking to Mr. Alcorn's point, NVTC should be mindful on how terminology is used. Ms. Underhill agreed with a quick build and to Mr. Snyder's point, she encouraged pushing the project forward since this is a very popular route. Using just "bus priority" seems to be letting us off the hook. She hopes NVTC keeps high goals, holding the difficult discussions and pushing to do as much as possible and doing it quickly. Mr. Karantonis stated that he sees quick build as high frequency. He asked if the "12% of households not owning a car" statistic is across the corridor or is it concentrated in the Baileys Crossroads district. Arlington County is already expanding the bus bays near East Falls Church that will enable additional service. The stage is being set for something to occur. Ms. Palchik stated that it is important to move as quickly as possible in coordinating because it is regional and the F20 is the busiest bus in Virginia.

Chair Bagley stated that there is a lot of support for this project. It can be something understood across the Commonwealth – as we all have bus service – so this can be a landmark project that can be replicated in other parts of the Commonwealth. She noted that staff will be back at the December meeting seeking action to accept the findings of the Envision Route 7 Phase 4-2 study.

Virginia Railway Express (VRE) Chief Executive Officer Remarks. VRE CEO Katie Choe congratulated NVTC on 10 years of Commuter Choice, as VRE has been a recipient of this funding including funding for the Manassas Park VRE Parking Garage project. She announced that this weekend VRE is receiving a Construction Management Association of America (CMAA) National Project Achievement Award for the Manassas Park Station Parking Expansion project. She also gave a VRE daily ridership update, with August ridership averaging just over 7,000. This is fairly consistent with late summer ridership. September ridership has increased. She also reported that last week VRE conducted its annual Master Agreement survey, which is used to determine jurisdictional subsidies. This survey was done entirely online and there was a 60% participation response rate.

Ms. Choe stated that VRE continues to have challenges with on-time performance but has seen some improvement in September. The vast majority of the delays were due to rail

congestion and there was an uptick in mechanical issues with the trains. She provided more details about an electrical issue with the HEP engines.

Ms. Choe announced that VRE will run reduced service from October 19-23 as part of Amtrak's Pause for Progress. VRE strongly supports the Amtrak work being done during this time, which should help with fewer delays . She also reminded Commissioners about the 6th Annual Tour de VRE bike ride on October 3. This year's ride will cover VRE's Manassas Line with a ride from Backlick Road Station to the Broad Run Station. This annual event raises awareness and funding for the Triple-Negative Breast Cancer Foundation.

Preliminary FY 2028 VRE Budget to the Jurisdictions. Ms. Choe introduced VRE Chief Financial Officer Mark Schofield. Mr. Schofield gave an overview of the VRE budget process. The action being requested for this meeting is only to authorize forwarding the budget to the jurisdictions. The Commissions will be asked to approve the final budget in January. He stated that the FY 2028 total operating budget is $119.6 million and includes operations, maintenance and existing debt service. This is an increase of $4.4 million or 3.8% over FY 2027. Currently, it maintains passenger fares and jurisdictional subsidy at FY 2027 levels, but those are subject to discussion. The operating budget is currently unbalanced with a funding gap of approximately $13 million. A final balanced budget will be presented for Commission action. The FY 2028 projected capital commitments are $87.5 million. He expects both operating and capital to evolve and be refined.

Mr. Schofield explained that VRE must simultaneously address two separate challenges. First, while navigating a difficult operational and macroeconomic environment, VRE must deliver on major capital projects in support of Transforming Rail in Virginia (TRV) and the goals of the System Plan 2050. This includes the Seminary Yard and Alexandria Station/King and Commonwealth Bridges projects which are in construction, along with other major yard and station projects that are expected to begin construction in the next 18 months. These investments are critical to VRE's long-term future and transition to becoming a truly regional railroad. While doing all that, VRE must address the projected expiration of its pandemic relief funds in FY 2028. These funds have supported VRE operations since the onset of the pandemic in 2020 and have allowed VRE to continue operating without major increases to fares or jurisdictional contributions or reductions in service. VRE also used these funds to provide relief to the local jurisdictions in the early years of the pandemic. As these funds are exhausted, VRE must either identify additional operating revenues or consider options to significantly reduce costs.

Mr. Schofield addressed projected ridership and critical infrastructure work impacting service challenges. While continuing to talk with the host railroads about permanent service expansion, VRE is looking for opportunities now to run special trains, like VRE did for the Fourth of July. These types of trains work well within VRE's budget and allow VRE to gather important information as well as a marketing tool to expand ridership. The FY 2028 budget includes potential funding for one special train per month. The budget also includes funding for locomotive leasing.

Mr. Schofield discussed the jurisdictional subsidy and the recent trends. As of June 30, 2026, VRE has a remaining $72 million in pandemic relief fundings. The current FY 2027

budget projection is $44 million of relief funding due to reduced ridership and higher costs. This will leave $28 million for FY 2028 versus estimated need of $41 million, which results in a $13 million gap. He reviewed the three options for filling this gap, which includes increasing the jurisdictional subsidy; seeking state funding; and/or reducing service and operating expenses. He reviewed the financial impact of reducing service and the challenges of many fixed costs.

Chair Bagley reminded Commissioners that there is no action being requested to approve the budget. Mr. Alcorn asked about the ongoing structural budget hole and if it's in the $40 million range. Mr. Schofield replied that it's in that range. Mr. Alcorn observed that currently state and local are putting in about $21-22 million into operating annually and the budget hole is $40 million. Ms. Coffey asked about what happens after the budget is forwarded to the jurisdictions and how does the $13 million gap get closed. Mr. Schofield stated that it's probably a two-step process. Finding a way to balance FY 2028 is a one-year challenge, which is probably a combination of state and local funding and some operational cost changes. Then there is a need for a multi-agency multi-jurisdiction effort in Richmond for a long-term solution. Chair Bagley stated that currently a fare increase is not in the recommended budget, but VRE would have to start engaging in the public process if there would be fare changes. Jurisdictional subsidy changes would be discussed at the Operation Board and Commission level. This is a long-term issue that needs to be resolved.

Mr. Karantonis moved, with a second by Mr. Aguirre, to approve Resolution #2614 to authorize the VRE CEO to forward the Preliminary FY 2028 VRE Budget to the participating and contributing jurisdictions.

Mr. de Ferranti asked for more information from VRE staff about Long Bridge and to help him understand the budget issues before there is action on the budget. Even with a one-year fix, he needs to understand the long-term impacts and solutions.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Burns, Coffey, de Ferranti, Karantonis, Letourneau, Lopez, Palchik, Read, Reid, Salim and Underhill. The motion passed. (A copy of the resolution is attached.)

Department of Rail and Public Transportation (DRPT) Director Remarks. DRPT Deputy Director Allan Fye stated that DRPT is very excited about and supportive of the Envision Route 7 project and noted that there are state funding opportunities available to move that project forward. He announced that DRPT recently started a Design and Safety Division, which staff have already started engaging with NVTC staff. He also thanked NVTC for their engagement on the work of the Transit Service Delivery Advisory Committee (TSDAC). TSDAC will continue to work through the next year. He also reported on some of the mandated studies underway by DRPT.

Mr. Fye stated that DRPT will be holding a Transit Forum to discuss the Northern Virginia Transit Consolidation study on October 21 at this location. Public comments are also being accepted for this study. He also gave an overview of DRPT's Transit Transformation program. The Governor's Transportation Conference is coming up on October 13-15.

Committee Reports

Report from the Washington Metropolitan Area Transit Authority (WMATA) Board Members and NVTC WMATA Committee Chair. WMATA Board Member Kate Burns announced that October 1-8 is Week without Driving challenge. She also reported that in September, the WMATA Board received a briefing on FY 2026 year-end financials. On the operating side, WMATA had a surplus of $14 million due to stronger than anticipated revenues, supported by continued ridership gains. Despite a favorable budget outcome, WMATA staff noted ongoing expense pressures that we will continue to monitor including pension, healthcare, and energy costs. In our capital budget, expenditures reached 99% of our mid-year forecast, with approximately $1.9 billion invested across the system. In recent years, market conditions and supply chain issues have led to challenges in fully expending the capital budget, so the Board is pleased to see such significant progress this year.

Mr. Alcorn stated that the WMATA Board also reviewed the annual Service Excellence Report which provides a snapshot of Metro's overall progress toward a number of key performance indicators. Highlights included a fifth consecutive year of ridership growth, strong levels of customer satisfaction across all modes, faster rail trips, and a continued decline in crime across the system. On-time performance remains an opportunity for improvement, particularly on Metro Bus, where traffic congestion continues to affect reliability.

Mr. Alcorn also noted that last week WMATA released an RFP for a joint development opportunity at the Braddock Road Station. The Board reviewed the results of a public hearing for this project and as discussed at the Board meeting, no design has been finalized at this early stage. Looking ahead, it is a busy October slate of Board meetings with discussions on fare strategy, rail modernization and the FY 2028 budget and Capital Improvement Program. He reported that both Maryland and DC are continuing to discuss their share of the capital financing as part of the recommendation by DMV*Moves*. Should that be successful, according to state law, starting in FY 2029, $136 million in additional capital will need to be funded by the local governments that are part of the Metro Compact.

Report from the Chairs of the WMATA Committee and Legislative and Policy Committee. On behalf of both chairs, WMATA Committee Matt de Ferranti reported that the next Joint WMATA Committee/Legislative and Policy Committee meeting will be held at 6:00 pm on Thursday, October 15 in NVTC Suite #230. They will review the transit funding and policy implications of Virginia's FY 2027-2028 Biennial Budget, receive a briefing of NVTC's 2026 Report on the Performance and Condition of WMATA, which will include a preliminary set of recommendations, and discuss NVTC's draft 2027 Legislative and Policy Agenda.

Report from the Program Advisory Committee Chair. Program Advisory Committee Chair Dalia Palchik briefly reported that the Program Advisory Committee met on September 17, and this included a meeting of the NVTC-PRTC Joint Commission Working Group to discuss the I-395/95 Commuter Choice Call for Projects. The September meeting was the last PAC meeting in 2026.

Executive Director Wrap-Up

Ms. Mattice reported that this month's Executive Director Newsletter includes a recap of the MPact conference, which Chair Bagley attended, along with some members of NVTC's staff, where they heard how other cities are building and sustaining robust transit systems. Chair Bagley spoke to the mobile workshops she attended, including a bike tour of the city, a transit tour using the streetcar and transit, and taking transit to places where they met with architects and designers.

Ms. Mattice stated that this month's newsletter also highlighted the launch of NVTC's marketing campaign along the Blue and Yellow line corridors. The ads in English and Spanish are running and the "click through" to NVTC's transit planning website is incredibly strong.

Ms. Mattice stated that the newsletter also details her participation in the Leadership Greater Washington class of 2027. She stated that it's an honor to be part of this cohort and connecting with other leaders from across the region, from all sectors and industries. She is looking forward to conversations on issues affecting us all over the coming months.

Ms. Mattice reviewed upcoming meetings:

- Joint WMATA Committee and Legislative and Policy Committee meeting – 6:00 p.m. Thursday, October 15.
- Next Commission meeting – 7:00 p.m. Thursday, November 5 (Exec at 6 pm).
- Legislative Forum – 8:30 a.m. Monday, December 14.

Ms. Mattice introduced Sumbal Abid, who is a new staff member supporting the team as a part-time administrative assistant. She recently graduated with a dual master's in design leadership and business administration where she specialized in public and private sector leadership. Also, NVTC said goodbye to Daniel Knickelbein who managed the Commuter Choice program. He took a position at the Federal Highway Administration.

Ms. Mattice also noted that the meeting materials include the August Financial Reports. There were no questions from Commissioners.

Closed Session

Chair Bagley stated that the Commission needs to go into Closed Session for a personnel matter. She explained that for the benefit of the listening public, the Commission will return to Open Session. The meeting will continue its livestream when NVTC returns to Open Session.

Mr. Karantonis moved, with a second by Mr. Bierman, the following motion:

> Pursuant to the Virginia Freedom of Information Act, Section 2.2-3711.A.1 of the Code of Virginia, the Northern Virginia Transportation Commission moves

to convene a closed meeting for discussion of the annual performance review of the executive director.

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Burns, Coffey, de Ferranti, Karantonis, Letourneau, Lopez, Palchik, Read, Reid, Salim and Underhill. The motion passed.

The Commission entered into Closed Session at 8:44 p.m. and returned to Open Session at 8:58 p.m. The live stream feed was restored for public viewing.

Mr. Bierman moved, with a second by Ms. Briskman, the following certification:

> The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:
>
> 1) Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
>
> 2) Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Burns, Coffey, de Ferranti, Karantonis, Letourneau, Lopez, Palchik, Read, Reid, Salim and Underhill. The motion passed.

Adjournment

Without objection, Chair Bagley adjourned the meeting at 8:59 p.m.

Approved this 5th day of November 2026.

_____
Sarah Bagley
Chair

_____
Maureen Coffey
Secretary-Treasurer

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

**RESOLUTION #2614**

**SUBJECT:** Adopt Commuter Choice Policy and Technical Evaluation Criteria Changes

**WHEREAS:** The Third Amended and Restated Memorandum of Agreement – Transform66: Inside The Beltway Project ("I-66 MOA") and the Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes ("I-395/95 MOA") require that the Northern Virginia Transportation Commission (NVTC) and, on the I-395/95 corridor, the Potomac and Rappahannock Transportation Commission (PRTC) develop and maintain criteria for project selection;

**WHEREAS:** The current Commuter Choice per project maximum funding award of $20 million was instituted in 2021 and has not been increased as project costs have increased in the past five years;

**WHEREAS:** The current Commuter Choice technical evaluation criteria process was approved in 2022 and includes Technical Merit (75 points), Annualized Cost Effectiveness (20) and Applicant Preference (5) criteria;

**WHEREAS:** The Commissions (NVTC and PRTC) wish to provide additional funding for high-performing capital projects while still ensuring funding availability for a wide variety of projects that can scale based on funding availability per cycle;

**WHEREAS:** The current technical evaluation criteria for Accessibility and Equity and Diversion Mitigation do not provide sufficient differentiation among scoring for projects;

**WHEREAS:** Safety is an improvement goal in both of the I-66 and I-395/95 MOAs;

**WHEREAS:** Prior to each application period, staff review existing policy and evaluation criteria for possible refinement;

**WHEREAS:** Staff have identified one policy change and several modifications to the evaluation criteria as part of that review; and

**WHEREAS:** These proposed changes, summarized below, were presented to PRTC and NVTC at their September 2026 meetings.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves one policy change and three technical evaluation criteria changes to the Commuter Choice program in both the I-66 Inside the Beltway and I-395/95 corridors:

1) Change the maximum funding award per project from a flat $20 million to up to 50% of available funding in a given cycle;
2) Update the Accessibility and Equity criterion scoring so projects may receive up to four points;
3) Remove the Diversion Mitigation criterion and replace it with a Safety criterion; and
4) Reallocate five points from the Transportation Connections criterion to the to-be-created Safety criterion.

**BE IT FURTHER RESOLVED** that approval of these changes in relation to the I-395/95 corridor program is contingent upon PRTC's approval of a comparable resolution.

Approved this 1st day of October 2026.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

**RESOLUTION #2615**

**SUBJECT:** Authorize the VRE CEO to Forward the Preliminary FY 2028 VRE Operating and Capital Budget to the Participating and Contributing Jurisdictions

**WHEREAS:** The VRE Master Agreement requires the VRE Operations Board submit to the Commissions a preliminary fiscal year budget by September 30 each year;

**WHEREAS:** The VRE Chief Executive has provided the VRE Operations Board with the preliminary FY 2028 Operating and Capital Budget;

**WHEREAS:** The preliminary FY 2028 budget is not balanced between expenses and revenues and projects a funding gap of approximately $13 million after the use of VRE's remaining pandemic relief funds;

**WHEREAS:** The preliminary FY 2028 budget proposes no changes to passenger fares or total jurisdictional subsidy compared to FY 2027, but changes to fares or subsidy or both may be considered as the budget process continues;

**WHEREAS:** The final FY 2028 budget that will be presented to the VRE Operations Board for recommendation to the Commissions in December 2026 must be balanced and have no funding gap; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby authorize the VRE CEO to forward the preliminary FY 2028 Operating and Capital Budget to the Participating and Contributing Jurisdictions.

Approved this 1st day of October, 2026.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

**RESOLUTION #2616**

**SUBJECT:** Authorize the VRE CEO to Submit, on Behalf of the Commissions, a Joint VRE-VPRA Application to the USDOT for PROTECT FY 2024-2026 Planning Grant Funding

**WHEREAS:** On August 27, 2026, the Federal Highway Administration (FHWA) opened a notice of funding opportunity under the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program for Fiscal Years (FY) 2024 through 2026;

**WHEREAS:** On June 20, 2024, The Metropolitan Washington Council of Governments Transportation Planning Board (MWCOG TPB) adopted the Washington D.C. region's Transportation Resiliency Improvement Plan (TRIP) and incorporated it into the region's metropolitan transportation plan, including VRE and VPRA-submitted planning study concepts based on areas identified by the TRIP's Vulnerability Assessment of future infrastructure vulnerability caused by adverse heat and inland flooding;

**WHEREAS:** Because the majority of the future infrastructure that VRE will operate over is owned or controlled by VPRA, VRE has partnered with VPRA to submit a joint application for a Planning Grant under this funding opportunity with VRE as the Lead Applicant;

**WHEREAS:** The joint VRE-VPRA application will include a request for funding to study in greater detail those areas within the VRE operating territory that were identified as highly vulnerable to future adverse climate events in the TRIP and to develop any resulting resiliency implementation projects to a conceptual level of design, positioning these projects for future priorities evaluation, TRIP inclusion and implementation grant funding opportunities;

**WHEREAS:** The federal share for Planning Grant funding awards is 100%, with no local match required by successful applicants seeking to conduct resilience planning activities under this program; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, the joint VRE-VPRA Planning Grant application to the USDOT PROTECT FY 2024-2026 funding round.

**BE IT FURTHER RESOLVED** that NVTC authorizes the VRE CEO, or her designee, to make any necessary corrections to the project amount or descriptions in the application and execute all project funding agreements that may result from consideration of the VRE-VPRA joint application.

Approved this 1st day of October, 2026.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer

# NVTC 2027 MEETING SCHEDULE – Proposed

**NVTC Commission Meetings**
The Commission meets at 7:00 p.m. on the first Thursday of the month. Meetings are held in the First Floor Main Conference Room of the Navy League Building, 2300 Wilson Blvd, Arlington, Virginia, unless otherwise noted.* **Public Streaming Via YouTube**

**NVTC Committee Meetings**
The Executive Committee meets monthly prior to the Commission meeting at 6:00 p.m. in Suite #230 of the Navy League Building. Other committees meet as needed in Suite #230 unless otherwise noted.

**Please check NVTC's meeting website page for updates.**

*If NVTC decides to change the meeting method, NVTC will provide a new meeting notice in accordance with the provisions of the Freedom of Information Act, and will notify Commissioners, staff and public at least 72 hours in advance of the meeting. Updated meeting information will be posted on NVTC's meeting website page.*

COMMISSION MEETINGS

EXECUTIVE COMMITTEE MEETINGS

WMATA COMMITTEE MEETINGS

LEGISLATIVE AND POLICY COMMITTEE MEETINGS

PROGRAM ADVISORY COMMITTEE (PAC) MEETINGS

JOINT COMMISSION WORKING GROUP (JCWG) MEETINGS

OTHER MEETINGS

## JANUARY 2027
- 7 - Executive Committee (6:00 PM)
- 7 - Commission Meeting (7:00 PM)
- 21 - JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## FEBRUARY 2027
- No Commission Meeting
- 4 - Legislative Reception in Richmond (4:45-7:00 PM) (Commonwealth Strategy Group, 118 N. 8th Street, Richmond)
- 18 - Program Advisory Committee (4:30 PM)
- 18 - JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## MARCH 2027
- 4 - Executive Committee (6:00 PM)
- 4 - Commission Meeting (7:00 PM)

## APRIL 2027
- 1 - Executive Committee (6:00 PM)
- 1 - Commission Meeting (7:00 PM)
- 15 - Program Advisory Committee/Joint Commission Working Group (4:30 PM)
- 15 - JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## MAY 2027
- 6 - Executive Committee (6:00 PM)
- 6 - Commission Meeting (7:00 PM)

## JUNE 2027
- 3 - Executive Committee (6:00 PM)
- 3 - Commission Meeting (7:00 PM)
- 17 - Program Advisory Committee (4:30 PM)
- 17 - NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## JULY 2027

1 – Executive Committee(6:00 PM) (ALL-VIRTUAL)
1 – Commission Meeting (7:00 PM) (ALL-VIRTUAL)

## AUGUST 2027

No Commission Meeting

## SEPTEMBER 2027

2 – Executive Committee (6:00 PM)
2 – Commission Meeting (7:00 PM)
16 – Program Advisory Committee (4:30 PM)
16 – Joint NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## OCTOBER 2027

7 – Executive Committee (6:00 PM)
7 – Commission Meeting (7:00 PM)
21 – NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## NOVEMBER 2027

4 – Executive Committee (6:00 PM)
4 – Commission Meeting (7:00 PM)
18 - NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## DECEMBER 2027

2 – Executive Committee (6:00 PM)
2 – Commission Meeting (7:00 PM) (including public hearing on Work Plan)
TBD – Joint NVTC-PRTC-VRE Legislative Forum (8:30 AM) (location TBD)

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

**RESOLUTION #2617**

**SUBJECT:** Approve Extending the Lease Agreement for the North Parking Lot at the VRE Broad Run Station

**WHEREAS:** In February 2005, VRE entered into an initial Lease Agreement with the City of Manassas, through its airport director, and a total of 81 parking spaces were constructed by VRE on the leased parcel to serve passengers boarding at the Broad Run Station;

**WHEREAS:** With the authorization of the Operations Board in November 2014, VRE executed the current Lease Agreement with the City of Manassas which ran through November 2019, and which has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period;

**WHEREAS:** The most recent 12-month extension of the Lease Agreement will expire on November 30, 2026;

**WHEREAS:** VRE staff recommend extending the existing Lease Agreement for a period of 12-months to allow additional time for discussions with the City of Manassas regarding acquisition of the property to support the VRE Broad Run Expansion project; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby approve extending the term of the Lease Agreement with the City of Manassas, through its airport director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of $25,974 for a period of 12-months.

Approved this 5th day of November, 2026.

_____

Sarah Bagley
Chair

_____

Maureen Coffey
Secretary-Treasurer

**Action Item**

Operations Board Meeting

# AGENDA ITEM REPORT

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

**From:** Katie Choe

**Date:** October 16, 2026

**Re:** Recommend Approval to Extend the Lease Agreement for the North Parking Lot at the Broad Run Station

## RECOMMENDATION:

The VRE Operations Board is asked to recommend the Commissions approve extending the term of the Lease Agreement with the City of Manassas, through its Airport Director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of $25,974 for a period of 12 months.

## SUMMARY:

In December 2014, the City of Manassas, as owner of the Manassas Regional Airport, entered into a Lease Agreement with VRE for airport property to serve as a parking lot for the VRE Broad Run Station. This 60-month agreement ran through the end of November 2019, and has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period. The most recent 12-month extension of the Lease Agreement will expire on November 30, 2026.

## BACKGROUND INFORMATION:

In 2003, VRE was awarded funding through the Governor's Congestion Relief Program to complete parking expansion and access improvements at the Manassas and Broad Run Stations. As part of this project, property for parking expansion was identified adjacent to the North end of the Broad Run Station platform. This property is owned by the Manassas Regional Airport.

In February 2005, VRE entered into an initial Lease Agreement with the City of Manassas, through its Airport Director, and a total of 81 parking spaces were constructed by VRE on the leased parcel. This initial lease was subsequently extended through November 2014.

With the authorization of the Operations Board in November 2014, VRE executed the existing Lease Agreement with the City of Manassas which ran through November 2019, and which has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period. The most recent 12-month extension of the Lease Agreement will expire on November 30, 2026.

This property will be impacted by the VRE Broad Run Expansion project that is being undertaken to expand track storage capacity to accommodate additional rolling stock that will be added to VRE's fleet. The Broad Run Expansion Project will add four new storage tracks and lengthening the existing

tracks. The increased footprint will have an impact on the existing crew building and Broad Run Station. A new station will be constructed just north of the existing station and a new Administrative and Employee Welfare (AEW) Building will be constructed to replace the functions of the old crew building.

VRE staff is in turn recommending a 12-month extension to the existing Lease Agreement to allow additional time for discussions with the City of Manassas regarding VRE's acquisition of the property.

**FISCAL IMPACT:**

The approved operating budget for FY27 and the preliminary budget for FY28 include the necessary funding for this lease extension.

**ATTACHMENTS:**

Output Document (2026-199) - Pdf

**RESOLUTION 26-10-9A**
Regular Meeting
October 16, 2026

Virginia Railway Express
# Operations Board

## Recommend Approval to Extend the Lease Agreement for the North Parking Lot at the Broad Run Station

**WHEREAS,** in February 2005, VRE entered into an initial Lease Agreement with the City of Manassas, through its Airport Director, and a total of 81 parking spaces were constructed by VRE on the leased parcel to serve passengers boarding at the Broad Run Station; and,

**WHEREAS,** with the authorization of the Operations Board in November 2014, VRE executed the current Lease Agreement with the City of Manassas which ran through November 2019, and which has since been renewed annually, with the rent increasing by 3% at the end of each 12-month period; and,

**WHEREAS,** the most recent 12-month extension of the Lease Agreement will expire on November 30, 2026; and,

**WHEREAS,** VRE staff recommends extending the existing Lease Agreement for a period of 12-months to allow additional time for discussions with the City of Manassas regarding acquisition of the property to support the VRE Broad Run Expansion project;

**NOW, THEREFORE, BE IT RESOLVED** that the Virginia Railway Express Operations Board does hereby recommend the Commissions approve extending the term of the Lease Agreement with the City of Manassas, through its Airport Director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of $25,974 for a period of 12-months.

**INTRODUCTION AND VOTE RECORD:**

**MOTION:**
**SECOND:**

**Ayes:**
**Nays:**
**Abstentions:**
**Absent from Vote:**

# Agenda Item #3

**TO:** Chair Bagley and NVTC Commissioners

**FROM:** Kate Mattice, Ann McGrane, Amanda Sink, Adam Hager and Owen Williams

**DATE:** October 29, 2026

**SUBJECT:** Presentations

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At the November 5 meeting, the Commission will hear presentations on the Draft 2026 Annual Report on the Performance and Condition of WMATA; NVTC's Draft 2027 Legislative and Policy Agenda; VRE Chief Executive Officer remarks; and the DRPT Director remarks.

## A. Draft 2026 Annual Report on the Performance and Condition of WMATA

Staff will brief the Commission on the draft NVTC 2026 Report on the Performance and Condition of WMATA. Developed alongside the WMATA Committee, the report provides a written opportunity for the Commission to share its priorities and recommendations to address WMATA cost growth and improve operating efficiency. Required annually under Virginia law, NVTC's Annual Report on the Performance and Condition of WMATA also documents the use of Virginia's dedicated capital funding and reports on WMATA's safety, reliability, ridership and financial performance.

This year's report also reflects Virginia's changing funding framework for WMATA established during the 2026 General Assembly Session. It includes a year-in-review of WMATA's performance, an assessment of the status of a long-term operating and capital funding solution, draft Commission recommendations, an accounting of FY 2026 dedicated capital funding and updated statutory performance data.

The draft recommendations address long-term regional funding, jurisdictional subsidy growth, labor and overtime costs, and fare policy and enforcement. Commissioners are asked to provide feedback on the draft before it returns to the Commission for final approval in December. Once approved by the Commission, the report will be delivered to the governor and General Assembly by the December 15 deadline.

## B. Draft NVTC 2027 Legislative and Policy Agenda

The Commission is asked to review and provide feedback on the presented draft NVTC 2027 Legislative and Policy Agenda, with final Commission adoption scheduled for the December 3 Commission meeting.

Each year, the Commission adopts a set of state and federal legislative priorities to guide NVTC's legislative and advocacy work for the coming year. This year's priorities build upon

the 2026 agenda, reaffirming the need for long-term sustainable transit funding with updates addressing changes and commitments that occurred in the 2026 General Assembly Session. The draft places greater emphasis on funding existing commitments and advancing permanent funding solutions. Additions to this year's priorities emphasize ensuring legislatively directed transit studies reflect Northern Virginia's funding, governance and service needs, as well as supporting policies that prioritize bus movement, improve the bus rider experience and reduce barriers to transit improvements. On the federal side, priorities include opposing reductions in or diversion of federal transit revenues and supporting the fair and timely administration of federal transit grant programs.

NVTC's proposed approach for 2027 is to focus on education and advocacy for long-term sustainable transit funding that provides local jurisdictions with funding options beyond the local property tax or referendum-based tax authority. NVTC also remains focused on finding regional and statewide solutions that work in the near- and long-term for VRE and the local bus systems in addition to WMATA. Commissioners are asked to provide input on strategies, data and analytical needs, approaches for communicating the region's transit funding needs and opportunities for engagement that can help shape NVTC's strategic approach.

**C. Virginia Railway Express (VRE) Chief Executive Officer Remarks**

At the November meeting, VRE CEO Katie Choe, or her designee, will update the Commission on recent VRE activities. There will also be a presentation on the draft VRE 2027 Legislative Agenda.

The VRE CEO Report for October 2026 and the Minutes of the October 16, 2026 VRE Operations Board Meeting are attached.

- Draft VRE 2027 Legislative Agenda

The VRE Operations Board recently approved Draft VRE 2027 Legislative Agenda for consideration by the Commissions. Like NVTC's Legislative Agenda, the document covers both federal and state priorities. Commission approval will be requested at the December meeting.

Prior to the start of the Virginia General Assembly Session, the VRE Operations Board formulates and recommends to the Commissions its priorities to better communicate and influence the actions of Governor Spanberger's Administration and the General Assembly. This program will serve as guidance for staff and the contracted legislation liaisons during the legislative session. In addition, the Legislative Agenda includes federal legislative and regulatory issues that are relevant to transit and commuter rail in the U.S., and VRE specifically. Throughout the year, VRE staff and their contracted federal 4elations consultants will work with the U.S. Department of Transportation and its agencies, Congressional delegation, relevant Congressional committees, and others to educate them on these issues and their potential impacts to VRE.

## D. Department of Rail and Public Transportation (DRPT) Director Remarks

At the November 2026 meeting, DRPT Director Mariia Zimmerman, or her designee, will update the Commission on DRPT activities, including relevant General Assembly mandated studies.

The monthly DRPT Report, which provides updates on DRPT programs and initiatives, is attached as well as the October 2026 Report to the Commonwealth Transportation Board highlighting state initiatives and programs revolving around the agency's strategic plan.

Attachment #3A

# 2026 Report on the Performance and Condition of WMATA

**Draft**

# Acknowledgements and Credits


### NVTC WMATA Committee Members

Matt de Ferranti, Chair (Arlington County)
Matthew F. Letourneau, Vice-Chair (Loudoun County)
Canek Aguirre (WMATA Alternate Director, City of Alexandria)
Walter Alcorn (WMATA Principal Director, Fairfax County)
Kate Burns (WMATA Principal Director, Commonwealth Appointee)
Justine Underhill (David Snyder, Alternate) (City of Falls Church)

### NVTC Management Team

Kate Mattice, Executive Director
Sarah Godfrey, Director of Strategic Communications
Scott Kalkwarf, Director of Finance and Administration
Ann McGrane, Director of Programs and Policy
Amanda Sink, Deputy Director of Programs and Policy

### NVTC Project Team

Adam Hager, WMATA Program Manager
Sumbal Abid, Administrative Assistant
Shannon Bacon, Program Analyst
Matt Friedman, Senior Public Affairs Manager
Tenley O'Hara, Events and Communications Specialist
Colie Touzel, Communications Specialist
Sophie Spiliotopoulos, Data Visualization Program Manager
Owen Williams, Program Analyst


DRAFT

## Legislative Requirement of This Report

This report fulfills the requirements of § 33.2-3403 of the Code of Virginia specifying that the Northern Virginia Transportation Commission (NVTC) report annually on the performance and condition of the Washington Metropolitan Area Transit Authority (WMATA), for both Metro Rail and Metro Bus. Per statute, the report addresses the following elements:

- Potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations.
- Use of the dedicated capital funds authorized by the legislation to improve the safety and condition of the rapid heavy rail mass transportation system.
- The safety and reliability of the rapid heavy rail mass transportation system and bus network.
- The financial performance of WMATA related to the operations of the rapid heavy rail mass transportation system and bus mass transportation system, including farebox recovery, service per rider and cost per service hour.
- The ridership of the rapid heavy rail mass transportation system and the bus mass transportation system.

## NVTC's Key Priorities for WMATA

NVTC uses this annual report to communicate positions on issues of importance to Northern Virginia jurisdictions related to reducing the growth in costs and improving the efficiency of the Washington Metropolitan Area Transit Authority (WMATA). As part of its ongoing oversight of WMATA, NVTC offers the following recommendations this year. Primarily directed to WMATA, these recommendations are also relevant for WMATA's federal, state and local partners who play important roles in WMATA's funding and governance and collectively share responsibility for WMATA's long-term success.

**Secure a Long-Term Funding Solution**

Virginia, Maryland and the District of Columbia should establish a long-term funding solution to meet their respective WMATA capital and operating obligations by FY 2029.

**Increase Total Jurisdictional Subsidy at 3% Annually**

The WMATA Board should adopt a budget featuring 3% growth in total jurisdictional subsidy since Virginia's revised 3% cap framework no longer legislatively limits annual subsidy growth.

**Control Growth in Labor Costs**

WMATA should address outstanding opportunities to control labor cost growth through collective bargaining agreement negotiations.

**Effectively Budget Overtime Expenses**

WMATA should identify the factors driving overtime cost growth and better align budget to actual use of overtime.

**Revisit Fare Policies and Strengthen Enforcement Strategies**

WMATA should increase fares in line with inflation in FY 2028 and assess opportunities to expand eligibility for low-income fare products, continue working with the region to better integrate fare policy and technology, and strengthen fare enforcement strategies to grow system-generated revenue.

**Establish a Coordinated, Multi-Jurisdictional Subsidy Audit**

The WMATA Board should establish a coordinated, jurisdictional subsidy audit to ensure payments made to WMATA are in accordance with Board-approved subsidy allocation formulas.

DRAFT

# Contents

1. Introduction ..... 1

2. WMATA Year-in-Review ..... 2

3. Long-Term Funding Solution State of Play ..... 6

4. NVTC Recommendations ..... 11

5. Use of FY 2026 Dedicated Capital Funding ..... 21

6. Safety, Reliability, Ridership and Financial Performance Data ..... 25

Appendix ..... 38

DRAFT

# 1. Introduction

The Northern Virginia Transportation Commission (NVTC) is proud to continue advancing public transit in Northern Virginia with this Annual Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority (WMATA). Beginning with being recognized as the Outstanding Public Transportation System of the Year by the American Public Transportation Association (APTA), FY 2026 put WMATA's recent improvements to the test. Ridership continued to grow as WMATA supported an exceptionally busy calendar of major events across the Greater Washington Region, from the annual Cherry Blossom Festival to the summer's America 250 celebrations and other large gatherings in Northern Virginia and throughout the region. At the same time, WMATA continued to enhance safety, expand customer-facing technologies and adjust service to meet changing travel patterns while navigating major construction, severe weather and challenges of rolling out the Better Bus Network. As Metro Rail marked its 50th anniversary, FY 2026 offered a snapshot of a system performing at a high level while continuing to adapt to the region's evolving needs.

Metro Bus nevertheless remains one of WMATA's clearest opportunities for improvement. The Better Bus network expanded frequent service and access to jobs, but declining ridership, high fare evasion, traffic congestion and operator availability continued to affect performance. As WMATA continues to refine the redesigned network and hire a full complement of bus operators, the region will also need to invest more aggressively in bus priority and other measures that improve speed and reliability. Because bus service can serve communities throughout the region without the cost and lead time associated with major rail expansion, improving bus performance represents one of the region's most practical opportunities to expand access and mobility.

Five decades after the first trains began carrying passengers in March 1976, Metro Rail has grown into a 98-station regional network connecting the District of Columbia, Maryland and Virginia. With the 50th anniversary of rail service in Virginia approaching in 2027, this milestone provides a natural point to look ahead. As WMATA moves beyond maintaining a system built largely in the 1970s and 1980s, the agency is increasingly focused on the future through rail modernization and proactive asset management. Rail modernization efforts, including upgraded signaling and automation, are intended to improve reliability, safety and capacity over the long term, while WMATA's proactive maintenance program emphasizes preventive work and better planning to reduce failures and limit disruptions to customers. Together, these efforts frame WMATA's next chapter: preserving the gains of the past several years while preparing a 50-year-old rail system for the decades ahead.

Realizing this next chapter will require sustainable funding, Virginia took several important steps in 2026 toward addressing its share of WMATA's long-term operating and capital needs but has not yet identified revenues to support these commitments as envisioned through the Northern Virginia Growing Needs of Public Transit Joint Subcommittee (SJ 28) and DMV*Moves*. With permanent revenue sources still unresolved and additional regional commitments outstanding, Virginia, Maryland and the District of Columbia must act in the coming years to establish a long-term solution that can sustain existing service improvements, modernize the Metro Rail system and support a stronger regional bus network. NVTC recognizes the importance of not only WMATA, but its regional partners, stepping up to deliver the world-class public transportation network the region deserves and offers this report to document WMATA's progress, improve the long-term financial health of the organization and advance these critical goals.

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# 2. WMATA Year-in-Review

## Ridership and Revenue

WMATA ridership continued to grow in FY 2026, with 267.5 million total trips, marking the fifth consecutive year of ridership growth and a 2% increase from FY 2025. Most growth was on Metro Rail, which carried 151.3 million trips, a 9% increase from the prior year. Metro Bus moved in the opposite direction, carrying 115.2 million trips, down 7% from FY 2025, while ridership across the Metro Access network increased 16%, driven by 30% growth on Abilities-Ride despite an 8% decline in trips provided by traditional Metro Access vehicles. These results also reflect the continued evolution of regional travel patterns. Metro Rail off-peak ridership increased 7% in FY 2026, including 11% growth during late-night periods, while weekend Metro Bus ridership remained 18% above FY 2019 levels, underscoring the growing importance of meeting weekend and off-peak travel demand as WMATA continues to invest in service outside the traditional weekday commute.[1]

These changing travel patterns also informed WMATA's service strategy, with greater emphasis on weekend and off-peak travel alongside targeted capacity where traditional peak demand remained strongest. The FY 2026 budget expanded Metro Rail operating hours on weekends, with earlier Saturday and Sunday openings and later Friday and Saturday closings, while the Better Bus Network increased midday, evening and weekend service.[2] WMATA also added targeted peak-period rail capacity where demand remained strongest. Stronger ridership also translated into higher passenger revenue overall. Passenger and parking revenue totaled $540.7 million in FY 2026, $51 million more than the prior year. Metro Rail revenue increased $52 million to $454.3 million, driven by the 9% increase in ridership, while Metro Bus revenue declined $5 million to $51.6 million. WMATA attributed the Metro Bus revenue decline in part to a greater share of pass revenue being allocated to Metro Rail. Parking revenue increased $4 million to $31.8 million as parking transactions grew 19%.[3]

> Passenger and parking revenue totaled **$540.7 million** in FY 2026, $51 million more than FY 2025.

## Safety and Fare Enforcement

Safety and security continued to improve in FY 2026. The Part I, or more serious, crime rate declined 61% compared to FY 2023, continuing a multi-year reduction in crime across the system. Serious crimes fell to 2.8 crimes per one million customer trips, 24% lower than FY 2025, with particularly large declines in larceny/theft, robbery and assaults. Assaults on Metro Bus operators and station managers also declined 22% from FY 2025. Customer perceptions of safety remained strong as well, with just 5% of Metro Rail customers and 12% of Metro Bus customers reporting dissatisfaction with safety from crime or harassment in the fourth quarter.[4] Federal Transit Administration (FTA) data indicated WMATA was among the nation's safest major transit systems on measures of serious security incidents. A new federal dashboard measuring security incidents resulting in serious injury per million passenger boardings showed Washington's rail system with one of the lowest rates in the country, well below the national average.[5] While the measure does not capture every type of crime or riders' perceptions of safety, it provides an important national benchmark alongside WMATA's own improved crime statistics. In January, WMATA received the Transportation Security Administration's (TSA) Gold Standard Award for transit security for a

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record fifth time, earning perfect scores across all 17 categories assessed by TSA.[6] The recognition followed a calendar year in which WMATA reported the lowest crime rate in its history.

**WMATA is one the nation's safest major transit systems** according to FTA data on serious security incidents.

Increased fare enforcement remained a prominent part of WMATA's safety and security strategy, while also addressing significant forgone passenger revenue. WMATA conducted nearly 22,000 fare-enforcement actions across Metro Bus and Metro Rail in FY 2026. At the same time, results continued to differ substantially by mode. Metro Rail fare evasion finished FY 2026 at 4.8%, meeting WMATA's target of no more than 5% and remaining 82% below levels prior to faregate modernization. Metro Bus fare evasion remained much higher at 69.4%, above WMATA's 50% target, though below its peak of 75% during the first half of FY 2025. Rates also varied substantially by jurisdiction, at 73% in the District of Columbia, 79% in Maryland and 36% in Virginia.[7]

Those efforts became considerably more visible in May with the launch of the Fares Pay for Service campaign, which combined customer education with increased enforcement on Metro Bus routes. Bus operators began informing boarding customers of the $2.25 fare, while the Metro Transit Police Department (MTPD) increased its presence on routes with high levels of fare evasion. WMATA estimated that Metro Bus fare evasion could result in nearly $50 million in lost revenue during the fiscal year, underscoring the financial as well as safety implications of the issue.[8]

## Customer Experience

The customer experience also became more seamless in FY 2026 through expanded payment options, improved information and broader access to reduced fares. Tap. Ride. Go., which launched on Metro Rail in May 2025, expanded to Metro Bus in November 2025 and began rolling out at parking facilities in March 2026. By the end of FY 2026, Tap. Ride. Go. accounted for 12% of all trip payments, while cash payments declined from 11.5% to 10% of fare revenue. WMATA also updated its website and the Metro Pulse app in May 2026 to simplify trip planning. Daily Metro Pulse users increased from 10,600 during the winter to 18,400 following the redesign, while approximately 26,000 customers used the website each day for wayfinding services.[9]

More riders now pay their fare with **Tap. Ride. Go.** than with cash.

Wayfinding and service information improvements were also implemented at 20 Metro Rail stations, including 14 Red Line stations. WMATA estimates those improvements helped roughly 28% of customers navigate the system each day. Customer satisfaction reached its highest level of the fiscal year in the fourth quarter, at 92% for Metro Rail, 81% for Metro Bus and 79% for Metro Access. Reliability, travel times and wait times remained the leading drivers of satisfaction for Metro Rail and Metro Bus customers.

WMATA also expanded access to reduced fares in Northern Virginia when Arlington Transit began accepting Metro Lift benefits in July 2026. Metro Lift provides eligible customers a 50% discount on Metro Rail and Metro Bus fares, and WMATA estimates ART participation will generate approximately 8,000 additional transit trips and $21,000 in customer fare savings during its first year.[10] More broadly, reduced-fare programs continued to grow in FY 2026: 5.1% of Metro Rail and Metro Bus trips used Senior, Reduced Fare Disability or Metro Lift programs, and Metro Lift enrollment reached 18,700 by June 2026, up 40% from a year earlier.

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## Performance

WMATA continued to improve performance in FY 2026 while looking for ways to deliver more service with existing resources. Metro Rail on-time performance was 88.0%, essentially unchanged from FY 2025, while Metro Bus on-time performance improved to 76.5%. Further improvements in Metro Bus on-time performance will require additional investment in bus priority; in FY 2026, WMATA's 0.7% improvement was credited only to scheduling adjustments. Underscoring the need for such improvements, average Metro Bus speeds were 14% slower in FY 2026 compared to FY 2024. Metro Access on-time performance also improved slightly to 88.9%. At the same time, faster speeds from Automatic Train Operations (ATO) and additional service on the Red, Yellow and Silver lines reduced the average Metro Rail customer trip time by approximately one minute, from 26 minutes to 25 minutes.[11]

Service also became more frequent. In FY 2026, 71.9% of Metro Rail customer trips had scheduled waits of six minutes or less, up from 67.6% in FY 2025, while 42.2% of Metro Bus trips had waits of 12 minutes or less, up from 33.4%. Average scheduled waits fell to 3.2 minutes on Metro Rail and 9.1 minutes on Metro Bus, helping the average customer reach 8% more jobs within 60 minutes than in FY 2025.

The focus on improving service while controlling costs continued into the FY 2027 budget. The adopted budget limited total jurisdictional subsidy growth to 1.8%, with Virginia's subsidy increasing 1.6%, while maintaining fares and funding additional Metro Rail and Metro Bus service.[12] Planned improvements include more frequent Metro Rail service on the Red, Orange, Blue and Silver lines and targeted Metro Bus service enhancements. The broader approach combines schedule changes, automation and service redesign to direct resources toward the times and places where they can provide the greatest benefit to riders.

## Resilience and Navigating Disruptions

Average weekend **Metro Rail ridership increased more than 50%** between FY 2023 and FY 2026.

Growing ridership demand also made it increasingly important for WMATA to complete maintenance and construction while limiting disruptions to customers. Average weekend Metro Rail ridership increased from approximately 350,000 trips in FY 2023 to 538,000 in FY 2026, partially attributable to the share of weekends without maintenance-related service changes increasing from 40% to 70%.[13] WMATA has sought to make better use of necessary outages by coordinating work across maintenance disciplines and balancing full closures, single tracking and slower service to limit customer impacts. The Crystal City Metro Rail Station project illustrated that approach. WMATA originally planned 10 weekend closures between February and June 2026 to support construction of the station's second entrance, but progress on the project allowed the final two closure weekends to be canceled.[14]

FY 2026 also tested WMATA's ability to respond to less predictable disruptions. Severe winter weather left snow and ice across the region for an extended period, including the prolonged "snowcrete" conditions which affected service and equipment reliability across the system. The January and February snowstorms contributed to missed Metro Rail service, while snowcrete also reduced railcar reliability during the third quarter. Despite those conditions, more than 92% of planned Metro Rail stops were delivered during FY 2026.[15] Over the summer, heat posed a recurring challenge, requiring WMATA to manage the effects of increasingly frequent high temperatures on rail infrastructure while expanding heat-

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ride testing and other efforts to identify heat-related vulnerabilities before they disrupt service. These operational challenges came alongside major planned work, including a two-month Red Line closure between North Bethesda and Friendship Heights for the Bethesda second mezzanine and related track and platform improvements, supported by free local and express shuttles and dedicated bus lanes.

Taken together, the year illustrated both the unavoidable disruptions associated with operating an aging transit system and WMATA's increasing emphasis on resilience. WMATA is increasingly shifting from reactive repairs toward proactive and predictive maintenance, with greater coordination across maintenance disciplines and more data-driven prioritization of work. Better coordination of planned work, more proactive and predictive maintenance and preparations for increasingly demanding weather conditions are intended to reduce the frequency and severity of disruptions while helping the system recover more quickly when they occur.

## Metro Bus Challenges

Metro Bus remained an area of mixed performance in FY 2026. Metro Bus ridership declined 7% from FY 2025 even as Metro Rail ridership continued to grow, although the decline was not uniform across the region. Through May 2026, Virginia Metro Bus ridership was down approximately 4% year over year, compared with larger declines in the District of Columbia and Maryland.[16] WMATA identified several factors associated with the broader decline, including regional economic conditions, slower bus travel speeds and Better Bus-related service realignments in Maryland that shifted some trips from Metro Bus to local providers. Stops transferred to Montgomery County Ride On and Prince George's County Transit had previously carried more than 6,000 average daily Metro Bus customers, accounting for roughly one-quarter of the systemwide year-over-year ridership decline. The first year of the Better Bus Network also involved deliberate tradeoffs as service was shifted toward higher-frequency corridors and new connections. At the same time, WMATA reported encouraging signs where service was increased: by April 2026, ridership gains at stops receiving significantly more service had begun to exceed losses at stops where service was reduced.

> Metro Bus on-time performance **reached its highest level in three years** despite worsening traffic congestion.

The redesigned network also produced improvements in the quality and usefulness of Metro Bus service. Customers gained access to approximately 20,000 additional jobs within an hour, 27% more customers gained access to service every 12 minutes or better and WMATA provided 11% more weekend service and 6% more midday and evening service through March 2026 compared with the same period in FY 2025. On-time performance reached its highest level in three years despite worsening traffic congestion, while crowding declined 20% compared with FY 2025. Significant challenges nevertheless remained. Missed trips accounted for approximately 3.5% of scheduled service and continued to disproportionately affect customer satisfaction, with operator availability contributing to missed service. WMATA expanded hiring and training during FY 2026 and continued efforts to strengthen its pool of operators available to cover absences, while also making improvements to more than 60 routes based on operating data and customer and operator feedback.

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# 3. Long-Term Funding Solution State of Play

## Funding Recommendations Entering 2026

Supported by NVTC and documented in last year's report, the recommendations developed through DMV*Moves* and SJ 28 defined the funding and policy objectives Virginia should pursue for WMATA. At the center was a long-term package that would address both sides of WMATA's impending structural funding challenges: $153 million in additional Virginia operating support beginning in FY 2027 to continue the level of assistance provided through the temporary, stopgap FY 2025–FY 2026 solution, and approximately $136 million in additional Virginia capital funding beginning in FY 2028, with both commitments growing annually thereafter.[17] The capital funding represented Virginia's share of a broader $460 million regional investment and was intended to maintain WMATA assets in a state of good repair and advance rail modernization through advanced signaling automation. New capital revenues were to be reliable, predictable, bondable and indexed to grow by at least 3% annually.

Last year, NVTC recommended a funding solution for WMATA comprised of:

**$153 million in additional Virginia operating support annually beginning in FY 2027** to continue the level of assistance provided through the temporary, stopgap FY 2025–FY 2026 solution

**$136 million in additional capital funding annually beginning in FY 2028** to meet Virginia's share of the $460 million DMV*Moves* regional commitment

with both commitments growing annually thereafter

The recommendations also established principles for how Virginia's share should be funded. NVTC supported a continued partnership between the Commonwealth and Northern Virginia local governments in which approximately half of Virginia's WMATA operating and capital commitments would be provided from statewide revenue sources. Any regionally generated revenues were to be raised consistently across the NVTC district, while revenues dedicated to capital purposes needed to support WMATA's ability to issue debt. More broadly, Virginia, Maryland and the District of Columbia were each expected to identify sufficient revenues to meet their proportional shares of the WMATA funding solution. These revenues would supplement, not replace, the existing state, regional and local sources already supporting WMATA.

New funding was also expected to be paired with cost containment and accountability measures that would reduce future expense pressures. SJ 28 recommended reforming Virginia's legislative 3% operating assistance growth cap to encourage continued cost containment while ensuring that the cap does not negatively affect service improvements, funding transparency, accountability or the application of WMATA's recently improved subsidy allocation formulas. DMV*Moves* similarly recommended an updated, uniform 3% cost-control measure across Virginia, Maryland and the District of Columbia based on WMATA's per-unit costs of service.[18] It also called for WMATA to publish a 20-year capital plan every

five years, financial plans for major projects exceeding $300 million and an annual report on system performance, cost savings, efficiency efforts and the use of additional dedicated funding. Its broader investment framework also included bus priority improvements and regional actions related to service standards, fare policies, customer information, joint procurements and workforce training. Together, these recommendations sought not merely to close near-term budget gaps, but to establish a sustainable funding structure that would maintain the existing system, modernize Metro Rail, improve regional integration and bend WMATA's long-term operating cost curve.

## Virginia Takes Initial Action

During the 2026 General Assembly Session, lawmakers introduced two principal approaches to enacting the SJ 28's recommendations. House Bill 1179[19] and companion Senate Bill 638[20] most closely followed SJ 28's proposed revenue framework, combining statewide and Northern Virginia revenue sources, including a regional sales tax, a regional highway use fee and taxes on transportation network companies (TNCs), retail deliveries and paid commercial parking. Alternatively, House Bill 900[21] and companion Senate Bill 730[22] proposed a broader expansion of the sales tax to selected services and digital products, together with changes directing a larger share of existing transportation revenues to transit. All four bills would have created new regional transit funds for the NVTC and Potomac and Rappahannock Transportation Commission (PRTC) districts.

Although the proposed revenue sources differed, the bills shared the major WMATA funding and policy components recommended by SJ 28 and DMV*Moves*. Each sought to provide sustainable statewide funding for Virginia's $153 million additional WMATA operating assistance need, $136 million in capital funding beginning in FY 2028 and growing by 3% annually, replace the existing subsidy growth cap with a 3% unit-cost growth framework and codify new capital-planning and performance-reporting requirements. The proposals offered different routes toward the same long-term WMATA funding and accountability goals. However, all four bills were continued to the 2027 General Assembly session by their respective finance and appropriations committees.

Through the biennial budget process, lawmakers advanced several of these priorities even though the four transit funding bills did not pass.[23] The FY 2027–FY 2028 Virginia budget provided $153 million in General Fund support for WMATA operating assistance over the biennium, a continuation of the FY 2025–FY 2026 stopgap support. Importantly, while the $153 million figure is the same, this General Fund support is for two years, not one (and then growing) as recommended, and effectively continues to split Virginia's additional investment with Northern Virginia local governments over FY 2027-FY 2028. The budget also established a new long-term capital requirement directing NVTC jurisdictions to collectively provide $136 million beginning in FY 2029, growing by 3% annually, and authorizes localities in Planning District 8 to seek voter approval for up to a 1% local option sales tax for school construction, public transportation or both. Continued use of the authority is tied to compliance with the new WMATA capital contribution requirement.

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The FY 2027-FY 2028 Virginia budget:

Provided **$153 million in one-time General Fund support for WMATA operating assistance over the biennium,** a continuation of the FY 2025–FY 2026 stopgap support

Established a new long-term **capital requirement directing NVTC jurisdictions to collectively provide $136 million to WMATA beginning in FY 2029,** growing by 3% annually

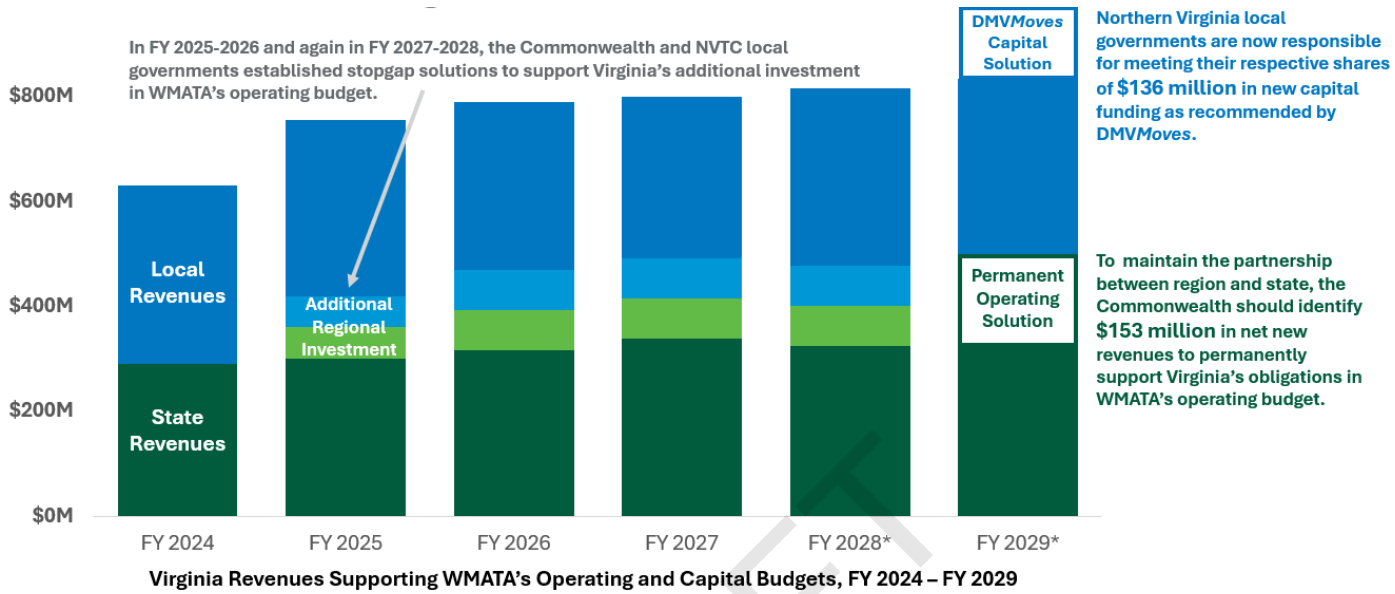
The budget also replaced the existing jurisdictional subsidy growth cap beginning in FY 2029 with a framework based on annual growth in the unit cost of Metro Rail and Metro Bus service. This change requires WMATA to adopt a policy that establishes the calculation and reporting methodology during FY 2027 and FY 2028. In addition, the budget codified key DMV*Moves* accountability provisions, including a 20-year conceptual capital plan, financial plans for projects exceeding $300 million and annual reporting on performance, cost savings, efficiency efforts and the use of additional funding. The agreement also directed the Virginia Department of Rail and Public Transportation (DRPT) to review WMATA's cost-saving and efficiency efforts and included workforce-planning requirements related to rail signaling and automation.

## A Step Toward a Long-Term Solution

The 2026 General Assembly Session materially advanced Virginia's WMATA funding framework, but it did not establish the sustainable revenue structure envisioned by SJ 28 and DMV*Moves* and supported by NVTC. The budget provided $153 million in General Fund support in FY 2027 for the Commonwealth's 50% share of the additional WMATA operating assistance needed over FY 2027-FY 2028 but did not identify a permanent statewide or other source to sustain that support beyond the biennium (Figure 1). Likewise, while the budget established a $136 million capital contribution requirement beginning in FY 2029 and growing by 3% annually, it placed that obligation on NVTC jurisdictions without dedicating any new revenues contemplated by SJ 28. The comprehensive transit funding bills that would have created new NVTC and PRTC regional funds and paired them with statewide revenues were continued to 2027.

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**Figure 1. Virginia Must Identify Revenues to Support Funding Commitments in FY 2029**




**Virginia Revenues Supporting WMATA's Operating and Capital Budgets, FY 2024 – FY 2029**

*Source: Virginia Budget Bills, WMATA Operating Budgets*

The new local-option sales tax authority provides a potential tool, but its ability to serve as a new funding source for WMATA in Virginia remains uncertain. The authority is available only if individual jurisdictions choose to hold a referendum and voters approve the tax, and resulting revenues may be used for school construction, public transportation or both. Additional work is therefore needed to determine how NVTC jurisdictions will collectively satisfy the capital requirement and whether the local authority will produce sufficient, predictable and bondable revenue. Implementation work also remains on the new cap on unit-cost growth requirement, including development of the rail and bus calculation methodology and associated reporting process. The Commonwealth's actions will need to remain aligned with Maryland and the District of Columbia as each jurisdiction identifies and delivers its share of the $460 million regional capital commitment envisioned by DMV*Moves*.

## Regional Action on WMATA Funding

Maryland considered legislation comparable to Virginia's new capital funding commitment. The Metro Funding Modification Act of 2026 would have provided an additional annual WMATA capital grant of at least $150 million beginning in FY 2029, growing by 3% annually thereafter, and required WMATA to approve a rail-signaling and automation workforce transition plan by July 1, 2028, backed by a 35% withholding provision should WMATA fail to adopt and enforce such a plan.[24] Although the Maryland House of Delegates passed the measure, it was not taken up by the Senate and ultimately not enacted. Following the session, the Maryland General Assembly's presiding officers affirmed their commitment to funding the state's DMV*Moves* share beginning in FY 2029 and indicated that a broader statewide transportation package would be a priority for the 2027 legislative session.[25] Maryland continued to provide its annual WMATA operating and existing capital contributions through the state budget, but did not establish any new dedicated revenue sources or enact the proposed long-term capital commitment in 2026.

The District of Columbia likewise continued funding its annual WMATA operating and capital obligations through its budget but did not enact any new dedicated revenue sources or a statutory commitment for its share of the additional DMV*Moves* capital funding. The District also did not enact separate cost-control or accountability requirements comparable to Virginia's unit-cost growth and reporting provisions. As a result, Virginia was the only compact jurisdiction to enact a future additional capital funding commitment in 2026. Completing the regional funding framework will require Maryland and the District of Columbia to establish their respective commitments so that the full $460 million regional investment is available as WMATA reaches its anticipated debt capacity in FY 2029.

**Virginia**

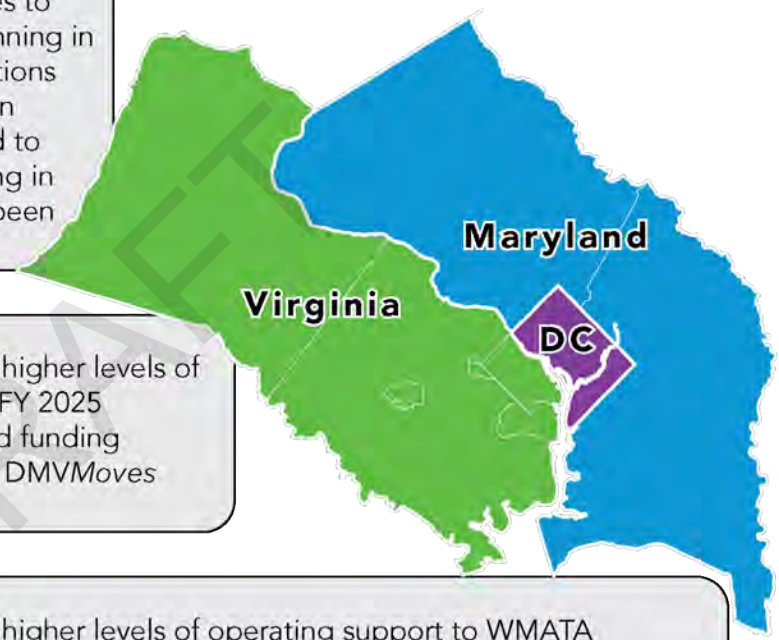
**Operating:** Must identify statewide revenues to sustain operating support for WMATA beginning in FY 2029 after two temporary, two-year solutions
**Capital:** Through the state budget, Northern Virginia local governments are now required to contribute $136 million to WMATA beginning in FY 2029 but no new revenue sources have been identified

**Maryland**

**Operating:** Identified revenues to maintain higher levels of operating support to WMATA beginning in FY 2025
**Capital:** Has not yet established a dedicated funding commitment to WMATA in accordance with DMV*Moves* recommendations

**District of Columbia**

**Operating:** Identified revenues to maintain higher levels of operating support to WMATA beginning in FY 2025
**Capital:** Has not yet established a dedicated funding commitment to WMATA in accordance with DMV*Moves* recommendations




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# 4. NVTC Recommendations

NVTC's annual reports have traditionally identified opportunities to strengthen WMATA's operations, financial sustainability and regional governance. In recent reports, NVTC advocated for operational and policy changes that have been completed by WMATA: redesigning the Metro Bus network for more efficient and cost-effective service, updating the subsidy allocation formulas to better align service with subsidy and enhancing the physical safety and security of customers and employees, among others. Last year, NVTC documented support for a long-term funding solution and assessed opportunities for WMATA to manage labor cost growth, reduce administrative burden and increase both fare and non-fare revenues.

This report offers a concentrated list of recommendations, primarily directed to WMATA, either for management or the WMATA Board's consideration. This year's recommendations focus on key opportunities to improve WMATA's performance, strengthen financial sustainability and support the system's long-term success.

## Secure a Long-Term Funding Solution

**Virginia, Maryland and the District of Columbia should establish a long-term funding solution to meet their respective WMATA capital and operating obligations by FY 2029**

By FY 2029, Virgina must identify revenues to support new DMV*Moves* capital funding requirements and revenues to permanently sustain Virginia's two-year (FY 2027-2028) additional investment supporting WMATA's operating budget, both then growing at 3% each year thereafter. As enacted by Virginia's FY 2027-2028 biennial budget and detailed in the previous section of this report, Northern Virginia local governments are now responsible for meeting their shares of $136 million in new capital funding as recommended by DMV*Moves*. However, while the Virginia General Assembly provided a new tool to Northern Virginia jurisdictions to meet these obligations by way of local-option sales tax referenda, questions remain as to whether such a tool will be pursued by local governments and if so, whether such initiatives would pass at the ballot box. Regardless, subject to future legislative changes by the General Assembly, Northern Virginia jurisdictions will be responsible for DMV*Moves* capital funding requirements in FY 2029 (Table 1).

***Table 1. Northern Virginia local governments are now responsible for meeting their respective shares of $136 million in new capital funding beginning in FY 2029.***

| Jurisdiction | FY 2027 Capital Subsidy ($M) | Intra-Virginia Share | **Potential Share of $136M in FY 2029 ($M)** |
|---|---|---|---|
| City of Alexandria | $14.2 | 15.1% | **$20.5** |
| Arlington County | $26.8 | 28.3% | **$38.5** |
| City of Fairfax | $0.8 | 0.8% | **$1.2** |
| Fairfax County | $43.7 | 46.3% | **$62.9** |
| City of Falls Church | $1.0 | 1.1% | **$1.5** |
| Loudoun County | $8.0 | 8.4% | **$11.5** |

In addition to new capital funding requirements, Virginia must identify revenues to permanently sustain its additional operating investment beginning in FY 2029. NVTC applauds the General Assembly for establishing a second, two-year temporary solution through $153 million in General Fund contributions, thus effectively splitting the FY 2027-2028 funding need between the state and NVTC local jurisdictions as illustrated in Figure 1. However, funding to support Virginia's obligations to WMATA's FY 2029

*Table 2. Without Commonwealth support, Virginia local governments will be responsible for identifying revenues to sustain operating funding commitments to WMATA in FY 2029.*

| Jurisdiction | FY 2027 Operating Subsidy ($M) | Intra-Virginia Share | **Potential Share of $153M in FY 2029 ($M)** |
|---|---|---|---|
| City of Alexandria | $69.5 | 13.9% | **$21.3** |
| Arlington County | $133.9 | 26.8% | **$41.0** |
| City of Fairfax | $4.0 | 0.8% | **$1.2** |
| Fairfax County | $245.8 | 49.2% | **$75.3** |
| City of Falls Church | $4.1 | 0.8% | **$1.3** |
| Loudoun County | $42.4 | 8.5% | **$13.0** |

operating budget has not yet been identified. Without additional funding or fiscal tools to generate more revenue, Northern Virginia localities will be responsible for replacing at least $153 million in WMATA operating budget subsidies (Table 2).

Relative to estimated FY 2029 operating and capital subsidy obligations (3% annual growth for both operating and capital subsidies), Virginia jurisdictions could face between 45-50% higher WMATA bills in order to meet their commitments of a permanent operating solution and DMV*Moves* capital solution (Table 3). NVTC therefore recommends that the Commonwealth, in close coordination with the Commission, continue working toward a comprehensive WMATA funding solution for Virginia to meet its new capital and existing operating funding obligations beginning in FY 2029. To maintain the partnership between Northern Virginia and the Commonwealth in funding WMATA as recommended by SJ 28, **NVTC supports an operating funding solution comprised of state revenue sources as Virginia's DMV*Moves* capital commitments are now required of local governments**. NVTC further recommends that the State of Maryland and District of Columbia both commit their agreed-upon shares of DMV*Moves* funding ($152 million and $173 million, respectively) by FY 2029 and similarly enact associated policy changes recommended by DMV*Moves*, such as a revised 3% cap and DMV*Moves* reporting requirements.[26]

*Table 3. Without state support, Virginia local governments could face up to 50% higher Metro bills in FY 2029.*

| Jurisdiction | FY 2027 Total Subsidy | FY 2029 Total Subsidy (*with 3% Annual Growth*) | FY 2029 Subsidy (*with 3% Annual Growth*) **+ New $153M Operating and $136M Capital** | **Difference** |
|---|---|---|---|---|
| City of Alexandria | $83.7 | $88.8 | $130.6 | **+47.0%** |
| Arlington County | $160.7 | $170.5 | $250.0 | **+46.7%** |
| City of Fairfax | $4.8 | $5.1 | $7.5 | **+46.7%** |
| Fairfax County | $289.6 | $307.2 | $444.4 | **+45.0%** |
| City of Falls Church | $5.2 | $5.5 | $8.3 | **+50.2%** |
| Loudoun County | $50.4 | $53.4 | $77.9 | **+45.8%** |

*Source: WMATA Operating Budgets, Virginia FY 2026-2028 Biennium Budget*

## Increase Total Jurisdictional Subsidy at 3% Annually

**The WMATA Board should adopt a budget featuring 3% growth in total jurisdictional subsidy since Virginia's revised 3% cap framework no longer legislatively limits annual subsidy growth**

In 2018, the Virginia General Assembly imposed a 3% cap on the increase in annual operating assistance to WMATA as a tool to manage subsidy growth.[27] Among other policy goals, Virginia sought to use the 3% cap as a means to provide funding predictability and stability to the jurisdictions who pay WMATA

operating subsidy bills while sustainably supporting WMATA's operating cost growth in the long run. Prior to implementation of the cap in FY 2020, Virginia's subsidy grew as much as 21% per year and averaged 10.1% per year between FY 2012 and FY 2019.[28] While the 3% cap was an effective tool in controlling WMATA's cost growth as evidenced by the agency's 4.8% average annual operating budget growth from FY 2019 to FY 2024 (lower than the regional peer average of 7% in that period), several unintended consequences from the implementation of the cap arose that affected Virginia.[29]

Through its FY 2027-2028 biennial budget, Virginia replaced its former legislative 3% cap on growth in operating assistance to WMATA with a new framework that requires WMATA to maintain its per-unit rail and bus service costs at or under 3% annually. The fundamental difference between the two approaches is that the original cap limited subsidy growth year to year in Virginia while the new cap requires WMATA to operate efficiently or face withholding of Commonwealth funding. As Virginia's new cap limits how much an hour of rail or bus service grows year to year, it is no longer a tool to control subsidy growth. As such, **NVTC recommends that the WMATA Board adopt a budget featuring 3% growth in <u>total</u> jurisdictional subsidy in each year**.

- The **previous cap** limited subsidy growth in each jurisdiction to no more than 3% annually. This provided funding predictability to the jurisdictions but resulted in several unintended consequences, leading NVTC to recommend revising the cap.
- **Virginia's new 3% cap** limits how much the cost of bus and rail service can grow each year, meaning there is no direct connection to subsidy, potentially exposing the funding jurisdictions to higher annual subsidy growth.
- **NVTC recommends** WMATA commit to 3% growth in <u>total</u> subsidy moving forward, allowing the subsidy allocation formulas to work as intended while administratively seeking to limit annual subsidy growth.

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### 3% Cap Background

Among other unintended consequences, the previous 3% cap altered WMATA's subsidy allocation process in a way that distorted the amount of subsidy owed from the amount of service received, reducing transparency and accountability to the funding jurisdictions in the budget process. As both Virginia and Maryland suspended their 3% caps in FY 2025 and FY 2026 to address WMATA's operating budget fiscal cliff (thus enabling investment in WMATA above 3% from the previous year without penalty), NVTC called for a revised cap framework that would continue to limit annual subsidy growth, provide predictability to Northern Virginia jurisdictions, incentivize WMATA to operate as efficiently as possible and not affect WMATA's recently updated subsidy allocation formulas that better align service and subsidy.[30]

**Figure 2. Recent 3% Cap History in Virginia**




*Source: Virginia Budget Bills FY 2018 to FY 2027-28; NVTC's Report on Virginia's 3% Cap on the Growth in Operating Assistance Payments to the Washington Metropolitan Area Transit Authority, November 2020*

## Looking Ahead

Under the new cap framework, WMATA's per unit cost of bus and rail service (operating expenses divided by revenue hours) cannot grow by more than 3% annually, requiring WMATA to carefully balance expense growth and service planning. This means that if the cost of operating an hour of bus service is $300 in any year, it cannot cost more than $309, or 3% more, in the next year. While Virginia's new cap requires WMATA to operate efficiently, the withholding provision in state code requires the Commonwealth to withhold 35% of WMATA's Commonwealth Mass Transit Fund (CMTF) allocation in any year where WMATA's unit cost of rail or bus service grows by more than 3% beginning in FY 2029, potentially leaving Northern Virginia jurisdictions to meet those obligations in such an instance.[31] Thirty-five percent of Virginia's CMTF allocation to NVTC for WMATA assistance in FY 2027 is $90.5 million.[32] It is therefore vitally important to Northern Virginia jurisdictions that WMATA control its operating expense growth and carefully plan for service enhancements to prevent withholding of state assistance.

Moreover, because the new unit cost cap framework does not address subsidy growth, NVTC recognizes the importance of the WMATA Board managing annual subsidy growth through the WMATA budget process. Unlike the prior 3% cap which limited subsidy growth at the state level (i.e. Virginia's subsidy could not grow by more than 3% per year), NVTC through this recommendation supports WMATA

growing total subsidy at 3% per year which, depending on subsidy allocation formula outputs, may result in more or less than 3% growth at the jurisdictional level.

Importantly, Virginia's new 3% cap framework is phased, featuring withholding provisions for each step over this and the next two fiscal years.[33] In FY 2027, the WMATA Board must adopt a policy to establish a methodology for determining the measurement of Metro Rail and Metro Bus annual unit cost growth. In FY 2028, WMATA must publish the results of the annual unit cost growth calculation. Starting in FY 2029 and for each fiscal year thereafter, the approved WMATA budget's unit cost of rail or bus service cannot increase by more than 3%. While the new unit cost cap provision does not take effect until FY 2029, the Commonwealth will withhold 35% of the CMTF allocation if WMATA does not adopt a policy and then publish the results of the unit cost growth calculation before the new cap takes effect in FY 2029.

While Virginia was the first to enact a legislative change regarding the 3% cap, Maryland's previously suspended 3% cap on growth in operating assistance to WMATA (like Virginia's previous cap) is set to return in FY 2028. Without a legislative change, Maryland's reinstated cap could, like from FY 2020 to FY 2024, require the WMATA Board to amend the recently approved and regionally supported operating subsidy allocation formulas because such a cap restricts the formulas from working as intended, negatively impacting service improvements and funding transparency. NVTC therefore supports continued regional conversation regarding WMATA cost control measures to ensure one state's legislation or lack thereof does not create unintended consequences for every funding jurisdiction.

## Control Growth in Labor Costs

### WMATA should address outstanding opportunities to control labor cost growth through collective bargaining agreement negotiations

Labor is the primary cost driver in WMATA's operating budget: in FY 2026, personnel costs comprised $1.6 billion of WMATA's $2.5 billion total operating expenses.[34] Like many large transit agencies, most WMATA employees are represented by labor unions whose wages and benefits are defined in collective bargaining agreements (CBAs) that are negotiated at regular intervals.[35] WMATA's largest labor union is Amalgamated Transit Union (ATU) Local 689 which represented 8,151 employees in FY 2025, or 78% of WMATA's represented workforce, making its CBA trends and changes a suitable proxy for assessing how WMATA has worked to control labor cost growth over time.

Since its first annual report in 2018, NVTC has offered recommendations for WMATA to manage its labor cost growth through CBA negotiations, many of which date back to former U.S. Transportation Secretary Ray LaHood's "Review of Operating, Governance, and Financial Conditions at the Washington Metropolitan Area Transit Authority" in 2017.[36] Select NVTC recommendations have included calling upon the WMATA General Manager/CEO and Board to identify a specific plan to address the agency's unfunded pension and other post-employment benefit (OPEB) liabilities which in 2018 stood at $1 billion and $1.8 billion, respectively, and WMATA taking specific actions to reform pensions and other post-employment benefits (OPEB) by increasing employee contributions to pensions and OPEB to reflect national averages, limiting or prohibiting overtime earnings towards retirement pay and exploring alternative retirement plans for new employees.[37]

While two rounds of collective bargaining with ATU Local 689 have transpired since 2018, in which WMATA implemented several improvements including establishing a health and welfare trust through employee payroll in 2019 and capping cost-of-living adjustment (COLA) increases in 2024, WMATA has not yet been able to make substantive, structural changes to operational, overtime, retirement or

healthcare provisions that would meaningfully control long-term costs. There remain significant opportunities for WMATA to address contributing factors to labor cost growth in future negotiations with ATU Local 689 and other labor unions.

WMATA's responsibilities under CBAs continue to present significant risk to the funding jurisdictions who are ultimately responsible for meeting their share of these short- and long-term financial obligations, as evidenced by recent increases in annual operating budgets. In WMATA's FY 2027 operating budget, year-over-year fringe healthcare costs grew from $205.4 million to $263.3 million (28.2% increase) and fringe pension costs grew from $257.8 million to $328.3 million (27.3% increase).[38] General wage increases (GWI) and COLAs, while now capped, have also increased: in FY 2026, ATU Local 689 employees received a 3.0% GWI and in FY 2027, they received a 4.49% increase (due to the Consumer Price Index for Urban Wage Earners and Clerical Workers, or CPI-W, increasing by more than the GWI of 3.0%) while jurisdictional subsidy only grew at 1.8%.[39] This disconnect between CBA-mandated wage growth, which can be as high as 5% in any year, and jurisdictional subsidy is likely not sustainable. In the longer term, WMATA must also address unfunded pension liabilities which, as of FY 2025, total $1.5 billion across all retirement plans.[40]

## Effectively Budget Overtime Expenses

**WMATA should identify the factors driving overtime cost growth and better align budget to actual use of overtime**

Overtime is a useful tool for all transit agencies to maintain high levels of service delivery. At WMATA, overtime rules are governed by CBAs and, as an example, employees represented by ATU Local 689 can generally earn overtime at time and one-half when they are required to work beyond their regular 40-hour per week schedule. This setup requires WMATA to balance budgeting for overtime and hiring additional staff, which can increase the agency's fringe benefit rate, in order to run planned service and be able to respond to disruptions or unforeseen circumstances that may require additional operator or mechanic time. Notably, unlike other agencies, WMATA allows overtime earnings toward pensionable compensation with no cap, so there are additional long-term costs associated with higher levels of overtime.

From FY 2022 to FY 2026, WMATA's overtime expenses grew at an average of 15% per year and were an average of $58.7 million (or 58%) over budget each year.[41] In FY 2025 alone, WMATA's overtime expenses totaled $185.5 million, representing 10% of all personnel expenses. In FY 2026, while still over budget by $63.7 million, WMATA kept overtime expenses roughly on par with FY 2025 expenses and under a mid-year forecast, indicating some progress in overtime management. While every transit agency will have some level of planned and unplanned overtime to deliver service and maintain the system, these figures demonstrate there is an imbalance between anticipated and actual overtime costs at WMATA. Among peers, WMATA spends more on overtime and spends more relative to budgeted overtime but is roughly on par with peers in terms of overtime expenses as a percentage of total operating budget (Table 3).

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*Table 3. WMATA Overtime Costs Relative to Peers*

| Agency | FY 2025 Actual ($M) | FY 2025 Relative to Budget | FY 2025 Operating Budget ($B) | FY 2025 Overtime as % of Operating Budget | FY 2026 Actual ($M) | FY 2026 Relative to Budget | FY 2026 Operating Budget ($B) | FY 2026 Overtime as % of Operating Budget |
|---|---|---|---|---|---|---|---|---|
| **WMATA** | $185.5 | 56.3% over | $2.3 | 7.9% | $185.9 | 52.1% over | $2.5 | 7.4% |
| **MBTA** (Boston) | $76.0 | 29.0% over | $2.5 | 3.0% | $88.0 | 42.9% over | $2.6 | 3.3% |
| **MARTA** (Atlanta) | $49.1 | 27.5% over | $0.7 | 7.5% | $55.9 | 48.3% over | $0.7 | 8.6% |
| **BART** (San Francisco) | $89.4 | 16.1% over | $1.0 | 8.6% | $93.4 | 17.2% over | $1.0 | 9.3% |

*Sources: WMATA FY 2025 and FY 2026 Quarter 4 Financial Progress Reports, MBTA FY 2025 and FY 2026 Capital and Operating Results, September 2025 and September 2026 MARTA Board Business Management Committee Meeting Minutes, BART FY 2025 and FY 2026 Year End Financial Reports*

Several factors contribute to WMATA's growth in overtime expenses. In February 2024, WMATA implemented a hiring freeze as the region looked to close what was then a $750 million operating budget gap.[42] While the hiring freeze, together with no wage increase for non-represented employees and two of WMATA's labor unions, helped close the gap, it meant that WMATA had to rely more on overtime to deliver scheduled service. Since then, overtime costs have remained high relative to budget. In addition to the hiring freeze in FY 2024, WMATA has also pointed to challenges in hiring bus operators that have resulted in additional, unplanned overtime to provide scheduled service. As of May 2026, WMATA had been short about 100 bus operators since FY 2025 but WMATA does expect to reach staffing targets in FY 2027.

Building on earlier NVTC analysis and with funding from the Commonwealth of Virginia, WMATA conducted an operational assessment in late 2025 to identify opportunities for greater cost efficiencies and enhanced revenues, including managing labor cost growth.[43] In March 2026, the consultant team presented a series of recommendations to the WMATA Board, one of which was conducting a detailed workforce assessment which could provide the validated data foundation for labor-related cost savings, i.e. staffing and overtime (other select recommendations from the operational analysis are listed at the end of this chapter). WMATA is anticipated to address this recommendation in fall 2026 through a workforce planning and overtime management briefing which should produce actionable opportunities for WMATA to address the driving factors behind the growth in overtime expenses.

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## Revisit Fare Policies and Strengthen Enforcement Strategies

**WMATA should increase fares in line with inflation in FY 2028 and assess opportunities to expand eligibility for low-income fare products, continue working with the region to better integrate fare policy and technology, and strengthen fare enforcement strategies to grow system-generated revenue**

### Increase Fare Levels in FY 2028

During its FY 2027 budget development, WMATA announced an anticipated fare increase in line with inflation in FY 2028.[44] As WMATA last increased fares in FY 2025, NVTC generally supports a fare increase in FY 2028 as WMATA continues to balance ways in which the system is funded, including non-fare revenues and jurisdictional subsidies. In FY 2019, WMATA collected $710.7 million in passenger revenue supporting its $1.87 billion in operating expenses. In FY 2026, WMATA collected just $540.7 million, representing just 20% of the agency's total operating expenses of $2.7 billion.[45]

### Expand Eligibility for Low-Income Fare Products

In addition to supporting a fare increase in line with inflation, NVTC also recommends that WMATA explore opportunities to expand eligibility for new or existing low-income fare products, such as Metro Lift.[46] Riders who are enrolled in the Supplemental Nutrition Assistance Program (SNAP) are eligible to receive a 50% discount for all bus and rail trips with WMATA. While SNAP has varying eligibility requirements depending on income, household size and other factors, WMATA should analyze and determine whether it would be appropriate to expand Metro Lift eligibility as it anticipates a fare increase in the next fiscal year. Reduced-fare programs allow for full fares to better track inflation while not disproportionally burdening low-income riders. Nationally, WMATA's Metro Lift program is generally competitive in the size of the discount it provides, but more restrictive than many peer agencies in determining who is eligible. Several major systems, including those in New York, the San Francisco Bay Area and Seattle, use income thresholds of up to 200% of the federal poverty level, while agencies in Los Angeles and Boston recognize participation in a broader range of public benefit programs. Some peer agencies also provide additional assistance for riders with the lowest incomes, including zero-fare programs, fare-free monthly ride allowances or enhanced subsidies.

### Work with Partners to Advance Regional Fare Integration

In November 2025, the DMV*Moves* Plan recommended several fare policy enhancements to better integrate the region's transit systems and provide a more seamless user experience.[47] Among associated policies, the plan recommended establishing a universal transfer credit between all agencies, standardizing a low-income fare discount program and expanding unlimited regional transit pass products. As documented in Resolution #2571 in July 2025, NVTC supports these initiatives and encourages WMATA to continue working with regional partners to advance these important customer experience improvements.[48]

### Strengthen Enforcement Strategies to Generate More Fare Revenue

In May 2026, WMATA began an enhanced fare enforcement strategy, citing a potential loss of approximately $50 million in revenue due to fare evasion on Metro Bus in FY 2026.[49] After retrofitting

Metro Rail faregates in FY 2025, fare evasion on the rail system declined by over 80%, but fare evasion on bus remains at 63% as of June 2026.[50] While this figure has improved from systemwide Metro Bus fare evasion rates around 70% in FY 2025, NVTC recommends WMATA continue to use tools and resources available to increase fare compliance across the system. Since the onset of the COVID-19 pandemic and temporarily suspending collection of bus fares, WMATA has struggled to collect bus fare revenue. After dipping to just $50.1 million in FY 2024, WMATA only collected in $51.6 million in FY 2026, indicating a sustained challenge in generating paid ridership.

## Establish a Coordinated, Multi-Jurisdictional Subsidy Audit

**The WMATA Board should establish a coordinated, jurisdictional subsidy audit to ensure payments made to WMATA are in accordance with Board-approved subsidy allocation formulas**

Each year, Virginia provides hundreds of millions of dollars to WMATA for its share of jurisdictional operating and capital subsidy contributions. In FY 2027, Virginia's total operating subsidy bill is $499.7 million (excluding debt service) while capital subsidy requirements total $94.5 million.[51] Virginia jurisdictions, who are ultimately responsible for paying their respective operating and capital subsidy bills, and Maryland and the District of Columbia hold audit rights as funders of the system, whereby they can audit WMATA's subsidy figures at their own discretion. Such audits are an important tool in performing oversight of WMATA. Historically, these audits have been intermittent and lacked coordination among the funding jurisdictions. Not only have audits had varying objectives and at times produced competing findings, they place additional administrative burden on WMATA which is already subject to other audits and oversight by a host of internal and external organizations.

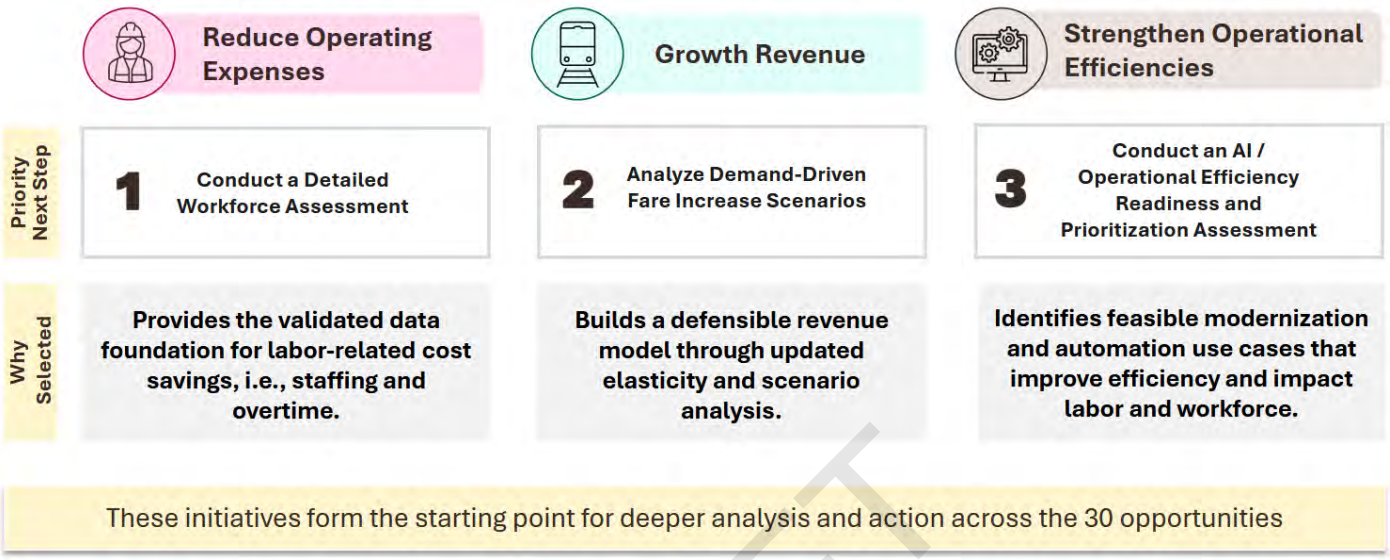
Having been a priority of the Commission for several years, NVTC staff began laying the groundwork to stand up a coordinated jurisdictional subsidy audit process by working with Maryland and District of Columbia staff in 2026. NVTC supports this important work and at the right time, recommends the WMATA Board adopt a policy or enter into a formal agreement establishing such an audit with the funding jurisdictions. A coordinated subsidy audit would ensure sufficient oversight of WMATA's subsidy allocation inputs and calculations, mitigate risks of uncoordinated audits and competing findings, and reduce future administrative burden on WMATA staff through a standardized process.

## Advance Recommendations from the 2025-2026 WMATA Operational Assessment

In addition to those detailed in this chapter, NVTC supports the recommendations developed by a Commonwealth-funded WMATA Operational Assessment and urges WMATA to explore the three priority next steps identified in by the effort (Figure 3).[52] In accordance with the FY 2025 and 2026 Virginia State Operating Funding Agreement between WMATA and DRPT, WMATA's Board of Directors engaged Guidehouse to conduct a thorough analysis of the authority's operations and financial status. The assessment 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.

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**Figure 3. WMATA Operational Assessment Priority Next Steps**




*Source: March 26, 2026 WMATA Finance and Capital Committee meeting*

In March 2026, Guidehouse presented 30 opportunities and a series of potential opportunities to the WMATA Board, many of which echo themes and areas of interest to NVTC including exploring alternative benefit plans to reduce healthcare expenses, increasing employee contribution rates to WMATA retirement plans and restricting overtime earnings used in calculating pensionable earnings to reduce future pension liabilities, among others.

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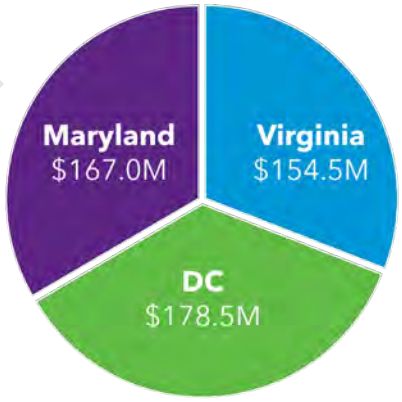
# 5. Use of FY 2026 Dedicated Capital Funding

In 2018, the Commonwealth of Virginia, the State of Maryland and the District of Columbia worked together to commit $500 million a year in dedicated funding for capital investments at WMATA. Virginia's annual portion of this dedicated capital funding is $154.5 million, with the District and Maryland providing the remaining portions. This dedicated capital funding strengthens WMATA's ability to embark on large, multi-year capital investments designed to address significant state of good repair needs. However, it is not inflation-adjusted and has seen its purchasing power eroded over time, contributing to WMATA's pending capital program funding cliff and leading to the DMV*Moves* recommendation to establish an additional $460 million in new, bondable capital funding by FY 2029.

## WMATA's Capital Fund

The WMATA Capital Fund is Virginia's share of regional dedicated capital funding that was established in 2018. Virginia's dedicated capital funding supports WMATA's capital investments and project delivery across the system and can be used for any capital purpose. Of the $154.5 million from Virginia, most of the funding is bondable and is provided to an unrestricted account at WMATA. Funding that is not bondable (which comes from statewide sources) is provided to a restricted account at WMATA. The WMATA Capital Fund is established in and protected by state code. DRPT manages and provides the funding directly to WMATA through a funding agreement that ensures a predictable and reliable flow of revenue.[53]

**Regional Share of the $500 Million in Dedicated Capital Funding**




### Sources of Revenue

The WMATA Capital Fund is administered by DRPT and is primarily comprised (about 80%) of local revenues or regional revenue streams generated from the Northern Virginia Transportation District. On an annual basis, the WMATA Capital Fund consists of the following sources:

**Local Support**
The cities of Alexandria, Fairfax and Falls Church and the counties of Arlington, Fairfax and Loudoun directly contribute a total of **$27.12 million in local funding** directly to DRPT. The allocation of the $27.12 million between the cities and counties is determined by their respective shares of WMATA's capital budget.

**Regional Gas Tax**
A fixed portion, **$22.183 million, of the regional gas tax** in the Northern Virginia Transportation District is directed to the WMATA Capital Fund.

**Regional Grantors Tax & Regional Transit Occupancy Tax**
Within the Northern Virginia Transportation District, the revenues created by a **3% transient occupancy tax** and **$0.10 per $100 of assessed value grantor's tax** are directed to the WMATA Capital Fund. These sources are revenue streams, so they do not provide a fixed amount into the fund.

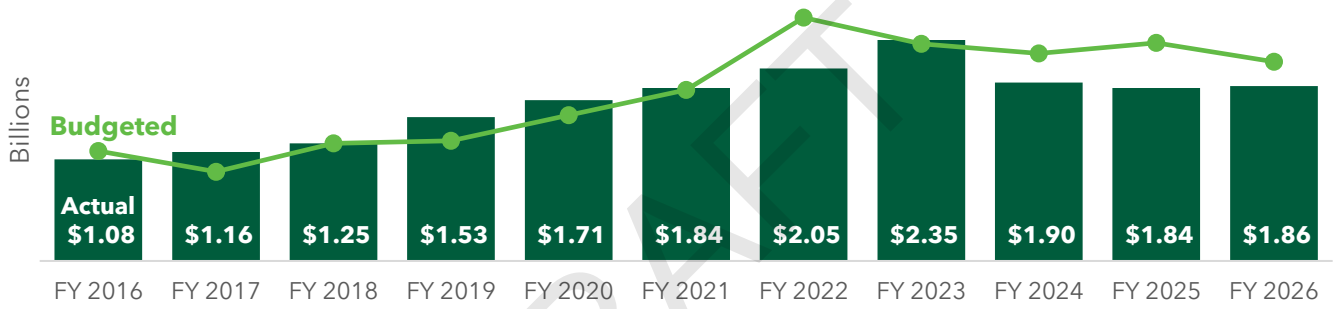
**Restricted Account**
This account is not bondable and is comprised of state funds. It includes a **fixed $20 million in state-wide recordation taxes** from the Northern Virginia Transportation District Fund and a portion of the state-wide Motor Vehicle Rental Tax.

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## WMATA's Capital Program

In FY 2016, WMATA estimated its overdue state of good repair needs at $6.5 billion and forecast these needs to drop to $4.1 billion by FY 2024.[54] Over the last decade, WMATA substantially increased its annual capital expenditures to deliver major construction projects that address the state of good repair backlog and other modernization needs. Supported in part by the ability to issue bonds backed by dedicated capital funding, annual capital expenditures more than doubled from FY 2016 levels and reached a record $2.35 billion in FY 2023 before declining to $1.84 billion in FY 2025. In FY 2026, capital expenditures once again rose, increasing slightly to **$1.86 billion** (Figure 4).[55]

**Figure 4. WMATA Annual Capital Expenditures from FY 2016 to FY 2026**




*Source: WMATA Capital Improvement Program Progress Report Fiscal Year 2026 Quarter 4*

WMATA's Board-approved FY 2026 capital budget totaled $2.1 billion, excluding debt service and revenue loss from capital projects. WMATA ultimately invested 88% of that budget, approximately 99% of its $1.87 billion year-end forecast. At its March 2026 mid-year financial review, WMATA cited delays in bus deliveries due to domestic manufacturing capacity constraints and high demand, as well as delays to 8000-series railcars related to design changes and manufacturer testing.

Capital execution varied across the program. Rail Systems expenditures reached 98% of budget and Stations and Passenger Facilities reached 92%, while Track and Structures Rehabilitation lagged at 70%, largely due to spending less than anticipated on emergency construction and emerging needs. WMATA also continued to manage schedule and cost pressures on several major projects while advancing Red Line modernization and other major investments.

Since WMATA began receiving dedicated capital funding in 2018, it has used those revenues both for direct capital expenditures and to support debt financing for major investments. As required by law, NVTC must report the uses of Virginia's share of dedicated capital funding during the prior fiscal year. Table 5 shows actual FY 2026 expenditures attributable to Virginia's portion of dedicated capital funding by Capital Improvement Program area. WMATA provides additional information on overall capital program progress in its FY 2026 Quarter 4 Capital Improvement Program Progress Report.

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*Table 4. FY 2026 Expenditures from the Virginia WMATA Capital Fund by CIP Program*

| CIP Category | CIP Program | FY 2026 Expenditures (millions) |
|---|---|---|
| Railcar Investments | Acquisition | $0.1 |
| | Maintenance/Overhaul | $26.0 |
| | Maintenance Facilities | $1.2 |
| | Subtotal | $27.3 |
| Rail Systems Investments | Propulsion | $9.7 |
| | Signals & Communications | $19.2 |
| | Subtotal | $28.9 |
| Track and Structures Rehabilitation Investments | Fixed Rail | $5.3 |
| | Structures | $1.2 |
| | Subtotal | $6.6 |
| Stations and Passenger Facilities Investments | Platforms & Structures | $5.3 |
| | Vertical Transportation | $5.0 |
| | Station Systems | $12.1 |
| | Subtotal | $22.4 |
| Bus and Paratransit Investments | Acquisition | $0.1 |
| | Maintenance/Overhaul | $5.5 |
| | Maintenance Facilities | $0.4 |
| | Passenger Facilities/Systems | $1.1 |
| | Subtotal | $7.1 |
| Business Support Investments | Digital Modernization | $4.9 |
| | MTPD | $0.1 |
| | Support Equipment/Services | $6.1 |
| | Subtotal | $11.0 |
| Total Virginia Dedicated Funding expended through June 30, 2026 | | $103.3 |
| **FY 2026 Dedicated Funding directly invested** | | **$82.3** |
| Prior Year Dedicated Funding expended | | $21.0 |
| **Debt Service** | | **$72.2** |
| **Remainder of FY 2026 Dedicated Capital Funding expended after FY 2026** | | **$0.0** |
| **Total FY 2026 Virginia Share of Dedicated Funding** | | **$154.5** |

*Source: WMATA FY 2026 Quarter 4 Capital Improvement Program Progress Report; WMATA Management & Budget staff*
Note: Totals may not add due to rounding. Due to the timing of the publication of this report, these expenditures are preliminary and do not represent final audited expenditures.

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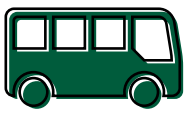
In FY 2026, WMATA invested over $1.8 billion in capital projects with a priority to address existing needs while also aiming to prevent the creation of additional backlogged needs. Significant FY 2026 capital accomplishments supported by dedicated capital funding included:

**Radio System**



WMATA continued implementation of its systemwide radio modernization program in FY 2026, replacing aging communications infrastructure used by employees, first responders and public safety agencies. By year-end, radio towers had been installed at 23 of 27 sites, providing coverage to approximately 95% of Metro's service area, and three of six jurisdictional radio systems were complete and operational. WMATA also activated the upgraded public safety radio system in Arlington County and activated upgraded radio service at all railyards except Dulles, which is expected to follow in FY 2027. The project will also expand cellular coverage for customers throughout the system.

**Bus Fleet Acquisition**



WMATA continued replacing its aging Metro Bus fleet in FY 2026 through a multiyear procurement of up to 500 new buses. In February 2026, WMATA exercised an option for an additional 100 buses, followed by another 100-bus option in June that included 75 diesel and 25 electric buses. WMATA also began receiving buses from the base order during FY 2026, with nine hybrid buses delivered by the end of June. New buses include operator protective shields, cameras, collision-avoidance technology, real-time tracking and updated passenger interiors.

**Fleet Maintenance Facility**



WMATA advanced design of a new Fleet Maintenance Facility at the Dulles Railyard in FY 2026 to expand railcar scheduled maintenance capacity and improve fleet reliability. The project will repurpose existing space at the Dulles Railyard for additional repair bays, shop space and specialized maintenance equipment, while improving connections between the maintenance facility, railyard and mainline. Conceptual design reached 10% in fall 2025 and advanced to 30% design in spring 2026, with design and engineering continuing through year-end.

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# 6. Safety, Reliability, Ridership and Financial Performance Data

This chapter provides reporting on key safety, reliability, financial and ridership metrics. Data included in this chapter (Table 6) are from the National Transit Database (NTD) and WMATA performance reports. Until FY 2024, WMATA published Metro Performance Reports (MPR) but now publish quarterly and annual Service Excellence Reports (SER) to align with its Strategic Transformation Plan (STP), adopted in January 2023.[56] While this report uses the most recently available data, some NTD data lag 12 to 18 months due to the extensive auditing of these data.

***Table 5. Data Sources and Years Presented***

| Category | Most Recent Data Available | Source |
|---|---|---|
| Safety | Calendar Year 2025 | NTD |
| Reliability | Fiscal Year 2026 (July 1, 2025 – June 30, 2026) | SER |
| Financial Performance | Fiscal Year 2025 (July 1, 2024 – June 30, 2025) | NTD |
| Ridership | Fiscal Year 2025 (July 1, 2024 – June 30, 2025) | NTD |

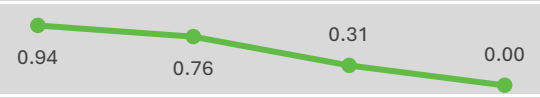
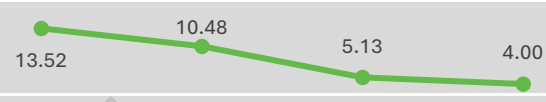
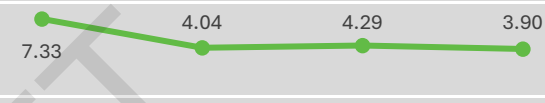
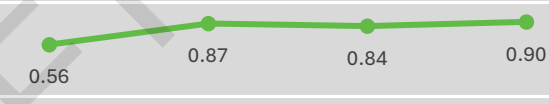
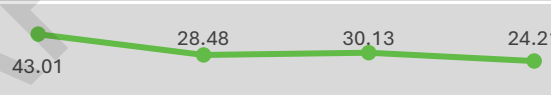
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## Safety

Safety data are collected by transit agencies and reported to the NTD, which provides common reporting definitions and has a robust data quality assurance and auditing process. Transit systems seek to minimize the frequency of safety events. The Safety & Security (S&S) Time Series presents safety and security data through the S&S-40 form (Major events) and the S&S-50 form (Non-Major events). NTD measures transit safety by summarizing the total occurrences, Major and Non-Major, of certain safety events for rail and bus operations that include collisions, derailments (for rail only), fatalities, fire, injuries and security events.

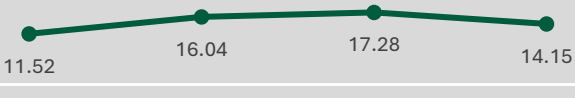
The counts represented in Table 7 and Table 8 are totals for each category from when they were accessed from NTD. Time series data is subject to a validation process and current and previous years' data may be revised by transit agencies based upon additional information or upon request by NTD analysts.[57] The following tables show the data as it was accessed in July 2026. It is important to note that safety data provided in this section includes calendar year 2022 which reflects ridership and service impacts due to the COVID-19 pandemic. CY 2022 data included the removal of 7000-series railcars from service after the October 2021 Blue Line derailment. Table 7 and Table 8 summarize the total count of each type of Metro Rail and Metro Bus safety event and incidence per 10 million vehicle revenue miles (VRM) for calendar years 2022 through 2025.

***Table 6. Metro Rail Safety***

| Safety Event | CY 2022 | CY 2023 | CY 2024 | CY 2025 | CY 2022 - CY 2025 Event Rate over Time<br>Rate per 10M VRM<br>*Lower Rate Indicates Greater Safety* |
|---|---|---|---|---|---|
| Collision | 7 | 11 | 7 | 8 |  |
| Derailment | 5 | 7 | 3 | 0 |  |
| Security Event | 72 | 96 | 49 | 40 |  |
| Fire | 39 | 37 | 41 | 39 |  |
| Fatality | 3 | 8 | 8 | 9 |  |
| Injury | 229 | 261 | 288 | 242 |  |

*Source: WMATA NTD Report, Forms S&S-40 and S&S-50. Accessed July 30, 2026.*

***Table 7. Metro Bus Safety***

| Safety Event | CY 2022 | CY 2023 | CY 2024 | CY 2025 | CY 2021 - CY 2024 Event Rate over Time<br>Rate per 10M VRM<br>*Lower Rate Indicates Greater Safety* |
|---|---|---|---|---|---|
| Collision | 149 | 180 | 213 | 202 |  |
| Derailment | N/A | N/A | N/A | N/A | |
| Security Event | 43 | 61 | 67 | 43 |  |
| Fire | 3 | 0 | 2 | 3 |  |
| Fatality | 4 | 1 | 0 | 4 |  |
| Injury | 320 | 391 | 442 | 320 |  |

*Source: WMATA NTD Report, Forms S&S-40 and S&S-50. Accessed July 30, 2026.*

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## Reliability

Reliability data are obtained from WMATA's Service Excellence Report and accompanying data file published to the WMATA website.[58] The data included in this report covers the fiscal years (July 1 - June 30) 2023 to 2026 unless otherwise noted. The reliability of a transit system may be measured by its punctuality and equipment dependability. Reliability metrics used by WMATA include:

- **On-Time Performance (OTP)**
- **Mean Distance Between Failures (MDBF)**
- **Percent of Planned Service Delivered**

### On-Time Performance

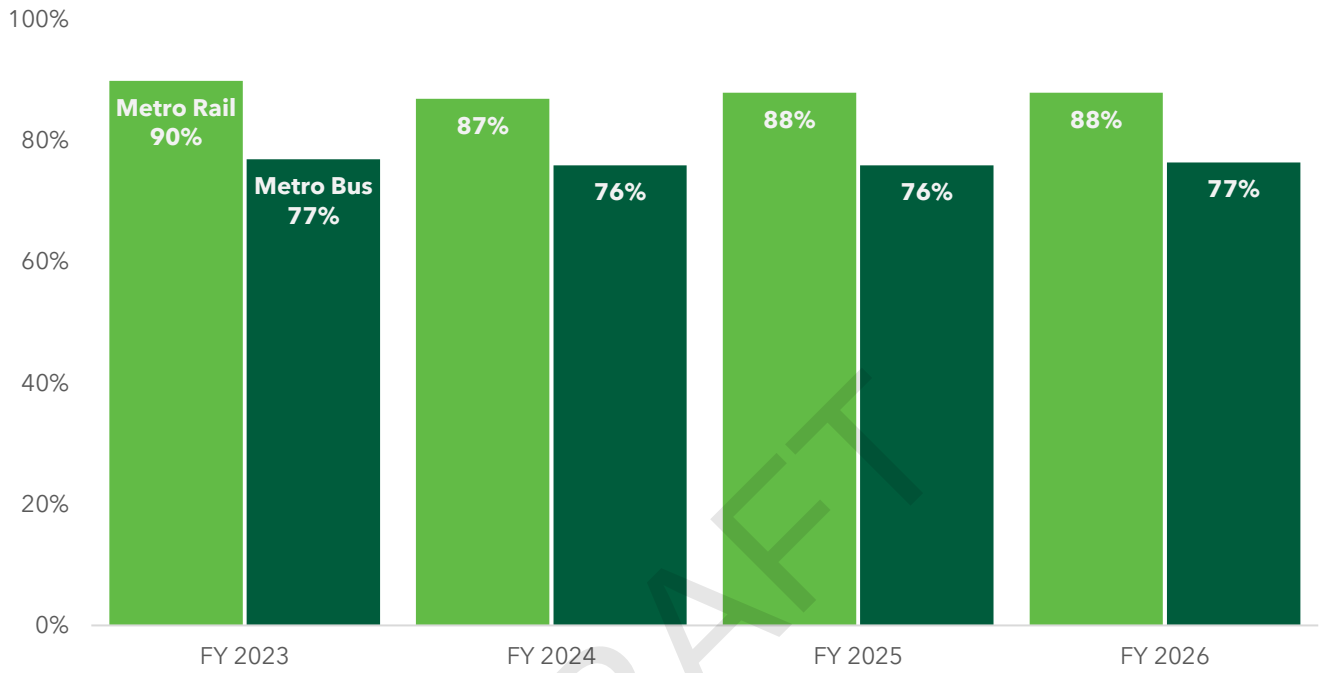
OTP is the rate at which a transit system carries passengers to their destination on time and is used to evaluate the timeliness of travel for both rail and bus operations. This is measured differently for Metro Rail and Metro Bus. Metro Rail customer OTP measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards, which are based on scheduled wait times and train running times. These standards vary by line, time of day and day of the week and are informed by a customer's entry and exit from the system. A description of the measurement methodology is contained in the appendix. Figure 5 summarizes Metro Rail OTP in fiscal years 2023 to 2026.

WMATA has demonstrated steady OTP over the last several years, with Metro Rail at 88% and Metro Bus approximately 77%. Automatic train operations (ATO) were implemented on all lines in June 2025, as well as scheduling adjustments, both of which helped improve speeds and reduce variability on Metro Rail. The Better Bus Network was introduced in June 2025, with a focus on improved performance and connectivity. Metro Bus OTP improved by 0.7% compared to last year, even as traffic congestion continues to impact Metro Bus OTP.

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**Figure 5. On-Time Performance by Mode**

*Higher Value Indicates More Reliable Service*




*Source: WMATA FY 2026 Service Excellence Report*

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### Mean Distance Between Failures

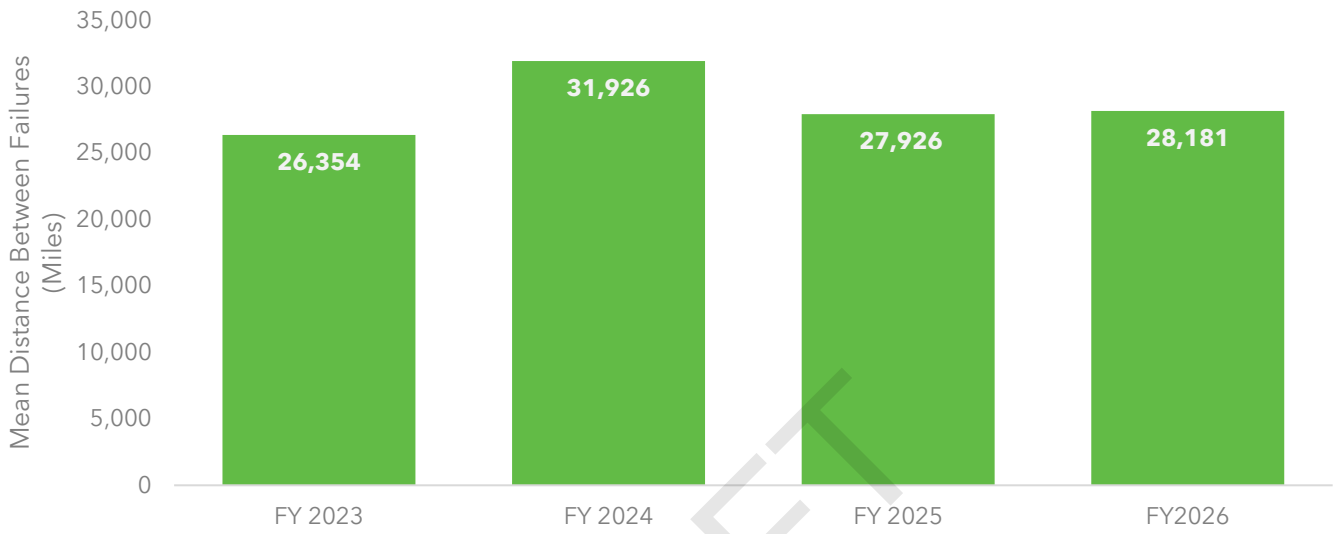
Mean distance between failures (MDBF) is the average number of miles traveled before a railcar or bus experiences a failure. For Metro Rail, a car failure can occur without disrupting service or causing delay, instead resulting in discomfort or inconvenience. For Metro Bus, a failure is defined by a mechanical failure that interrupts revenue service. The following figures show MDBF for all years from FY 2023 to FY 2026. For Metro Rail and Metro Bus, total mileage was used beginning in FY 2024. Federal Transit Administration (FTA) guidance on Safety Performance Targets and WMATA's federally mandated Agency Safety Plan define MDBF as revenue miles between failures, not total miles.[59] A higher MDBF value indicates greater reliability of Metro railcar and bus equipment.

Figure 6 and Figure 7 summarize the Metro Rail and Metro Bus reliability figures for FY 2023 through FY 2026. Metro Rail fleet reliability rose again after a drop in FY 2025 and peak in FY 2024 following the full reintroduction of 7000-series railcars. WMATA removed all 2000-series railcars from service in FY 2025, improving the overall reliability of the Metro Rail fleet.

Metro Bus equipment reliability for FY 2025 continued a downward trend from FY 2024. Aging vehicles contribute to this decline: in FY 2024, the average Metro Bus vehicle was 7.1 years old. Average bus age then increased in FY 2025 to 7.9 years and in FY 2026 to 8.6 years. FTA defines useful life for buses at 12 years.[60] WMATA continues to take action to improve fleet reliability by replacing aging buses and overhauling vehicles to improve performance in the second half of their life.

## Figure 6. Metro Rail Equipment Reliability, MDBF

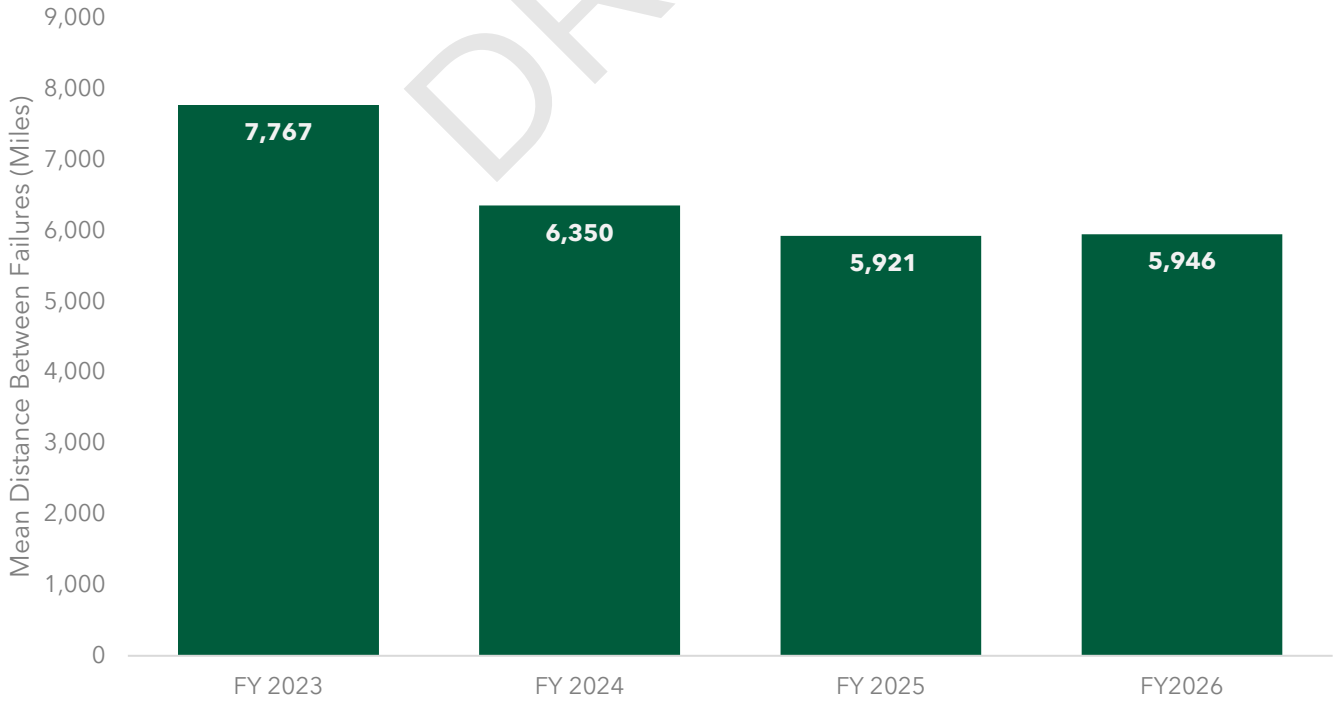
*Higher Value Indicates More Reliable Equipment*




*Source: WMATA FY 2026 Service Excellence Report, based on total mileage from FY 2024-2026*

## Figure 7. Metro Bus Equipment Reliability, MDBF

*Higher Value Indicates More Reliable Equipment*




*Source: WMATA FY 2026 Service Excellence Report, based on total mileage from FY 2024-2026*

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## Percent of Planned Service Delivered

This measure communicates whether WMATA meets the level of service committed to customers through the budget and scheduling process. For Metro Bus, the percent of planned service delivered compares the actual number of trips taken to the scheduled number. For Metro Rail, it measures the actual number of stops at stations compared to the budgeted number. Definitions are available in the appendix. Figure 8 depicts the percent of planned service delivered for each mode.

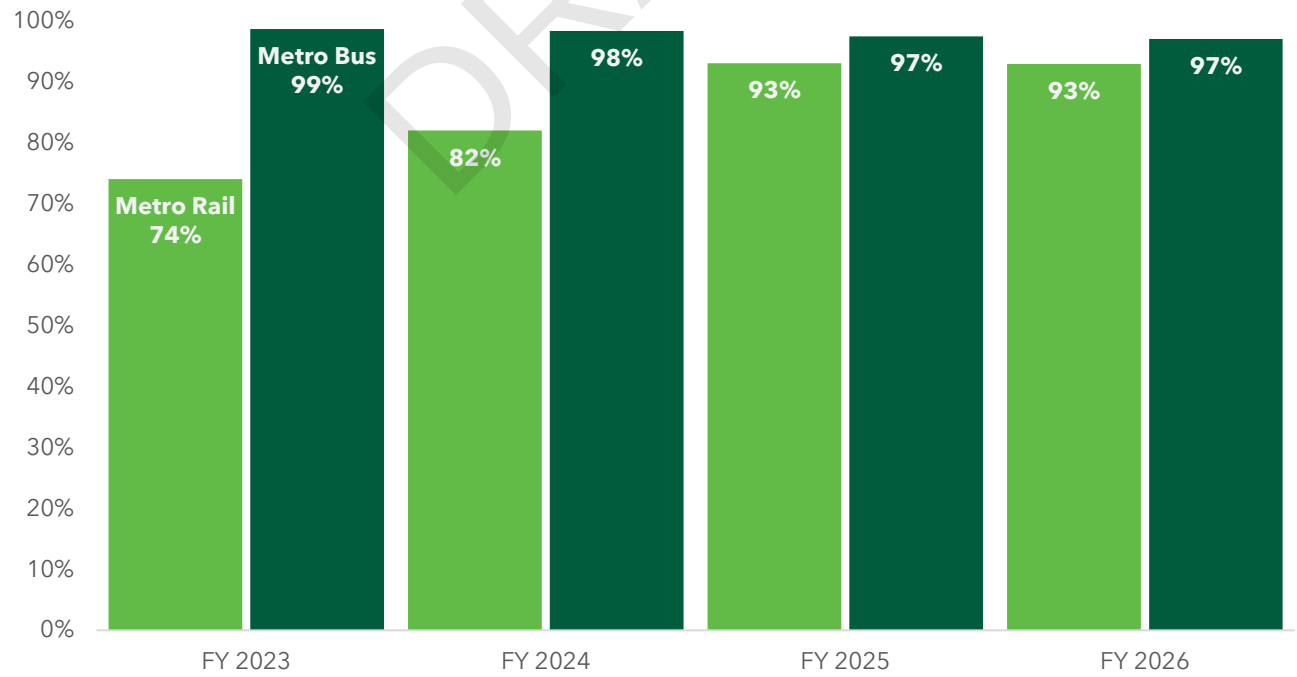
Metro Bus service delivery has been relatively steady, with slight decreases year over year. FY 2026 disruptions to planned service are attributed mainly to operator availability, vehicle difficulties and customer-related issues. Missed trips due to operator availability continue to increase year-over-year. WMATA plans on recruiting more than 700 new bus operators in FY 2027, with a focus on employee retention.

Metro Rail service delivery has consistently met agency goals. The main cause of missed service in FY 2026 were unplanned incidents, including track circuit and railcar braking incidents. Infrastructure improvements were the other primary reason for missed service, the majority of which was during summer track shutdowns and winter single-tracking projects.

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**Figure 8. Percent of Planned Service Delivered**

*Higher Percentage Indicates More Reliable Service*




*Source: WMATA FY 2025 Service Excellence Report*

## Financial Performance

Financial and ridership data are collected by each individual transit agency and reported to the NTD which provides common definitions, reporting definitions and has a robust data quality assurance and auditing process. Financial performance measures include the following three measures:

- **Metro Rail Farebox Recovery and Metro Bus Farebox Recovery**
- **Metro Rail Service per Rider and Metro Bus Service per Rider**
- **Cost per Metro Rail Service Hour and Cost per Metro Bus Service Hour**

FY 2025 NTD data is reported for each of the above measures and includes calculations for both Metro Rail and Metro Bus. As of FY 2023, all Metro Bus service is directly operated by WMATA, but data prior to FY 2023 includes services directly operated by WMATA and those which are operated by a contracted provider. It is also important to note that due to robust auditing and review processes, NTD data are typically released at least one or more years after the fiscal year they represent. Data provided in this section include FY 2022-2025, some of which reflect the COVID-19 pandemic's impact on service and ridership. These data also reflect the impacts of the October 2021 Blue Line derailment and subsequent removal from service of the 7000-series railcars. WMATA began a phased reintroduction of the 7000-series railcars in June 2022 with all railcars restored to service in late FY 2023.

### Farebox Recovery

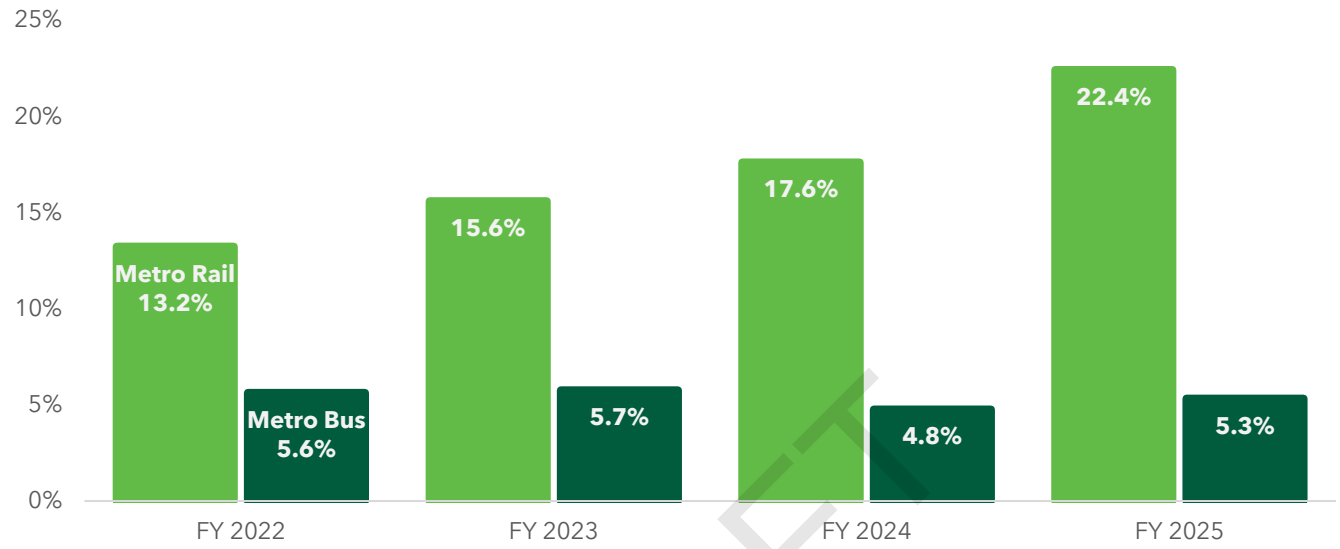
Farebox recovery indicates how much of an agency's operating costs are recovered through passenger fare revenues. A higher recovery ratio indicates that the transit agency recoups a larger share of its operating costs through passenger revenue. Because rail systems generally have higher fares and higher ridership than bus systems, farebox recovery tends to be higher for rail systems than for bus systems.

Metro Rail farebox recovery was 22.4% and Metro Bus farebox recovery was 5.3% in FY 2025 (Figure 9). In FY 2019, Metro Bus fare recovery was 16.9%.[61] The COVID-19 pandemic had a major impact on the entire system's passenger revenues as ridership dropped to its lowest point in FY 2021. Additionally, as a safety precaution, Metro Bus instituted rear-door boarding and waived fares from March 2020 until January 2021.[62] In FY 2022, the system began to recover with both Metro Rail and Metro Bus farebox recovery increasing from the previous year, but this recovery was slowed due to the Blue Line derailment in October 2021 and the subsequent removal of the 7000-series railcars from service. Farebox recovery on Metro Bus rebounded slightly, dipped in FY 2024, but has increased again in FY 2025. Metro Bus fare recovery remains low due largely to significant fare evasion on the bus system. To address this challenge, WMATA launched the Fares Pay for Service campaign, which combined customer education with increased enforcement on Metro Bus routes.

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**Figure 9. Farebox Recovery**

*Higher Percentage Indicates More Operating Revenues Recovered through Passenger Fares*




*Source: National Transit Database FY 2025*

## Service per Rider

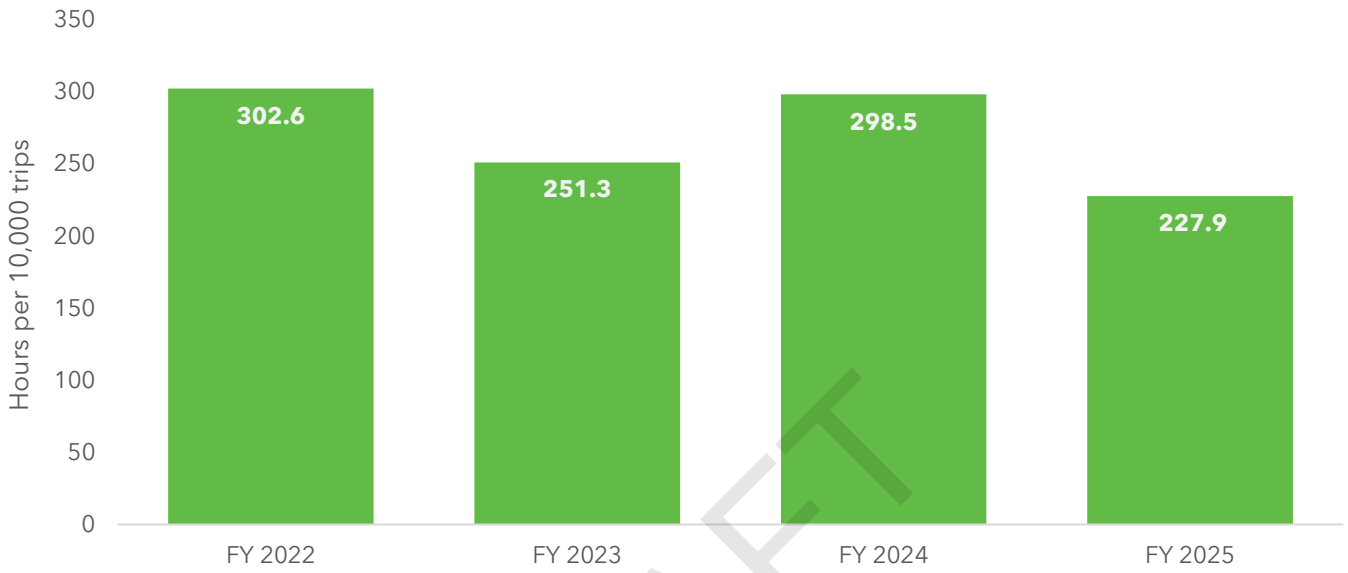
Service per rider indicates the number of railcar or bus service hours offered per 10,000 passenger trips. This figure summarizes how efficiently an agency is transporting passengers. Agencies strive to strike a balance between serving as many passengers as possible while providing service at a reasonable cost. A low service per rider number indicates that relatively few hours of service are required to serve passengers, which indicates better person throughput efficiency.

Figure 10 and Figure 11 depict Metro Rail and Metro Bus service per rider for the four most recent fiscal years available. FY 2025 Metro Rail service per rider was 227.9 hours per 10,000 trips, and Metro Bus service per rider was 31.42 hours per 10,000 trips. Since this ratio reflects the total hours of service divided by the number of riders, significant changes to either input will cause corresponding increases or decreases to the service per rider metric. Service per rider began trending downward in FY 2023 for both Metro Rail and Metro Bus systems, indicating that WMATA was improving operating efficiency on both modes. This trend continued through FY 2025 for Metro Bus. Metro Rail ticked upward in FY 2024, primarily due to WMATA being able to run more service after the full reintroduction of 7000-series railcars in late FY 2023. However, FY 2025 showed more efficiency as ridership continued to increase and service hours slightly decreased due to minor peak and non-peak service adjustments on the Orange, Green and Yellow lines.

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## Figure 10. Metro Rail Service per Rider

*Lower Number Indicates Better Efficiency in Transporting Passengers*




| | FY 2022 | FY 2023 | FY 2024 | FY 2025 |
|---|---|---|---|---|
| Service* ÷ | 2,302,036 | 3,185,833 | 4,283,925 | 4,093,662 |
| Ridership* x 10,000 = | 76,077,714 | 126,773,716 | 143,537,550 | 179,589,512 |
| **Service per Rider** | **302.6** | **251.3** | **298.5** | **227.9** |

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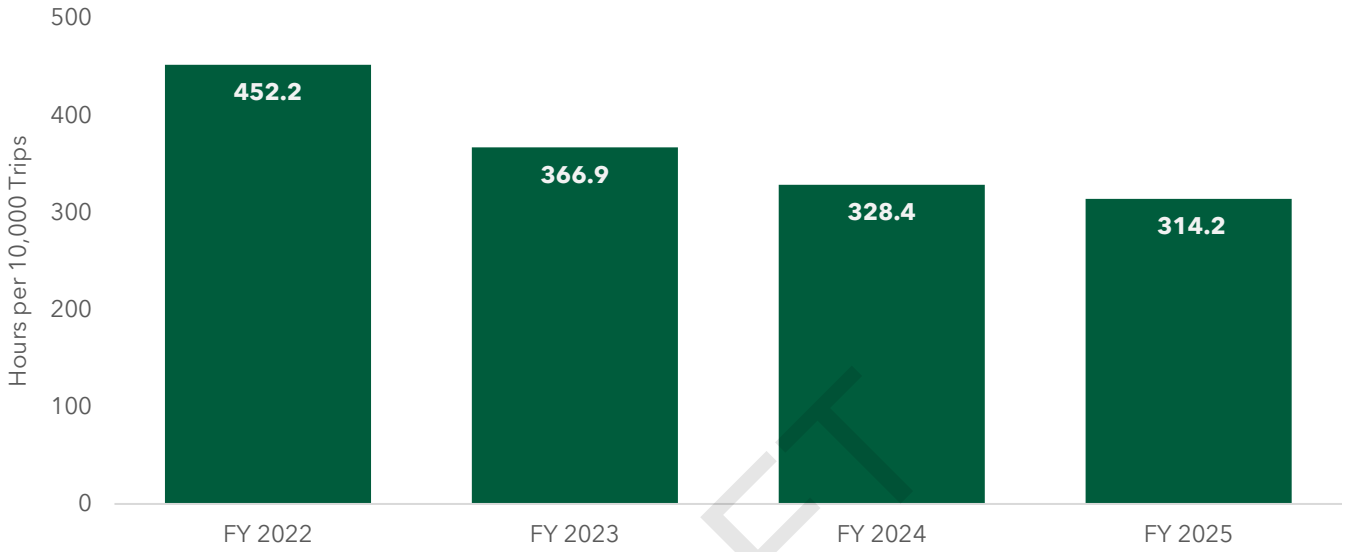
**Service is measured by vehicle revenue hours. Ridership is measured by unlinked passenger trips.*

*Source: National Transit Database FY 2025*

Note: In October 2021, the Blue Line derailment and subsequent temporary removal of 7000-series railcars impacted service.

**Figure 11. Metro Bus Service per Rider**

*Lower Number Indicates Better Efficiency in Transporting Passengers*




| | FY 2022 | FY 2023 | FY 2024 | FY 2025 |
|---|---|---|---|---|
| Service* ÷ Ridership* x 10,000 = | 3,595,310 / 79,512,639 | 3,774,118 / 102,855,922 | 3,860,426 / 117,539,605 | 3,896,936 / 124,032,263 |
| **Service per Rider** | **452.2** | **366.9** | **328.4** | **314.2** |

**Service is measured by vehicle revenue hours. Ridership is measured by unlinked passenger trips.*

*Source: National Transit Database FY 2025*

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## Cost per Service Hour

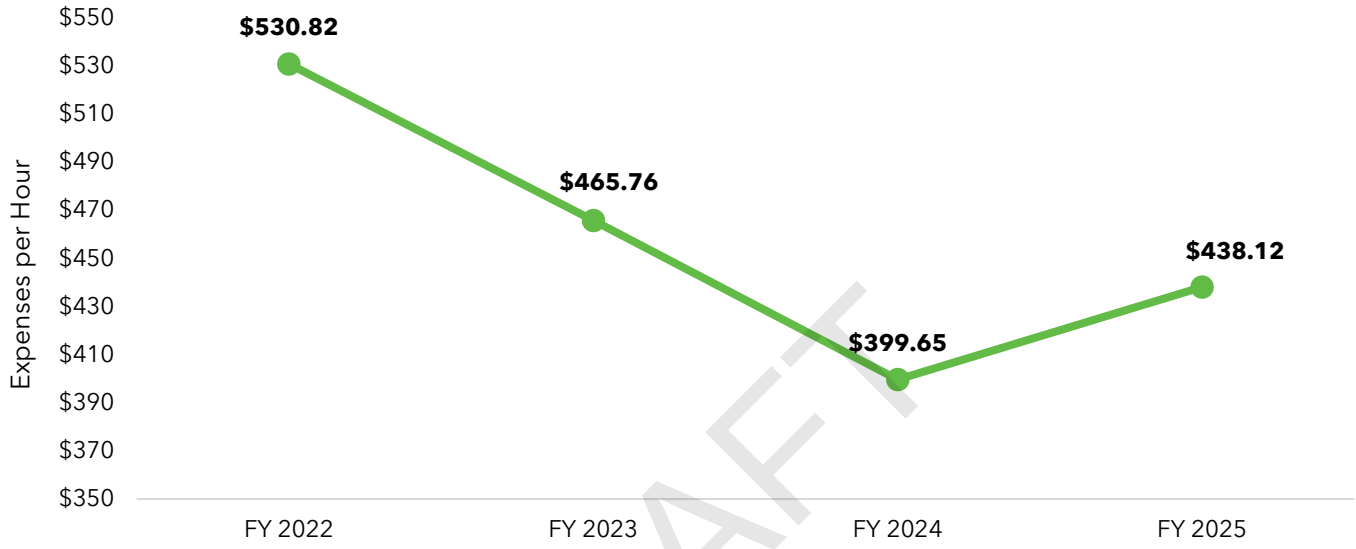
The cost per Metro Rail service hour is the average cost associated with the operation and maintenance of one railcar for each hour of passenger revenue service. A lower number indicates a lower hourly cost to operate each railcar. Heavy rail services in the United States generally have a substantially higher cost per service hour than bus services because they use larger vehicles over shorter service miles.[63] The cost per Metro Bus service hour is the approximate cost associated with the operation and maintenance of a vehicle for each hour of revenue service. A lower number indicates a lower average hourly cost to operate each bus.

The cost per Metro Rail service hour was $438.12 (Figure 12) and the cost per Metro Bus service hour was $271.83 in FY 2025 (Figure 13). Since this ratio reflects the total expenses divided by the number of revenue service hours, significant changes to either input will cause corresponding increases or decreases to cost per service hour metric. In FY 2025, Metro Rail cost per service hour increased 9.6% after reaching a 3-year low in FY 2024 as operating expenses grew 4.8% and service fell by 4.5%. Metro Bus cost per service hour decreased in FY 2025 to $271.83. From FY 2023 to FY 2024, Metro Bus operating expenses

grew 8.7% while service only grew by 2.3%, causing an increase in cost per service hour. This trend then levels out between FY 2024 and 2025, as both operating expenses and service saw smaller increases.

**Figure 12. Metro Rail Cost per Service Hour**

*Higher Number Indicates Higher Operational Cost*




| | FY 2022 | FY 2023 | FY 2024 | FY 2025 |
|---|---|---|---|---|
| Cost* ÷ | $1,221,960,685 | $1,483,819,870 | $1,712,057,631 | $1,793,514,936 |
| Service = | 2,302,036 | 3,185,833 | 4,283,925 | 4,093,662 |
| **Cost per Service Hour** | **$530.82** | **$465.76** | **$399.65** | **$438.12** |

** Cost is measured by total operating expenses. Service is measured by vehicle revenue hours.*

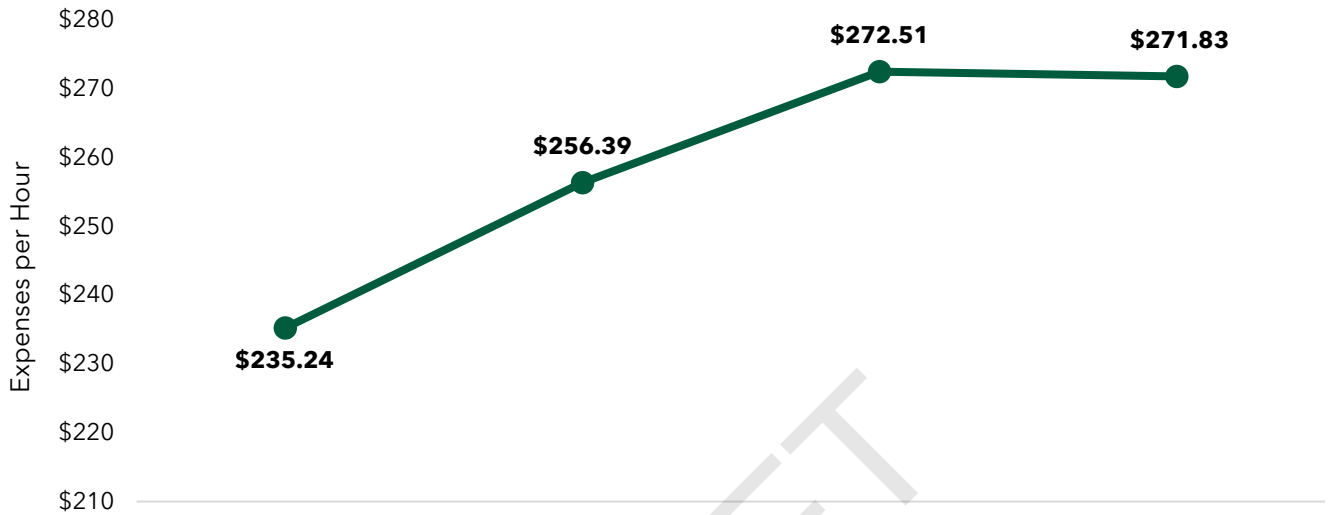
*Source: National Transit Database FY 2025*

Note: In October 2021, the Blue Line derailment and subsequent temporary removal of 7000-series railcars impacted service.

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**Figure 13. Metro Bus Cost per Service Hour**

*Higher Number Indicates Higher Operational Cost*




| | FY 2022 | FY 2023 | FY 2024 | FY 2025 |
|---|---|---|---|---|
| Cost* ÷ | $845,757,291 | $967,654,253 | $1,052,019,387 | $1,059,287,281 |
| Service = | 3,595,310 | 3,774,118 | 3,860,426 | 3,896,936 |
| **Cost per Service Hour** | **$235.24** | **$256.39** | **$272.51** | **$271.83** |

** Cost is measured by total operating expenses. Service is measured by vehicle revenue hours.*

*Source: National Transit Database FY 2025*

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## Ridership

Financial and ridership data are collected by each transit agency and reported to the NTD which provides common and reporting definitions and has a robust data quality assurance and auditing process. Because public transit services exist to transport passengers, transit systems seek to maximize patronage, measured in passengers. This section summarizes Metro Rail and Metro Bus ridership, which is measured by the NTD using:

- **Unlinked Passenger Trips (UPT)**

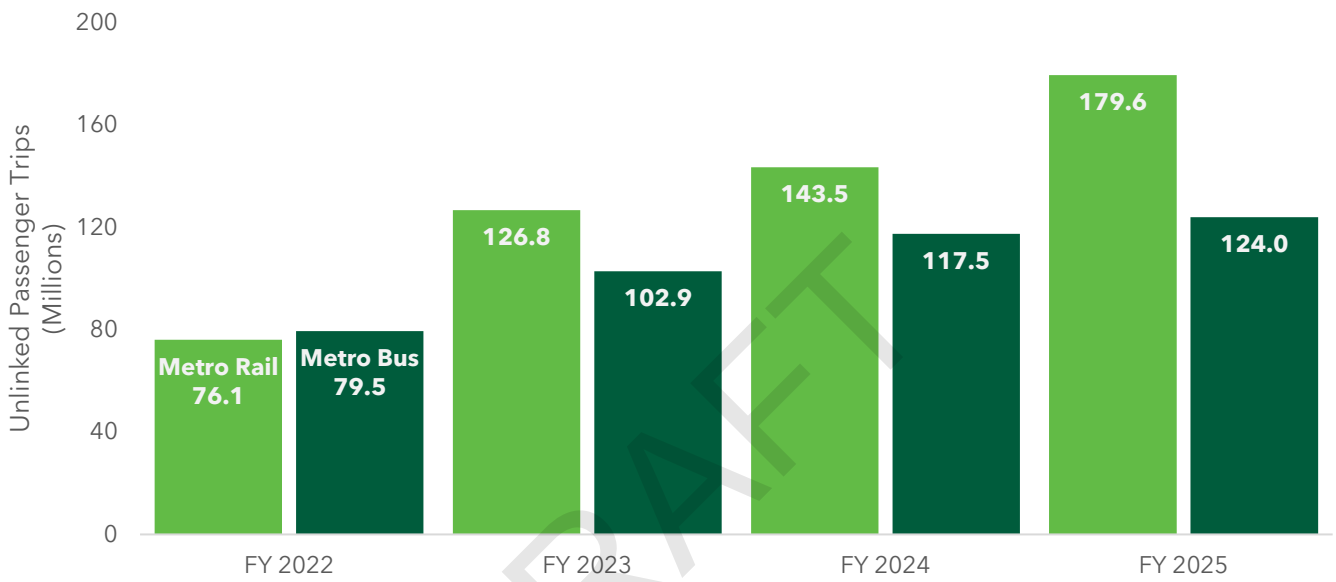
For Metro Bus, data presented includes both services that are directly operated by WMATA and those which are operated by a contracted provider. Due to robust auditing and review processes, NTD data are typically released at least one year or more after the fiscal year they represent.

UPT indicates the number of passengers boarding vehicles and illustrates the overall number of passengers passing through the total Metro system. A higher UPT reflects greater use of transit services. This section provides FY 2025 UPT data for Metro Rail and Metro Bus. The official NTD definition for this ridership metric is included in the appendix. There were 179.6 million Metro Rail unlinked passenger trips

and 124.0 million Metro Bus unlinked passenger trips in FY 2025 (Figure 14) which both increased for the fifth fiscal year in a row.

**Figure 14. Unlinked Passenger Trips**

*Higher Number Indicates Greater Use of Transit*




*Source: National Transit Database FY 2025*

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# Appendix

This appendix includes definitions and sources for the terminology used throughout the report. To provide a holistic picture of WMATA's safety, reliability, financial and ridership performance, the definitions below have been aggregated from the following sources as indicated in the endnotes:

1. When not indicated otherwise, definitions are taken directly from the NTD Glossary.[64]

2. For metrics without an NTD definition, a definition is taken from WMATA's Service Excellence Report (known as Metro Performance Report (MPR) until FY 2025). These definitions also include an explanation of what each metric means and why it is important to their strategy. The explanations are included with the definitions.

3. To build a complete understanding of each definition, WMATA provided NVTC with clarifications, which are denoted with the footnote "Provided by WMATA."

**Collision**

A vehicle/vessel accident in which there is an impact of a transit vehicle/vessel with: another transit vehicle, a non-transit vehicle, a fixed object, a person(s) (suicide/attempted suicide included), an animal, a rail vehicle, a vessel or a dock.

**Cost per Service Hour**

The average cost to operate one vehicle/passenger car for one hour of passenger service. Calculated for each mode by taking the total operating expenses and dividing by total vehicle revenue hours.

**Derailments**

Non-collision incidents in which one or more wheels of a vehicle unintentionally leaves the rails.

**Failure, Metro Bus**

WMATA counts buses as failures due to mechanical problems that resulted in lost or interrupted trips. Therefore, only bus maintenance chargeables (BMCs) are counted.

- Major failures are BMCs that may leave the bus stranded on the street or result in grossly unsafe operation. Examples: brakes, door interlock, generator, smoke/fire, large fluid leaks, engine or transmission shutdown, broken wipers on rainy days. ("Accidents" caused by mechanical failure (i.e., brakes not engaging) are counted as major.)
- Minor failures are BMCs that may be deemed unsafe by the operator, manufacturer or engineers to protect the bus from irreparable damage. Examples: engine/transmission malfunction indicators, windshield, mirrors, unsafe interior or exterior body issues.

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**Failure, Metro Rail**

WMATA defines a railcar failure as a mechanical failure that requires corrective maintenance. Failures related to operator error or customer behavior, e.g., doors that fail because they were held open by customers, are not counted. Not all failures prevent vehicles from completing scheduled revenue trips or starting the next scheduled revenue trips. In some cases, corrective maintenance can be conducted after the scheduled trips are completed. A delay is a failure that causes a train to hold in place for more than four minutes.

**Farebox Recovery Ratio[65]**

The portion of operating expenses that are paid for by fare revenues. This metric is calculated as: *Fare Revenue ÷ Operating Expenses*.

**Fare Revenue**

All income received directly from passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle. It includes the reduced fares paid by passengers in a user-side subsidy arrangement.

**Fatality**

A death or suicide confirmed within 30 days of a reported incident. Does not include deaths in or on transit property that are a result of illness or other natural causes.

**Fire**

Uncontrolled combustion made evident by flame that requires suppression by equipment or personnel.

**Headway**

The time interval between vehicles moving in the same direction on a route.

**Injury**

Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.

**Linked Passenger Trips[66]**

A linked passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted. Metro Rail reports linked passenger trips.

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**Labor (Cost)**[67]

The pay and allowances due employees in exchange for the labor they provide on behalf of the transit agency. The labor allowances include payments made directly to the employee arising from the performance of a piece of work.

**Major Event Report (S&S-40)**[68]

The Major Event Report (S&S-40) captures detailed information on severe safety and security events that occur within a transit environment. Agencies must complete one S&S-40 per reportable event, regardless of how many thresholds an event meets. A reportable event is one that meets any NTD reporting threshold and occurs on transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility or rail yard, during a transit-related maintenance activity, or involves a transit revenue vehicle.

**Mean Distance between Failures**

The average number of miles traveled before a mechanical breakdown requiring the bus to be removed from service or deviate from the schedule. This can also be expressed as: *Total revenue miles ÷ Total number of failures*.

Mean distance between failures is used to monitor trends in vehicle breakdowns that cause buses to go out of service and to plan corrective actions. Factors that influence fleet reliability include vehicle age, quality of maintenance program, original vehicle quality and road conditions affected by inclement weather and road construction.

**National Transit Database**

A reporting system run by the Federal Transit Administration that collects public transportation financial and operating information.

**Non-Major Monthly Summary (S&S-50)**[69]

The Non-Major Monthly Summary Report captures monthly summary information on minor fires and other less severe safety events that are not reportable as Major Events.

**Non-Labor Costs**

The costs associated with operating expenses including fuel/lube, tires, tubes, utilities, casualty/liability costs, taxes and other materials.[70]

**On-Time Performance (Metro Bus)**

Metro Bus on-time performance (OTP) communicates the reliability of bus service, which is a key driver of customer satisfaction and ridership. Factors that can affect OTP include: traffic congestion, detours, inclement weather, scheduling, vehicle reliability, operational behavior, or delays caused by the public (crime, protests, medical emergencies, etc.). Note that this measure only includes service delivered; it does not include bus trips that were missed.

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Metro Bus measured OTP using schedule-based methodology until FY 2020. After a pilot in FY 2019, OTP was measured using a blended schedule- and headway-based methodology beginning in FY 2020 and continuing through September 2021. Beginning in October 2021, WMATA returned to measuring all routes on a schedule-based methodology.

Measure is calculated as follows:

Percentage of bus service delivered on-time

> *Number of time points delivered on time based on a window of 2 minutes early and 7 minutes late ÷ Total number of time points delivered.*

**On-Time Performance (Metro Rail)**

Metro Rail customer OTP measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards. Actual journey time is calculated from the time a customer taps a Smart Trip card to enter the system, to the time when a Smart Trip card is tapped to exit. Factors that can affect OTP include infrastructure conditions, missed dispatches, railcar delays (e.g., doors), or delays caused by sick passengers. Station stops are tracked system-wide, except for terminal and turn-back stations. Measurements are calculated as follows:

> *Number of customer trips with travel times less than or equal to expected travel times ÷ number of customer trips.*

**Operating Expenses**

These expenses include labor and non-labor costs and services for operating and maintaining the mode, including general administration costs. Labor costs are fully loaded, meaning they include fringe benefit costs (directly paid to employees as well as indirectly, e.g., payments to pension funds) in addition to wages and salary costs.[71]

**Percent of Scheduled Service Delivered (Metro Rail)**

This measure monitors whether WMATA is providing all the service that was scheduled and committed to. It helps to offer more clarity on the relative magnitude of various operational issues on daily rail operations, for example operator or railcar shortage and incident response strategy.

> *Percent Rail Scheduled Service Delivered = Rail Actual Stops ÷ Rail Scheduled Stops*

**Percent of Planned Service Delivered (Metro Rail)**

This measure monitors whether WMATA is providing all the service that was committed to through the annual service plan in the approved budget. It helps to offer more clarity on the relative magnitude of various operational issues on daily rail operation by comparing actual stops at Metro Rail stations to the levels in the annual service plan. Missed service can be due to planned trackwork, strategic service adjustments to align with resource availability and unplanned disruptions.

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*Percent Rail Planned Service Delivered = Rail Actual Stops ÷ Rail Budgeted Stops*

**Percent of Planned Service Delivered (Metro Bus)**

This measure communicates whether WMATA is meeting the level of service committed to customers through the budget and scheduling process. By comparing the delivery of trips to scheduled trips, it is also a key measure of reliability and customer satisfaction.

*Percent Bus Service Delivered = (Bus Scheduled Trips – Bus Missed Trips) ÷ Bus Scheduled Trips*

**Ridership**

Ridership is a measure of total service consumed and an indicator of value to the region. Drivers of this indicator include service quality and accessibility.

Passenger trips are defined as follows:

- Metro Rail reports passenger trips. A passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted.
- Metro Bus reports passenger boardings. A passenger boarding is counted via the onboard Automatic Passenger Counter (APC) when a customer boards a Metro Bus. In an example where a customer transfers between two Metro Buses to complete their travel two trips are counted. Metro Bus totals also include shuttles to accommodate rail station shutdowns and other track work.

**Revenue Service (Hours)**

The time when a vehicle is available to the public and there is an expectation of carrying passengers. These passengers either directly, pay fares, are subsidized by public policy, or provide payment through some contractual arrangement. Vehicles operated in fare-free service are considered in revenue service. Revenue service includes layover and recovery time and excludes deadhead,[72] vehicle maintenance testing, school bus service and charter service.

**Security Event**

An occurrence of a bomb threat, bombing, arson, hijacking, sabotage, cyber security event, assault, robbery, rape, burglary, suicide, attempted suicide (not involving a transit vehicle), larceny, theft, vandalism, homicide, CBR (chemical/biological/radiological) or nuclear release or other event.

**Service per Rider**

A performance metric that measures the ratio of vehicle revenue hours to unlinked passenger trips. Note that in this report, this ratio is scaled by a factor of 10,000 for readability. The metric is calculated as:

*(Total Vehicle Revenue Hours ÷ Number of Unlinked Trips) × 10,000.*

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### Time Point

A time point is a bus stop where there are frequent boardings and alightings that has a scheduled time that the bus should arrive for each trip. The Metro Bus schedule is built by calculating the running time between each time point. Adherence to schedule is measured as the bus leaves each time point except the last time point for each run. Time point is used in the definition of on-time performance for Metro Bus.

### Unlinked Passenger Trips (UPT)

The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Passenger trips are defined as follows:

- Metro Rail reports passenger trips. A passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel two unlinked passenger trips are counted.
- Metro Bus reports passenger boardings. A passenger boarding is counted via the onboard Automatic Passenger Counter (APC) when a customer boards a Metro Bus. In an example where a customer transfers between two Metro Buses to complete their travel, two trips are counted. Metro Bus totals also include Metro Bus-operated shuttles to accommodate rail station shutdowns and other track work.

### Vehicle Revenue Hours

Vehicle revenue hours are the amount of time the bus operates in revenue service. Vehicle revenue hours include layover and recovery time and exclude deadhead, operator training, vehicle maintenance testing, and school bus and charter services.

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# NVTC 2027 Legislative and Policy Agenda

## State Priorities

*Long-Term Sustainable Funding that Supports Northern Virginia's Transit Commitments*

- Secure long-term sustainable transit funding that provides adequate growth to meet current and future operating and capital needs for WMATA, VRE and Northern Virginia's local bus providers consistent with NVTC's Guiding Principles for Future Transit Funding (*Resolution #2552)* and Principles in Response to DMV*Moves* Funding Concepts (*Resolution #2571*).
    - Protect and restore existing state, regional and local funding for public transit and proactively address the continuing decline in the purchasing power of the regional gas tax.
    - Ensure that a sustainable transit funding solution is funded through net new revenues and does not reduce funding from or eligible uses of existing sources for transportation.
    - Support a continued partnership between the Commonwealth of Virginia and NVTC jurisdictions in funding WMATA, VRE and local bus providers.
    - Ensure that new funding for WMATA and VRE capital needs is bondable by those agencies.
- Build on Virginia's recent temporary investments in WMATA operating support by securing a permanent, sustainable funding source for the Commonwealth's share of WMATA operating commitments.
- Continue to work with the General Assembly to ensure that WMATA capital commitments established in state law can be successfully funded now and into the future by Northern Virginia jurisdictions.

*Sound Financial Management and Good Governance*

- Advocate for new funding for transit that leverages NVTC's existing financial management and governance structures and that provides additional funding to support NVTC programs that advance transit while protecting existing NVTC autonomy, programs and funding sources.
- Ensure that Commonwealth Transportation Board (CTB) policies related to public transit operations in Virginia closely track their legislative intent, incorporate consistent stakeholder engagement and do not negatively affect Northern Virginia's public transit providers.
- Strengthen Northern Virginia's transit systems' ability to effectively compete within the Commonwealth's SMART SCALE program.
- Ensure that recommendations arising from legislatively directed transit studies, reviews and evaluations reflect Northern Virginia's transit funding, governance and service needs while preserving local and regional accountability.
- Reduce duplicative in-person public meeting requirements as expanded virtual public meeting options provide increased access.

*Future Transit Innovation and Improvements*

- Continue support for Commonwealth rail investment, the development and implementation of transit innovation, and policies that facilitate the timely planning, permitting and delivery of transit infrastructure and passenger improvements.
- Advance policies that prioritize bus movement and improve the bus rider experience on state-maintained roadways, including measures that support bus priority and reduce barriers to the development and implementation of bus rapid transit (BRT) and other transit improvements.

## Federal Priorities

*Surface Transportation Reauthorization that Supports Transit*

- Support multiyear surface transportation reauthorization legislation that maximizes funding for public transit systems in Northern Virginia and across the country, preserves and builds upon transit funding programs authorized in the Infrastructure Investment and Jobs Act (IIJA) with growth rates equal to or greater than those provided for Federal-aid Highways, and is consistent with reauthorization principles supported by the American Public Transportation Association (APTA).
- Support efforts to identify funding that addresses the long-term solvency of the Highway Trust Fund (HTF) and ensure that any new revenues, at a minimum, follow the traditional 80-20 funding split between the Highway Account and the Mass Transit Account within the HTF.
- Oppose reductions in, or the diversion of, dedicated federal transit revenues and advance appropriations that support transit and passenger rail formula and discretionary programs.
- Continue support for federal investment in passenger rail that benefits Northern Virginia and the Commonwealth.

*Grant Funding Programs that Enhance Transit's Future*

- Advocate for enhanced funding for discretionary grant programs, including the Capital Investment Grants (CIG) program, that support transit capital investments at levels that meet the growing demand for investment in transit capital projects in Northern Virginia and across the country.
- Support the fair, transparent and timely administration of federal transit grant programs, including the prompt execution of grant agreements and obligation of funds for projects selected for federal assistance.

*Policy and Regulations that Strengthen Transit*

- Promote efforts to accelerate the timely and efficient construction of transit projects through the streamlining of statutory and regulatory requirements.
- Continue support for transit commuter tax benefits for both the private and public sectors.

Attachment #3C

# CEO REPORT

## OCTOBER 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.



# TABLE OF CONTENTS



## TABLE OF CONTENTS

**ON-TIME PERFORMANCE** ..... **4**

**AVERAGE DAILY RIDERSHIP** ..... **6**

**SUMMONSES ISSUED** ..... **7**

**TRAIN UTILIZATION** ..... **8**

**PARKING UTILIZATION** ..... **9**

**FACILITIES UPDATE** ..... **10**

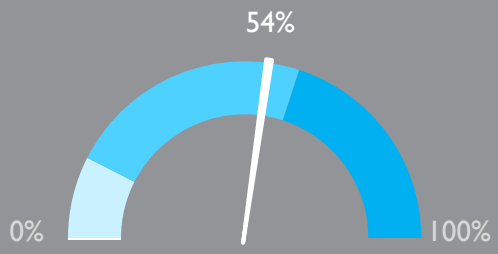
**UPCOMING PROCUREMENTS** ..... **11**

**FINANCIAL REPORT – Q1 FY2027** ..... **12**

**CAPITAL PROJECTS UPDATE** ..... **14**

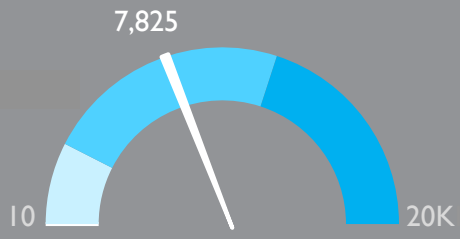


# PERFORMANCE AT A GLANCE



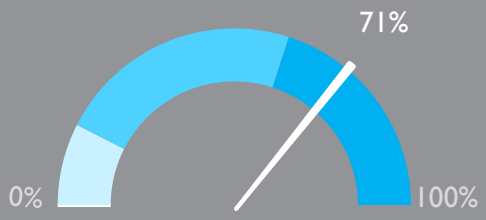

## PARKING UTILIZATION

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



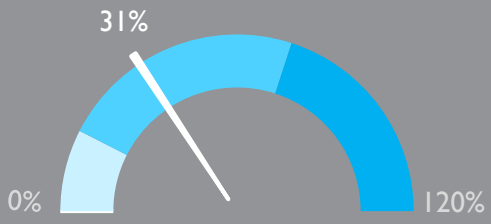

## AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 10,738



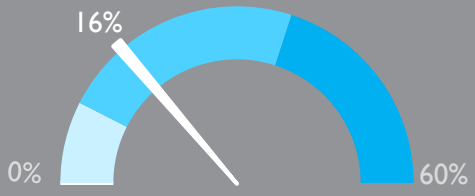

## ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 82%




## SYSTEM CAPACITY

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




## OPERATING RATIO

*Through September 2026*

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

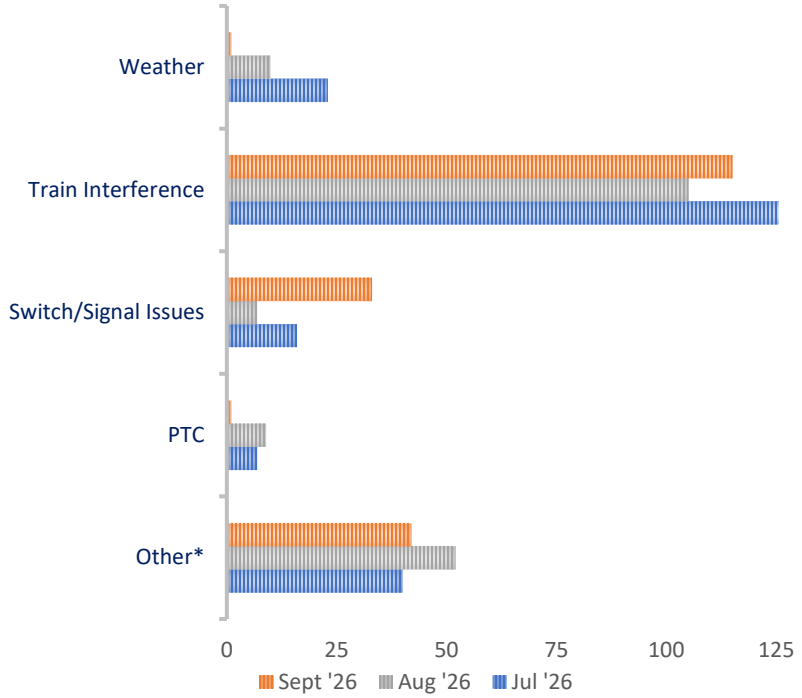
**SEPT 2026**

# ON-TIME PERFORMANCE

## OUR RECORD

| | Sept. 2026 | Aug. 2026 | Sept. 2025 |
|---|---|---|---|
| Manassas Line | 67% | 66% | 86% |
| Fredericksburg Line | 75% | 76% | 78% |
| Systemwide | 71% | 71% | 82% |

## PRIMARY REASON FOR DELAY




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

VRE operated six hundred and sixty-six trains in the month of September. The on-time rate for the month was 71 percent.

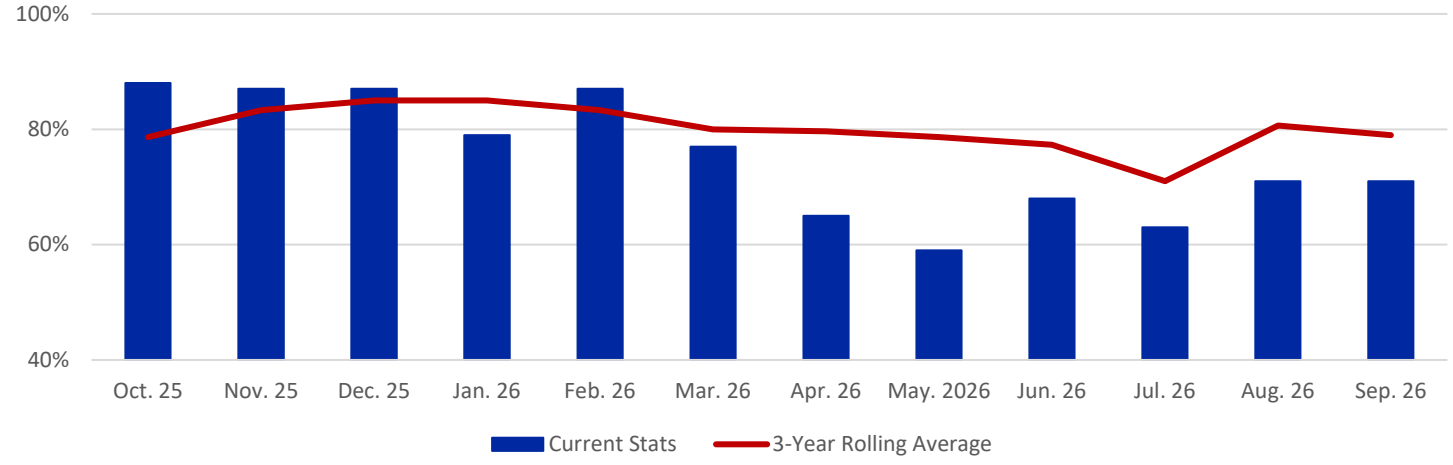
One hundred and eighty-five trains arrived more than 5 minutes late to their final destinations. Of those late trains, 103 were on the Manassas Line (56 percent), and 82 were on the Fredericksburg Line (44 percent). The average delay was 18 minutes. Twenty-three trains were more than 30 minutes late to their destination station.

## LATE TRAINS

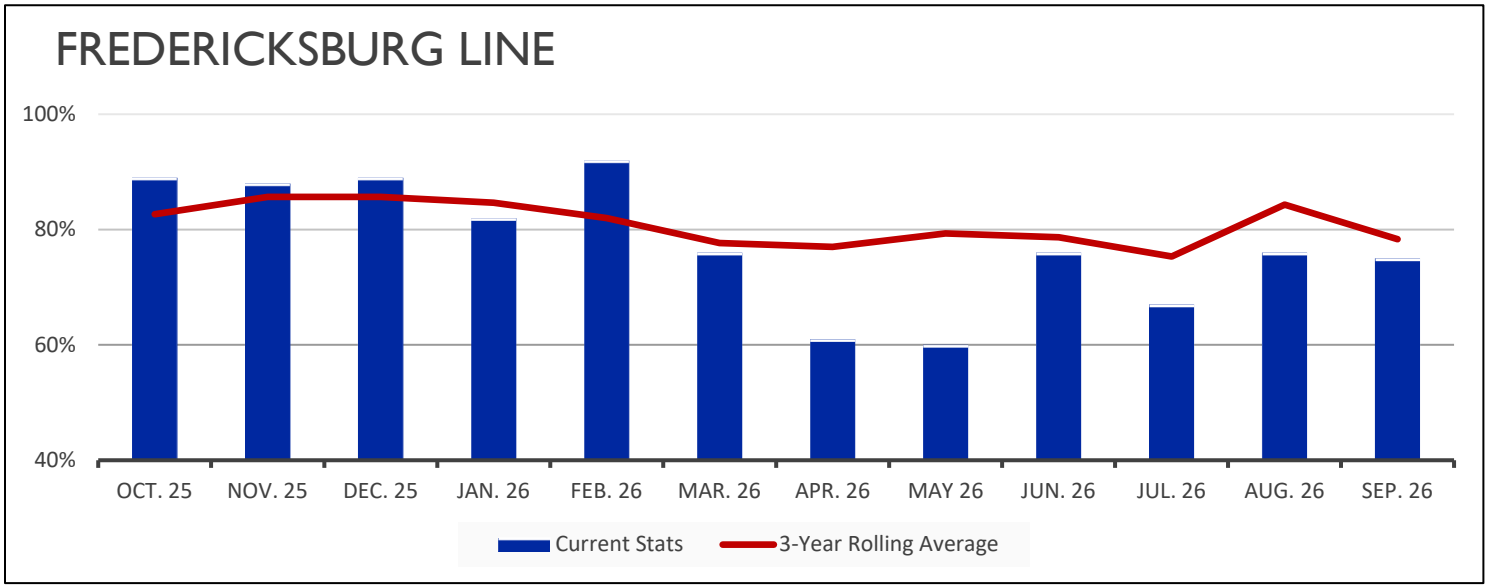
| | System Wide | | | Fredericksburg Line | | | Manassas Line | | |
|---|---|---|---|---|---|---|---|---|---|
| | Jul. | Aug. | Sept. | Jul. | Aug. | Sept. | Jul. | Aug. | Sept. |
| Total late trains | 260 | 186 | 185 | 116 | 77 | 82 | 141 | 109 | 103 |
| Average minutes late | 17 | 16 | 18 | 17 | 14 | 17 | 18 | 19 | 19 |
| Number over 30 minutes | 32 | 19 | 23 | 15 | 4 | 9 | 17 | 15 | 14 |
| Heat restrictions | 8 | 3 | 4 | 8 | 0 | 4 | 5 | 3 | 0 |

## ON-TIME PERFORMANCE

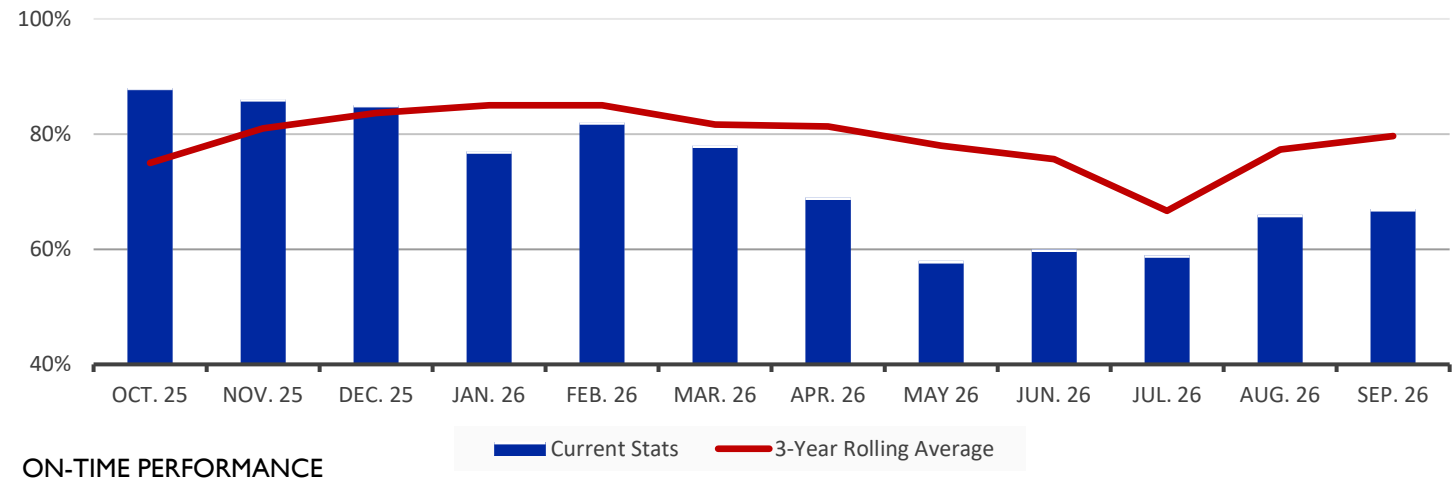
### VRE SYSTEM




### FREDERICKSBURG LINE

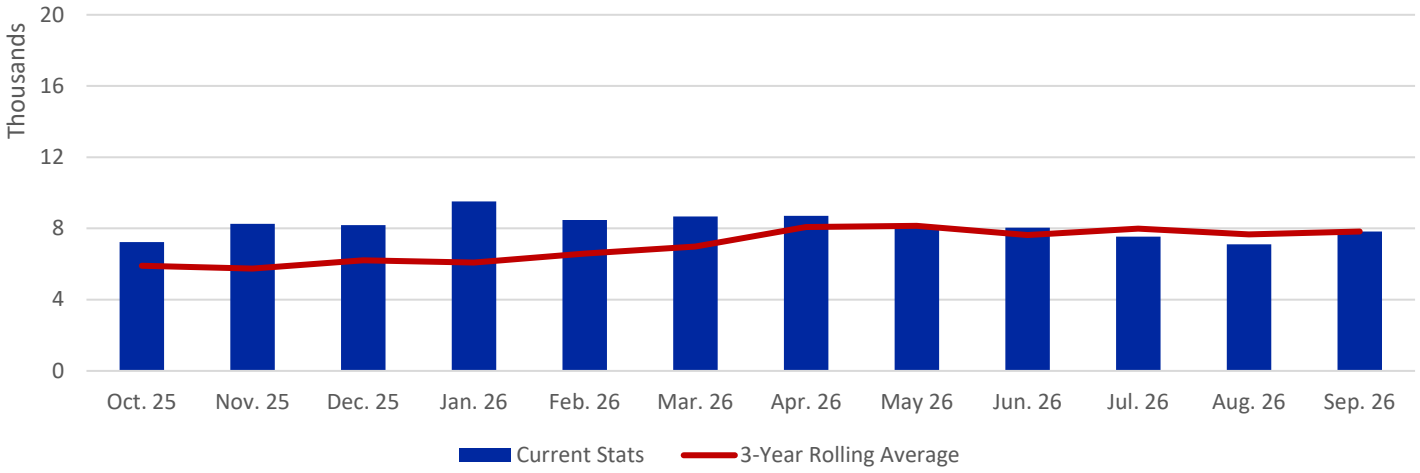



### MANASSAS LINE

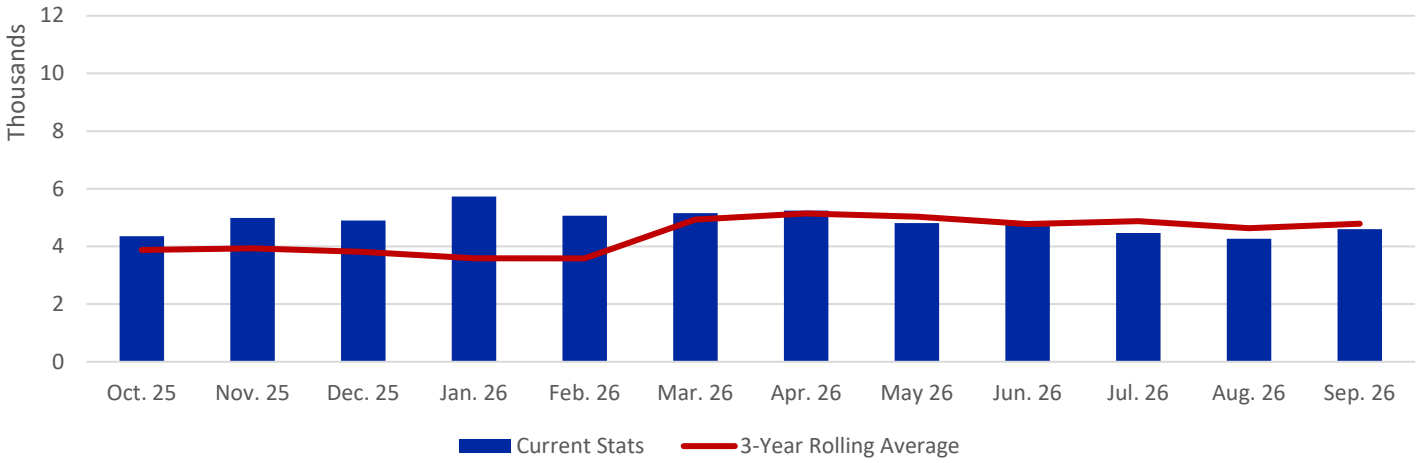


# AVERAGE DAILY RIDERSHIP

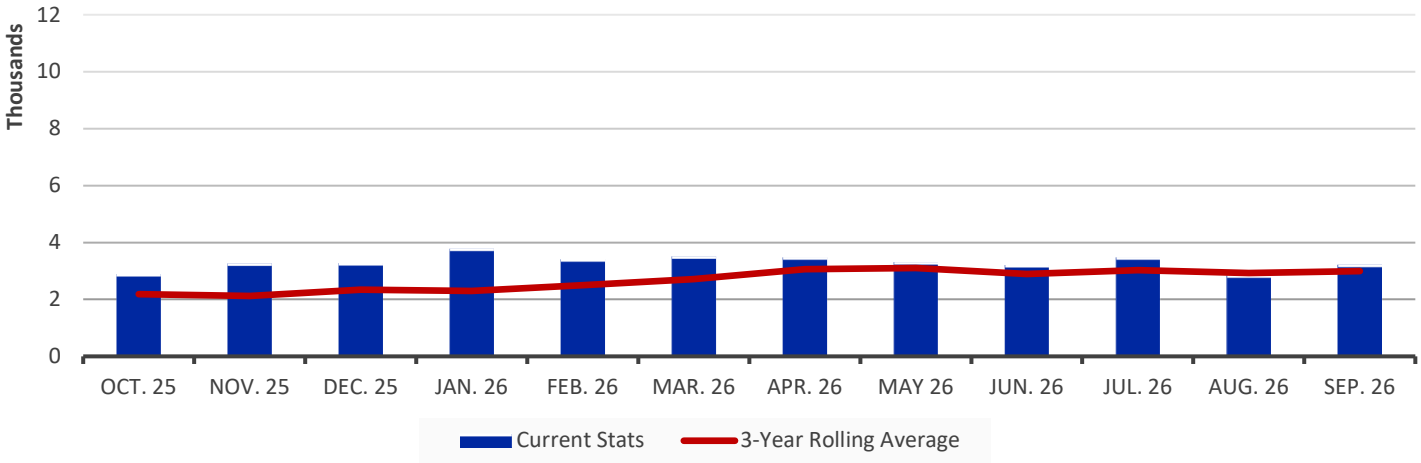
## VRE SYSTEM




## FREDERICKSBURG LINE




## MANASSAS LINE

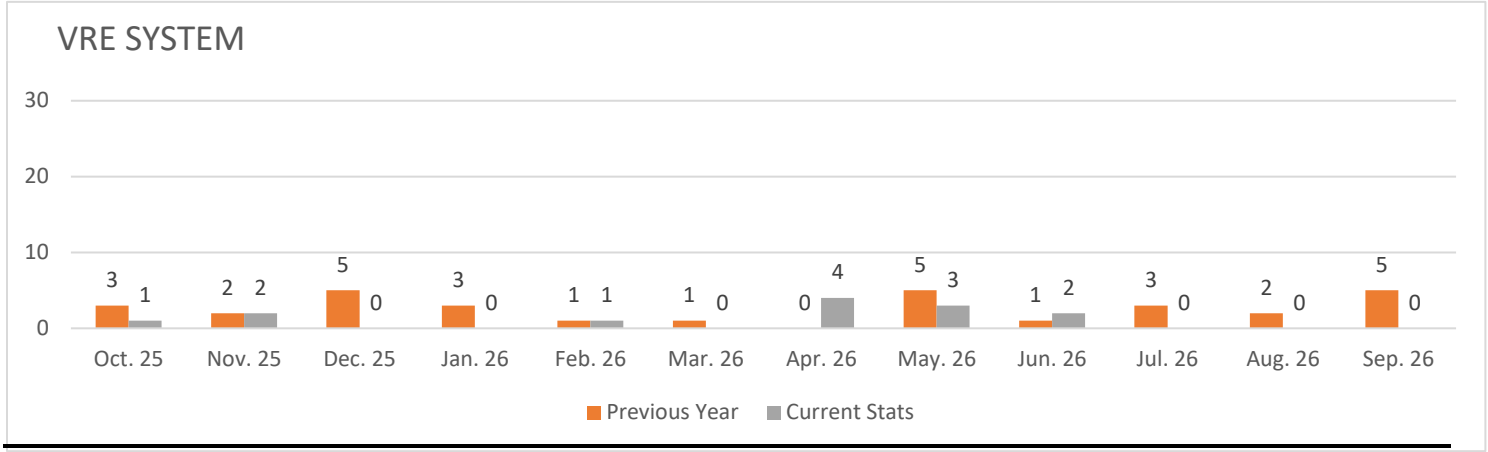


## RIDERSHIP UPDATES

Average daily ridership for the month was 7,825
There were 21 service days.

| | Sept. 2026 | Aug. 2026 | Sept. 2025 |
|---|---|---|---|
| Monthly Ridership | 164,324 | 149,319 | 225,504 |
| Average Daily Ridership | 7,825 | 7,110 | 10,738 |
| Bicycles on Trains | 1,605 | 1,623 | 2,107 |
| Full-Service Days | 21 | 21 | 21 |
| "S" Service Days | 0 | 0 | 0 |

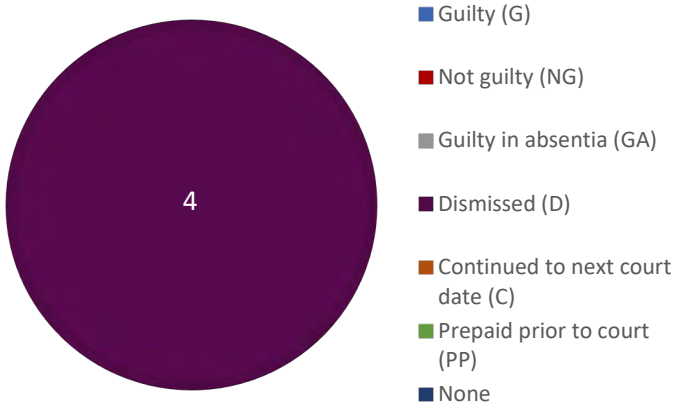
# SUMMONSES ISSUED




## SUMMONSES WAIVED OUTSIDE OF COURT

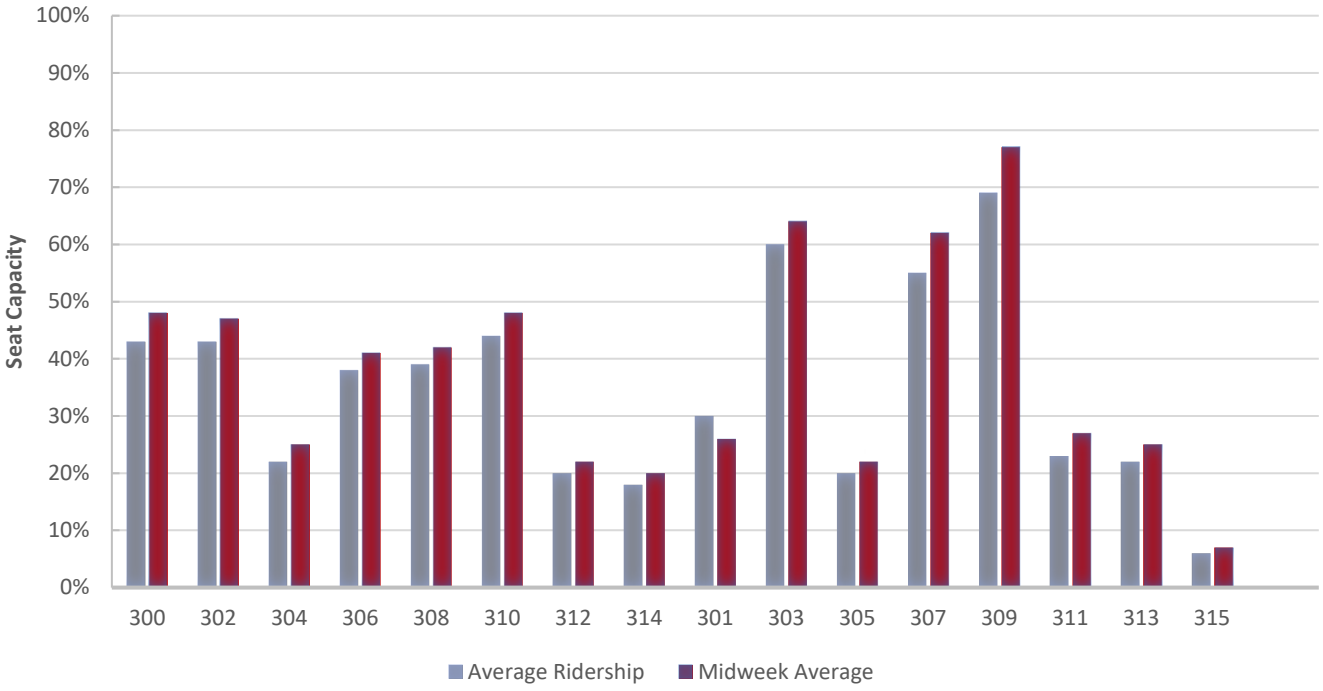
| Reason for Waiver | Occurrences |
|---|---|
| Passenger showed proof of a monthly ticket | 1 |
| One-time courtesy | 0 |
| Per the request of the conductor | 0 |
| Defective ticket | 0 |
| Per ops manager | 0 |
| Unique circumstances | 0 |
| Insufficient information | 0 |
| Lost and found ticket |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

## MONTHLY SUMMONSES COURT ACTION

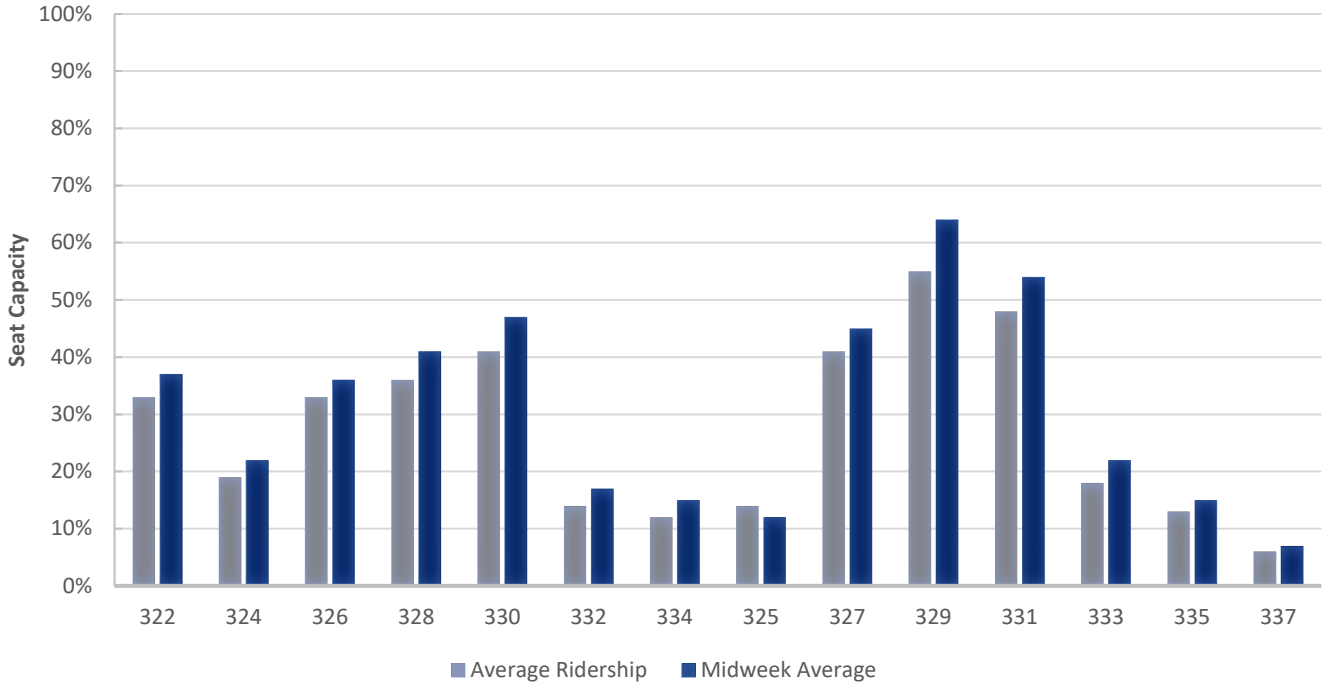


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

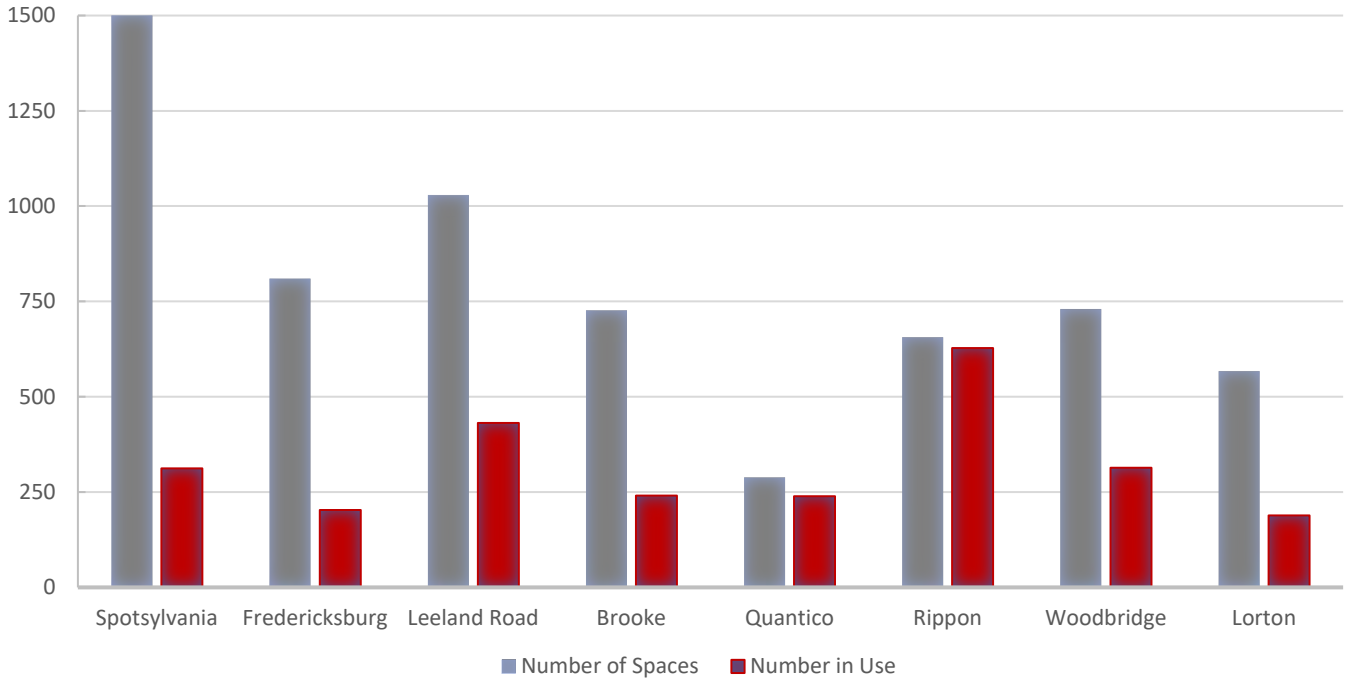



## MANASSAS LINE

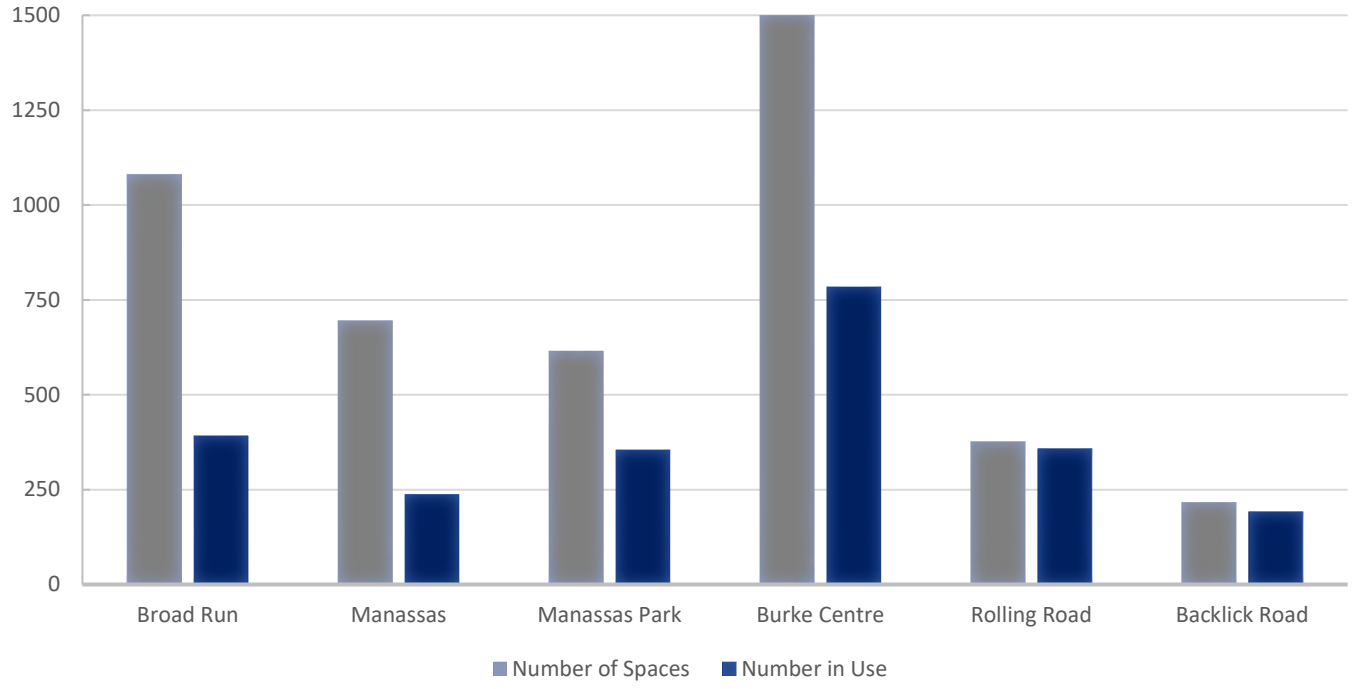


# PARKING UTILIZATION

## FREDERICKSBURG LINE




## MANASSAS LINE



# FACILITIES UPDATE

The following is a status update of VRE facilities projects.

## Completed projects:

1. Replacement of benches at Woodbridge station bus loop
2. Replacement of pole lighting fixtures at Fredericksburg station ADA parking lot
3. Painting of Manassas station and parking garage
4. Replacement of multiple HVAC units at Alexandria Headquarters

## Projects scheduled to be completed this quarter:

1. Repairs to main entrance drainage at Lorton station
2. Repairs to pedestrian bridge at Rippon station
3. Repairs to parking lot drainage erosion at Rippon station
4. Painting of Brooke station
5. Repairs to pavement, sealcoating and striping at Fredericksburg Lot G
6. Restriping of Manassas station parking garage
7. Replacement of fire alarm panel at Manassas station parking garage
8. Repairs to platform lighting at multiple stations
9. Repairs to platform concrete at multiple stations

## Projects scheduled to be initiated this quarter:

1. Rehabilitation of various elements of Rippon station
2. Repairs to steel guardrails and handrails at Manassas station
3. Replacement of various signage at Manassas station parking garage

## Ongoing projects:

1. Construction of temporary platforms at Crystal City station
2. Modernization of elevator at Woodbridge station parking garage
3. Installation of parking count loop systems at multiple stations

4. Replacement of emergency generator at Alexandria Headquarters

# UPCOMING PROCUREMENTS

- Locomotive exterior painting services
- Safety and security consulting services
- Final design services for phase 2 of the Seminary maintenance and storage facility
- Construction of the Broad Run expansion project
- Construction management oversight services for the L'Enfant station and 4th track project
- Repair and overhaul of rolling stock air brake equipment
- TRIP client computers
- Rehabilitation of locomotive truck assemblies
- New passenger information displays
- Lease of locomotives
- Design of Broad Run lead track
- Station power system hardware replacement
- New locomotive windshields

# FINANCIAL REPORT – Q1 FY2027

## SEPTEMBER 2026 FINANCIAL REPORT

Fare revenue through the end of the first quarter of FY 2027 (September 2026) is approximately $1.1 million below the budget (an unfavorable variance of -18.2%) and is 20.6% below the same period in FY 2026. This decrease from FY 2026 is primarily due to changes in VRE schedules that began in December 2025 related to construction projects along the railroad right-of-way.

Total ridership for the fiscal year to date is down 29.7%, or approx. 201,000 trips, over the same period in FY 2026, over the same number of service days compared to FY 2026. Average daily ridership (ADR) for the month of September was 7,846. Cumulative ADR through the end of September 2026 was 7,419 as compared to 10,557 for the same period in FY 2026.

The operating ratio for the first three months of FY 2027 is 16%, which is below VRE's approved FY 2027 budgeted 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 2027 financial results through the end of September 2027 follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

*REPORT CONTINUED ON NEXT PAGE*

| FY 2027 Operating Budget Report<br>Month Ended September 30, 2026 | YTD ACTUAL | YTD BUDGET | YTD $ VARIANCE | YTD % VARIANCE | TOTAL FY27 BUDGET |
|---|---|---|---|---|---|
| **Operating Revenue** | | | | | |
| Passenger Ticket Revenue | 4,751,376 | 5,811,200 | (1,059,824) | -18.2% | 22,700,000 |
| Other Operating Revenue | 24,072 | 53,760 | (29,688) | -55.2% | 210,000 |
| Subtotal Operating Revenue | 4,775,447 | 5,864,960 | (1,089,513) | -18.6% | 22,910,000 |
| Jurisdictional Subsidy (1) | 7,730,071 | 7,451,955 | 278,117 | 3.7% | 14,610,619 |
| Federal/State/Other Jurisdictional Subsidy | 9,449,750 | 9,230,997 | 218,753 | 2.4% | 37,325,987 |
| Pandemic Relief/Reserve/Other Income | 12,351,580 | 12,450,546 | (98,966) | -0.8% | 36,685,330 |
| Interest Income | 626,776 | 924,160 | (297,384) | -32.2% | 3,610,000 |
| **Total Operating Revenue** | 34,933,624 | 35,922,617 | (988,993) | -2.8% | 115,141,936 |
| **Operating Expenses** | | | | | |
| Departmental Operating Expenses | 29,661,458 | 28,929,274 | (732,184) | -2.5% | 103,350,361 |
| Debt Service | 2,945,140 | 2,947,894 | 2,753 | 0.1% | 11,791,575 |
| Other Non-Departmental Expenses | - | - | - | 0.0% | - |
| **Total Operating Expenses** | 32,606,598 | 31,877,167 | (729,431) | -2.3% | 115,141,936 |
| **Net income (loss) from Operations** | 2,327,026 | 4,045,450 | (1,718,423) | | - |
| | | | | ***Budgeted*** | ***22%*** |
| **Operating Ratio** | **16%** | **20%** | | ***Goal*** | ***50%*** |

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

## 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 | The project team facilitated a coordination meeting on August 21st with representatives from the City of Manassas and Prince William County, both of which serve as Authorities Having Jurisdiction (AHJs) for the Broad Run Expansion Project. The meeting focused on resolving outstanding review comments and discussing the joint jurisdictional approvals necessary to advance the project. VRE also requested updates on ongoing property acquisition efforts being conducted through both AHJs to support project delivery. |
| VRE Broad Run Lead Track | | Development | $ 68,836,343.00 | VRE has identified general limits of a proposed 2.9 mile extension to the Broad Run MSF lead track and is currently seeking funding for design and construction. |
| Crossroads Maintenance and Storage Facility (MSF) - AEW & Employee Parking | Permanent parking facility will replace gravel lot and support a future Administrative and Employee Welfare building. | Final Design | $ 7,396,500.00 | The project team continues to work through outstanding review comments and finalize responses in coordination with the project stakeholders. |
| 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 is scheduled to begin Phase 1B track maintenance work during the week of September 14. This work will rehabilitate the remaining portions of the yard acquired from VPRA in June and continue efforts to improve overall track condition and operational reliability within the facility. |

## 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 | Sidewalk work near main platform stairwell has been completed. Handrails have been ordered. Following install 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 |
|---|---|---|---|---|

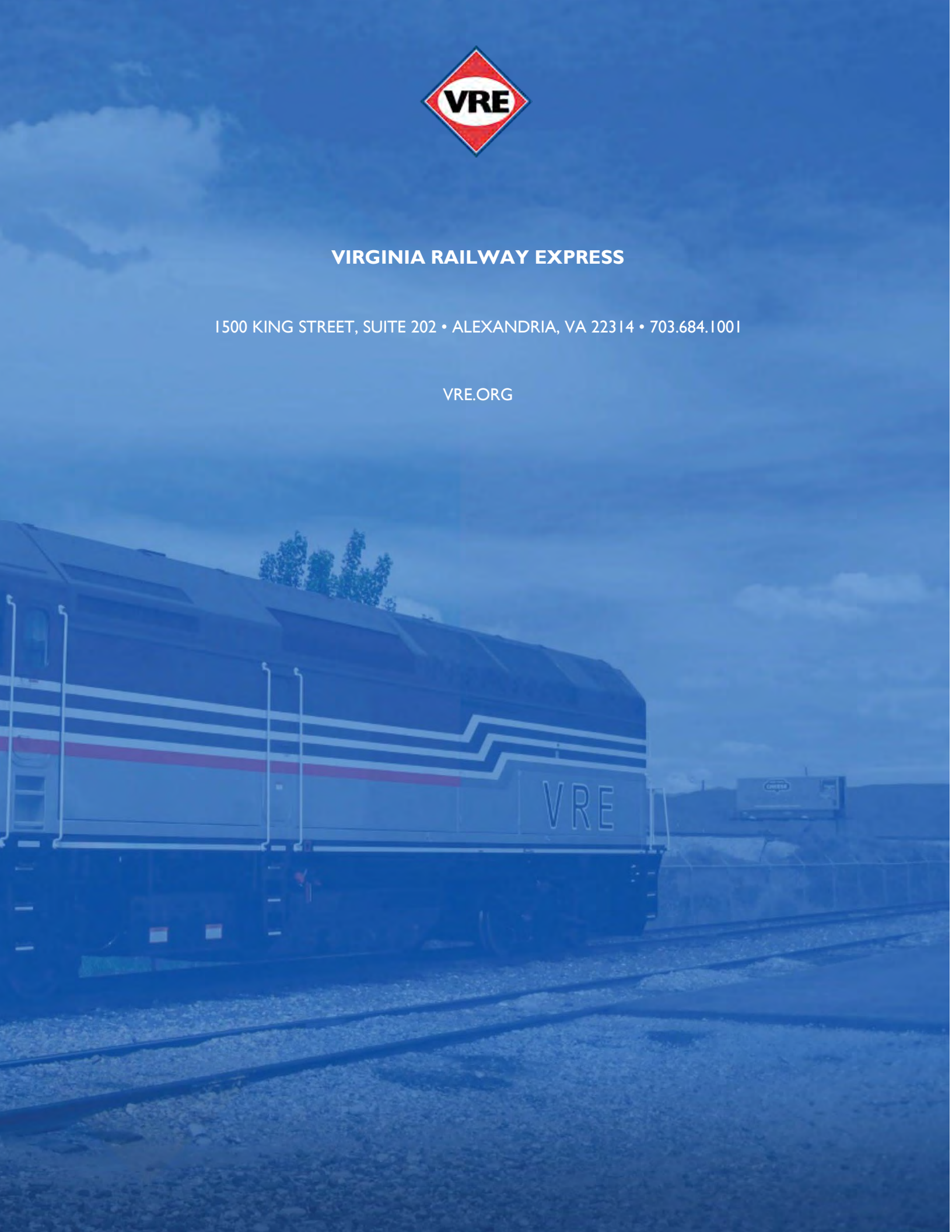
| | | | | |
|---|---|---|---|---|
| Alexandria Station Improvements | ADA-compliant, grade-separated pedestrian tunnel and elevator will connect the two platforms, which will be extended to accommodate eight-car trains simultaneously on three tracks. Raised platforms will eliminate the need for step-boxes. Rail bridges over King St. and Commonwealth Ave. will be replaced to improve safety. | Construction | $ 141,308,118.00 | Excavation and installation of helical piles continues beneath the jump spans, creating the space for construction of the new abutments, while limiting impacts to vehicular, rail and pedestrian traffic. The southern portion of the platform along Track 3 is undergoing demolition. This area was previously closed when the at-grade crossings were installed, so this will not cause further changes to operations. |
| 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 | Review of the draft 30% plans was completed on September 4, 2026. HDR will advance the design to 60% based on comments received from the Facilities Design Working Group, VPRA, and stakeholders. The extent and timing of Norfolk Southern's design review remain pending and is being coordinated with VPRA. |
| 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 | Comment resolution of Stakeholder comments is nearing completion, as we progress through the County site plan adminsitrative change and Civil Engineering Plan process for the south entrance. County Civil Engineering Plan package for north entrance has been approved. License to use adjacent property for contractor laydown space has been secured. |
| 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 | The project team is finalizing the IFB drawings and responding to the remaining review comments. VRE has initiated the VPRA Third-Party Project permitting process and is coordinating with VPRA to advance permitting. |
| 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 | CSX's proposed design review agreement and associated force account estimate are being reviewed. |

## 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 final 65% design plan set for the LEF Project has been completed and distributed to all project stakeholders for review. Stakeholder reviews are expected to be completed by October 2, 2026. |
| Manassas Station Improvements | An extended platform will accommodate eight-car trains and enhance pedestrian access to the station. The continuous platform will replace the at-grade crossing at Battle St., improving safety. A new 300-foot platform with a canopy will be constructed west of the station. The project will be coordinated with the Manassas Line crossover feasibility study to inform future bi-directional service to the platforms. | Development | $ 9,124,597.00 | Survey and geotechnical investigations were completed in May. Draft 30% design and cost estimate development are underway, with an over-the-shoulder review scheduled for mid-August 2026. |
| 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.<br><br>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, October 16, 2026**

14700 Potomac Mills Road

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

| | |
|---|---|
| **PRESENT:** | Immediate Past Chair Sarah Bagley, Secretary Lori Hayes[1], Treasurer Jannan Holmes, Board Member Takis Karantonis, At-Large Sonia Vasquez Luna, Board Alternate Michael McLaughlin[2], Board Member Alanna Mensing, Board Member George T. Stewart[3], Vice Chair Daniel G. Storck, Member Dr. Pamela Yeung, Board Member Mariia Zimmerman, and Alternate Kenny Boddye |
| **EXCUSED:** | Chair Andrea Bailey, Board Member Rachna Sizemore Heizer, Board Member Tom Gordy, Alternate Canek Aguirre, Alternate Victor Angry, Alternate James Bierman, Alternate Maureen Coffey, Alternate Maya P. Guy, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith |
| **STAFF & MEMBERS OF PUBLIC** | VRE: Trinette Broussard, Alexander Buchanan, Katie Choe; MinhChau Corr; Anaya Farah, Chris Henry, Sarah Higgins, Lezlie Lamb, Lindsey Martin, Kristin Nutter, Mark Schofield, Dagmawie Shikurye, Alex Sugatan, Brittany Sumpter, Joseph Swartz, Romon Woods.<br>Others: Paul Garnett, Keolis; Auke Mahar, Cardinal Infrastructure, LLC; Kate Mattice, NVTC; Karen Mills, Prince William County; Philip Parella, PRTC |

**1. Pledge of Allegiance**

**2. Roll Call**

A. ***Motion to Approve the Remote Participation of Secretary Lori Hayes***

**1-2026**

Member Dr. Pamela Yeung made a motion to approve the remote participation of Secretary Lori Hayes. Alternate Kenny Boddye seconded the motion. Carried 9-0.

**3. Safety Briefing**

**4. Approval of Agenda**

A. ***Motion to Approve the Agenda***

**2-2026**

[1] Remote participant
[2] Non-Voting participant
[3] Arrived late

Treasurer Jannan Holmes made a motion to approve the agenda. Alternate Kenny Boddye seconded the motion. Carried 10-0.

**5. Approval of Previous Minutes**

A. ***Motion to Approve the Minutes of the September 18, 2026 VRE Operations Board Meeting***

**3-2026**

Alternate Kenny Boddye made a motion to approve the Minutes from the September 18, 2026 VRE Operations Board meeting. At-Large Sonia Vasquez Luna seconded the motion. Carried 10-0

**6. Chair's Comments**

Vice Chair Storck reminded the Board that the Finance Committee meeting follows the Board meeting. He encouraged all members to attend if they are able.
The Vice Chair announced that since there were members who were unable to attend this meeting, the annual Board photo has been rescheduled for November, about which VRE CEO Katie Choe has additional information to share.

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

VRE CEO, Katie Choe delivered her report on the following topics:

- Performance measures:
  - September saw an uptick in ridership, but the figure remains below the ridership projected for the FY 2027 budget.
  - On-Time Performance held steady at 71%. VRE delays were mostly minor or moderate, and the main cause was increased congestion. Delays due to mechanical issues decreased in September.
- Tour de VRE: 250 registrants with robust participation despite rainy weather
- Clifton Day: VRE provided transportation for the 58th Annual Clifton Day festival held on October 11th.
- VRE’s attendance at the Virginia Governor's Transportation Conference
- VRE CEO attended the annual CMAA Conference.
- The CEO presented to the Washington/Manassas Airport Board
- Amtrak's "Pause for Progress" begins. The First Street Tunnel to close later tonight and remain closed through October 26. VRE will operate our "S+" schedule to L'Enfant. No Trains will service Union Station during this period.
- Santa Trains is scheduled December 12th and planning is well underway. Tickets go on sale, online only, on November 30th.
- VRE’s Independence Yard (currently known as “Seminary Yard”) Ribbon Cutting will be on November 20th, beginning at Alexandria’s Union Station at 9:00 a.m., followed by the November Board meeting at the VPRA offices at 1800 Diagonal Road, Suite 300, Alexandria, a short walk from the station.

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

There were no in-person or electronic comments.

**9. Action Items**

A. ***Recommend Approval to Extend the Lease Agreement for the North Parking Lot at the Broad Run Station***

**4-2026**
Alternate Kenny Boddye made a motion to recommend the Commission approve the Chief Executive Officer to execute an extension of the lease agreement for the North Parking Lot at the Broad Run Station. Treasurer Jannan Holmes seconded the motion. Carried 10-0.

B. ***Authorization to Issue a Request for Proposals for Program Management Consulting Services***

**5-2026**
Board Member Takis Karantonis made a motion to authorize the Chief Executive Officer to issue a Request for Proposals for Program Management Consulting Services. At-Large Sonia Vasquez Luna seconded the motion. Carried 10-0.

* C. ***Authorization to Execute a Contract for Cost Estimating and Cost Validation Services for the L'Enfant Station and Fourth Track Project***

**6-2026**
Board Member Takis Karantonis made a motion to authorize the Chief Executive Officer to execute a Contract for Cost Estimating and Cost Validation Services for the L'Enfant Station and Fourth Track Improvements Project. At-Large Sonia Vasquez Luna seconded the motion. Carried unanimously.

D. ***Authorization to Execute a Contract for the Delivery of Lubricating Oil for VRE Locomotives***

**7-2026**
Alternate Kenny Boddye made a motion to authorize the Chief Executive Officer to execute a Contract for the Delivery of Lubricating Oil for VRE Locomotives Member Dr. Pamela Yeung seconded the motion. Carried unanimously.

E. ***Authorization to Execute a Sole Source Contract for Positive Train Control 220Mhz Radios and Licenses***

**8-2026**
Alternate Kenny Boddye made a motion to authorize the Chief Executive Officer to execute a Sole Source Contract for Positive Train Control 220 Radios and Licenses Board Member Takis Karantonis seconded the motion. Carried unanimously.

**10. Information Items**

A. Update on Fiscal Year 2028 Capital Budget and Six-Year Capital Improvement Program

OCT 2026 Ops Board Capital Presentation

B. Draft 2027 VRE Legislative Agenda

C. Spending Authority Report

**11. Closed Session**

A. ***Motion to Convene a Closed Session***

**9-2026**

Treasurer Jannan Holmes made a motion to convene a closed session of the Virginia Railway Express Operations Board, in accordance with the Virginia Freedom of Information Act (Section 2.2-3711.A(19) of the Code of Virginia), for consultation with and briefings by VRE staff members regarding actions taken to respond to cybersecurity threats and vulnerabilities, where such discussions in open meeting would jeopardize the safety of VRE's information technology system. Alternate Kenny Boddye seconded the motion. Carried unanimously,11-0.

B. ***Motion to Certify the Closed Session***

**10-2026**

Treasurer Jannan Holmes made a motion to certify that the VRE Operations Board, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

*1.* Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and,

2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed, or considered.

Alternate Kenny Boddye seconded the motion. Carried unanimously, 11-0.

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

Secretary Jannan Holmes: Happy Cybersecurity Month. The City of Fredericksburg will hold a Costume Stroll in downtown Fredericksburg on the morning of October 31st.

Immediate Past Chair Sarah Bagley: Thanked everyone who participated in this year's Tour de VRE.

Member Takis Karantonis: Thanked VRE for holding the Tour de VRE event. He regrets not being available to attend.

Member Alanna Mensing: Thanked VRE for the system tour. Mayor Mensing noted that Katie will be presenting to the Manassas Park City Council at their next meeting. Manassas Park will hold its annual Trunk or Treat on Saturday, October 24th where she will be performing aerial acrobatics.

Member George Stewart: Announced that Saturday, October 17th is Haymarket Day. Everyone is invited to attend.

Member Mariia Zimmerman: Announced DRPT is holding a TSDAC public meeting in Richmond on Monday, October 19th from 10:30 a.m. to 12:00 pm.

Alternate Kenny Boddye: Expressed his thanks to Vice Chair Storck for chairing today's meeting.

At-Large Sonia Vasquez Luna: Announced the City of Manassas Christmas Tree lighting. Additionally, she announced that this meeting may be her last as she is running for State Delegate.
Member Dr. Pamela Yeung: Reiterated the importance of Cybersecurity. Stafford County participated in the 4th Annual Regional Housing Summit at the Fredericksburg Convention Center yesterday, October 15th where VRE was acknowledged as a critical contributing factor in attracting new residents to the region.
Vice Chair Storck: Thanked Ms. Vasquez Luna for her service to the VRE Operations Board. He was pleased to have had the opportunity to get acquainted with her during their time on the Board together. Mr. Storck reiterated his invitation to all Members to stay for the Finance Committee meeting.

**13. Adjournment**

Without objection, Vice Chair Storck adjourned the meeting at 11:07 a.m.

_____
Chief Executive Officer

_____
Board Clerk

# DRAFT

# Virginia Railway Express

# 2027 Federal Legislative and Regulatory Agenda

## Federal Policy Framework

Virginia Railway Express (VRE) will pursue a federal agenda focused on securing sustainable funding, improving regulatory efficiency, and advancing transportation policies that support implementation of VRE's System Plan 2050. VRE will advocate for robust federal investment in commuter rail and public transportation, support reforms that address rising operating and insurance costs, and pursue policies that strengthen mobility, economic competitiveness, and quality of life throughout Northern Virginia and the Commonwealth.

VRE recognizes that commuter railroads serving suburban and exurban communities provide significant public benefits through congestion mitigation, economic development, workforce mobility, environmental sustainability, and regional connectivity. Federal funding programs and performance measures should appropriately recognize these benefits, particularly in regions where commuter travel patterns continue to evolve and additional highway capacity is limited.

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# Priority Federal Issues

## Surface Transportation Reauthorization

VRE's highest federal priority is ensuring the next surface transportation authorization legislation provides robust, predictable, and long-term funding for commuter rail and public transportation.

VRE will work with the Virginia Congressional Delegation, congressional committees, federal agencies, industry associations, and regional partners to:

- Preserve and expand federal investment in commuter rail and public transportation programs.
- Support multi-year funding certainty and increased guaranteed funding.
- Protect and strengthen programs critical to commuter rail, including:
    - Rail Vehicle Replacement Program
    - Railroad Crossing Elimination Program
    - Federal-State Partnership for Intercity Passenger Rail
    - Capital Investment Grants (CIG)
    - Formula funding programs serving commuter rail operators

- Support practical federal reporting requirements and greater program flexibility.
- Promote streamlined environmental review and project delivery processes.
- Advance policies that support implementation of VRE's System Plan 2050 and regional mobility objectives.

---

## Rail Passenger Liability Insurance Reform

VRE will work with industry partners, policymakers, and federal agencies to address escalating passenger rail liability insurance costs that threaten the long-term affordability of commuter rail service.

VRE will advocate for:

- Congressional action to address increasing rail passenger transportation liability insurance requirements.
- Legislation extending implementation timelines associated with liability cap increases where appropriate.
- Regulatory and legislative reforms that improve access to affordable insurance markets.
- Solutions that preserve safe, reliable, and sustainable passenger rail service.

---

## Federal Grant Programs

VRE will pursue federal discretionary and formula funding opportunities that support service reliability, capacity expansion, safety improvements, and infrastructure modernization.

VRE will work with the U.S. Department of Transportation, the Virginia Passenger Rail Authority, the Commonwealth of Virginia, and regional partners to:

- Support competitive grant applications.
- Advance projects that improve regional mobility and connectivity.
- Promote investments that enhance safety, state of good repair, operational efficiency, and service growth.
- Identify federal funding and financing opportunities that advance System Plan 2050 initiatives.

---

# DRAFT

# Regulatory and Administrative Priorities

## U.S. Department of Transportation Regulatory Reform

VRE will actively monitor and engage in federal regulatory activities affecting commuter rail operations and capital investment.

VRE will support:

- Modernization of Federal Railroad Administration regulations.
- Improved alignment between Federal Railroad Administration and Federal Transit Administration requirements.
- Simplified grant administration and compliance requirements.
- Streamlined permitting, environmental review, and project delivery processes.
- Regulatory reforms that improve efficiency while maintaining safety and accountability.

---

## Surface Transportation Board Jurisdiction

VRE supports maintaining Surface Transportation Board jurisdiction over commuter railroads and preserving access to existing dispute-resolution mechanisms.

VRE will:

- Support policies that preserve access to STB remedies.
- Monitor legislative and regulatory proposals affecting STB authority.
- Protect operational flexibility and equitable access to rail infrastructure.
- Enhance tools that facilitate negotiations with host railroads and Amtrak.

---

# DRAFT

# Strategic Infrastructure Priorities

## System Plan 2050

VRE will champion federal policies, programs, and partnerships that advance implementation of System Plan 2050.

VRE will:

- Pursue federal funding and financing opportunities to enhance our service.
- Promote infrastructure modernization and service expansion.
- Support policies that increase rail network capacity and operational reliability.
- Coordinate with federal, state, and regional partners to advance long-term mobility goals.

---

## Washington Union Station Redevelopment

VRE will ensure its interests remain fully represented in ongoing Washington Union Station planning and redevelopment efforts.

VRE will advocate for:

- Adequate station access and capacity to accommodate future commuter rail growth.
- Investments that improve passenger experience and operational efficiency.
- Redevelopment plans that support VRE's long-term service and infrastructure needs.
- Continued regional rail connectivity and multimodal integration.

---

# Annual Appropriations

VRE will support annual federal appropriations that fully fund authorized public transportation and passenger rail programs.

VRE will advocate for:

- Full funding of authorized transit and passenger rail programs.
- Continued investment in commuter rail, transit, and multimodal infrastructure.
- Predictable and sustainable federal funding that supports long-term planning and capital investment.

# Federal Workforce and Commuting Policies

Recognizing the region's significant federal workforce presence, VRE will monitor and engage on federal workforce policies that influence commuting patterns and transit ridership.

VRE will:

- Monitor federal telework, return-to-office, workforce restructuring, and reduction-in-force policies.
- Support transportation benefits and commuter incentives for federal employees and contractors.
- Advocate for policies that encourage transit use and sustainable commuting options.
- Highlight commuter rail's role in reducing roadway congestion and supporting economic activity throughout the National Capital Region.

# Virginia Railway Express (VRE)

## Draft 2027 Legislative Agenda

## FUNDING

### Additional State Operating and Capital Funding

Fiscal Year (FY) 2027 represents a critical point for VRE. Inflation continues to drive up operating costs while available funding sources are increasingly constrained. Since 2020, VRE has worked diligently to maximize and extend federal pandemic relief funding to supplement operating revenues and maintain service levels. However, those funds will be exhausted during FY 2028, beginning July 1, 2027.

As outlined in the SJ28 report, VRE needs a substantial increase in operating support to avoid significant service reductions. The funding gap identified exceeds what can reasonably be absorbed through increased local contributions or higher fares to riders.

Current estimates show an approximately $15 million dollar shortfall for FY28, and $35 million each fiscal year after that.

Without this additional operating funding, VRE will be forced to implement service cuts severe enough to undermine the reliability and convenience of the system. Such reductions would likely lead to declining ridership, eroding a key source of revenue and triggering a cycle of further service reductions and revenue losses.

This funding crisis will occur just as major investments in Virginia's rail network are about to come online. The Long Bridge Project and other Transforming Rail in Virginia (TRV) initiatives will significantly expand rail capacity for both commuter and intercity travelers. Without adequate operating support, much of this newly created capacity could remain underutilized, reducing the return on the Commonwealth's substantial investment.

**Legislative Priority: Additional State Operating and Capital Funding**

VRE will continue educating legislators and stakeholders on the findings of the SJ28 initiative and the significant consequences of failing to address long-term funding needs.

VRE supports legislation that:

- **Sustains current operations** and prevents service reductions that would negatively affect riders, employers, and regional mobility.
- **Establishes a dedicated, long-term operating funding source** to support existing service and the future service expansions envisioned in VRE's System Plan 2050.
- **Provides funding for major long-term capital needs**, including future rolling stock replacement and other state-of-good-repair investments necessary to maintain a safe and reliable rail system.

**Commuter Rail Operating and Capital Fund (CROC)**

Monitor transportation funding proposals to protect CROC revenue sources.

Explore options for:

- Increasing and diversifying CROC funding.
- Reducing reliance on the gas tax through more sustainable alternatives

## REGULATORTY AND ADMINISTRATIVE PRIORITIES

**Freedom of Information Act (FOIA)**

Coordinate with parent commissions and stakeholders to:

- Support legislation that enhances flexibility for electronic meetings.
- Maintain transparency while improving public access and member participation.

**Virginia Public Procurement Act (VPPA)**

In 2022 the VPPA was amended to reduce the maximum allowable term for on-call A&E and other professional services contracts from five years to a maximum term of four years.

- Support legislation restoring the maximum term for architectural and professional engineering term contracts to five years, consisting of an initial one-year term with four one-year renewal options.
- This change would reduce administrative burden, improve continuity of professional services, better align contract duration with public-sector capital planning cycles, and maintain all existing competitive procurement and contract oversight requirements.

COMMONWEALTH of VIRGINIA

Mariia Zimmerman
Director

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(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: October 29, 2026

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

At the **October Commonwealth Transportation Board** (CTB) meeting, DRPT received CTB approval on the policy changes for the MERIT Capital, MERIT Operating and TRIP grant programs. Policy changes will take effect for the FY 2028 funding cycle that opens in December 2026. CTB also approved WMATA and Rail Industrial Access policy changes. Please note, there is no November CTB meeting.

The October 19 Transit Service Delivery Advisory Committee (TSDAC) meeting focused on MERIT Capital Program Framework and Formula Pilot as well as the 2027 TSDAC Work Plan. You can access the presentation and recording on our webpage.

On October 21, DRPT hosted a Northern Virginia Transit Consolidation Study: Leadership Roundtable at NVTC. We thank you and your staff's thoughtful input through this effort and during the Roundtable. A recording of the meeting is on our YouTube page. The final report is scheduled to be submitted to the General Assembly on December 15th.

The HB 547 / SB 731 Labor Study will have its final work group meeting on November 2nd. Members of the work group will hear about final findings, themes, and recommendations from the study team. Work group members will be asked to provide final input on a few recommendations, ahead of inclusion in a final report. The final report is scheduled to be submitted to the General Assembly on December 1st.

We look forward to providing an update on the Northern Virginia Transit Consolidation Study and the Equivalent Compensation Labor Study to the Legislative and Policy Committee in November.

**Upcoming Key Dates:**

**November 17, 2026 at 10 AM:** Transit Program Grant Workshop (virtual)

**November 18, 2026 at 10 AM:** Commuter Assistance Program Grant Workshop (virtual)

**December 1, 2026:** Pre-Application Deadline for all FY28 Major Expansion (MAJ) and Major State of Good Repair (MAJ-SGR) projects

**December 2, 2026:** **Northern Virginia Joint Transportation Meeting**

**February 1, 2027:** Full Application Deadline for all Major Expansion (MAJ) and Major State of Good Repair (MAJ-SGR) projects and all other FY28 DRPT grant applications

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 website at: https://public.govdelivery.com/accounts/VADRPT/signup/48537**.

For more information on all things DRPT, please see attached for my **October DRPT Director's Report to the CTB.**

Attachment #3D

# Director's Report

October 2026




DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

# Growing Ridership and Relationships

## Statewide Transit Ridership

- July 2026 statewide transit ridership was 14.3 million, nearly 11% higher than July 2025. See slide 10 for more details.

## Virginia Breeze Ridership

- July 2026 Virginia Breeze ridership was 4,520, an 18% increase from July 2025. See slide 12 for more information.

## Industry Engagement

- On September 23, Director Zimmerman and other DRPT staff spoke at the VDOT Local Programs workshop meeting in Roanoke.
- On September 30, Director Zimmerman spoke at the Virginia Railroad Association's annual meeting.
- Through September, DRPT staff participated at the Mpact Transit + Community Conference, focusing on Transit-Oriented Development. DRPT staff also attended the American Association of State Highway and Transportation Officials Council on Public Transportation Meeting, focusing on State Partnerships.

# Celebrating our Partners

## *Milestones from Across the Commonwealth*

- Hampton Roads Transit Announced Dr. Brian Smith as new CEO, starting in October.
- FXBGo! Celebrated 30 years of Connecting the Fredericksburg Region in September.
- Jaunt Celebrated 50 years of Serving the Greater Charlottesville-Albemarle region in September.
- New fare-free Mountain Empire Transit Route to Connect “Lenowisco” Area with Kingsport, TN.
- NVTC and PRTC are celebrating 10 years of the *Commuter Choice* supporting program supporting transit in Northern Virginia.









# DRPT-Supported Human Service Transportation
*Performance Data*

**41,050**

**Unique clients served**
from July 2024 – June 2025

**1,012,676**

**Total number of trips**
from July 2024 – June 2025



# Updates from the Yard
*DRPT Rail Updates*

## Statewide Rail Plan Public Survey.

- On October 5, DRPT launched a second phase of 2026 Statewide Rail Plan survey. The survey seeks to hear from residents, businesses owners, community members and other travelers about what the future of rail in Virginia should look like. The survey is open until November 5.

## Proposed Union Pacific - Norfolk Southern Merger.

- The Surface Transportation Board is proceeding with a required NEPA Environmental Impact Statement to thoroughly assess the potential environmental impacts that may result from the proposed UP-NS merger.



Rail Plan Survey QR Code

# Transforming Rail in Virginia

## *Virginia Passenger Rail Authority Project Updates*

### Long Bridge Project

- VPRA received a bridge construction permit for the new rail bridge from the U.S. Coast Guard on September 8 and completed permitting for all in-water work.
- Bridge abutment work on both sides of the river is on schedule as part of the South Package.
- The North Package contractor is continuing construction on retaining walls.

### Franconia-Springfield Bypass

- The contractor began installing drilled shafts for the Bypass bridge in September to support the flyover bridge that will carry passenger trains over the freight tracks.
- Construction of retaining walls and fabrication of the bridge structural steel is progressing.

### New River Valley Passenger Rail Project

- Significant progress is happening to construct the 960-foot-long high-level passenger platform.
- VPRA anticipates New River Valley service to occur in the second half of 2027.

# Ongoing Transit Studies
## *Monthly Study Update*

- **Statewide Transit Oriented Development Study**
  - DRPT's Statewide TOD Survey closed on September 25 and regional stakeholder meetings held in September and October.
- **Equivalent Compensation Labor Study**
  - The third work group meeting was held on September 28 to discuss emerging themes, considerations and options for implementation of HB 547 and SB 731.
- **WMATA Efficiency Reporting (due October 2026)**
  - Report is in final review, ahead of an October submission deadline.
- **HJ28 Hampton Roads Transit Regional Needs Study (due 2027)**
  - The first Joint Subcommittee Meeting was held on September 23 with presentations from DRPT, Hampton Roads Transit, Williamsburg Area Transit Authority, and Suffolk Transit.
- **Northern Virginia Bus Transit Consolidation Study**
  - On October 21, DRPT will host a leadership roundtable at NVTC for elected officials, transit leaders, and regional partners to review draft findings.
- **Virginia Breeze Study***
  - The study is preparing to begin financial and fare analysis components to evaluate long-term financial sustainability and future service scenarios.
- **Transit Transformation***
  - Kimley Horn has been selected to support DRPT's efforts in the study.

**DRPT initiated study that will conclude in 2027; all others requested by General Assembly are due in December 2026 unless otherwise noted.*

# DRPT/OIPI Transit-Primary Pipeline Studies

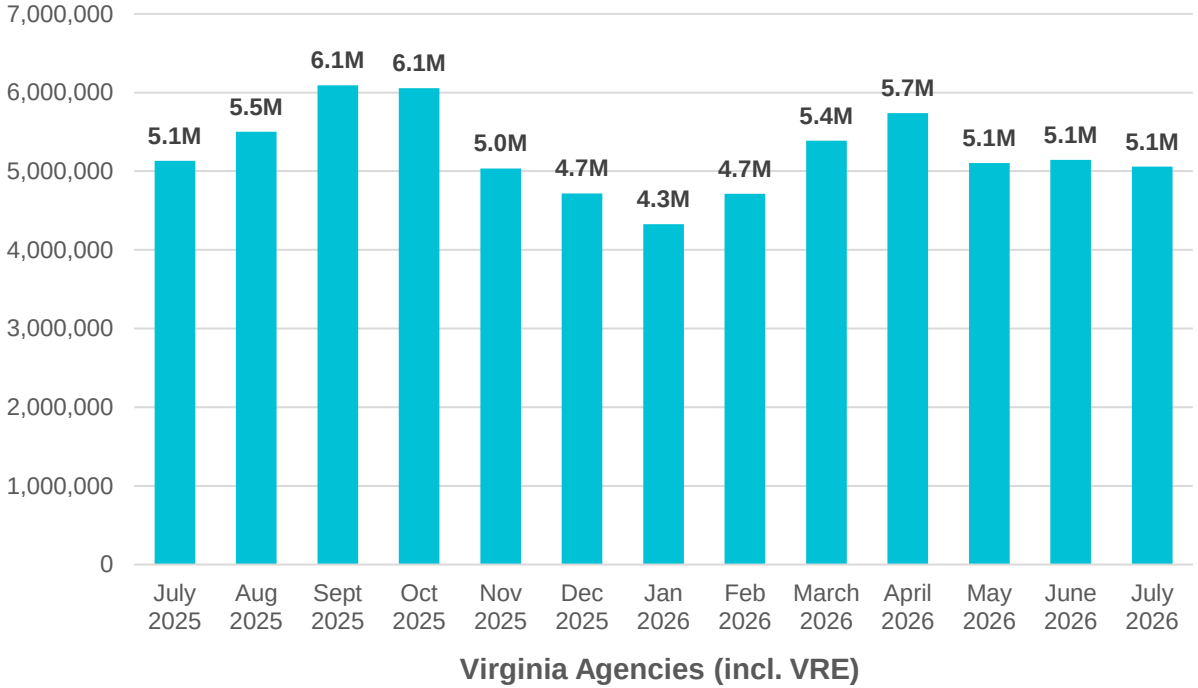
- Goal: Develop a pipeline study framework for transit projects to successfully navigate the SMART SCALE pre-application process.

- Next Steps:
  - Continue discussions with DRPT, VDOT, and OIPI to develop the framework, guidelines, and expectations
  - Identify funding for pipeline studies
  - Identify 4 to 5 transit projects of varying sizes and geographically spread across the Commonwealth
  - Coordinate with transit agencies and VDOT Districts

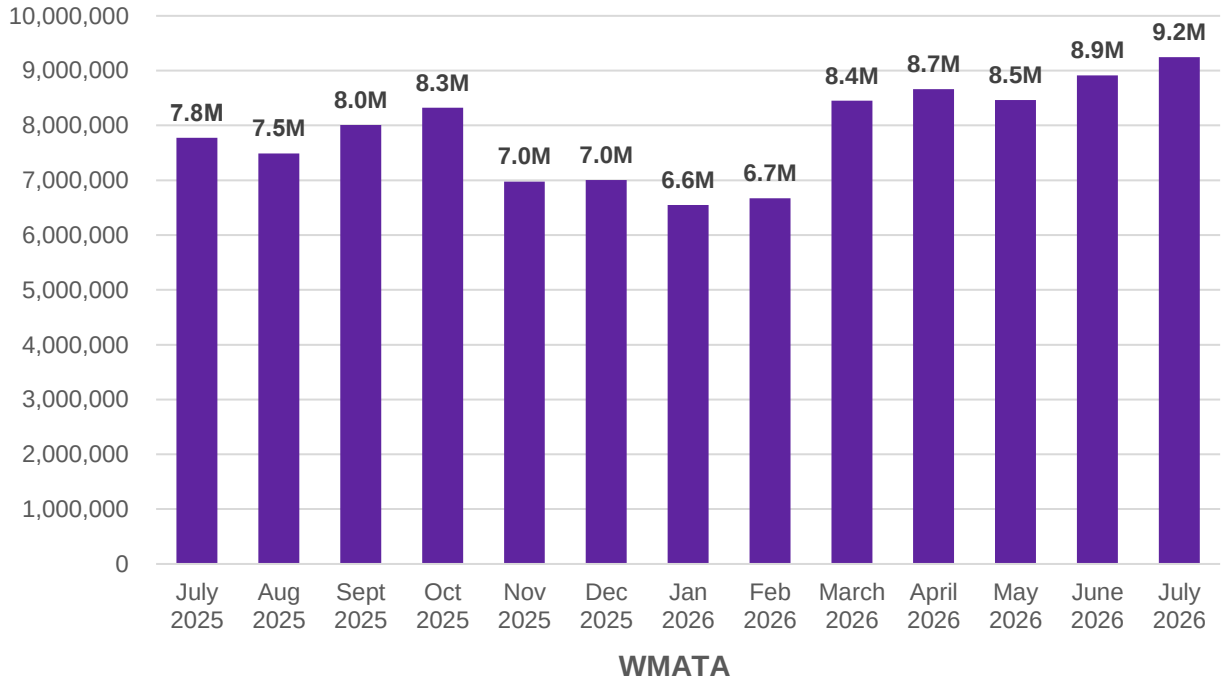
# Appendix

# Statewide Transit Ridership

## Statewide Transit Ridership – July 2025 to July 2026




Virginia Agencies (incl. VRE)

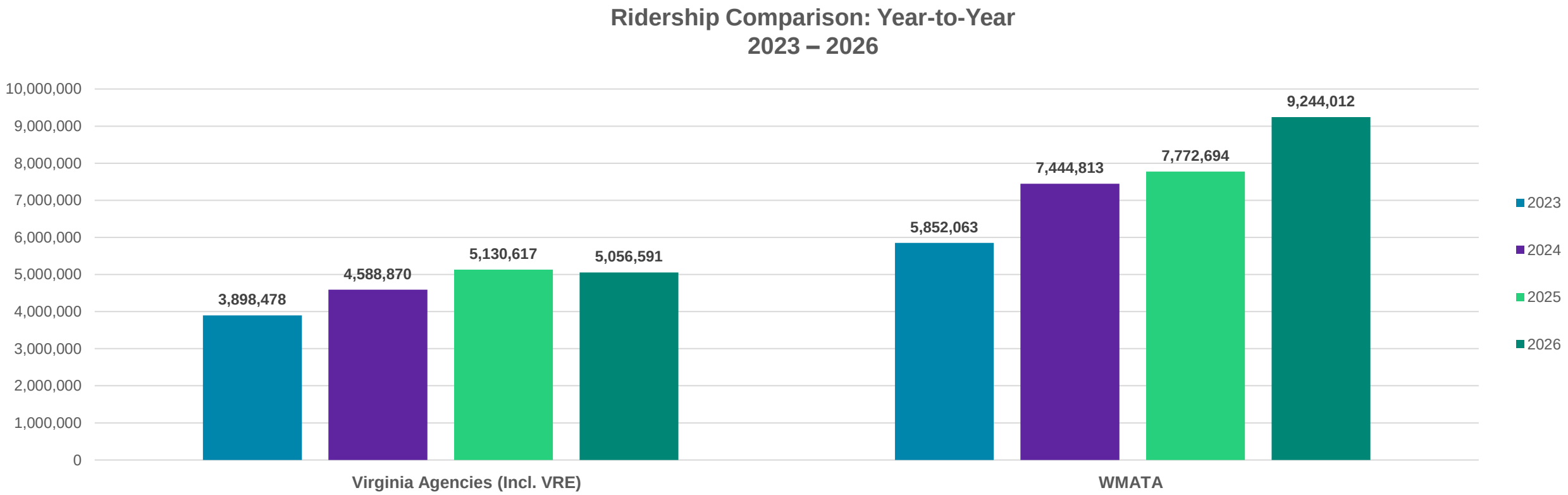



WMATA

| Agencies | July 2025 | Aug 2025 | Sept 2025 | Oct 2025 | Nov 2025 | Dec 2025 | Jan 2026 | Feb 2026 | March 2026 | April 2026 | May 2026 | June 2026 | July 2026 | Total* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Virginia Agencies | 5,130,617 | 5,501,192 | 6,092,184 | 6,054,733 | 5,035,161 | 4,718,126 | 4,327,420 | 4,713,290 | 5,387,549 | 5,739,431 | 5,104,481 | 5,144,741 | 5,056,591 | 62,874,899 |
| WMATA | 7,772,694 | 7,491,352 | 8,005,759 | 8,320,907 | 6,977,427 | 7,005,271 | 6,551,481 | 6,668,660 | 8,449,361 | 8,661,623 | 8,463,248 | 8,913,639 | 9,244,012 | 94,752,740 |
| **Total** | **12,903,311** | **12,992,544** | **14,097,943** | **14,375,640** | **12,012,588** | **11,723,397** | **10,878,901** | **11,381,950** | **13,836,910** | **14,401,054** | **13,567,729** | **14,058,380** | **14,300,603** | **157,627,639** |

*Last 12 Months

# Statewide Ridership Comparison: July Year-to-Year




| Mode | 2023 | 2024 | 2025 | 2026 | 2026 vs 2023 | 2026 vs 2024 | 2026 vs 2025 |
|---|---|---|---|---|---|---|---|
| Virginia Agencies | 3,898,478 | 4,588,870 | 5,130,617 | 5,056,591 | 30% | 10% | -1% |
| WMATA | 5,852,063 | 7,444,813 | 7,772,694 | 9,244,012 | 58% | 24% | 19% |
| **Total** | **9,750,541** | **12,033,683** | **12,903,311** | **14,300,603** | **47%** | **19%** | **11%** |

# Virginia Breeze Ridership – July

In July 2026, ridership on VA Breeze routes totaled 4,520 which was:

- 104% higher than original estimates, and
- 18% higher than July 2025

In July 2026, the VA Breeze contributed to a reduction of 121 metric tons of $CO_2$ equivalent emissions.

Valley Flyer:

- Ridership – equal to July 2025
- Farebox Rev. – 1% lower than July 2025

Piedmont Express:

- Ridership – 2% higher than July 2025
- Farebox Rev. – 5% lower than July 2025

Capital Connector:

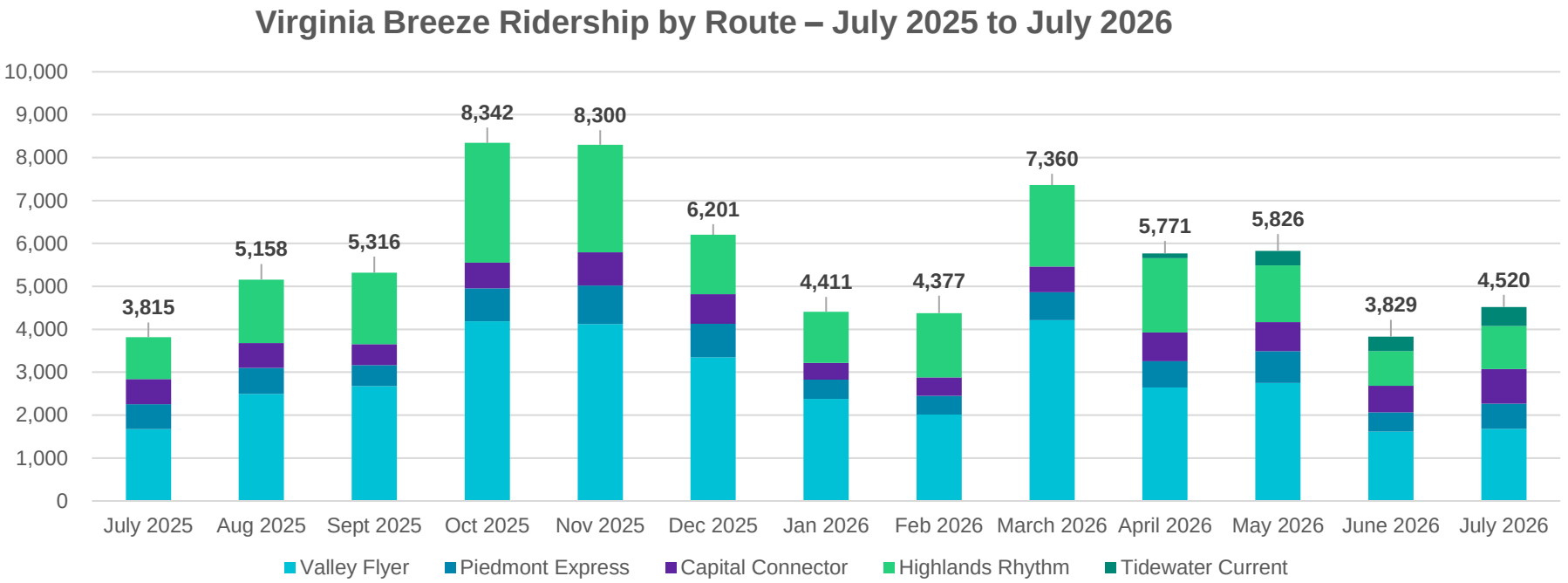
- Ridership – 38% higher than July 2025
- Farebox Rev. – 33% higher than July 2025

Highlands Rhythm:

- Ridership – 2% higher than July 2025
- Farebox Rev – 2% higher than July 2025

Tidewater Current:

- Ridership – N/A
- Farebox Rev – N/A




| Route | July 2025 | Aug 2025 | Sept 2025 | Oct 2025 | Nov 2025 | Dec 2025 | Jan 2026 | Feb 2026 | March 2026 | April 2026 | May 2026 | June 2026 | July 2026 | Total* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Valley Flyer | 1,675 | 2,493 | 2,676 | 4,189 | 4,124 | 3,344 | 2,377 | 2,012 | 4,211 | 2,645 | 2,746 | 1,617 | 1,681 | 34,115 |
| Piedmont Express | 577 | 606 | 490 | 767 | 895 | 781 | 451 | 440 | 650 | 609 | 744 | 449 | 587 | 7,469 |
| Capital Connector | 585 | 581 | 484 | 598 | 778 | 694 | 389 | 424 | 602 | 670 | 676 | 618 | 805 | 7,319 |
| Highlands Rhythm | 978 | 1,478 | 1,666 | 2,788 | 2,503 | 1,382 | 1,194 | 1,501 | 1,897 | 1,734 | 1,325 | 806 | 1,002 | 19,276 |
| Tidewater Current | | | | | | | | | | 113 | 335 | 339 | 445 | 1,232 |
| **All Routes** | **3,815** | **5,158** | **5,316** | **8,342** | **8,300** | **6,201** | **4,411** | **4,377** | **7,360** | **5,771** | **5,826** | **3,829** | **4,520** | **69,411** |

*Last 12 Months

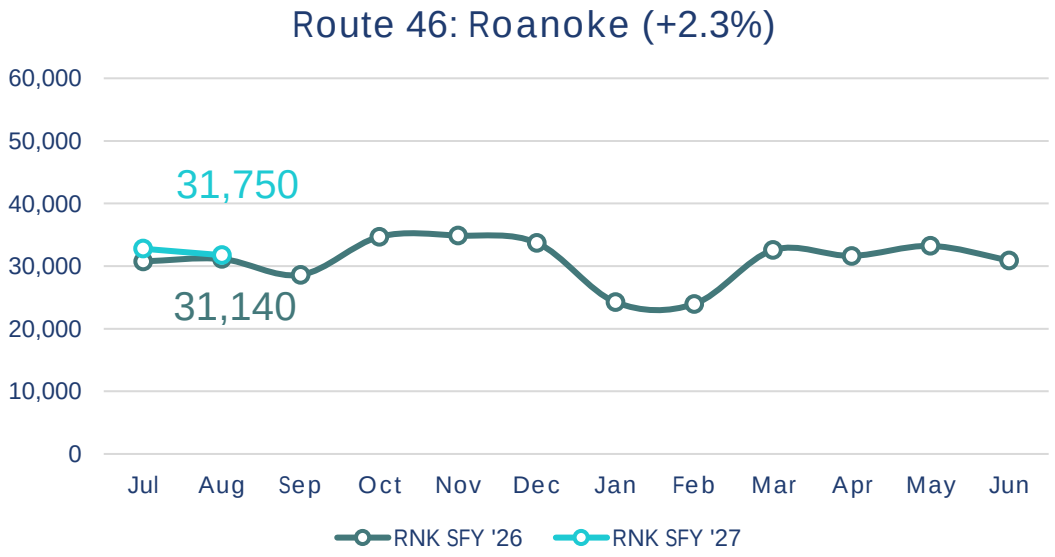
# Virginia-Supported Monthly Amtrak Ridership SFY '26 vs. SFY '25

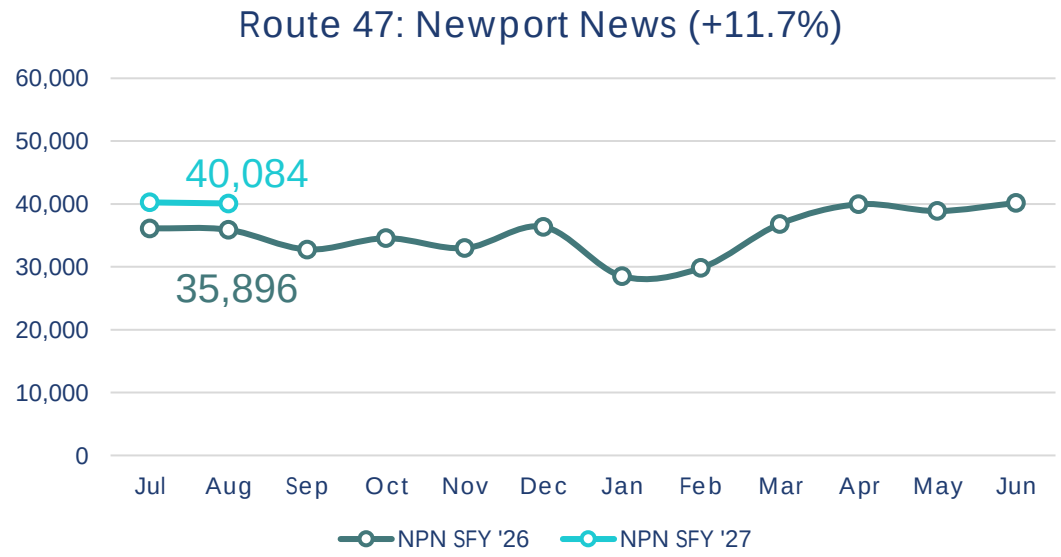
Due to the Long Bridge work window, the NFK route serves 33% less trains or 1 less daily roundtrip YoY.

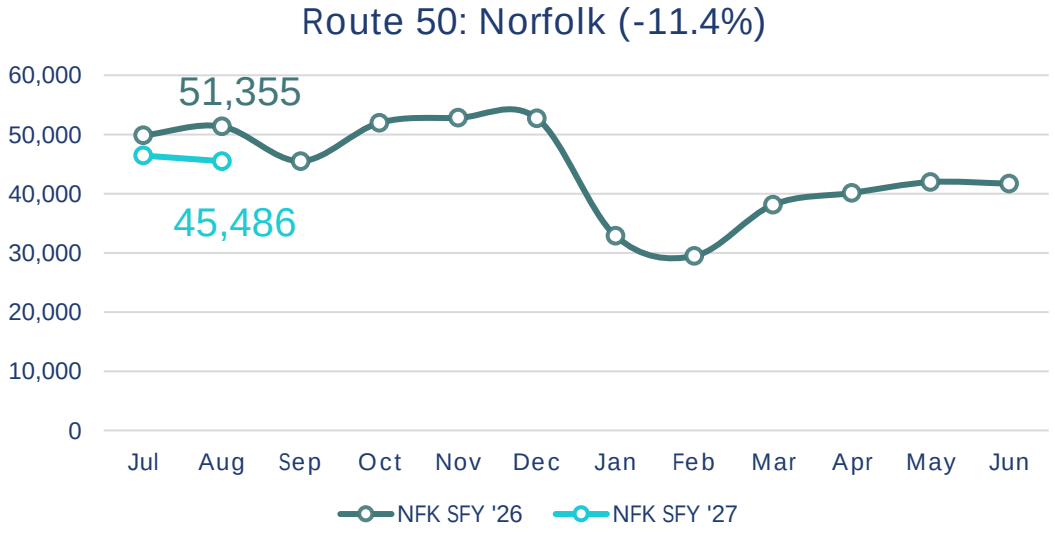
Ridership on the NFK route is down -11.4% YoY.

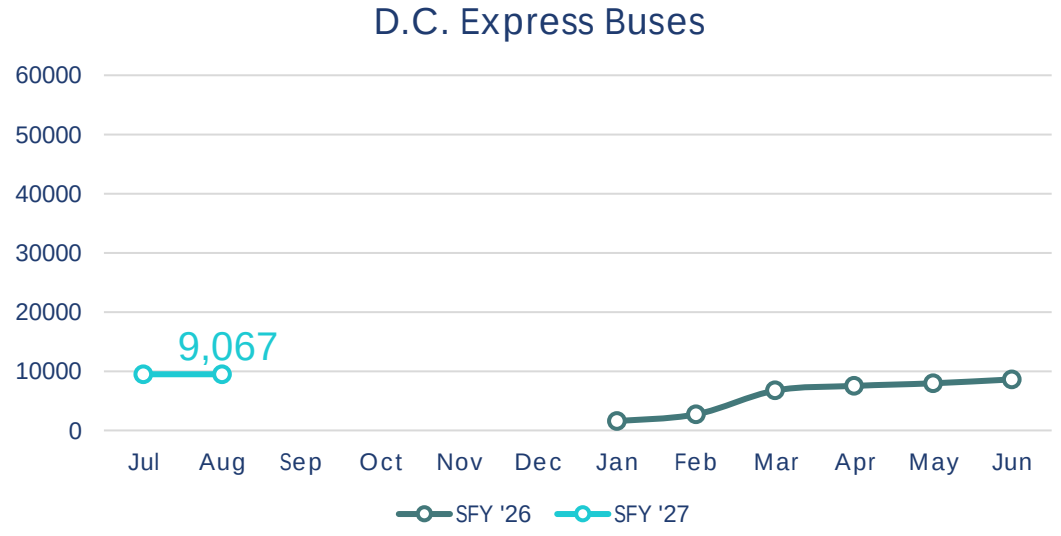
Hampton Roads is also served by several supplemental express buses to/from D.C.

Express bus ridership breakout on Slide 12.



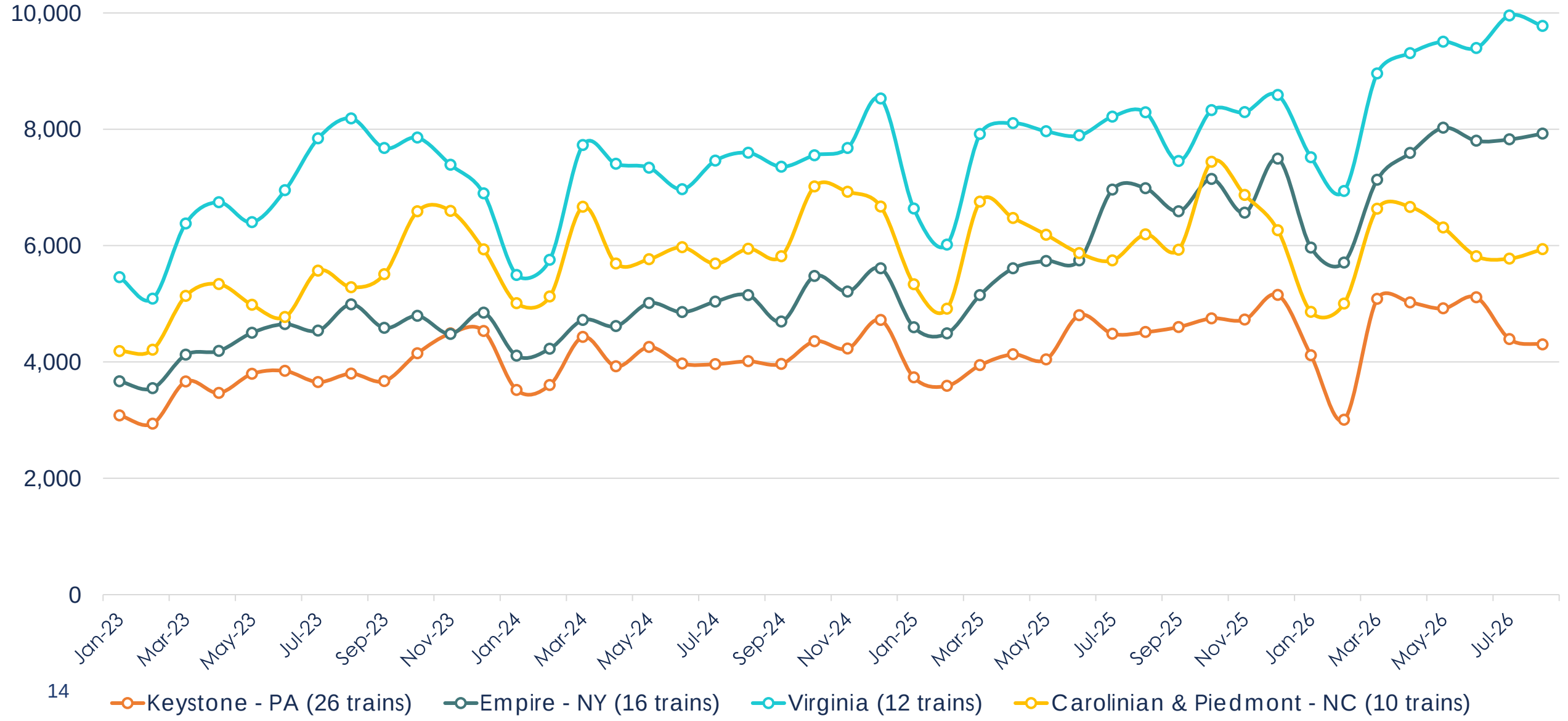



# Virginia & Comparable State-Supported Amtrak Service Ridership

## Normalized: Monthly Ridership ÷ Daily Trains



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VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

# Agenda Item #4A

**TO:** Chair Bagley and NVTC Commissioners

**FROM:** Kate Mattice, Ann McGrane, Adam Hager and Owen Williams

**DATE:** October 29, 2026

**SUBJECT:** Report from the Washington Metropolitan Area Transit Authority (WMATA) Board Members and NVTC WMATA Chair

---

At the November 5 meeting, the Commission will receive a report from Virginia WMATA Board Members Walter Alcorn and Kate Burns covering Board activities in October. This month's report includes updates on the FY 2027 operating budget and preliminary FY 2028 operating outlook, WMATA's fare strategy and proposed FY 2028 fare concepts and rail modernization. The WMATA Board met twice in October and is scheduled to meet next on November 5, 2026.

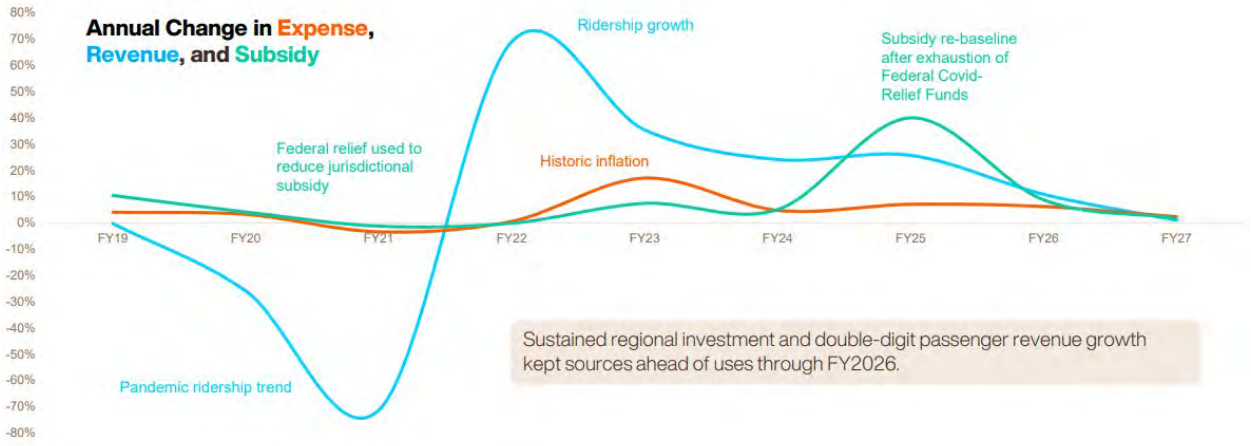
NVTC WMATA Committee Chair Matt de Ferranti will also provide a report from the committee's October 15 meeting and preview the November 19 joint meeting of the WMATA Committee and the Legislative and Policy Committee.

## A. Report from the Virginia WMATA Board Members

- FY 2027 Operating Budget Year-to-Date and FY 2028 Operating Outlook

The WMATA Finance and Capital Committee received an update on the FY 2027 operating budget and a preliminary outlook for FY 2028. Annual operating growth rates are approaching pre-pandemic levels following several years of ridership and passenger revenue recovery, while the exhaustion of federal pandemic relief has required jurisdictional subsidies to return to a higher baseline (Figure 1). Since adoption of the FY 2027 budget, several cost pressures have emerged, including Local 689 wage and pension costs that are $14 million above (annual) budget estimates and traditional paratransit costs that are $5.4 million over budget year-to-date. Staff noted that WMATA has not seen the anticipated changes in demand for Abilities Ride associated with the introduction of a fee for the service introduced in 2026 that was expected to help offset cost growth. These pressures are partially offset by the FY 2026 operating surplus, which was $2 million higher than assumed in the FY 2027 budget. WMATA plans to address these items, along with the reimbursable RFK redevelopment project, through an FY 2027 budget amendment in November. WMATA does not anticipate increases to FY 2027 jurisdictional subsidy.

**Figure 1: Annual Operating Growth Rates Approaching Pre-Pandemic Levels**

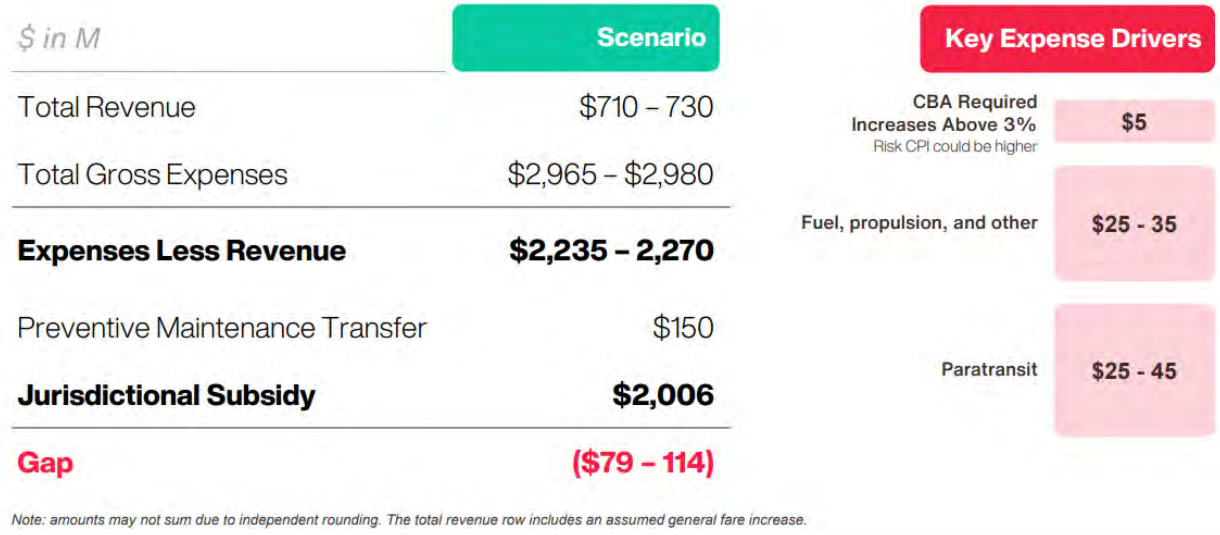



*Source: October 22, 2026, Finance and Capital Committee Meeting*

For FY 2028, WMATA anticipates continued ridership growth at a more moderate pace and assumes a general fare increase, described later in this memo, that would increase passenger revenue while modestly reducing ridership. Preliminary total revenue is estimated between $710 million to $730 million. While this approaches pre-pandemic levels, Metro Bus fare evasion continues to constrain passenger revenue. Recent improvements have increased Metro Bus fare compliance to approximately 37%, generating an estimated $5 million to $10 million annually; returning to the approximately 75% compliance level experienced in FY 2019 would generate an additional $57 million annually, though WMATA does not consider that level attainable in the near term. The FY 2028 budget outlook assumes that recent increases in fare compliance will continue at comparable levels.

WMATA's preliminary FY 2028 outlook projects gross operating expenses of just shy of $3 billion and a jurisdictional subsidy of just over $2 billion, leaving a projected funding gap of $79 million to $114 million after accounting for an estimated $150 million in preventive maintenance transfers from the operating to the capital budget (Figure 2). Major cost drivers include labor agreement requirements above 3% growth, rising fuel and propulsion costs, inflation and continued growth in paratransit demand and vendor costs. The preliminary subsidy assumption consists of the FY 2027 subsidy of $1.940 billion, 3% growth of approximately $58 million and an additional $8 million to annualize service improvements approved during FY 2027. It does not include the proposed universal youth fare program or additional service improvements. WMATA's identified potential solutions to close the anticipated operating funding gap in FY 2028 including preventative maintenance transfers, or possible service cuts. The Board asked WMATA staff for more details on possible cuts and/or reallocation of resources, including the various options under consideration as the budget is developed.

**Figure 2: Preliminary FY 2028 Operating Outlook**



| $ in M | Scenario |
|---|---|
| Total Revenue | $710 – 730 |
| Total Gross Expenses | $2,965 – $2,980 |
| **Expenses Less Revenue** | **$2,235 – 2,270** |
| Preventive Maintenance Transfer | $150 |
| **Jurisdictional Subsidy** | **$2,006** |
| **Gap** | **($79 – 114)** |

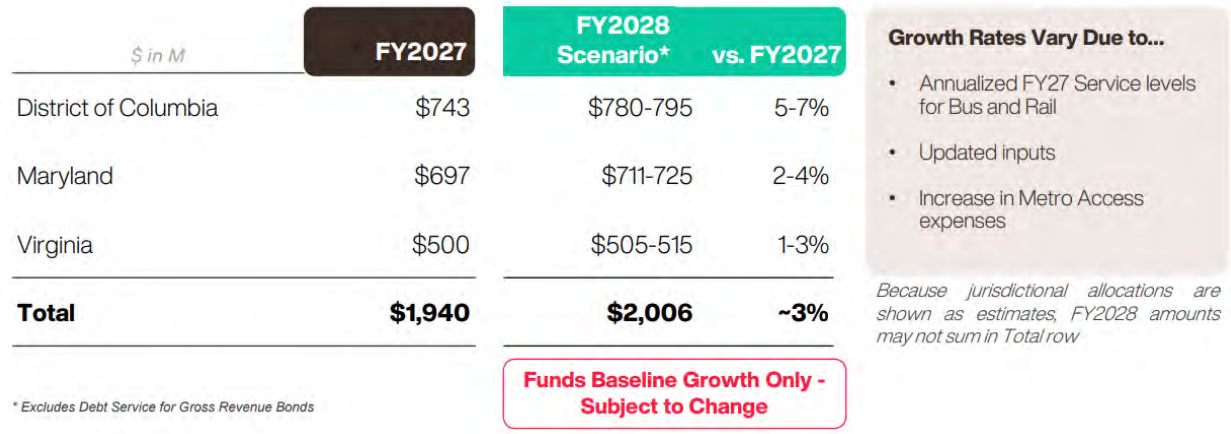
*Note: amounts may not sum due to independent rounding. The total revenue row includes an assumed general fare increase.*

| Key Expense Drivers | |
|---|---|
| CBA Required Increases Above 3% (Risk CPI could be higher) | $5 |
| Fuel, propulsion, and other | $25 - 35 |
| Paratransit | $25 - 45 |

*Source: October 22, 2026, Finance and Capital Committee Meeting*

Virginia's preliminary FY 2028 jurisdictional contribution is estimated at $505 million to $515 million, representing growth of approximately 1% to 3% from $500 million in FY 2027. This is below the projected growth rates for D.C. and Maryland, which are 5-7% and 2-4% respectively (Figure 3). Differences among jurisdictions reflect the respective shares of the annualization of FY 2027 bus and rail service levels, updated allocation inputs and higher Metro Access expenses. WMATA noted that adopted FY 2027 jurisdictional contributions were $23 million below the previously anticipated level, creating an additional consideration as the FY 2028 budget is developed. Jurisdictional subsidy contributions rose only 1.8% from FY 2026 to FY 2027.

**Figure 3: Preliminary Jurisdictional Subsidy Allocation Outlook**



| $ in M | FY2027 | FY2028 Scenario* | vs. FY2027 |
|---|---|---|---|
| District of Columbia | $743 | $780-795 | 5-7% |
| Maryland | $697 | $711-725 | 2-4% |
| Virginia | $500 | $505-515 | 1-3% |
| **Total** | **$1,940** | **$2,006** | **~3%** |

* Excludes Debt Service for Gross Revenue Bonds

Funds Baseline Growth Only - Subject to Change

**Growth Rates Vary Due to...**

- Annualized FY27 Service levels for Bus and Rail
- Updated inputs
- Increase in Metro Access expenses

*Because jurisdictional allocations are shown as estimates, FY2028 amounts may not sum in Total row*

*Source: October 22, 2026, Finance and Capital Committee Meeting*

The Board is expected to receive an additional FY 2028 budget update in November, followed by release of the GM/CEO's proposed budget in December and anticipated final adoption in April 2027.

- Fare Strategy and FY 2028 Proposed Fare Concepts

The Finance and Capital Committee received a presentation at its October 8, 2026 meeting on WMATA's long-term fare strategy and several potential fare changes for FY 2028. WMATA has signaled through recent budget cycles that a fare increase would likely be considered for FY 2028 and is pairing that discussion with a broader review of fare policy, payment technology and regional fare integration. The proposed strategy is informed by WMATA's adopted 2021 fare policy principles and an approach of scheduled and predictable fare increases and is organized around three priorities: developing a modern and more flexible payment system, advancing a single regional fare system consistent with the DMV*Moves* recommendations and expanding employer-paid transit benefits.

WMATA's current (FY 2027) base fare is $2.25, with regular Metro Rail fares ranging up to $6.75 depending on distance (Figure 4). WMATA emphasized that fare revenue remains an important component of the operating budget, generating approximately $537 million in FY 2027 and reducing the amount that must otherwise be provided through jurisdictional subsidy. Under the long-term strategy, WMATA would continue modernizing its fare infrastructure, expand regional integration of transfers, passes and reduced-fare programs and potentially provide fare-payment technology for systems such as VRE, MARC, the Purple Line and additional regional bus operators. WMATA is also considering eventually eliminating cash payment on Metro Bus to facilitate systemwide fare inspection and reduce the cost and complexity of cash collection.

**Figure 4: WMATA's Current Fare Structure**

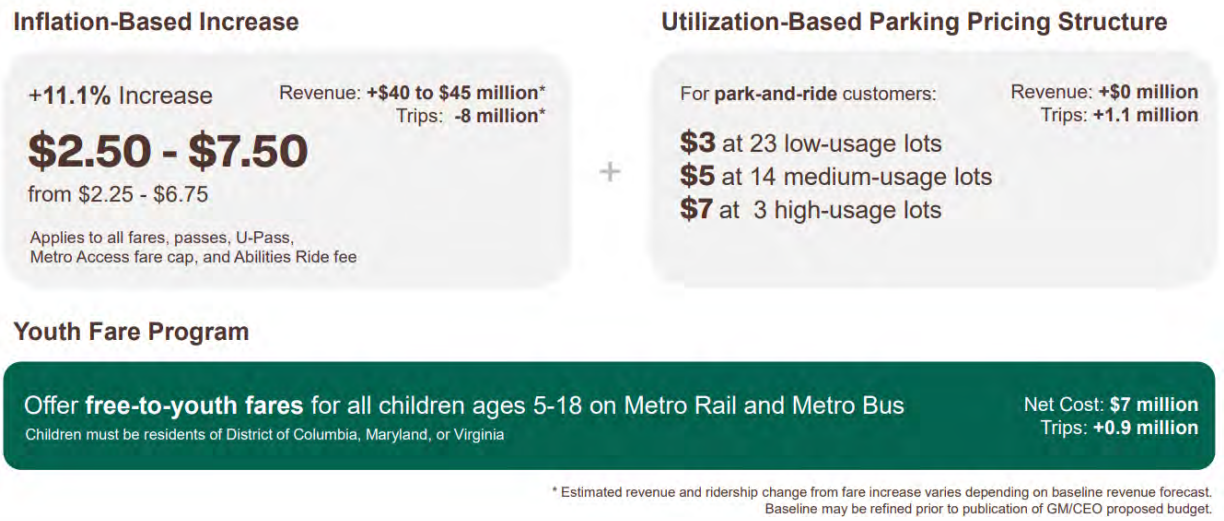



*Source: October 8, 2026, Finance and Capital Committee Meeting*

WMATA staff previewed initial fare concepts that will continue to be discussed and refined throughout the FY 2028 budget process, including an 11.1% inflation-based fare increase that would raise the base fare from $2.25 to $2.50 and the maximum Metro Rail fare from

$6.75 to $7.50 (Figure 5). This would be the first fare increase in three years and is intended to help offset inflationary increases in the cost of providing service. WMATA noted that, when adjusted for inflation, fares have remained relatively stable over the last few decades. The increase would also apply to passes, U-Pass, Metro Access and the Abilities Ride fee and is estimated to generate approximately $40 million to $45 million annually while reducing ridership by approximately eight million trips.

**Figure 5: FY 2028 Fare Concepts Preview**

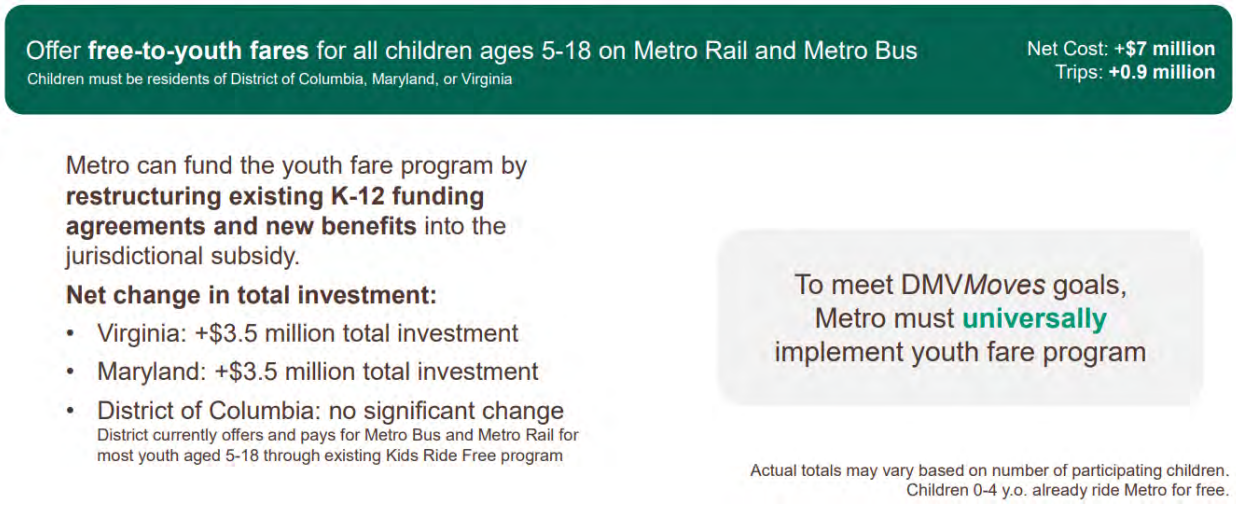



*Source: October 8, 2026, Finance and Capital Committee Meeting*

WMATA also proposed restructuring park-and-ride rates to be based on utilization rather than jurisdiction, with daily prices of $3, $5 or $7 depending on how heavily individual parking facilities are used. The proposal is expected to be revenue-neutral overall, with prices decreasing at many facilities while increasing at several high-utilization locations. In Virginia, East Falls Church would see prices increase to $7 due to high utilization, while several other facilities would see lower rates. WMATA also noted that lower parking prices at underutilized facilities could support additional Metro Rail ridership and increase net revenue over time.

Another major proposed concept would establish free fares on Metro Bus and Metro Rail for all children ages 5 through 18 who reside in Virginia, Maryland or the District of Columbia. WMATA estimates that a universal youth program would cost approximately $7 million and generate 900,000 additional annual trips (Figure 6). WMATA noted that existing K-12 agreements, including programs currently being developed in jurisdictions such as Alexandria, could be restructured into a broader, regional youth fare program administered by WMATA. Jurisdictions would, however, remain responsible for any costs above the approximately $7 million estimate, with Virginia and Maryland each contributing approximately $3.5 million in additional funding and no significant change for D.C., which already provides broad free transit access through its Kids Ride Free program. It has yet to be determined whether the payments supporting such a program would be administered through subsidy or on a reimbursable basis. NVTC staff still monitor this issue closely and provide updates to the Commission and WMATA Committee as the concept is refined.

**Figure 6: Universal DMV Youth Fare Program Concept**

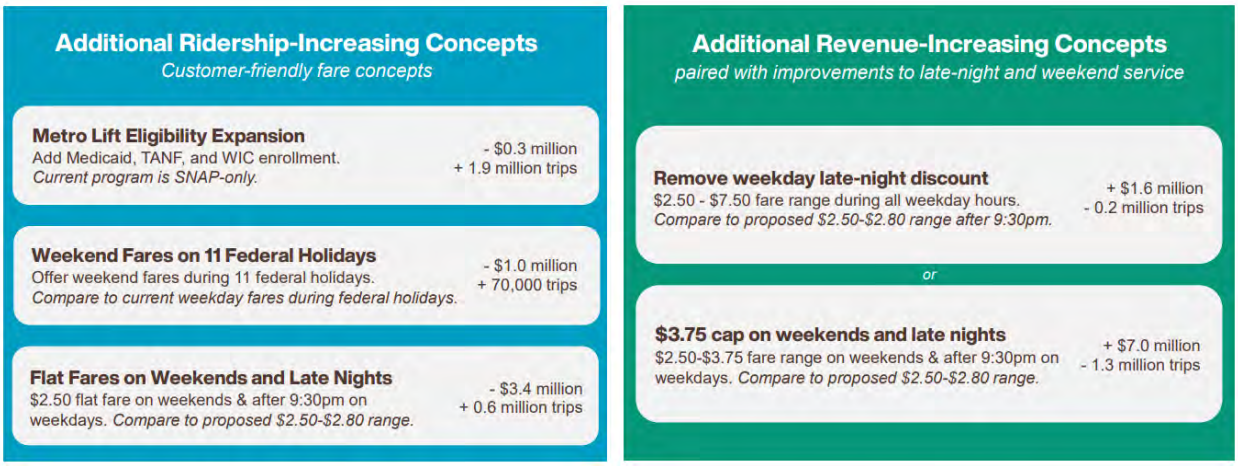



*Source: October 8, 2026, Finance and Capital Committee Meeting*

WMATA indicated that the youth fare program would need to be implemented regionwide rather than on a jurisdiction-by-jurisdiction basis to meet the DMV*Moves* goal of universal youth access. Staff noted that existing youth programs vary significantly by jurisdiction and can be administratively burdensome, with access largely determined by where a child lives. A universal program would standardize access across the region and could also help build familiarity with transit among the next generation of riders. WMATA is still developing program details and technology but anticipates a largely digital enrollment process using Smart Trip cards, with potential distribution through schools and other enrollment channels as well as direct registration.

Staff also presented several additional fare concepts, including expanding Metro Lift eligibility beyond SNAP participants to customers enrolled in Medicaid, TANF and WIC; charging weekend fares on federal holidays; and modifying late-night and weekend fare structures (Figure 7). The latter concepts included both ridership-increasing options, such as a $2.50 flat fare on weekends and after 9:30 p.m. on weekdays, and revenue-increasing options, such as a $3.75 fare cap on weekends and late nights or eliminating the weekday late-night discount. The proposed Metro Lift expansion is estimated to generate approximately 1.9 million additional trips at an annual revenue cost of approximately $300,000. WMATA indicated that program eligibility based solely on an income threshold, as is the practice with several major national transit systems, could be considered in the future but would be more administratively burdensome than verifying enrollment in existing public-benefit programs. Staff also acknowledged challenges in enrolling eligible customers in Metro Lift and noted that the program is currently limited to SNAP participants, creating potential barriers for other low-income riders who may qualify for assistance through different programs.

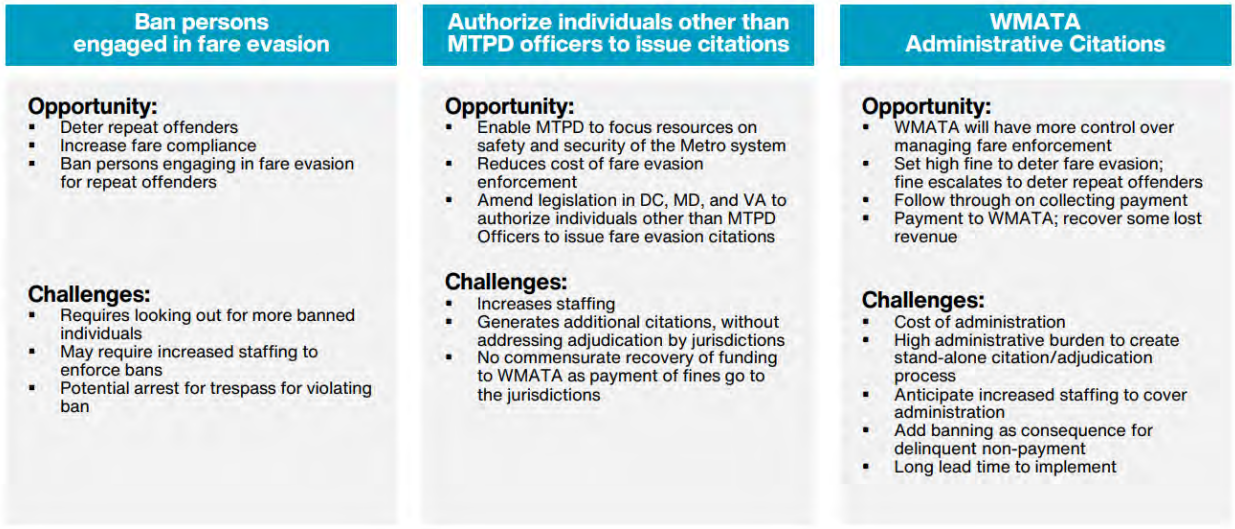
**Figure 7: Additional FY 2028 Fare Concepts**




*Source: October 8, 2026, Finance and Capital Committee Meeting*

The Board also discussed fare enforcement efforts, with WMATA reviewing peer-agency practices including escalating penalties for repeat offenders, fare inspections by non-sworn personnel and streamlined citation and appeals processes. Potential changes could include authorizing personnel other than Metro Transit Police officers (MTPD) to issue citations, developing a WMATA-administered citation process and barring repeat fare evaders from the system (Figure 8).

**Figure 8: Potential Fare Enforcement Actions**




*Source: October 8, 2026, Finance and Capital Committee Meeting*

Many of these approaches would require legislative changes or additional staffing and coordination among Virginia, Maryland and the District. WMATA also reported that Metro Bus fare evasion has declined amid heightened enforcement and awareness efforts, although staff emphasized that additional progress is still needed. Paid Metro Bus trips increased 13% during the first three months of the fiscal year compared with the same period a year earlier. In Virginia, the Metro Bus fare evasion rate was 36% in FY 2026. Staff also highlighted efforts to improve access to fare payment systems, including relocating

some fare vending machines outside station faregates in high-traffic locations such as those with 24-hour bus service, where WMATA has seen increased utilization.

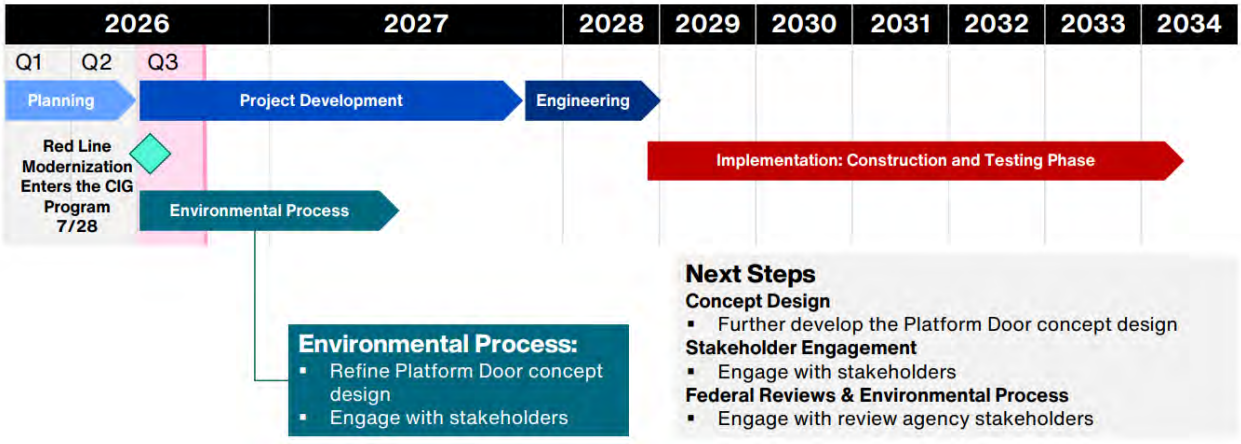
The Board is expected to consider these fare concepts and longer-term strategy as the proposed FY 2028 budget is developed. Any changes to fares would require compact public hearing.

- Rail Modernization Quarterly Update

The Finance and Capital Committee received a quarterly update on the Rail Modernization program, with a focus on federal grant activities, procurements and workforce planning. In July, the Federal Transit Administration (FTA) accepted the Red Line Modernization Project into the Capital Investment Grants (CIG) program as a potential Core Capacity project. This begins the federal project development process rather than representing a funding award. WMATA has until July 2028 to complete project development and advance into engineering, including environmental review, refinement of the platform door concept design, further design development and increasing confidence in project cost estimates, though staff are looking for opportunities to accelerate that schedule (Figure 9).

WMATA is also procuring additional technical support for the program, including a program management consultant and an Independent Safety Assessor (ISA). The independent safety assessor would provide third-party review throughout the program and was recommended through WMATA's recent American Public Transportation Association (APTA) peer review. WMATA held an industry day for potential safety assessors in September and has briefed the Washington Metrorail Safety Commission (WMSC) on the effort, with WMSC expected to remain actively engaged as the project advances. The current project schedule anticipates construction and testing beginning around 2030 and continuing through approximately 2034 before transitioning the Red Line to fully automated, or Grade of Automation 4 (GoA 4), operations. Modernization of the remainder of the Metro Rail system would depend on additional regional funding.

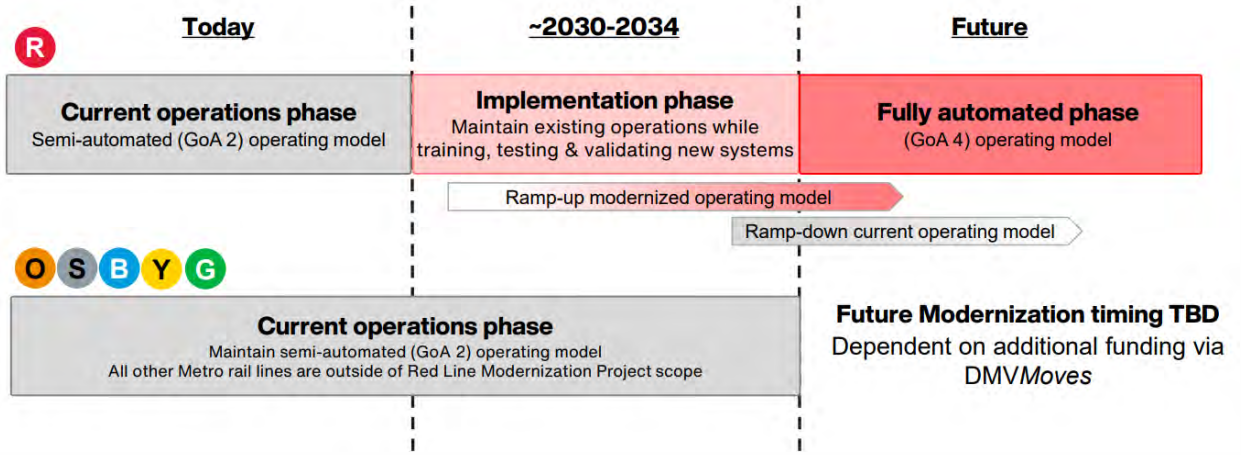
**Figure 9: Red Line Modernization Project Phases**




*Source: October 8, 2026, Finance and Capital Committee Meeting*

A significant portion of the update focused on workforce planning. The APTA peer review recommended that WMATA begin engaging employees and labor unions well in advance of automation to identify future roles, training needs and organizational changes. WMATA has begun those discussions, including with ATU Local 689, WMATA's largest union, and is treating workforce readiness as a core component of the modernization program alongside technology, safety certification and system migration. During the transition period, WMATA would continue to maintain existing operations while gradually training and preparing employees for the new operating model, including a period when the current and modernized operating models would operate simultaneously (Figure 10).

**Figure 10: Operating Model Transition**

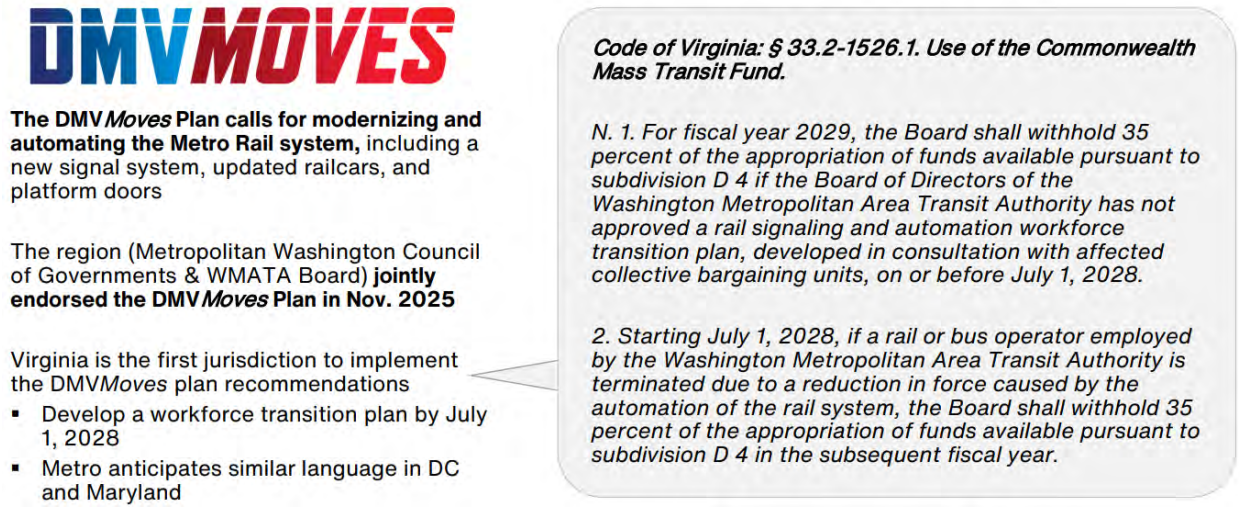



*Source: October 8, 2026, Finance and Capital Committee Meeting*

WMATA staff emphasized that full automation would change the types of work performed on the rail system rather than eliminate the need for employees on the ground. Peer automated systems often use roaming, multi-functional employees who can assist customers, troubleshoot equipment, respond to incidents and manually operate trains when necessary. WMATA is currently benchmarking those systems and developing its future concept of operations, including potential new career pathways, required skills and opportunities to retrain or upskill existing employees.

Virginia law enacted in 2026 following adoption of the DMV*Moves* plan recommendations requires the WMATA Board to approve a rail signaling and automation workforce transition plan, developed in consultation with affected collective bargaining units, by July 1, 2028 (Figure 11). Similar to 3% cap provisions, the law also links a portion of Virginia funding to workforce protections by requiring 35% of Commonwealth funding to be withheld from Northern Virginia local governments if rail or bus operators are terminated through an automation-related reduction in force. WMATA is currently in the preparation and benchmarking phase of the workforce effort and plans to conduct a workforce gap analysis, develop new roles and training strategies and bring the transition plan to the Board before the 2028 deadline. Staff characterized the effort as long-term workforce planning that will continue to evolve as the Red Line Modernization Project advances, rather than a near-term workforce reduction.

**Figure 11: Labor Commitments from DMVMoves Plan Recommendation**




*Source: October 8, 2026, Finance and Capital Committee Meeting*

- North Bethesda Joint Development Agreement

The WMATA Board authorized a joint development agreement with Hines for 13.9 acres of Metro-owned property at the North Bethesda Metro Rail Station. The proposed development would include approximately two million square feet of life-science, residential and retail uses, anchored by the University of Maryland Institute for Health Computing. Montgomery County is separately advancing a new north station entrance, supported by federal BUILD grant funding as well as state and local funds, with construction expected to begin in 2028.

- Inspector General's Report

The WMATA Office of Inspector General (OIG) issued an audit of WMATA's Enterprise Resource Planning (ERP) Implementation Project, examining whether the project was being managed through the structured governance, financial and project-management processes required under the ERP contract. OIG found that deficiencies under previous project leadership contributed to significant schedule delays, rework and cost escalation, including incomplete documentation of prior decisions and purchases, weak financial and scope controls and an outdated ERP Project Management Plan. The project's estimated total cost increased from approximately $226 million to $370 million.

OIG noted that WMATA's current Digital Modernization team has taken steps to address many of these issues, including restructuring governance and communications, implementing formal approval and change-control processes and reviewing prior purchases and expenditures. OIG also found that project management, communication and overall direction have improved under the current team. The audit issued nine recommendations related to documentation, procurement, budgeting, change control, project management and risk management, all of which WMATA management accepted.

- Procurement Actions

The WMATA Finance and Capital Committee provided concurrence for 10 procurement actions across its two October meetings. These included a sole source award for OEM inventory parts for the 3000-series and 6000-series railcar fleets; contract modifications supporting WMATA's website and digital customer platforms, Metro Bus HVAC replacement parts, Metro Access customer service, Metro Center escalator replacements and Metro Bus farebox warranty repair services; and new awards for systemwide security services, refuse and recycling collection and installation of video surveillance and network infrastructure on railcars, as well as a contract modification for additional OEM hybrid drive rebuild kits supporting WMATA's bus rehabilitation program**.** More information can be found at the following links: October 8, October 22**.**

- General Manager's Report

WMATA GM/CEO Randy Clarke shared that system ridership has increased 5% year-over-year in FY 2027 to date, with Metro Rail ridership up 7% and Metro Bus ridership up 3%, putting the system on track for a sixth consecutive year of ridership growth. Metro recorded five days with more than one million total trips across the system, with 29 of 98 Metro Rail stations experiencing one of their five highest post-2020 ridership days during the past month. These gains were distributed across jurisdictions.

Metro Bus reliability also continues to improve. Customer satisfaction remained above 80% for the second consecutive quarter, while September recorded the lowest share of missed trips due to operator availability in 10 months and the best September on-time performance in six years. Paid Metro Bus trips increased 13% year-over-year during the first quarter of FY 2027, representing approximately 1.2 million additional paid trips.

Metro Rail customer satisfaction has remained above 90% for the past year, with an average wait time of approximately 3.2 minutes. Metro is currently operating approximately 25% more rail service than in FY 2019, though rail repair needs increased during the first quarter. WMATA also reported its lowest first-quarter crime rate on record, down 3% year-over-year. Transit worker assaults declined 20%, including a 22% reduction in assaults on bus operators, while fare evasion citations increased 12%.

Mr. Clarke also discussed the status of federal surface transportation reauthorization. The current continuing resolution reduced overall public transportation funding by approximately 20% for federal FY 2027 due to the expiration of advance appropriations provided under the Infrastructure Investment and Jobs Act (IIJA). At current funding levels, WMATA estimates its federal capital maintenance funding would decline by approximately 22% in federal FY 2027. The continuing resolution also does not include approximately $1.6 billion in advance appropriations for the Capital Investment Grants (CIG) program, creating additional uncertainty for projects in the federal pipeline, including Red Line Modernization. Clarke said WMATA is working with the U.S. Department of Transportation (USDOT) and will continue advocating for a surface transportation reauthorization that at least maintains IIJA-

levels of transit funding and restores advance appropriations. Mr. Clarke and the WMATA Board Chair plan to send a letter to the region's congressional delegation urging support for continued transit funding in subsequent federal appropriations legislation.

- Local 639 Collective Bargaining Agreement (CBA)

The WMATA Board approved a new three-year collective bargaining agreement with International Brotherhood of Teamsters Local 639, which represents approximately 71 employees performing special police security functions. The agreement covers July 1, 2026, through June 30, 2029, and includes general wage increases of 1.5% in FY 2027, 2.25% in FY 2028 and 2.5% in FY 2029, along with increased flexibility for use of accrued sick leave, a higher uniform cleaning allowance and updated licensing language. The estimated three-year financial impact is approximately $550,000, excluding general wage increases.

- Reimbursable Agreement with Montgomery County to Expand the Violation Detection System Clear Lanes

The Board approved a renewed reimbursable agreement with Montgomery County to launch the Clear Lanes automated bus lane enforcement program. The program will use bus-mounted cameras on 10 Metro Bus vehicles to detect violations along approximately 10 miles of bus lanes on University Boulevard, Georgia Avenue, Veirs Mill Road and Colesville Road. Implementation was delayed by new Maryland privacy requirements and county citation-processing work, but WMATA now anticipates beginning with a 45-day warning period before citations are issued. Montgomery County will fund operating costs, review violation data, issue citations and collect fines. WMATA is also working with local jurisdictions in Virginia to demonstrate its Clear Lanes technology now that automated bus lane enforcement is legal in Virginia as of July 1.

- Agency Safety Plan

The Board approved WMATA's 2027 Public Transportation Agency Safety Plan, as required annually under federal law. Updates modernize and streamline the plan, align it more closely with WMATA's Safety Management System framework and reflect current initiatives including Rail Modernization, safety culture improvements and expanded data-driven decision-making. The plan also clarifies safety roles and responsibilities and strengthens procedures for monitoring safety performance and the effectiveness of mitigation measures.

**B. Report from the NVTC WMATA Committee Chair**

At its October 15 meeting, the NVTC WMATA Committee discussed long-term transit funding and legislative strategy for the 2027 General Assembly Session, with members of the Legislative and Policy Committee participating as additional Commissioners as that committee did not achieve a quorum. The discussion focused on implementation of Virginia's recent WMATA funding commitments, the path toward a permanent regional

funding solution and priorities for NVTC's 2027 Legislative and Policy Agenda. The committee also received a briefing of NVTC's 2026 Report on the Performance and Condition of WMATA.

The NVTC WMATA Committee is scheduled to hold a joint meeting with the Legislative and Policy Committee at 6:00 p.m. on Thursday, November 19 at NVTC's offices. The committees will receive a briefing on DRPT's ongoing legislatively directed studies, NVTC's 2027 Legislative and Policy Agenda and an update on NVTC's 2026 Report on the Performance and Condition of WMATA before anticipated Commission adoption of the report in December.

# Agenda Item #4B

**TO:** Chair Bagley and NVTC Commissioners

**FROM:** Kate Mattice, Ann McGrane, Amanda Sink, Owen Williams and Tenley O'Hara

**DATE:** October 29, 2026

**SUBJECT:** Report from the Legislative and Policy Committee Chair

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At the November 5 meeting, the Commission will receive a report from Legislative and Policy Committee Chair Canek Aguirre regarding the status of General Assembly mandated transit studies, TSDAC policy changes and federal reauthorization efforts, as well as information on the upcoming Joint WMATA Committee/Legislative and Policy Committee meeting.

## A. Statewide General Assembly Mandated Studies

NVTC staff continue to track transit-related studies and reporting requirements affecting Northern Virginia jurisdictions and regional transit providers. Since the Commission last met in October, DRPT has made progress on several General Assembly mandated studies, including the private transit workforce implementation workgroup, the Northern Virginia regional bus consolidation feasibility study and the WMATA cost efficiency review, described in more detail below.

- Private Transit Workforce Implementation Workgroup

DRPT held its third workgroup meeting on September 28 to discuss emerging themes, considerations and options for implementing new requirements related to employee protections and compensation for private transit contractors under HB 547 and SB 731. DRPT is continuing to develop recommendations ahead of the workgroup's December 1, 2026, reporting deadline and staff will present their findings to the NVTC Legislative and Policy Committee at its November 19 meeting. The underlying statutory provisions will not take effect unless reenacted by the 2027 General Assembly.

- Northern Virginia Regional Bus Consolidation Feasibility Study

DRPT continues to evaluate the feasibility of consolidating ART, CUE, DASH and Fairfax Connector into a unified regional bus system, as directed by the 2026 General Assembly. The study examines the potential benefits, challenges and implementation considerations associated with consolidating some or all agency responsibilities. On October 21, DRPT held a leadership roundtable at NVTC's offices to present draft findings and gather feedback from representatives of the four agencies or jurisdictions, as well as the Amalgamated Transit Union Local 689.

**Figure 1: Commissioners Participate in DRPT Leadership Roundtable**




*Source: NVTC*

The study did not identify any notable cost savings and indicated that a consolidated system might be more expensive, especially in the transition years when local agencies would continue to run as a consolidated agency is developed. All of the speakers representing the jurisdictions emphasized the importance of being able to directly control their transit service and supported identifying additional ways to collaborate while not consolidating into one agency. DRPT staff will present their findings to the NVTC Legislative and Policy Committee at its November 19 meeting, and the final study report is due December 15, 2026.

- WMATA Cost Efficiency Reporting and Review

As directed by the 2026 General Assembly, DRPT is in the process of completing its review of WMATA's cost savings and cost efficiency efforts for submission to the chairs of the Senate Committees on Finance and Appropriations and Transportation and the House Committees on Appropriations and Transportation Committees. NVTC staff had the opportunity to review the draft report and provide feedback to DRPT. Staff will post the final document once it is available to the public.

NVTC staff continue to track other studies relevant to NVTC jurisdictions such as the Northern Virginia Parking Study and the Statewide Transit-Oriented Development Review.

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

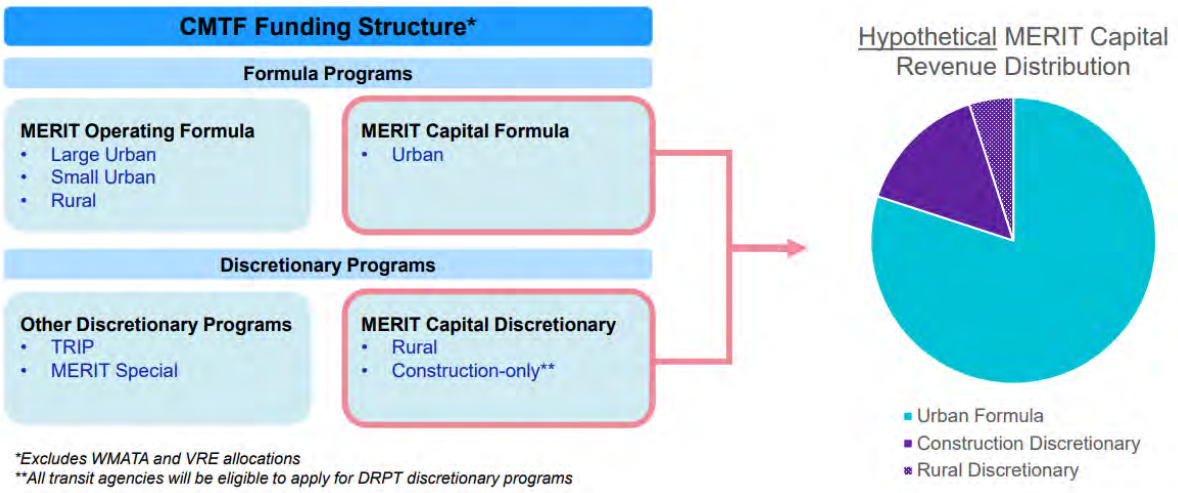
On October 13, the Commonwealth Transportation Board (CTB) unanimously approved policy changes to the MERIT Operating Assistance, MERIT Capital Assistance and Transit Ridership Incentive Program (TRIP) programs, following recommendations developed by the Department of Rail and Public Transportation (DRPT) in consultation with TSDAC and transit stakeholders.

The revised MERIT Operating policy establishes a more predictable funding formula, allocating 95% of available operating assistance through base allocations determined by agency size and service area characteristics, with the remaining 5% reserved to reward agency performance. The MERIT Capital changes update project classifications and scoring methodologies, simplify the evaluation of vehicle expansion projects and introduce incentives for effective grant management.

In response to stakeholder feedback regarding funding predictability, the CTB also directed DRPT to examine and pilot alternative approaches to allocating MERIT Capital funding, including combinations of formula-based and discretionary grants. DRPT will engage TSDAC, transit agencies and other stakeholders in this effort and provide periodic updates to the CTB.

At its October 19 meeting, TSDAC reviewed a proposed MERIT Capital funding framework that would provide formula-based capital assistance to urban transit agencies while retaining discretionary funding for rural agencies and construction projects (Figure 2). DRPT presented plans for a formula-based funding pilot involving eight transit agencies, including DASH and OmniRide, to test grant application, administration and reimbursement processes. DRPT anticipates launching the pilot in late 2026 or early 2027 and will report its findings to TSDAC.

**Figure 2: Potential MERIT Capital Funding Framework**




*Source: Virginia Department of Rail and Public Transportation, October 19, 2026, TSDAC Meeting*

The approved TRIP changes implement legislation adopted during the 2026 General Assembly Session, expanding applicant eligibility, removing geographic restrictions on regional connectivity projects and establishing a new Enhanced Mobility Innovation category supporting micromobility, paratransit and specialized transportation.

The revised policies will take effect with the FY 2028 grant cycle, which opens in December 2026.

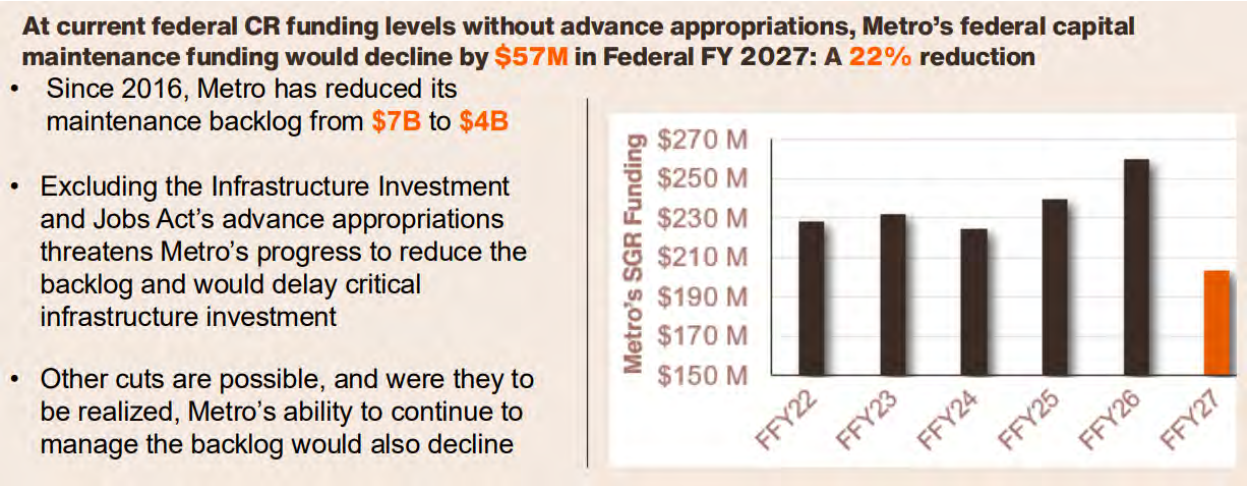
**C. Federal Update**

The Infrastructure Investment and Jobs Act (IIJA) expired on September 30, 2026, and Congress is operating under a continuing resolution that extends federal government funding and current surface transportation program authorities through December 11, 2026. Both the House and Senate are in recess until after the November 3 election, leaving a limited window for Congress to consider a multi-year surface transportation reauthorization before the end of the year. While some legislators have expressed interest in advancing reauthorization legislation during the lame-duck session, a crowded legislative calendar and competing priorities make a further short-term extension likely. The House Transportation and Infrastructure Committee approved the bipartisan, five-year BUILD America 250 Act earlier this year, but the legislation has not advanced to the House floor, and the Senate committees with jurisdiction have yet to release a comprehensive reauthorization proposal.

The continuing resolution does not extend the IIJA's advance appropriations, which provided an additional $4.25 billion annually for public transit and $13.2 billion annually for passenger rail investment. The American Public Transportation Association (APTA) estimates that the loss of these funds will reduce federal public transit investment by 20% and passenger rail investment by 81% compared with FY 2026 levels. APTA is continuing to advocate for restoring public transit and passenger rail funding to FY 2026 levels when the continuing resolution expires in December and maintaining advance appropriations as part of a future surface transportation reauthorization. As previously reported, the loss of advanced appropriations is expected to reduce WMATA's annual State of Good Repair formula funding by approximately $57 million in federal FY 2027 and eliminate $1.6 billion in annual guaranteed funding for the Capital Investment Grants (CIG) program.

WMATA General Manager/CEO Randy Clarke raised these funding risks at the October 22 WMATA Board meeting, noting that the loss of advance appropriations would reduce WMATA’s federal capital maintenance funding by approximately 22% in federal FY 2027 and create additional uncertainty for projects in the Capital Investment Grants (CIG) pipeline, including Red Line Rail Modernization (Figure 3). Additional details are included in the WMATA Board report that precedes this memo.

**Figure 3: Federal Funding Uncertainty Underscores Importance of DMVMoves to Metro's Capital Program**




*Source: General Manager's Report, October 22, 2026, WMATA Board Meeting*

On September 30, the Congressional Budget Office (CBO) released its full cost estimate of the House's BUILD America 250 Act. The analysis estimates that the legislation would increase Highway Trust Fund contract authority by approximately $74 billion over five years while generating approximately $3.8 billion in new vehicle registration fee revenues through FY 2031. However, the legislation does not require those revenues to be deposited into the Highway Trust Fund. Based on CBO's estimates, the bill would increase the Trust Fund's projected cumulative shortfall from approximately $131 billion under current law to nearly $148 billion by the end of FY 2031 if the registration fee revenues are not deposited into the Trust Fund.

On October 1, the Federal Transit Administration (FTA) published proposed revisions to its CIG program guidance, which establishes the evaluation criteria and federal funding requirements for major transit capital projects. The proposed changes would increase the weight assigned to cost-effectiveness in project justification ratings from 16.7% to 25%, reduce the weight assigned to environmental benefits from 16.7% to 5%, establish a new methodology for determining federal CIG funding shares, and require project sponsors to demonstrate greater financial commitments before advancing into Engineering. The guidance would also introduce demographic considerations, including marriage and birth rates along project corridors, when determining federal funding shares. Once finalized, the revised guidance would apply to projects already in the CIG pipeline, potentially affecting WMATA's Red Line Modernization Project, which recently entered the Project Development phase.

NVTC staff will continue to monitor congressional consideration of surface transportation reauthorization, efforts to restore IIJA advance appropriations, FY 2027 appropriations, and proposed changes to federal transit funding programs.

## D. Legislative Forum

The NVTC, PRTC and VRE Legislative Forum will take place Monday, December 14, from 8:30 to 11:30 a.m. at George Mason University's Mason Square campus in Arlington. The forum will bring together transit leaders, elected officials and other experts from across the region to discuss Northern Virginia's transit priorities and the value of transit ahead of the 2027 Virginia General Assembly Session.

NVTC is excited to announce the Transit Leaders Panel featuring DASH GM/CEO Josh Baker, Virginia Railway Express CEO Katie Choe, WMATA GM/CEO Randy Clarke and OmniRide Executive Director Dr. Bob Schneider. The event will also feature a panel of local economic development, real estate and regional planning professionals speaking to the important connection between reliable transit service and community development.

The public transportation network serving the Greater Washington Region faces financial headwinds as inflation increases the costs to run and maintain public transit systems. Join us for this informative panel with regional transit leaders as they discuss the challenges and potential solutions.

Additional speakers and agenda details to be announced soon. Registration is now open at https://novatransit.org/2026-legislative-forum/.

# Agenda Item #4C

**TO:** Chair Bagley and NVTC Commissioners

**FROM:** Kate Mattice, Ann McGrane, Amanda Sink, Sophie Spiliotopoulos and Jason Adle

**DATE:** October 29, 2026

**SUBJECT:** Report from the Program Advisory Committee Chair

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At the November 5 meeting, the Commission will receive an update from Program Advisory Committee Chair Dalia Palchik on the Commuter Choice and Zero Emission Bus Technical Assistance programs.

## A. Commuter Choice Program Updates

On October 12, NVTC staff held a webinar with prospective applicants ahead of the opening of the I-395/95 FY 2028-2029 Call for Projects to review the program, provide updates on the evaluation and scoring criteria and related changes to the Recipient Handbook, and provide an overview of the application process. The I-395/95 FY 2028-2029 Call for Projects officially opened on Monday, October 19 and will close on Friday, December 18.

## B. Zero Emission Bus Technical Assistance

NVTC staff continue to advance the Zero Emission Bus (ZEB) Technical Assistance program through a contract with AECOM funded through NVTC's research budget and a DRPT Technical Assistance grant. Staff have convened the ZEB Working Group and continue research to develop targeted technical memos that will provide actionable guidance for agencies operating ZEB fleets.

NVTC held its third ZEB Working Group meeting of 2026 on September 14. At the meeting, NVTC's consultant team presented an introduction to Battery Energy Storage Systems (BESS) and microgrids which can help support ZEBs. Working Group members then provided agency updates on the status of their ZEB fleets and facilities and discussed operational specifics.

The first of three technical memos has been finalized and shared with Working Group members. The Lithium-ion Battery Safety and Hazard Mitigation Strategies Technical Memorandum outlines important considerations and industry best practices for vehicle battery health monitoring, key standard operating procedures and training, and facility safety. The next technical memo will focus on best practices for battery electric bus operating and procurement contracts. NVTC staff and the consultant team will be

scheduling one-on-ones with agencies to understand their current contract procedures and challenges to best tailor the memo to agency needs. NVTC staff will update the Commission on the technical assistance program once all three technical memos have been completed.

# Agenda Item #5

**TO:** Chair Bagley and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** October 29, 2026

**SUBJECT:** Executive Director Wrap-Up

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At the November 5 meeting, Executive Director Kate Mattice will give her update and wrap up the meeting with any last-minute information.

## 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 November 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 Q3 Report

The Communications Q3 Report summarizes NVTC's communications performance for the third quarter of 2026 covering media coverage, social media, email newsletters and website traffic. Despite the typical summer slowdown, NVTC earned strong news coverage, grew its social media following and saw record click-through rates for NoVaTransit Headlines.

## C. NVTC Financial Reports

The September 2026 Financial Reports are provided as information.

# Communications Metrics Report

***Q3 2026***
***(July 1-September 30, 2026)***

## Introduction

This report summarizes NVTC's communications performance for the third quarter of 2026 covering media coverage, social media, email newsletters and website traffic. Despite the typical summer slowdown, NVTC earned strong news coverage, grew its social media following and saw record click-through rates for NoVaTransit Headlines.

## Media Coverage

NVTC had unusually strong news coverage for the summer months, with 8 stories published in Northern Virginia focused outlets. NVTC's data on transit ridership in the region generated multiple stories. Envision Route 7 and local taxing authority also made news.

As is typical in the slower summer months, we published a smaller number of news releases between July and September, all announcing details of upcoming Commission meetings.

We maintain an updated list of media mentions at novatransit.org. NVTC also archives news releases on our website

## Social Media Metrics

NVTC's relied wholly on organic social media[1] posts during the third quarter while maintaining strong reach and engagement.

NVTC had 6,290 followers across all social media platforms at the end of the third quarter, a jump of 4.6% from the previous quarter.

*Organic Social Media Posts*

Organic social media posts are those that spread "organically" and are not paid advertising. Top performing posts of Q3 2026:

- Good things are coming to the VRE Alexandria Station. When construction is complete, riders can look forward to a more accessible station with upgraded facilities. Stay up to date on the details. Impressions: 1,367; Clicks: 26; Shares: 4. View on LinkedIn.
- Happy 40th birthday, **OmniRide**. Congratulations on 4 decades of keeping Virginia moving! Impressions: 703; Clicks: 23; Shares: 5. View on LinkedIn.

[1] NVTC began a marketing campaign September 10, 2026. Results from the campaign will be reported following its conclusion.

- 💻 We're hiring!
  The Northern Virginia Transportation Commission (NVTC) seeks a detail-oriented Program Analyst to join the Programs and Policy team in supporting ongoing programs, regional initiatives, and established committees of the Commission. The ideal candidate is passionate about transit and transportation, thinks strategically, enjoys connecting people, ideas, and programs, is energized by collaborating with partners and stakeholders to advance regional transit initiatives, and has a strong desire to learn and grow professionally. Impressions: 1,133; Clicks 86; Shares 7. View on LinkedIn.
- An exciting future ahead for passenger rail in Virginia. 🚧 🚂. Impressions: 793; Clicks: 115; Shares: 1. View on LinkedIn
- ⚡ Fast charging is coming to DASH's electric buses. ⚡ **Alexandria Transit Company (DASH)**'s first on-route charger will be installed at the former Landmark Mall site, allowing buses to recharge in mere minutes. That means less downtime and more reliable, consistent service for riders. Find out more about NVTC's work on on-route charging 🔗 **https://hubs.la/Q04s7zGw0**. Impressions: 616; Clicks: 23; Shares: 4. View on LinkedIn.

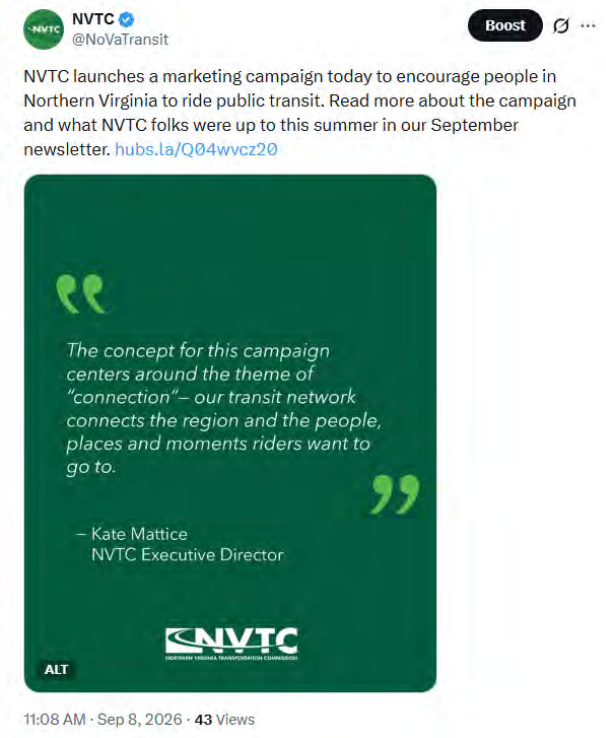


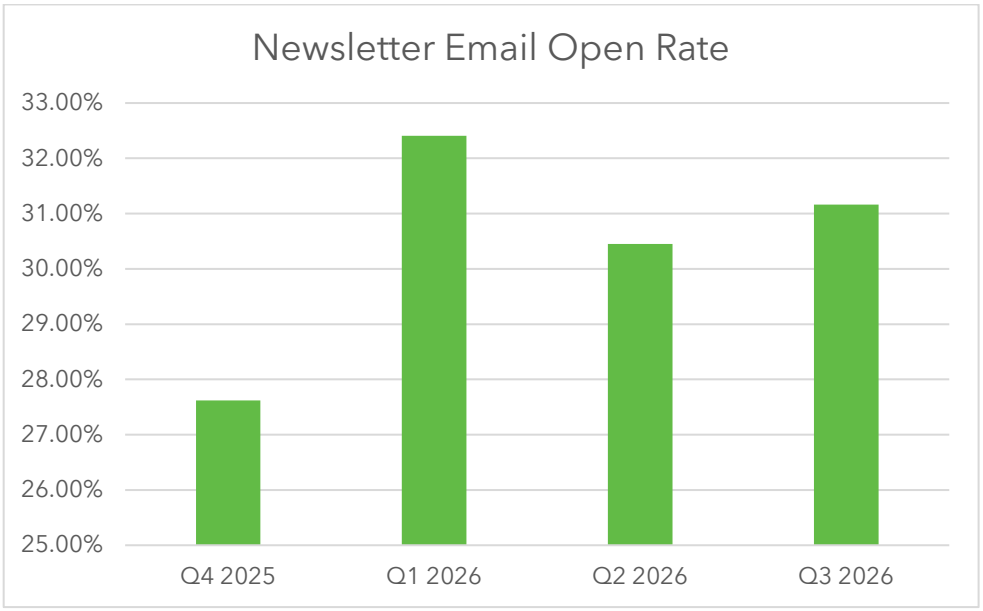

The Communications Team regularly posts NVTC content to LinkedIn, X, Facebook, Instagram, Threads and Bluesky. We also use YouTube to share Commission and committee meetings, as well as other video content.

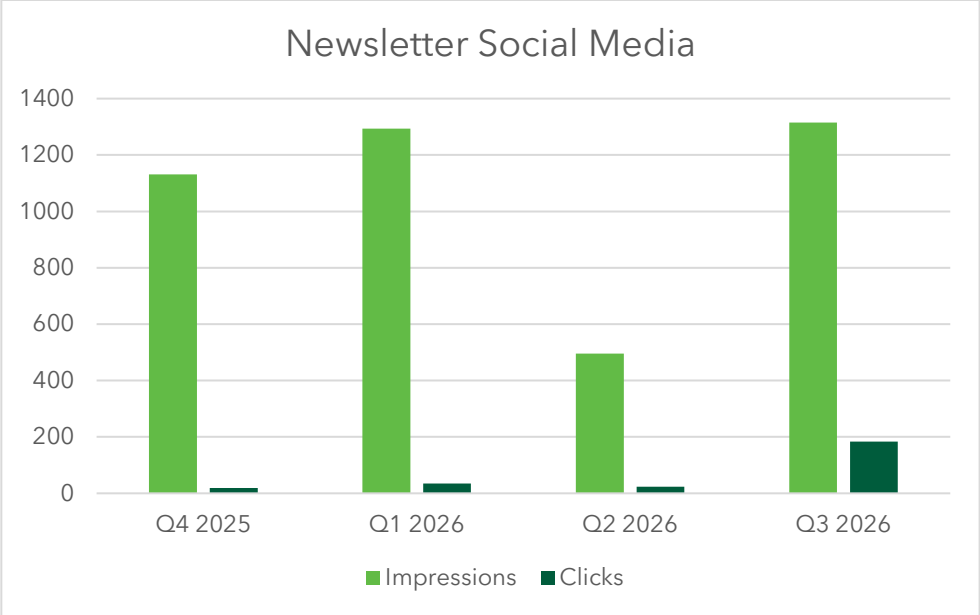
## Executive Director Reports

We share the monthly Executive Director Reports by email and on social media. The newsletter received an average 31.16% email open rate, the second-highest rate in the last year. We also introduced a new way to share the newsletter on social media in the third

quarter of 2026. In addition to regular posts showing the newsletter cover and a brief mention of the top stories for the month, we began sharing quotes from Executive Director Kate Mattice in additional posts. Combined, that led to the strongest performance for newsletter posts on social media in the last year and a sharp rebound from an unexpected drop in the second quarter of 2026, including a dramatic jump in the number of clicks to the embedded link to the newsletter section of novatransit.org, going from 24 clicks in the second quarter to 183 in the third quarter.

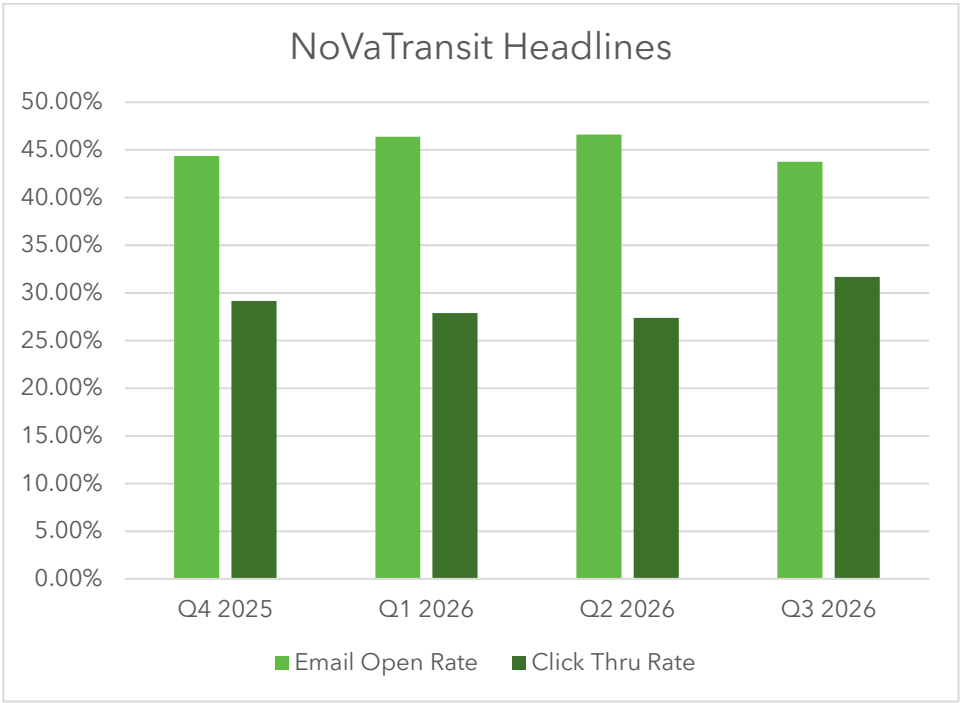





## NoVaTransit Headlines

NVTC's compiles news stories highlighting public transit and other transportation topics and delivers them by email every Monday through Friday. The email open rate for Headlines dipped slightly but remained a healthy 43.75%, while the click-thru-rate, the number of clicks on links in the emails, rose to 31.67%, the highest rate in the last year.




## Website Analytics

The Employment and Program Analyst job posting pages saw high user interaction this quarter, leading to a record-breaking number of job applications received by NVTC. NVTC

posted the request for proposals for the Five-Year Strategic Plan Development on our procurement page August 28 and has seen consistent activity since, making it the 3rd most popular page of the quarter. Not to be left out, the Commuter Choice and Route 7 program pages continued to be in the top 10 NVTC webpages.

## Key Takeaways & Next Steps

**Strengths**:

LinkedIn continues to have our largest social media following, growing 7.7% from the previous quarter. This growth demonstrates NVTC's respected position in the region and Commonwealth, as well as the public transit industry. LinkedIn followers are a self-selected audience of transportation professionals, policymakers and partner agencies, which makes each new follower a direct line to the people who shape regional transit decisions.

NVTC's Executive Director Reports and NoVaTransit Headlines emails retain high open and click through rates, exceeding industry benchmarks and keeping NVTC top of mind for our recipients.

**Challenges:**

Media mentions and news release distribution experienced seasonable and expected dips and already show signs of recovering in the 4th quarter.

**Next Actions**:

The Communications Team looks forward to reporting on two significant promotions 1) The Commuter Choice Annual Report video. This small dollar ad campaign ran for two weeks in late October on Facebook and Instagram and will be included on in the 4th quarter report. 2) The large-scale transit marketing campaign that began in September and conclude in mid-November. We have already seen a strong response, including an uptick in social media followers. Staff will provide a detailed report once analysis is complete.

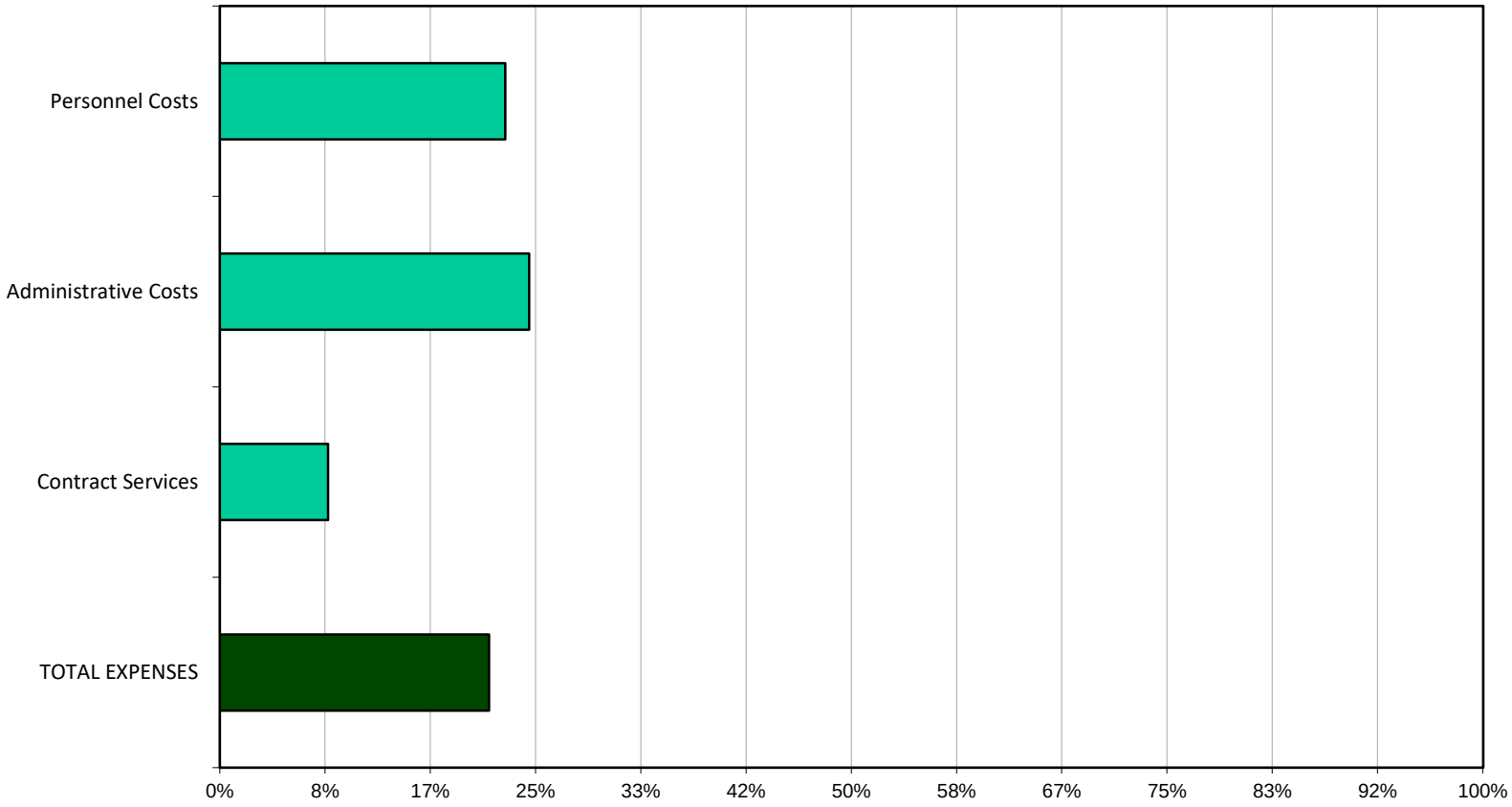
Attachment #5C

# Northern Virginia Transportation Commission

## Financial Reports

## September 2026

# PERCENTAGE OF FY 2027 NVTC ADMINISTRATIVE BUDGET USED
September 2026
(TARGET 25% OR LESS)




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

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

| | Current Month | Year To Date | Annual Budget | Balance Available | Balance % |
|---|---|---|---|---|---|
| Personnel Costs | | | | | |
| Salaries and Wages | $ 224,142.90 | $ 694,210.47 | $ 3,014,000.00 | $ 2,319,789.53 | 77.0% |
| Temporary Employee Services | - | - | - | - | |
| Total Personnel Costs | 224,142.90 | 694,210.47 | 3,014,000.00 | 2,319,789.53 | 77.0% |
| Benefits | | | | | |
| Employer's Contributions: | | | | | |
| FICA | 14,738.03 | 46,870.98 | 208,000.00 | 161,129.02 | 77.5% |
| Group Health Insurance | 15,917.71 | 47,701.35 | 273,000.00 | 225,298.65 | 82.5% |
| Retirement | 20,420.00 | 61,260.00 | 265,000.00 | 203,740.00 | 76.9% |
| Workmans & Unemployment Compensation | 1,055.37 | 1,428.45 | 2,800.00 | 1,371.55 | 49.0% |
| Life Insurance | 264.77 | 311.29 | 6,600.00 | 6,288.71 | 95.3% |
| Long Term Disability Insurance | 1,519.69 | 4,481.12 | 19,500.00 | 15,018.88 | 77.0% |
| Total Benefit Costs | 53,915.57 | 162,053.19 | 774,900.00 | 612,846.81 | 79.1% |
| Administrative Costs | | | | | |
| Commissioners Per Diem | 1,050.00 | 2,050.00 | 14,500.00 | 12,450.00 | 85.9% |
| *Rents:* | *41,549.45* | *124,204.55* | *493,400.00* | *369,195.45* | *74.8%* |
| Office Rent | 40,213.05 | 120,452.80 | 471,400.00 | 350,947.20 | 74.4% |
| Parking & Transit Benefits | 1,336.40 | 3,751.75 | 22,000.00 | 18,248.25 | 82.9% |
| *Insurance:* | *425.00* | *1,605.89* | *8,800.00* | *7,194.11* | *81.8%* |
| Public Official Bonds | 100.00 | 440.00 | 2,500.00 | 2,060.00 | 82.4% |
| Liability and Property | 325.00 | 1,165.89 | 6,300.00 | 5,134.11 | 81.5% |
| *Travel:* | *8,793.20* | *21,471.34* | *79,200.00* | *57,728.66* | *72.9%* |
| Conference / Professional Development | 6,129.35 | 17,432.67 | 58,200.00 | 40,767.33 | *70.0%* |
| Non-Local Travel | 148.20 | 229.76 | 2,500.00 | 2,270.24 | 90.8% |
| Local Travel, Meetings and Related Expenses | 2,515.65 | 3,808.91 | 18,500.00 | 14,691.09 | 79.4% |

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

| | Current Month | Year To Date | Annual Budget | Balance Available | Balance % |
|---|---|---|---|---|---|
| *Communication:* | *1,548.80* | *3,727.23* | *18,400.00* | *14,672.77* | *79.7%* |
| Postage | 185.16 | 225.26 | 1,400.00 | 1,174.74 | 83.9% |
| Telephone and Data | 1,363.64 | 3,501.97 | 17,000.00 | 13,498.03 | 79.4% |
| *Publications & Supplies* | *3,108.66* | *6,856.47* | *37,300.00* | *30,443.53* | *81.6%* |
| Office Supplies | 76.83 | 540.73 | 3,000.00 | 2,459.27 | 82.0% |
| Duplication and Paper | 1,868.42 | 3,944.27 | 9,300.00 | 5,355.73 | 57.6% |
| Public Engagement | 1,163.41 | 2,371.47 | 25,000.00 | 22,628.53 | 90.5% |
| *Operations:* | *4,244.14* | *12,570.41* | *59,300.00* | *46,729.59* | *78.8%* |
| Furniture and Equipment (Capital) | 54.59 | 136.87 | 19,200.00 | 19,063.13 | *99.3%* |
| Repairs and Maintenance | (167.15) | 231.88 | 1,000.00 | 768.12 | 76.8% |
| Computer Operations | 4,356.70 | 12,201.66 | 39,100.00 | 26,898.34 | 68.8% |
| *Other General and Administrative:* | *2,146.18* | *4,409.40* | *11,900.00* | *7,490.60* | *62.9%* |
| Memberships | 83.33 | 295.83 | 1,600.00 | 1,304.17 | 81.5% |
| Fees and Miscellaneous | 1,062.85 | 3,113.57 | 8,800.00 | 5,686.43 | 64.6% |
| Advertising (Personnel/Procurement) | 1,000.00 | 1,000.00 | 1,500.00 | 500.00 | 33.3% |
| Total Administrative Costs | 62,865.43 | 176,895.29 | 722,800.00 | 545,904.71 | 75.5% |
| Contracting Services | | | | | |
| Auditing | - | - | 26,900.00 | 26,900.00 | 100.0% |
| Contract Services and Support | | | | | |
| Commuter Choice | 8,491.39 | 9,184.79 | 136,250.00 | 127,065.21 | 93.3% |
| Research Support (excludes carryover) | - | - | 250,000.00 | 250,000.00 | 100.0% |
| Other Technical | 7,429.17 | 31,525.01 | 120,000.00 | 88,474.99 | 73.7% |
| Legal | 2,500.00 | 7,500.00 | 30,000.00 | 22,500.00 | 75.0% |
| Total Contract Services | 18,420.56 | 48,209.80 | 563,150.00 | 514,940.20 | 91.4% |
| Total Gross G&A Expenses | $ 359,344.46 | $ 1,081,368.75 | $ 5,074,850.00 | $ 3,993,481.25 | 78.7% |

**NVTC**
**RECEIPTS and DISBURSEMENTS**
**September 2026**

| Date | Payer / Payee | Purpose | Wells Fargo Checking | Wells Fargo Savings | Virginia LGIP NVTC G&A / Project | Virginia LGIP Commuter Choice | Virginia LGIP Trusts |
|---|---|---|---|---|---|---|---|
| | **RECEIPTS** | | | | | | |
| 3 | DMV | Motor Vehicle Fuels Sales tax | | | | | $ 2,968,299.22 |
| 3 | DMV | CROC | | | 1,250,000.00 | | |
| 17 | DRPT | Capital grants receipts-Arlington | | | | | 1,048,252.57 |
| 25 | DRPT | Capital and operating assistance - WMATA | | | | | 21,550,650.08 |
| 30 | Banks | Interest earnings | | 149.85 | 2,078.76 | 484,565.19 | 1,029,016.59 |
| | **TOTAL RECEIPTS** | | - | 149.85 | 1,252,078.76 | 484,565.19 | 26,596,218.46 |

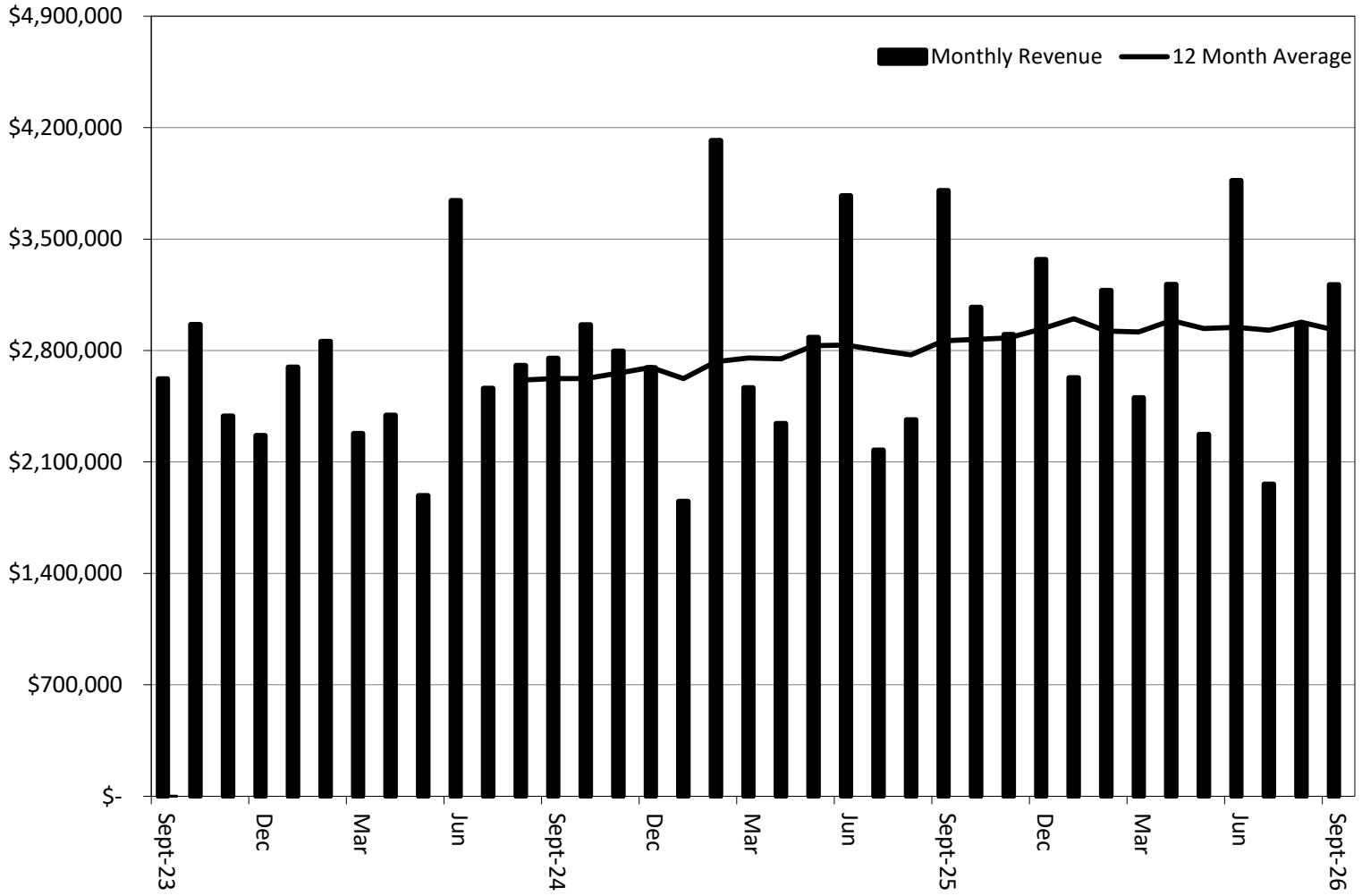
**NVTC**
**RECEIPTS and DISBURSEMENTS**
**September 2026**

| Date | Payer / Payee | Purpose | Wells Fargo Checking | Wells Fargo Savings | Virginia LGIP NVTC G&A / Project | Virginia LGIP Commuter Choice | Virginia LGIP Trusts |
|---|---|---|---|---|---|---|---|
| | **DISBURSEMENTS** | | | | | | |
| 1-30 | Various | G&A expenses | (318,966.11) | | | | |
| 3 | AECOM Tech. | Consulting-Zero Emission Bus | (31,833.80) | | | | |
| 3 | VRE | CROC | | | (1,250,000.00) | | |
| 11 | Arlington | Other capital | | | | | (30,000,000.00) |
| 11 | Fairfax | I-66 Commuter Choice reimbursement | | | | (285,969.00) | |
| 11 | Loudoun | I-66 Commuter Choice reimbursement | | | | (90,376.00) | |
| 11 | Fairfax | I-395/95 Commuter Choice reimbursement | | | | (852,538.00) | |
| 22 | Kimley-Horn | Consulting-Commuter Choice | (6,340.40) | | | | |
| 30 | Banks | Bank charge | (144.24) | (201.77) | | | |
| | **TOTAL DISBURSEMENTS** | | (357,284.55) | (201.77) | (1,250,000.00) | (1,228,883.00) | (30,000,000.00) |
| | **TRANSFERS** | | | | | | |
| 3 | Transfer | From Saving to checking | 200,000.00 | (200,000.00) | | | |
| 18 | Transfer | From Saving to checking | 150,000.00 | (150,000.00) | | | |
| 25 | Transfer | From Saving to checking | 50,000.00 | (50,000.00) | | | |
| | **NET TRANSFERS** | | 400,000.00 | (400,000.00) | - | - | - |
| | **NET INCREASE (DECREASE) FOR MONTH** | | $ 42,715.45 | $ (400,051.92) | $ 2,078.76 | $ (744,317.81) | $ (3,403,781.54) |

**NVTC**
**INVESTMENT REPORT**
**September 2026**

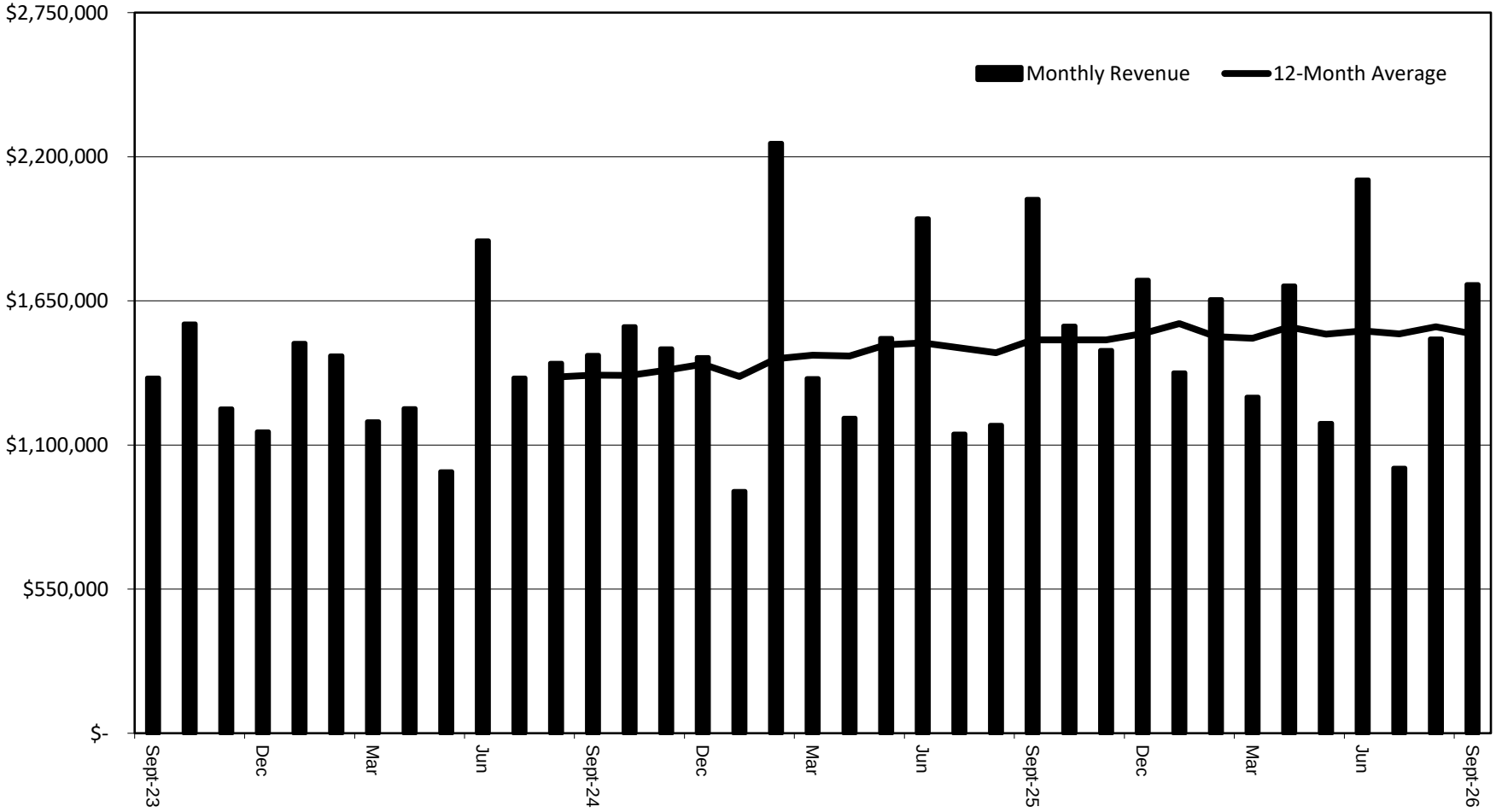
| Type | Rate | Balance 8/31/2026 | Increase (Decrease) | Balance 9/30/2026 | Balance | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | NVTC G&A/Project | Commuter Choice | Jurisdiction Trust Fund | Loudoun Tax Trust Fund |
| **Cash Deposits** | | | | | | | | |
| Wells Fargo: NVTC Checking | N/A | $ 13,055.33 | $ 42,715.45 | $ 55,770.78 | $ 55,770.78 | $ - | $ - | $ - |
| Wells Fargo: NVTC Savings | 0.480% | 641,552.87 | (400,051.92) | 241,500.95 | 241,500.95 | - | - | - |
| **Investments** | | | | | | | | |
| Bank of America: Virginia Local Government Investment Pool (LGIP) | 3.875% | 488,941,486.61 | (4,146,020.59) | 484,795,466.02 | 654,603.44 | 152,066,816.35 | 294,780,510.95 | 37,293,535.28 |
| | | $ 489,596,094.81 | $ (4,503,357.06) | $ 485,092,737.75 | $ 951,875.17 | $ 152,066,816.35 | $ 294,780,510.95 | $ 37,293,535.28 |

# NVTC MONTHLY GAS TAX REVENUE
# ALL JURISDICTIONS
# FISCAL YEARS 2024-2027



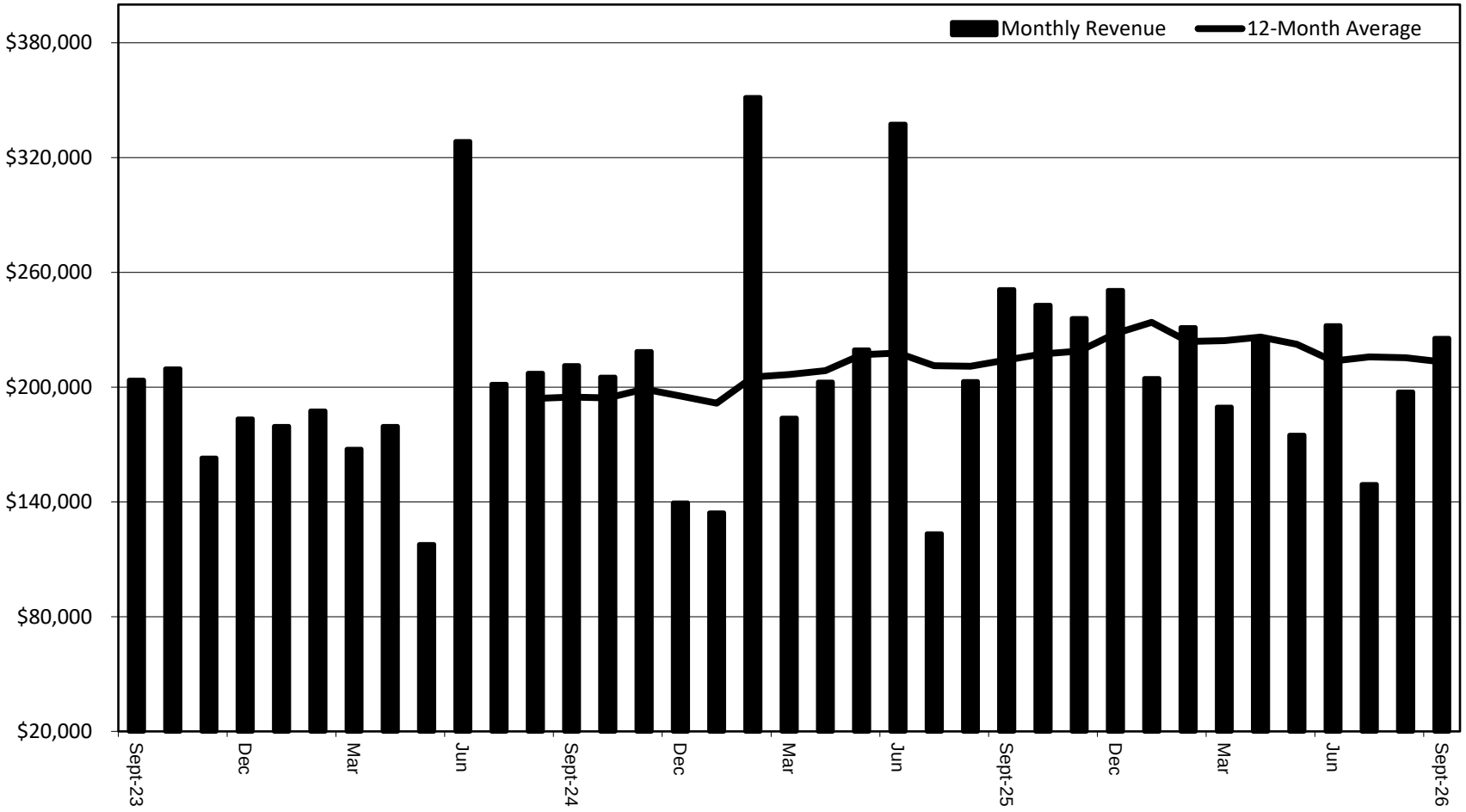

Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

# NVTC MONTHLY GAS TAX REVENUE
# FAIRFAX COUNTY
# FISCAL YEARS 2024-2027



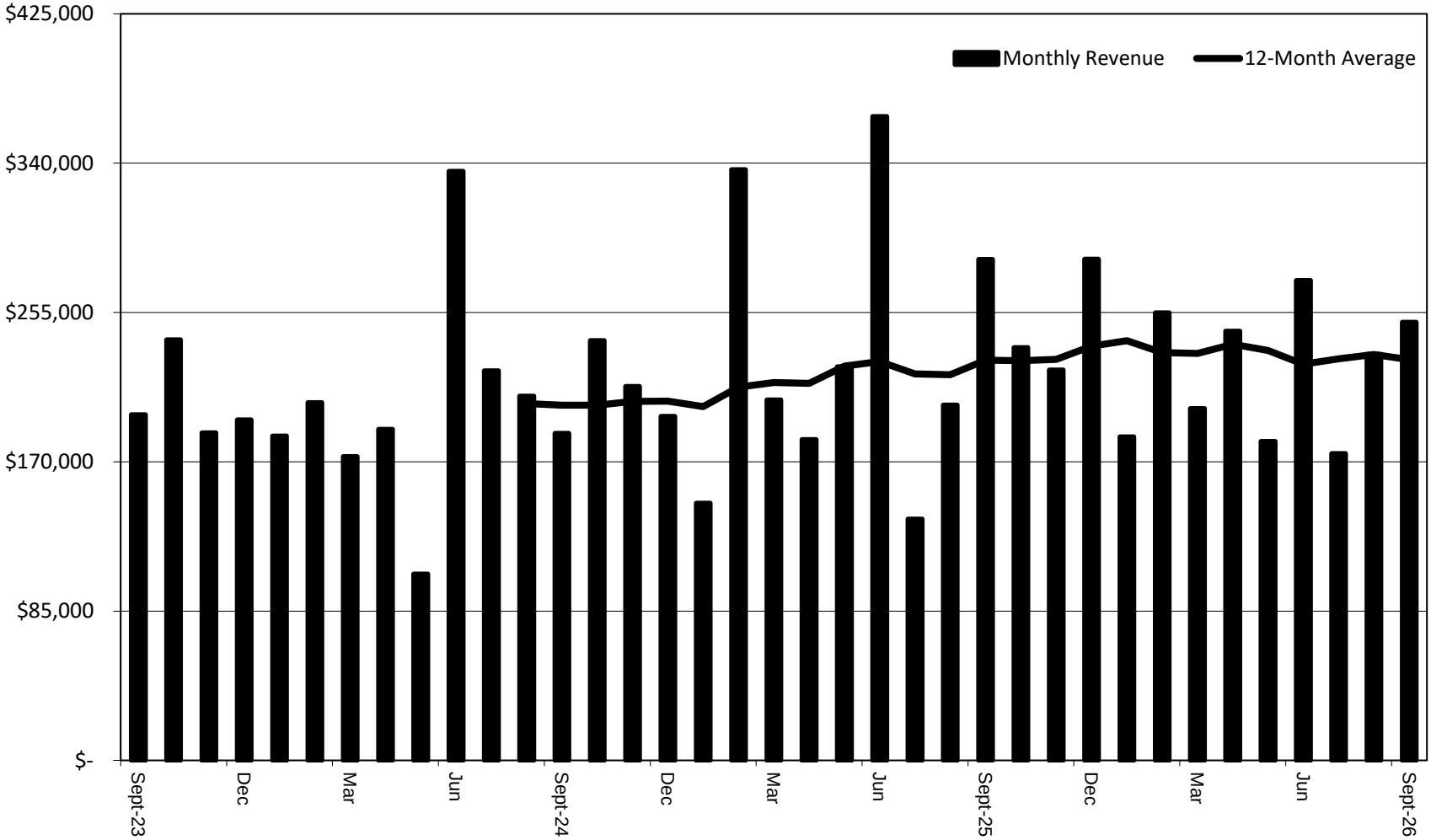

*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE
# CITY OF ALEXANDRIA
# FISCAL YEARS 2024-2027



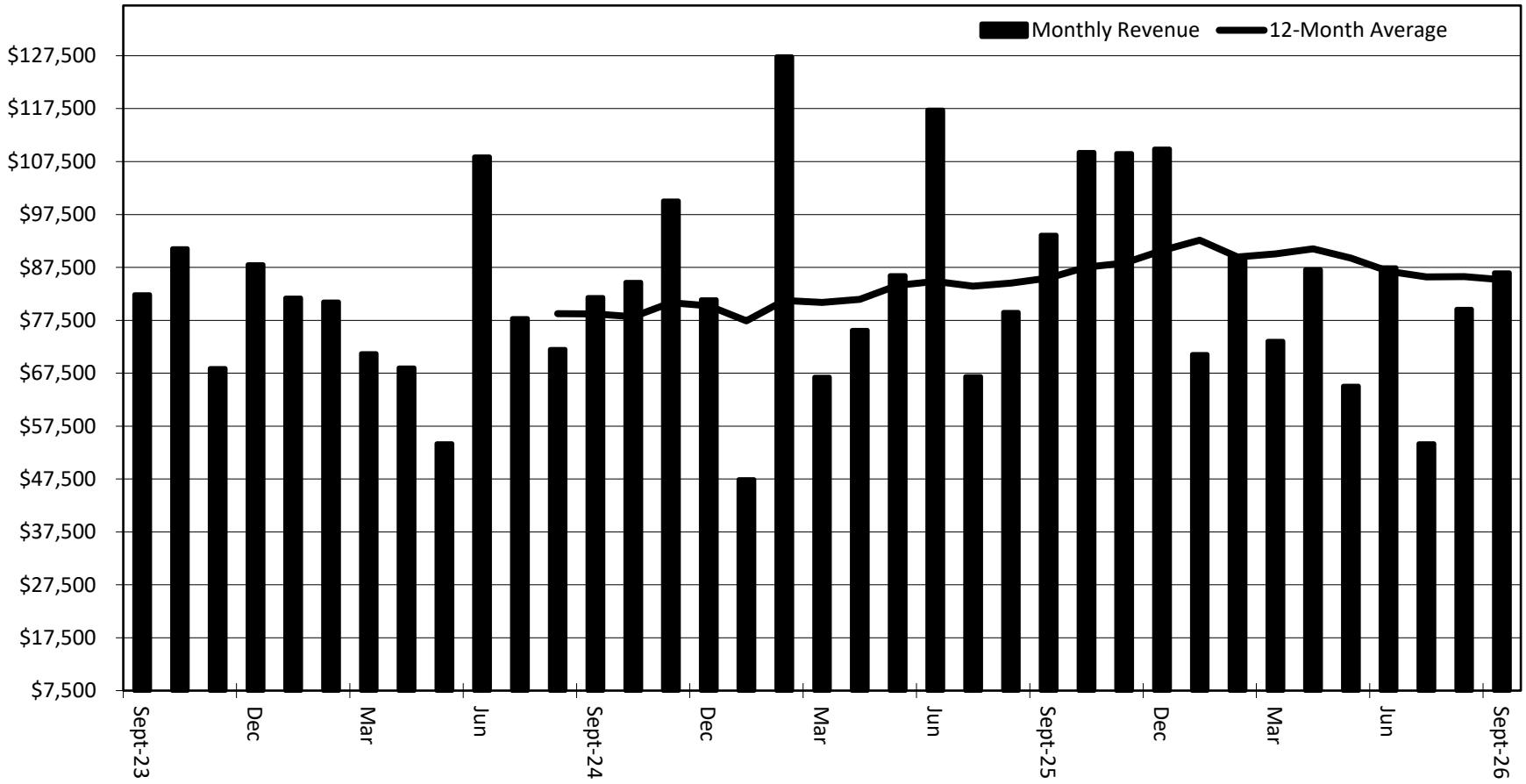

*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE
# ARLINGTON COUNTY
# FISCAL YEARS 2024-2027



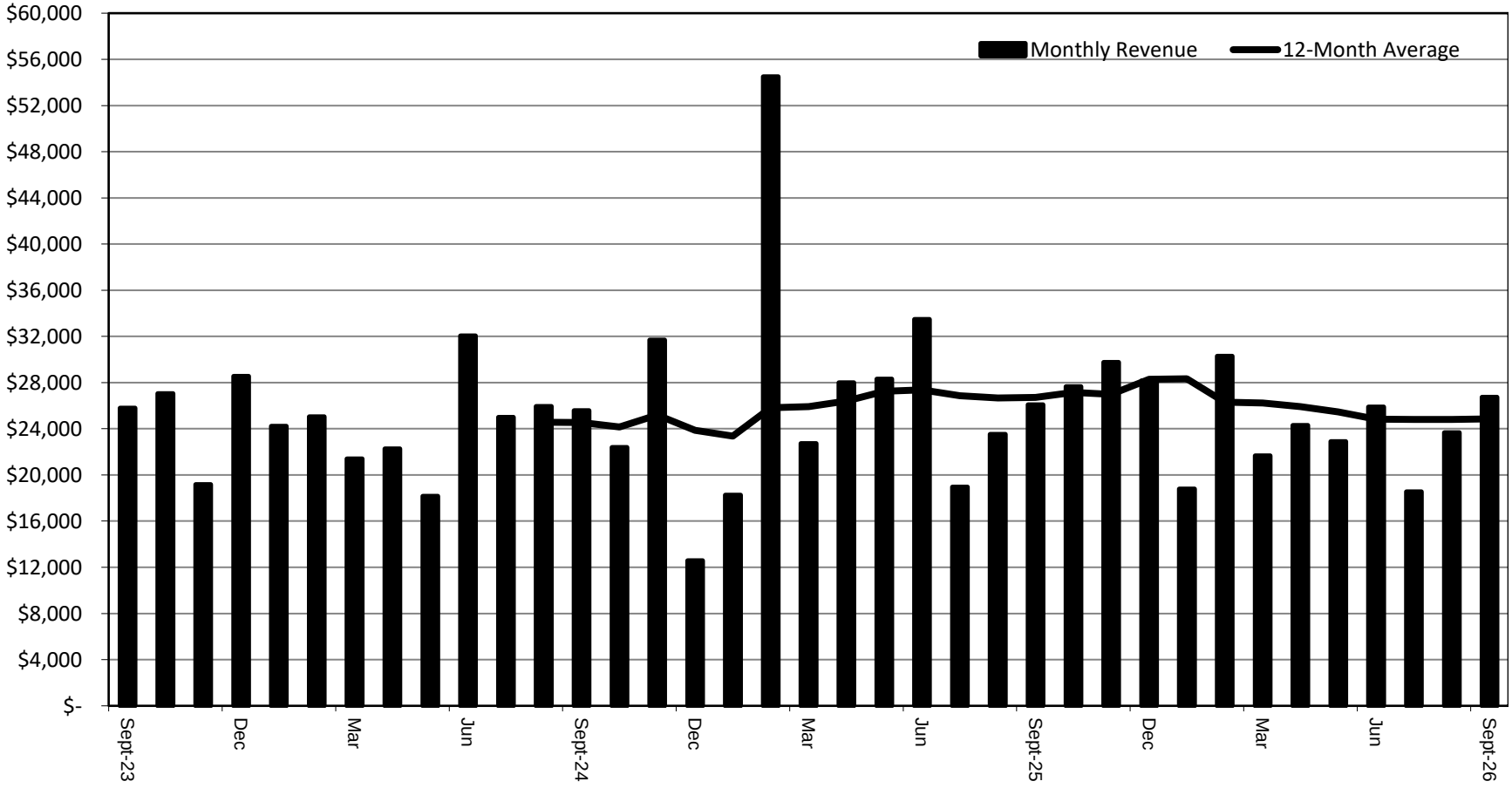

*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE
# CITY OF FAIRFAX
# FISCAL YEARS 2024-2027



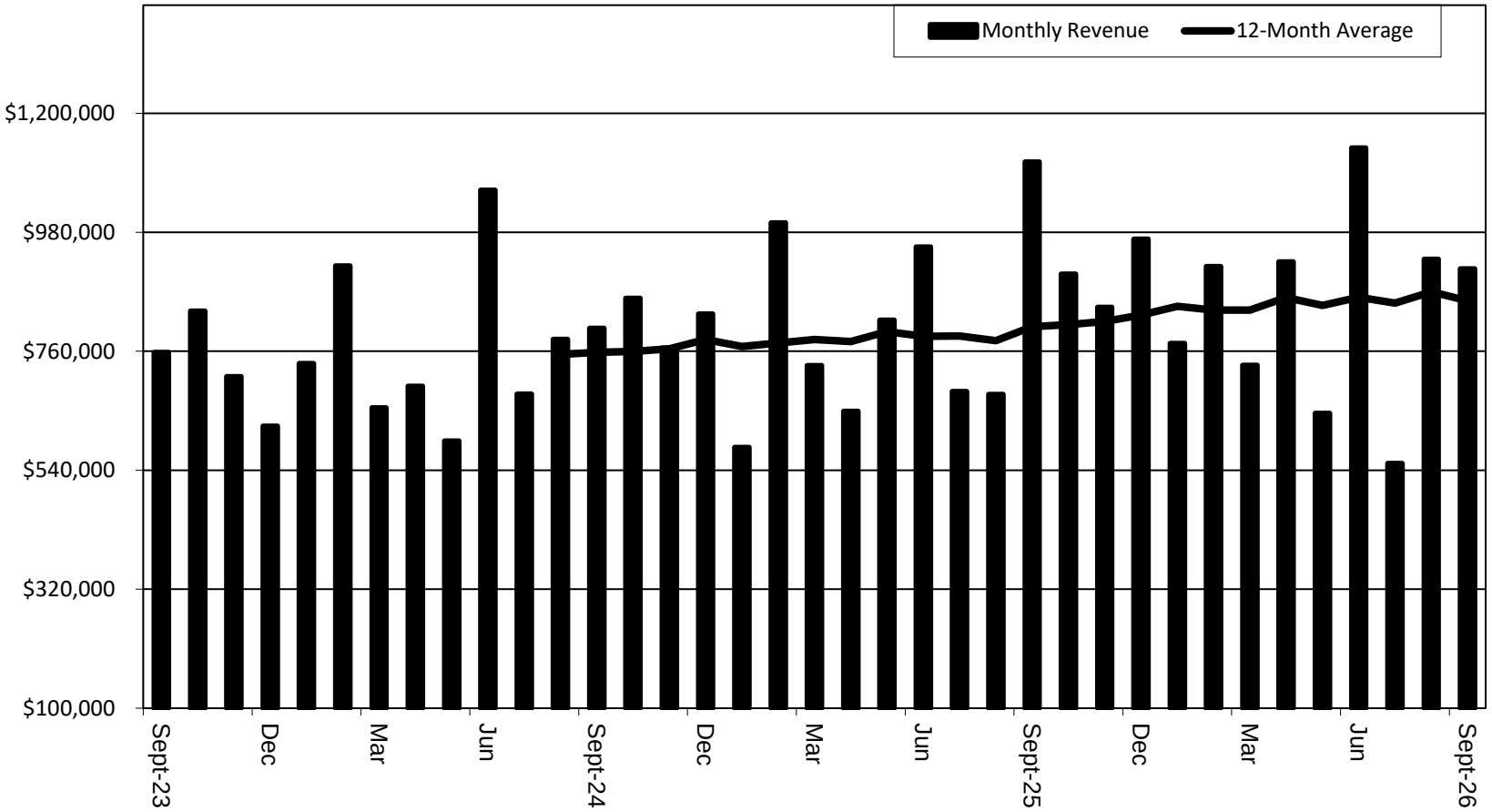

*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE
# CITY OF FALLS CHURCH
# FISCAL YEARS 2024-2027




*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 2024-2027




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

# Agenda Item #6

**TO:** Chair Bagley and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** October 29, 2026

**SUBJECT:** Closed Session

---

At the November 5 meeting, the Commission will convene a Closed Session to discuss a personnel matter.

Motion to Enter into Closed Session:

Pursuant to the Virginia Freedom of Information Act, Section 2.2-3711.A.1 of the Code of Virginia, the Northern Virginia Transportation Commission moves to convene a closed meeting for discussion of the annual performance review of the executive director.

Motion for Certification Coming out of Closed Session:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and

2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.