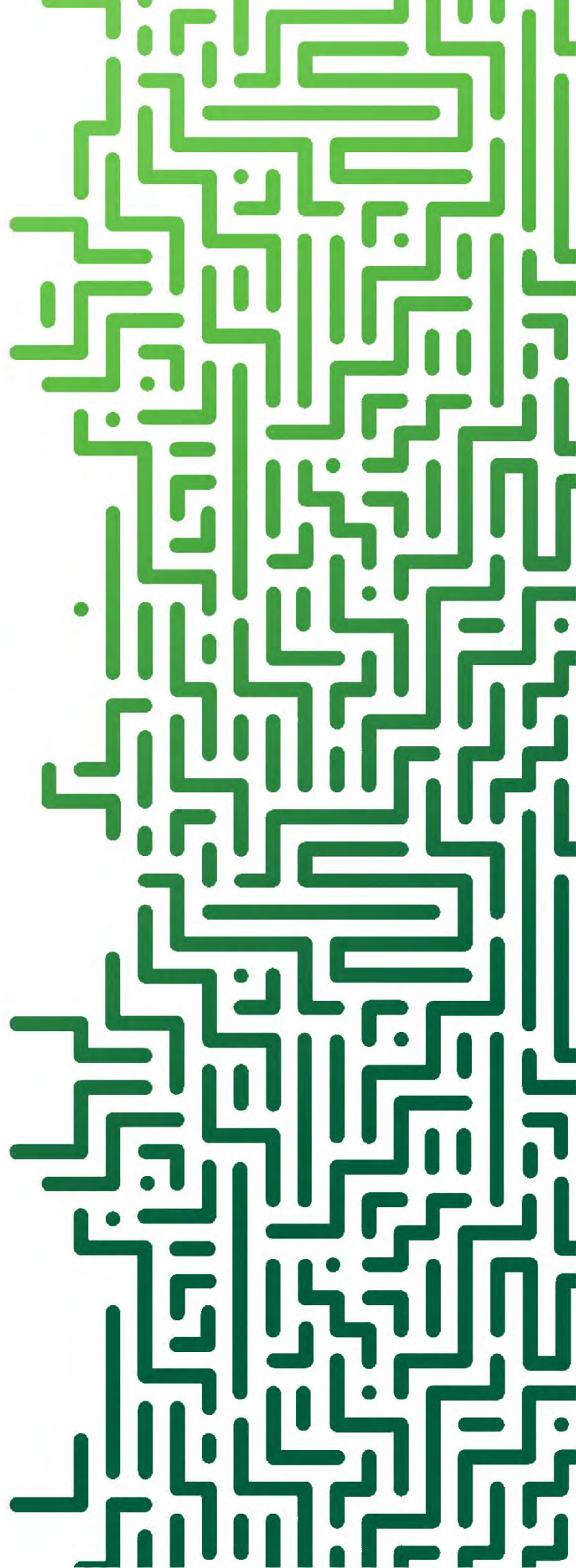




Commission Meeting Materials

October 1, 2026

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



Meeting Overview

NVTC’s **October 1, 2026 meeting** is an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

Action Items

- Notice of Direct Contributions to the Jurisdictions
- Commuter Choice (Annual Report, Policy and Evaluation Criteria Changes, Call for Projects for I/395-95)
- Forward VRE Preliminary FY 2028 Budget to the Jurisdictions
- VRE-VPRA Application for a USDOT PROTECT Planning Grant

Other Meeting Highlights

- Envision Route 7 Project: Next Steps Presentation
- VRE CEO and DRPT Director Presentations
- WMATA Board and Committee Reports
- Executive Director Wrap-Up
- Closed Session

Table of Contents

NVTC October 1, 2026 Meeting Agenda	3
Agenda Item 1 Opening Remarks	
Agenda Item 2 Action Items	5
Agenda Item 3 Presentations	70
Agenda Item 4 Committee Reports:	
Agenda Item 4A Report from the WMATA Board Members and NVTC WMATA Committee Chair .	115
Agenda Item 4B Report from the Legislative and Policy Committee Chair	124
Agenda Item 4C Report from the Program Advisory Committee Chair	128
Agenda Item 5 Executive Director Wrap-Up	129
Agenda Item 6 Closed Session.....	144

Agenda

NVTC COMMISSION MEETING
THURSDAY, OCTOBER 1, 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, October 1, 2026 via [NVTC's website](#). Comments will be provided to Commissioners prior to the October 1 meeting.

1. Opening Remarks

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

2. Action Items

- A. **ACTION: Approve Minutes of the September 3, 2026 NVTC Meeting**
- B. **ACTION: Authorize Staff to Provide Notice of Direct Contributions to the Jurisdictions**
- C. **ACTION: Authorize the Executive Director to Submit the 2026 Commuter Choice Annual Report to the Commonwealth Transportation Board**
- D. **ACTION: Approve Resolution #2614: Adopt Commuter Choice Policy and Evaluation Criteria Changes**
- E. **ACTION: 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**
- F. **ACTION: Approve Resolution #2615: Authorize the VRE CEO to Forward the Preliminary FY 2028 VRE Budget to the Participating and Contributing Jurisdictions**
- G. **ACTION: Approve Resolution #2616: 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**

3. Presentations

- A. Envision Route 7 Project: Next Steps
- B. Virginia Railway Express (VRE) Chief Executive Officer Remarks
- C. 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. NVTC Financial Reports

6. Closed Session

Agenda Item #2

TO: Chair Bagley and NVTC Commissioners

FROM: Kate Mattice, Scott Kalkwarf, Ann McGrane, Amanda Sink, Rhonda Gilchrest and Jason Adle

DATE: September 24, 2026

SUBJECT: Action Items

At the October 1 meeting, the Commission will be asked to approve seven actions including the minutes, direct notice of contribution, three Commuter Choice actions (annual report, policy and technical evaluation criteria changes and I-395/95 Call for Projects) and two VRE actions (forward VRE budget and USDOT PROTECT application).

A. ACTION: Approve the Minutes of the September 3, 2026 NVTC Meeting

The Commission will be asked to approve the [Minutes of the September 3, 2026 NVTC Meeting](#).

B. ACTION: Authorize Staff to Provide Notice of Direct Contributions to the Jurisdictions

The Commission will be asked to authorize staff to provide notice of the FY 2028 direct contributions to NVTC's member jurisdictions. Each fall NVTC staff proposes a preliminary General and Administrative (G&A) Budget for the next fiscal year to be used by its member jurisdictions in planning their own budgets. The NVTC jurisdiction funding is provided to NVTC through direct payments from the member jurisdictions, as well as an amount taken off the top of state aid received by NVTC on behalf of its member jurisdictions. While the direct contributions are fixed in total, each jurisdiction is assigned a share based on its percentage of state aid and gas tax received and administered by NVTC during the previous year.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION PRELIMINARY FY 2028 DIRECT G&A JURISDICTION CONTRIBUTIONS

	FY 2026 Actual	Approved Budget FY 2027	Preliminary Budget FY 2028	FY 2028-2027 Budget Increase (Decrease)
City of Alexandria	\$ 62,454	\$ 40,887	\$ 37,483	\$ (3,404)
Arlington County	59,397	62,334	70,113	7,779
City of Fairfax	4,256	4,278	4,116	(162)
Fairfax County	141,166	155,458	149,503	(5,955)
City of Falls Church	1,947	2,284	1,762	(522)
Loudoun County	15,027	19,006	21,270	2,264
TOTAL	\$ 284,247	\$ 284,247	\$ 284,247	\$ -

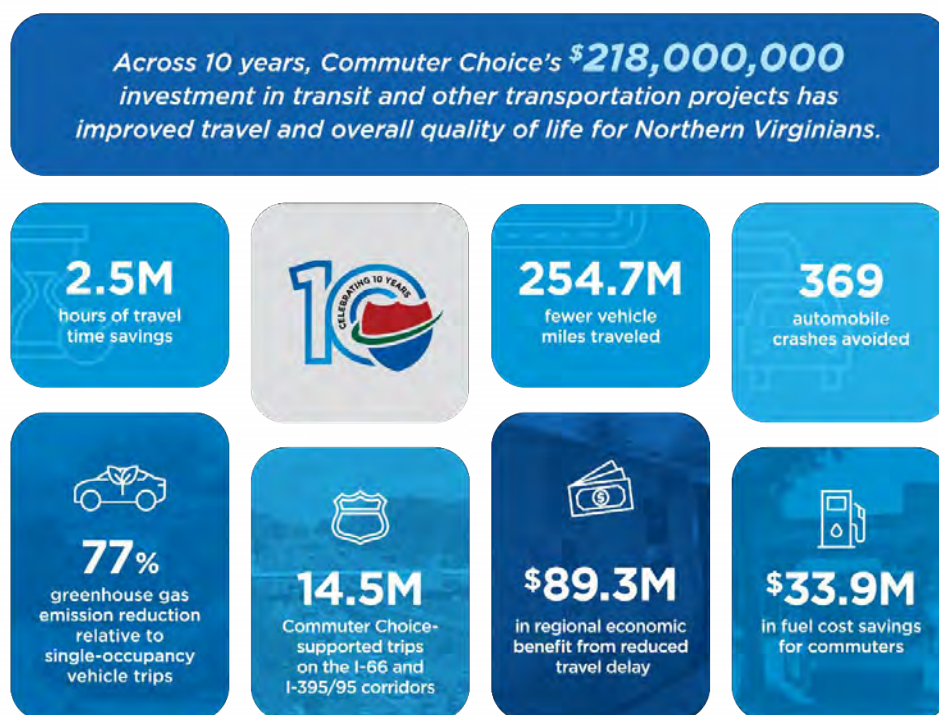
C. ACTION: Authorize the Executive Director to Submit the 2026 Commuter Choice Annual Report to the Commonwealth Transportation Board

The Commission will be asked to authorize the executive director to submit the [FY 2026 Commuter Choice Annual Report](#) to the Commonwealth Transportation Board (CTB), fulfilling annual reporting requirements of the [I-395/95](#) and [I-66 Inside the Beltway](#) corridors' Memoranda of Agreement (MOA) between NVTC and the Commonwealth.

The annual report is due to the CTB by October 31 each year. For the I-395/95 corridor program, the MOA requires that the report be submitted jointly by NVTC and the Potomac and Rappahannock Transportation Commission (PRTC), which has joint approval authority with NVTC over the program. As NVTC manages the program on the two Commissions' behalf per the [MOA with PRTC](#), NVTC staff have prepared the FY 2026 Annual Report. PRTC will take action in tandem with NVTC on October 1 to authorize its submittal to the CTB by October 31.

The FY 2026 report highlights the 10th Anniversary of Commuter Choice and the \$218 million invested in transit and other transportation projects since the program began. The report features a timeline graphic showcasing key program milestones since 2016, and it identifies continued strong ridership, with the 32 active I-66 and I-395/95 corridor projects providing an average of over 76,000 trips each workweek in spring 2026. The report also includes detailed data on the benefits Commuter Choice-funded projects have had on Northern Virginia's mobility, economy and quality of life over the past 10 years, shown in Figure 1.

Figure 1: Commuter Choice Impact



Source: NVTC

Staff obtained performance data from grantees for the report for operating projects active in FY 2026 as well as previously constructed capital projects within the five-year reporting window as required per each project’s Standard Project Agreement. Following approval to transmit the FY 2026 Commuter Choice Annual Report by the Commissions to the CTB, the annual report will be posted to the Commuter Choice website along with an accompanying technical memorandum providing additional details on the methods used to calculate program benefits as well as a detailed project status report prior to October 31.

D. ACTION: Approve Resolution #2614: Adopt Commuter Choice Policy and Technical Evaluation Criteria Changes

The Commission will be asked to approve Resolution #2614, which will adopt one policy change and three scoring criteria changes to the Commuter Choice program.

- **Policy Change: Change the maximum funding award per project from a flat \$20 million to up to 50% of available funding in a given cycle**

The I-66 Needs Assessment, which was approved by the Commission at its July 2026 meeting, identified a handful of policy changes to consider. One of those proposed changes was to raise the Commuter Choice project funding limit above \$20 million to better support large capital projects. NVTC staff propose increasing the maximum funding award from \$20 million to 50% of funding available in a given cycle. The change would allow Commuter Choice to provide additional funding for high-performing capital projects while still ensuring funding availability for a wide variety of projects. The current per-project maximum funding award of \$20 million was instituted in 2021 and has not been adjusted to reflect how project costs have increased over the past five years. This change also allows for scaling between the I-66 and I-395/95 corridors should funding availability differ significantly per cycle. The table below shows maximum funding per project estimates using the current and proposed new policies for the next two Commuter Choice funding cycles.

Table 1: Maximum Funding Per Project Estimates Using Current and Proposed Policy

I-395/95 FY 2028-2029 Call for Projects	I-66 FY 2029-2030 Call for Projects
Estimated Total Funding Available: \$45 million	Estimated Total Funding Available: \$90 million
Maximum Funding Per Project Using Old Policy: \$20 million	Maximum Funding Per Project Using Old Policy: \$20 million
Maximum Funding Per Project Using New Policy: \$22.5 million	Maximum Funding Per Project Using New Policy: \$45 million

The current [Commuter Choice Recipient Handbook](#) has the following language for minimum and maximum grant award:

The minimum Commuter Choice funding award is \$200,000 and the maximum award is \$20 million.

This change will update the language as follows:

*The minimum Commuter Choice funding award is \$200,000 and the maximum award is **up to 50% of available funding in a given cycle.***

The Commission will also be asked to authorize the following three changes to how projects are scored during the evaluation process.

▪ **Scoring Change #1 – Updates to Accessibility and Equity Criteria**

The current scoring criteria include an Accessibility and Equity factor that evaluates a project's ability to link people and opportunities along the corridor. NVTC compares a project's origin and destination locations against the Metropolitan Washington Council of Governments (MWCOG) Regional Activity Centers (RACs) and Equity Emphasis Areas (EEAs). Staff propose keeping the definition of Accessibility and Equity the same but changing the calculation to calculate points based on Regional Activity Centers and Equity Emphasis Areas separately. Under the updated scoring, projects may receive up to four points. This is broken down as follows:

1. **One point if at least one origin point is an Equity Emphasis Area**
2. **One point if at least one origin point is a Regional Activity Center**
3. **One point if at least one destination point is an Equity Emphasis Area**
4. **One point if at least one destination point is a Regional Activity Center**

This change is meant to create better differentiation between projects by awarding more points to projects located in both a RAC and EEA.

▪ **Scoring Change #2 – Removal of Diversion Mitigation and Replacement with Safety**

The current scoring criteria include a measure on Diversion Mitigation that assesses how well a project is suited to mitigate the impacts of trips that are diverted from the highway onto parallel routes because of tolling or high-occupancy vehicle (HOV) restrictions. NVTC staff propose removing this measure as it has not resulted in significant differentiation between projects and recent traffic analysis along both corridors showed no increase in traffic volumes on parallel routes.

In its place, staff propose replacing the Diversion Mitigation criterion with a new Safety measure. This change is in line with the improvement goals for both the [I-66](#) and [I-395/95](#) Memoranda of Agreement. **Applications will be scored using Northern Virginia crash data (crash rate per 100 million vehicle miles traveled (VMT)) and the VMT reduction of**

a project to estimate the number of crashes reduced by the project. Projects will be scored relative to each other. The top 1/3 of projects providing the greatest estimated crash reduction would receive a “Higher” score, middle 1/3 a “Medium,” and bottom 1/3 a “Lower” score.

There were several questions at the September Commission about how this new metric is calculated. VMT reduction would be calculated by measuring the difference in VMT between a sample trip using the project that is the subject of the funding application and a sample trip using a single-occupancy vehicle. For example, if the Commuter Choice application is for funding for a commuter bus service from the Horner Road Park and Ride Lot in Prince William County to the Pentagon, a hypothetical AM “home to work” trip would be developed using a zip code near the lot as the origin and using the Pentagon as the destination. In this hypothetical scenario, VMT of the vehicle-only (without the project) trip would be 24 miles, while VMT of the transit trip would be 3 miles (accounting for the user driving from their home to the Horner Road Park-and-Ride Lot, then getting on a bus), resulting in a VMT reduction of 21 miles. That number would then be divided by 100,000,000 and multiplied by [VDOT’s crash rate](#) per 100 million VMT (specific to Northern Virginia), resulting in the estimated number of crashes reduced as a result of the project. VDOT calculates the crash rate by VDOT District, so staff would use the Northern Virginia district crash rate in this calculation. The current scoring criteria do not have a specific VMT reduction measure, so the use of VMT reduction in this metric is not duplicated elsewhere in the technical score. NVTC does report on VMT reduction and a VMT-based safety estimate as part of the annual reporting process, though, so staff already have a standard process by which to calculate this.

▪ **Scoring Change #3 – Reallocation of Transportation Connections Points**

Finally, NVTC staff propose reallocating five points from the Transportation Connections criterion to the to-be-created Safety measure.

The revised evaluation and scoring criteria would be as follows.

1. Technical Merit (75 Points)
 - a. Person Throughput (45%) – *No changes*
 - b. Travel Time Savings (15%) – *No changes*
 - c. Safety (15%)**
 - d. Accessibility and Equity (15%) – *No changes*
 - e. Transportation Connections (10%)**
2. Annualized Cost Effectiveness (20 Points) – *No changes*
3. Applicant Preference (5 Points) – *No changes*

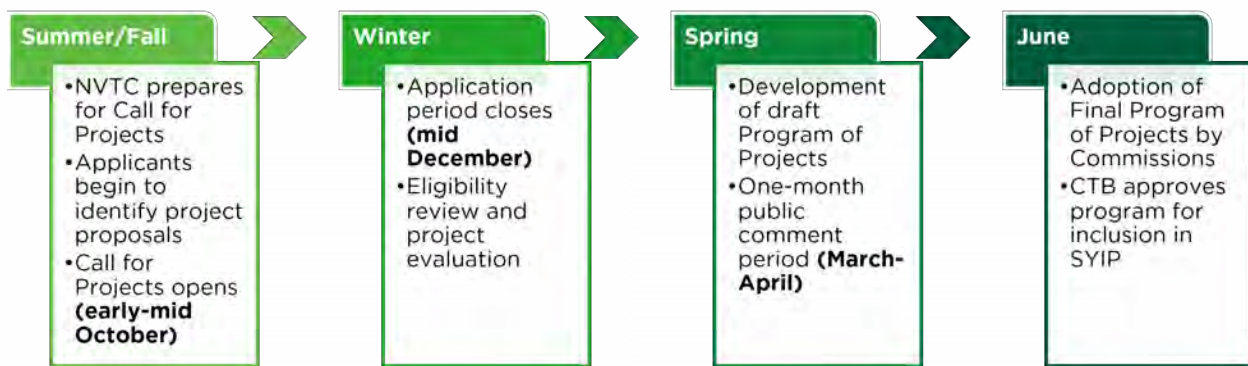
NVTC staff briefed jurisdiction and agency staff of these changes at the Management Advisory Committee (MAC) in July and August and through a webinar in August. The Commission was briefed on these policy and evaluation criteria changes at the September 2026 meeting. After Commission action, all approved changes will be formalized through the publication of the revised Commuter Choice Recipient Handbook prior to the opening of the FY 2028-2029 I-395/95 Call for Projects.

E. ACTION: 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 Commission will be asked to 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 the projects under funding consideration prior to Commission approval of the Program of Projects. This will be the fifth round of Commuter Choice funding for the I-395/95 corridor. Staff anticipate up to \$50 million will be available for transit and other transportation improvements that benefit I-395/95 toll payers by moving more people and establishing effective additional travel options throughout the corridor. Projects selected for funding will be included in the Commonwealth's FY 2028 – FY 2033 Six-Year Improvement Program (SYIP) with funding for new projects available on July 1, 2027.

Pending Commission approval, the online application portal will open on Monday, October 19 with applications due by Friday, December 18. Figure 2 below details the schedule for the I-395/95 Commuter Choice FY 2028-2029 funding cycle.

Figure 2: Commuter Choice Program Timeline



Source: NVTC

To prepare for the opening of the I-395/95 Call for Projects, staff have met with grantees throughout September and discussed potential project ideas as well as provided a refresher on the Commuter Choice program and eligibility and funding requirements. Once the Call for Projects opens, staff will be available to discuss any further project ideas and to address questions on program requirements or application contents. Once the application period closes, staff will work closely with the Department of Rail and Public Transportation (DRPT) on an application eligibility review, ensuring that all proposed projects demonstrate the requisite toll payer benefits. All eligible applications will then be scored under the established technical evaluation process.

Pending Commission approval, in the spring there will be a public comment period and a public hearing will be held, providing the opportunity for members of the public to weigh in on the projects under consideration for funding. Development of a draft Program of Projects is anticipated to occur in April, and the NVTC-PRTC Joint Commission Working Group (JCWG) will be asked to review application scores, public comments received, geographic

considerations, and other factors when reviewing and, ultimately, endorsing a draft Program of Projects. In May, the Commission will be briefed on the JCWG-endorsed draft Program of Projects, with final Commission and CTB approvals set for June.

F. ACTION: Approve Resolution #2615: Authorize the VRE CEO to Forward the Preliminary FY 2028 VRE Operating and Capital Budget to the Participating and Contributing Jurisdictions

On the recommendation from the VRE Operations Board, the Commission will be asked to approve Resolution #2615, which will authorize the VRE CEO to forward the preliminary FY 2028 VRE Operating and Capital Budget to the participating and contributing jurisdictions for their review and comment.

VRE's preliminary FY 2028 operating budget totals \$119.6 million, which includes operations, maintenance and existing debt service for continued service of 32 daily trains. This is an increase of \$4.4 million or 3.8% over the approved FY 2027 operating budget. The preliminary operating budget does not include any change to passenger fares following the FY 2027 fare increase of 5%, but this could be modified based on direction from the Operations Board. Similarly, the preliminary operating budget maintains the total jurisdictional subsidy of \$19.8 million at FY 2027 levels, but this is expected to change as VRE addresses the projected expiration of its pandemic relief funds. Total fare revenue is projected at \$23.4 million in the preliminary budget, an increase of \$0.7 million over the FY 2027 approved budget. The budget is currently unbalanced, with a funding gap of approximately \$13 million that must be addressed by the adoption of the final budget in December. In consultation with the Operations Board, staff will evaluate a range of options to close this gap. The VRE staff budget presentation to the Operations Board on September 17 is attached.

VRE's preliminary FY 2028 capital budget includes commitments of \$87.5 million from federal, state, regional and local funding sources towards the Capital Improvement Program (CIP). VRE continues to work closely with a wide range of partners – including the Federal Transit Administration (FTA), the Department of Rail and Public Transportation (DRPT), the Virginia Passenger Rail Authority (VPRRA), the Northern Virginia Transportation Authority (NVTA) and NVTC – to advance capital projects that are critical to the Transforming Rail in Virginia (TRV) program and to expanding commuter and intercity rail across the Commonwealth. This capital budget commitment figure will be updated during the budget process as project schedules and cost estimates are refined.

A final balanced FY 2028 budget will be submitted in December for the Operations Board's consideration and referral to the Commissions for approval. Projections of both revenues and expenses are still under review by VRE staff and may change materially based on updated ridership trends, macroeconomic conditions, current active procurements, contractual cost drivers or policy changes. The final FY 2028 budget (which will include an amended FY 2027 budget) will ensure VRE can continue to provide safe and reliable rail service, to meet its commitments to the Commonwealth as part of the TRV program, and to

equitably share the costs of service among riders, local jurisdictions, the Commonwealth and other funding partners.

As discussed at recent Operations Board meetings, VRE will face a range of “key issues” in FY 2028. Strategically, 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 TRV and the goals of 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. Second, 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.

If \$44 million of relief funds are used in FY 2027, that will leave \$28 million to support operations in FY 2028. The current projection of costs and revenues for FY 2028 shows a need for \$41 million in total additional support to balance the budget. If all the remaining pandemic relief funding is used, the resulting funding gap is \$13 million. VRE staff will introduce three initial options to the Operations Board to close this funding gap, with the expectation that discussion and analysis on these and potentially other options will continue through the fall until the budget adoption in December:

1. Close the gap with additional jurisdictional subsidy;
2. Seek additional funding for FY 2028 from the Commonwealth during the General Assembly Session beginning in January 2027; or
3. Significantly reduce service from the current 32 daily trains in order to reduce net expenditures – likely to something similar to the current “S+” service, which operates 18 trains per day.

The attached [VRE memorandum](#) provides more in-depth information about the key budget assumptions that are used in preparing the preliminary operating budget:

1. Ridership and Fare Revenue
2. Operating Expenses and Cost Grow
3. State Assistance for Operating and Capital
4. Special Trains and Locomotives
5. Expiration of Pandemic Funding and Operating Budget Gap

G. ACTION: Approve Resolution #2616: 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

On the recommendation from the VRE Operations Board, the Commission will be asked to approve Resolution #2616, which will authorize the VRE CEO to submit, on behalf of the Commissions, a joint VRE-VPRA application to the USDOT for Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Fiscal Years (FY) 2024-2026 Planning Grant funding. The resolution will also authorize the VRE CEO to make any necessary corrections to the project amount or descriptions in the application(s), and to execute all project funding agreements that may result from consideration of the VRE application(s).

VRE has identified the need to study the impacts of future adverse climate conditions on its operating territory, including infrastructure not owned by the Commissions, but by partners such as the Virginia Passenger Rail Authority (VPRA) and CSXT. This study will assess, as a follow-up to a more general, high-level desktop analysis conducted by the Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board (TPB), the magnitude and severity of potential risks to rail operations caused by extreme heat, inland flooding, and intensifying storms with extreme wind and rain.

Because the majority of VRE's operating territory is owned and controlled by VPRA, VRE and VPRA are joining together to submit a joint application for the 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 (TRIP). Resilience planning studies, if selected, are funded at 100% federal share, with no local match required.

The attached VRE memorandum provides more background information on the PROTECT program and the MWCOG TPB National Capital Region TRIP document, which includes a transportation asset vulnerability assessment.



MINUTES
NVTC COMMISSION MEETING – SEPTEMBER 3, 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 7:02 p.m.

Members Present

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

Members Absent

Walter Alcorn
 Juli Briskman
 Takis Karantonis
 David Reid

Staff and Others Present

Kate Mattice, Executive Director	Amanda Sink
Jason Adle	Sophie Spiliotopoulos
Genoveva Cutrell	Colie Touzel
Matt Friedman	Melissa Walker
Rhonda Gilchrest	Owen Williams
Sarah Godfrey	Henry Watkins (<i>via electronic participation</i>)
Adam Hager	Jenner Foster (<i>via electronic participation</i>)
Scott Kalkwarf	Katie Choe (VRE)
Hwajung Kim	Dallas Richards (VRE)
Ann McGrane	MinhChau Corr (NVTC/VRE)
Tenley O'Hara	Joe Swartz (VRE)
Vikram Sinha	

Opening Remarks

Chair Bagley welcomed everyone to the September 3, 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 Ms. Sizemore Heizer requested electronic participation from Fairfax County for a medical reason as she is recovering from surgery. Ms. Palchik moved, with a second by Mr. Bierman, to approve Ms. Sizemore Heizer's electronic participation. The vote in favor was cast by Commissioners Aguirre, Bagley, Bierman, Burns, Coffey, de Ferranti, Krizek, Letourneau, McPike, Palchik, Read, Salim, Srinivasan, Storck and Underhill. The motion passed.

Chair Bagley noted that over the summer break, staff were busy fine tuning and troubleshooting meeting logistics. This meeting has microphones and dedicated AV support to ensure everyone can hear both in the room and online. There are some changes to the agenda as well. Action items are grouped together at the beginning of the meeting, followed by presentations which include remarks from VRE and DRPT leadership, followed by committee reports and the executive director's report. Finally, staff have been hard at work to make sure the meeting materials – like the new sound system – are compliant with ADA accessibility requirements.

Chair Bagley asked if NVTC received any general public comments this month. Ms. Mattice reported that two comments were received, which were emailed to Commissioners prior to the meeting. One comment is related to traffic lights in Fairfax County and on HOT lanes, which is outside the scope of NVTC's mission. The second comment seeks NVTC to report on WMATA ridership information for specific stations and lines. Ms. Mattice explained that in instances of these requests, NVTC refers the public to WMATA's Open Data Hub on WMATA's webpage, which has data for bus, rail and - as the commenter requested - by line and station. Currently, the data on WMATA's ridership data portal is up-to-date as of August 27, 2026.

Action Items

Chair Bagley stated that there are three action items this month. Chair Bagley asked VRE Vice-Chair Daniel Storck to present the VRE action items.

Minutes of the July 2, 2026 NVTC Meeting. Chair Bagley asked if Commissioners had any edits to the minutes and there were none.

Mr. Aguirre moved, with a second by Ms. Coffey, to approve the Minutes of the July 2, 2026 Meeting. The vote in favor was cast by Commissioners Aguirre, Bagley, Bierman, Burns, Coffey, Krizek, Letourneau, McPike, Palchik, Read, Salim, Srinivasan, Storck and Underhill. Mr. de Ferranti abstained. The motion passed. (Ms. Sizemore Heizer did not participate in this vote.)

Virginia Passenger Rail Authority (VPRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Application for the VRE Manassas Line State of Good Repair Improvements Project. Mr. Storck stated that Resolution #2612 will endorse a VPRA Consolidated Rail Infrastructure and Safety Improvements funding application for the Manassas Line State of Good Repair Improvements Project and will authorize the commitment of VRE funds towards the non-federal match requirement for the project.

Mr. Storck explained that VPRA staff identified a comprehensive set of state of good repair improvements to the Manassas Line for Amtrak Virginia and VRE operations. One of the proposed improvements is the replacement of a railroad bridge within the VRE Seminary Yard site, with an estimated cost to design and construct the bridge at \$13.7 million. A minimum 20% non-federal match is required if the project is selected. VPRA has requested VRE provide \$2.7 million in non-federal funds as the match for the Seminary Yard bridge component of the overall funding application.

Mr. Storck stated that there is no immediate fiscal impact from this action. If the project is selected for this grant funding, a formal amendment to the VRE FY 2027 Budget will be presented to the Operations Board for approval and referral to the Commissions. The bridge project would also be added to the VRE FY 2028-2033 Capital Improvement Program.

Application for the VRE Crossroads Administrative and Employee Welfare Building and Parking Lot Project to the Vanpool Alliance Funding Program. Mr. Storck reported that Resolution #2613 will approve and ratify VRE's application to the Vanpool Alliance for construction funding for the Administrative and Employee Welfare Building and Parking Lot at the Crossroads Maintenance and Storage Facility.

Mr. Storck explained that VRE staff identified the Crossroads Maintenance and Storage Building and Parking Lot as a candidate project. If authorized, Vanpool Alliance funding will be used for the construction phase of the project. The project will consolidate existing employee welfare functions in a new 7,532 square foot Administrative and Employee Welfare building, including locker rooms, conference rooms, individual offices and a kitchen. A permanent parking facility will also be constructed to serve the building.

Mr. Storck stated that final design is underway for the project and construction is estimated to begin in January 2027. The total project cost is estimated at \$26.3 million. The requested \$751,158 in Vanpool Alliance funding will fill a funding shortfall for the project. If the application for funding is accepted, a formal amendment to the VRE FY 2027 Budget will be presented to reflect the receipt of the Vanpool Alliance funds.

Chair Bagley suggested that the Commission conduct a block vote on the two VRE actions. There were no objections.

In response to a question from Mr. Snyder, Mr. Richards confirmed that VRE funds, and not NVTC funds, will be used for the match for the VRE grant.

Mr. Storck moved, with a second by Mr. de Ferranti, to approve the two VRE actions as a block vote:

- Resolution #2612: Endorse the VPRA CRISI Grant Application for the Manassas Line State of Good Repair Improvements Project and Authorize the Committed Match
- Resolution #2613: Approve and Ratify the Application for the VRE Crossroads Administrative and Employee Welfare Building and Parking Lot Project to the Vanpool Alliance Funding Program

The vote in favor was cast by Commissioners Aguirre, Bagley, Bierman, Burns, Coffey, de Ferranti, Krizek, Letourneau, McPike, Palchik, Read, Salim, Srinivasan, Storck and Underhill. As a virtual participant, Ms. Sizemore Heizer verbally confirmed her yes vote. The motion passed (copies of the resolutions are attached.)

Presentations

Chair Bagley announced that there will be four presentations. First, Data Visualization Program Manager Sophie Spiliotopoulos will present an update on the state of transit in Northern Virginia, with a focus on the most recent fiscal year. Director of Programs and Policy Ann McGrane will present an overview of proposed changes to Commuter Choice policy and evaluation criteria. Finally, VRE Deputy CEO Dallas Richards and DRPT Director Mariia Zimmerman will finish with their remarks.

State of Northern Virginia's Transit. Data Visualization Program Manager Sophie Spiliotopoulos gave a presentation on how transit ridership has been faring over the last fiscal year. For FY 2026, each week in Virginia there are 677,000 bus riders, 1.5 million Metro Rail riders, and 41,600 VRE riders. Transit ridership continues to be strong with a 6% increase over the last year. She highlighted the top three transit systems experiencing the largest year-over-year ridership increases: Loudoun County Transit (28%), DASH (10%)* and Metro Rail (9%). She noted that on a regional and national level transit ridership is leveling out. *[*After the meeting ended, staff discovered a data error. DASH year-over-year ridership increased 20.9% between FY 2025 and FY 2026, not 10% as stated at the meeting. Ridership is reported to the state monthly, but agencies periodically update these reports as data is audited or validated. In recent months, DASH had amended their data; NVTC conducted its analysis prior to these data updates.]*

Ms. Spiliotopoulos discussed how transit serves riders beyond the 9-to-5 work hours. Saturday Metro Rail ridership is up 29% since 2021. Metro Rail has expanded late night and early morning service. VRE has run special event service, including 4th of July trains and most recently Sunday service for the Freedom 250 Grand Prix.

Ms. Spiliotopoulos reviewed some regional highlights, which include Arlington ART joined Metro Lift; the City of Alexandria introduced free Smar Trip cards for students; Fairfax Connector began a 100% discount for low-income riders; and Loudoun (Sterling and Leesburg) and Arlington (NW county and Westover) provide microtransit programs. Several initiatives are coming soon, which include DASH first-in-region on-route electric bus chargers, CUE bus route redesign and new Metro Bus F2X route along Route 7 funded by Commuter Choice.

Ms. Palchik asked if there is a way to connect Fairfax and Loudoun county staff to share information about how Loudoun County rolled out their rider training program. Senator Srinivasan asked for more data about ridership recovery since 2019. Chair Bagley suggested staff track what each agency attributes its ridership growth success to year after year for potential lessons learned.

Commuter Choice Policy and Evaluation Criteria Changes. Director of Programs and Policy Ann McGrane began her presentation by giving an overview of the Commuter Choice program, which has been in place for 10 years and has funded \$282 million in 141 projects that help move tens of thousands of people each weekday. Funds are awarded in two-year cycles with a Call for Projects alternating annually between corridors (I-66 and I-395/95).

Ms. McGrane explained that prior to each Call for Projects, a review of existing Commuter Choice policy is undertaken, with a goal of continuous process improvement and incorporation of national best practices into the program. Earlier this year, NVTC and DRPT completed the I-66 Needs Assessment, which identified both short-and-long term policy changes that could be made to best support future funding of projects along the I-66 corridor. Staff reviewed the policy recommendations in the Needs Assessment for possible changes to the program. As NVTC applies all policies and regulations to both corridors, any policy changes resulting from the I-66 Needs Assessment would also be applied to the I-395/95 corridor. Most of the changes proposed this year are to the evaluation criteria, with a goal of creating greater differentiation among scores when applications are evaluated for funding consideration.

Ms. McGrane provided some context on the Commuter Choice policy and evaluation criteria. None of the changes staff are proposing would require changes to the Memorandums of Agreement (MOAs) and would only be changes to the defined policies as outlined in the Recipient Handbook.

Ms. McGrane stated that one major policy change is proposed, which would change the maximum funding per project from a flat \$20 million to 50% of available funding in a given cycle. This would allow the program to provide additional funding to high performing capital projects while continuing to fund smaller transit operations projects. An added benefit of this change is that it would scale the maximum funding award between the two corridors based on funding availability. For example, around \$45 million is anticipated for the upcoming I-395/95 Call for Projects, which would mean a maximum funding award slightly above the current \$20 million at around \$22.5 million. For the next I-66 Call for Projects, an estimated \$90 million should be available, so the maximum funding per project would scale upwards to \$45 million.

Ms. McGrane explained that the first change to the scoring criteria is a tweak to the Accessibility and Equity criterion, which measures a project location's origin and destination and whether it is located within an MWCOC Regional Activity Center and/or Equity Emphasis Area. Currently, a project is awarded points if its origin and destination are either an activity center or equity area. The proposed change would measure those separately to try and create more differentiation between applications, as most projects

have an origin or destination in at least one activity center or equity area. Under the revised criteria, applications with an origin and destination in both an activity center and equity area would receive the greatest number of points.

Ms. McGrane stated that the second proposed change is the removal of the Diversion Mitigation criterion. Before Commuter Choice began, this metric was added to the evaluation criteria in response to jurisdictional concerns about traffic diverting to roadways parallel to I-66 to avoid paying tolls. Over the last nine years there has been an opportunity to evaluate concerns about traffic diversion using real data. An analysis of average daily traffic volumes on major roadways parallel to both I-66 and I-395/95 between 2016 and 2024 found no increase in traffic volumes. Additionally, the Diversion Mitigation metric is based on project type, with the most points awarded to transit operations and capital projects that are best suited to mitigate the impacts of tolling. Over time as the Commuter Choice program has evolved, most applications for funding have been for transit operations and capital projects, which receive a score of High. In the last three funding cycles, 39 of the 42 applications have received a High in this category, with the metric not creating a meaningful differentiation in scoring between applications. Staff propose removing this metric and replacing it with a new Safety focused metric.

Ms. McGrane stated that the new Safety metric would award the most number of points to projects that are estimated to reduce the greatest number of crashes, which would be measured by looking at the vehicle miles traveled (VMT) reduced as a result of the project. VMT reduction is calculated using the sample “home to work” trips that are developed for the travel time savings scoring metric. The VMT reduction will then be multiplied by the Northern Virginia crash rate (updated annually by VDOT), to determine the estimated number of crashes reduced by the project. The top 1/3 of applications reducing the greatest number of crashes would receive a High score, the middle 1/3 a Medium, and the bottom 1/3 a Low score.

Ms. McGrane explained that the final change is a minor tweak to the weighting of the Transportation Connections metric, which measures how well a project creates, completes or links transportation network elements and/or modes, especially between motorized and non-motorized travel. This change would lower the weighting of this metric from 15 to 10 points, allocating those 5 points to the newly created Safety criterion.

Ms. McGrane summarized the proposed changes, which include one major policy change to change the maximum funding per project from \$20 million to 50% of available funding in a given cycle; and three proposed changes to scoring - distinguishing between accessibility and equity locations, removing the diversion mitigation criterion and replacing it with a new safety criterion, and reducing the weighting of transportation connections from 15 points to 10 points and moving those 5 points to the safety criterion. The Commission will be asked to take action to approve these changes at the October 1 meeting. In mid-October, the revised Commuter Choice Recipient Handbook will be published, and an informational webinar will be held with applicant staff. The FY 2028-2029 I-395/95 Call for Projects will open in late October with applications due in December.

Ms. Palchik expressed her appreciation of the proposed changes regarding the Safety criterion. In response to her question, both Ms. McGrane and Mr. Adle provided more information about vehicle miles traveled and crash data, which are both used in the scoring. Ms. Palchik asked if NVTC received feedback from jurisdictional staff when they were briefed on the changes. Mr. Adle stated that no specific feedback was received but he can follow up with staff. Chair Bagley suggested staff clarify the vehicle miles traveled (VMT) component of the criteria. She also observed that the upcoming start of the F2X Metro Bus service on Route 7 is a good example of how quickly Commuter Choice funding moves, which is a strength of the program. Safety is another example of the strength of the program. Ms. Underhill asked for further information on how VMT is calculated. She also asked if the VDOT crash data is on a per jurisdiction basis or on a Northern Virginia basis. Ms. McGrane stated that the Northern Virginia data will be used. She also noted that the annual report includes a technical memo, which has much of this data. Ms. Burns asked about previous rounds and how competitive the program is, how many applications are received, and how many are awarded. Ms. McGrane replied that she can't recall the specific number of applications received but typically in previous years NVTC has been able to fund all the eligible projects. As the program gets more competitive, staff expect this to change.

Virginia Railway Express (VRE) Chief Executive Officer Remarks. Deputy CEO Dallas Richards reported that VRE's Preliminary FY 2028 Budget and Legislative Agenda will be presented to the Commissions in the coming months. He reported that on-time performance has been an issue with many of the reasons outside of VRE's control. Today VRE had 13 delayed and 2 canceled trains due to signal issues, but it's more about the recovery and how VRE responded. Due to VRE's quick response and communication this morning, 700 riders were able to shift to other transit at the Franconia-Springfield Station. This afternoon also had delays due to another issue. VRE staff is doing an outstanding job of pivoting and responding to these service disruptions, but it is affecting ridership as reliability is very important to riders.

Mr. Richards reported that VRE ran several special trains, including the 4th of July trains and most recently Sunday service for the Freedom 250 Grand Prix. Both had different learning experiences and VRE staff are still gathering data, so more information will be forthcoming. He also gave an update on the various improvement projects as part of Transform Rail in Virginia. Amtrak will be undertaking much needed track work at the First Street tunnel, so VRE will not be permitted to run trains into Union Station. VRE will stop service at L'Enfant Station during this time. He also announced the 6th annual Tour de VRE will be held on October 3 and this year's bicycle ride will cover VRE's Manassas Line with a ride from Backlick Road Station in Fairfax County to Broad Run Station in Prince William County. The event raises awareness and funding for the Triple-Negative Breast Cancer Foundation.

Mr. Lopez arrived at 7:55 p.m.

Chair Bagley recognized VRE staff's adaptiveness to all the things that aren't in their control, with the Long Bridge construction and other delays. VRE customer surveys continue to show support from the riders. It is important to be mindful that these are temporary issues and these investments will unlock a whole different future for VRE starting in 2030. Mr. Richards

also noted that the VRE Master Agreement Survey will be conducted on Wednesday, September 23.

Department of Rail and Public Transportation (DRPT) Director Remarks. DRPT Director Mariia Zimmerman reported that DRPT reports monthly on state-wide transit ridership, state-supported Amtrak ridership and Virginia Breeze ridership. DRPT is in the process of updating the state-wide Rail Plan and there will be a second public outreach meeting on September 8. The draft plan is expected to be presented to the Commonwealth Transportation Board in December. CTB meets September 18-19, which will include WMATA certification, highway safety program, proposed changes to MERIT Operating and Capital, and a new initiative called the Transit Transformation Study. She also reported that DRPT now has a new Safety and Design Division.

Ms. Zimmerman provided multiple dates for DRPT meetings through the fall. She also gave an overview of the studies DRPT has underway that were mandated by the General Assembly, including the Northern Virginia Bus Consolidation Study.

Mr. Snyder congratulated DRPT on these positive initiatives. He asked if there is a way to provide Commissioners with these DRPT meeting dates. He also thanked DRPT for their focus on safety. He asked if increased gas prices are impacting transit and if any long-term changes will reverse themselves if and when gasoline prices decrease. Ms. Zimmerman stated that with the price of gas, it's been a positive and negative. It's positive in the sense they are seeing some ridership growth which could be the result of increased gas prices, but on the flip side most transit agencies are feeling the impact of the gas prices (up to 30-40%). In response to another question by Mr. Snyder about the Amtrak service disruptions, Ms. Zimmerman provided more information about the impacts as a result of the work Amtrak is doing. For the First Street tunnel/AF interlocking work in September, it will impact rail service south of Union Station. Future work could impact northbound. Mr. Snyder asked where a transit rider could find information about alternative travel. Ms. Zimmerman responded that the ConnectingVA app is a great tool. Amtrak will also have information on their website and app during the service disruption.

Committee Reports

Report from the Washington Metropolitan Area Transit Authority (WMATA) Board Members and NVTC WMATA Committee Chair. WMATA Board Member Kate Burns reported that in July, the WMATA Board approved a memorandum of understanding with the District of Columbia for transit improvements at the Stadium-Armory Station and planning and design work for the Gold Line BRT, both of which are crucial to the city's ability to move people efficiently once the Commanders Stadium opens in 2030. Notably, these projects are treated as 'reimbursable' by WMATA where the District of Columbia is covering the costs. There is no Virginia funding supporting these planning efforts and capital improvements.

Ms. Burns reported that the WMATA Board now receives quarterly updates on the Red Line modernization project. In July, the Board was provided with the results of a peer review panel

conducted by the American Public Transportation Association (APTA) where rail automation leaders from around the world assessed WMATA's early planning efforts for system modernization and provided helpful guidance to both staff and the Board. WMATA continues to move forward in FTA's Capital Investment Grants process and for those who have not yet seen it, staff unveiled an initial platform screen door (PSD) concept. She reminded the Commission that it is still very early in the planning process for this important work.

Ms. Burns also noted that WMATA's revamped approach for maintenance planning includes a shift from reactive repairs toward proactive and predictive maintenance with data-driven work prioritization and new technologies to identify potential failures before they disrupt service. The WMATA Board also received a preview of upcoming major maintenance work. In Virginia, the West Falls Church Yard is being rehabilitated next summer and there will also be work between King Street and Franconia-Springfield. A little further ahead, WMATA is anticipating an extended shutdown between Foggy Bottom and Arlington Cemetery and Clarendon in December 2027 for major track rehabilitation.

Ms. Burns concluded her remarks by noting that the WMATA Board meets next Thursday and expects to discuss the FY 2026 year-end financials and the annual Service Excellence Report.

WMATA Committee Chair Matt de Ferranti reminded Commissioners that the WMATA Committee and the Legislative and Policy Committee plan to meet jointly on September 17 to review the transit funding and policy implications of Virginia's FY 2027-2028 Biennial Budget, receive a preview of NVTC's 2026 Report on the Performance and Condition of WMATA and discuss NVTC's draft 2027 Legislative and Policy Agenda.

Report from the Legislative and Policy Committee Chair. Legislative and Policy Committee Chair Canek Aguirre stated that there aren't many committee updates since not much happened over the last month. The September 17 joint committee meeting will mark the beginning of NVTC's 2027 Legislative and Policy Agenda drafting process. He encouraged Commissioners to read the committee report in the meeting materials which includes an overview of the changes to DRPT's MERIT Operating and TRIP grant program.

Mr. Aguirre reported that Congress passed H.R. 6500, a continuing resolution which funds the federal government and also extends surface transportation authorizations through December 11. The legislation does not continue IIJA advance appropriations, which the American Public Transportation Association (APTA) estimates will reduce federal public transit investment by 20% and passenger rail investment by 81% compared with FY 2026 levels. APTA has emphasized that restoring these advance appropriations will be important to avoid disruptions to ongoing transit and rail investments as Congress continues work toward a full, multi-year surface transportation reauthorization. The bill has cleared both chambers and is now headed for President Trump's signature.

Mr. Aguirre stated that NVTC staff also continue to track and participate in the General Assembly-mandated transit studies, including the Northern Virginia transit consolidation study and the transit labor workforce study.

Mr. Snyder requested that the reduction in federal funding be added to the September 17 Legislative and Policy Committee meeting agenda. Ms. Mattice clarified that the formula funding for WMATA and VRE is not part of this federal funding reduction.

Report from the Program Advisory Committee Chair. Program Advisory Committee Chair Dalia Palchik reported that the next Program Advisory Committee meeting will be all-virtual on September 17, as it will be a meeting of the NVTC-PRTC Joint Commission Working Group with PRTC followed by a PAC meeting. At the Joint Commission Working Group meeting, there will be a briefing on the upcoming I-395/95 Commuter Choice Call for Projects. That meeting will be immediately followed by the PAC meeting, in which Senior Program Manager Vikram Sinha will give an update on Envision Route 7. Ms. Palchik noted that the written report includes an update on NVTC's zero-emission bus technical assistance program.

Ms. Palchik also announced that the Tysons Community Alliance recently unveiled wayfinding signs outside of the Tysons Metro stations.

Executive Director Wrap-Up

Ms. Mattice reported that this month's Executive Director Newsletter includes details about recent WMATA Board happenings, VRE's Sunday service last month, and NVTC's NovaRides marketing campaign, which launches September 8.

Ms. Mattice asked NVTC's Senior Public Affairs Manager Matt Friedman to give a brief update about NVTC's regional marketing campaign. Mr. Friedman announced that the marketing campaign is launching on Tuesday, September 8. NVTC received a grant from DRPT to conduct a marketing campaign to encourage people to ride transit after a series of weekend shutdowns on the Blue and Yellow Lines. This is NVTC's fifth marketing campaign since 2019. For this campaign, NVTC is maximizing dollars by conducting an all-digital and social media campaign to get the message out to those people in the Crystal City corridor. NVTC will be emphasizing all modes of transit. The campaign will last 10 weeks and staff will return to update the Commission on the success of the campaign.

Chair Bagley asked if the media campaign includes multi-lingual outreach. Mr. Friedman stated that the campaign includes both English and Spanish (30%). Chair Bagley asked for a report out of the number of people who clicked through Spanish versus English ads.

Ms. Mattice announced upcoming meetings:

- Joint Program Advisory Committee/Joint Commission Working Group all-virtual meeting on September 17 at 4:30 p.m. followed by the Joint WMATA Committee and Legislative and Policy Committee meeting at 6:00 pm in NVTC Suite #230.
- Next Commission meeting is Thursday, October 1 at 7:00 p.m. (Executive Committee at 6 p.m.).
- Joint Legislative Forum is Monday, December 14 at the George Mason Schar School.

Ms. Mattice also noted that the meeting materials include the June and July Financial Reports as well as NVTC's quarterly metrics report, compiled by Matt Friedman and Melissa Walker, highlighting NVTC's growth in online engagement. There were no questions from Commissioners.

Closed Session

Chair Bagley stated that the Commission needs to go into Closed Session for a VRE legal 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. Lopez moved, with a second by Ms. Palchik, the following motion:

Pursuant to the Virginia Freedom of Information Act(Section 2.2-3711.A(7)) of the Code of Virginia, the Northern Virginia Transportation Commission moves to convene a Closed Session for consultation with the VRE General Counsel regarding probable litigation, where such consultation in open meeting would adversely affect the negotiating or litigating posture of the Commission.

The vote in favor was cast by Commissioners Aguirre, Bagley, Bierman, Burns, Coffey, de Ferranti, Krizek, Letourneau, Lopez, McPike, Palchik, Read, Salim, Srinivasan, Storck and Underhill. Ms. Sizemore Heizer verbally confirmed her yes vote. The motion passed.

The Commission entered into Closed Session at 8:40 p.m. and returned to Open Session at 9:04 p.m. The live stream feed was restored for public viewing.

Ms. Coffey moved, with a second by Mr. Aguirre, 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, Bagley, Bierman, Burns, Coffey, de Ferranti, Krizek, Letourneau, Lopez, McPike, Palchik, Read, Salim, Srinivasan, Storck and Underhill. Ms. Sizemore Heizer verbally confirmed her yes vote. The motion passed.

Chair Bagley reminded Commissioners that the executive director's performance review will be happening over the next few months, which will include a survey for Commissioners to fill out.

Adjournment

Without objection, Chair Bagley adjourned the meeting at 9:06 p.m.

Approved this 1st day of October 2026.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer



RESOLUTION #2612

SUBJECT: Endorse a Virginia Passenger Rail Authority (VPRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Application for the VRE Manassas Line State of Good Repair Improvements Project and Authorize the Committed Match

WHEREAS: Virginia Passenger Rail Authority (VPRA) staff have identified the Manassas Line State of Good Repair Improvements Project as a candidate for funding through the fiscal year (FY) 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) program;

WHEREAS: This comprehensive set of improvements to the Manassas Line will improve the state of good repair for Amtrak Virginia and VRE operations and maintain safe operations and reliable service for rail passengers, as well as freight service, along the Manassas Line corridor;

WHEREAS: The state of good repair (SGR) program outlined in the project includes design and construction of a replacement railroad bridge at the VRE Seminary Yard site, at Milepost 9.9 on the main rail corridor, that VRE has identified as a key component of planned rehabilitation and expansion efforts at Seminary Yard;

WHEREAS: VPRA has requested VRE provide \$2,733,400 in non-federal funds as the match for the Seminary Yard bridge component of the overall CRISI application; and

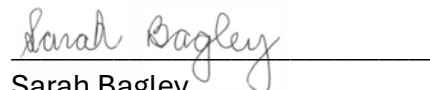
WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby endorse the VPRA CRISI funding application for the Manassas Line State of Good Repair Improvements Project.

BE IT FURTHER RESOLVED that NVTC authorize the commitment of \$2,733,400 in VRE funds towards the non-federal match requirement for this project.

Approved this 3rd day of September, 2025.


Maureen Coffey
Secretary-Treasurer


Sarah Bagley
Chair



RESOLUTION #2613

SUBJECT: Approve and Ratify the Application for the VRE Crossroads Administrative and Employee Welfare Building and Parking Lot Project to the Vanpool Alliance Funding Program

WHEREAS: The Vanpool Alliance is a public-private partnership between the George Washington Regional Commission (GWRC), Potomac and Rappahannock Transportation Commission (PRTC), Northern Virginia Transportation Commission (NVTC), Virginia Department of Rail and Public Transportation (DRPT) and private vanpool operators;

WHEREAS: Vanpools enrolled in the Vanpool Alliance generate federal Section 5307 Urbanized Area formula funds for GWRC, PRTC and NVTC;

WHEREAS: VRE is an eligible applicant for the Vanpool Alliance Section 5307 funds;

WHEREAS: About \$751,158 is available to VRE through the 2026 Vanpool Alliance Call for Projects for eligible projects;

WHEREAS: VRE staff have identified the Administrative and Employee Welfare (AEW) Building and Parking Lot at the Crossroads Maintenance and Storage Facility (MSF) as an eligible project that has a construction funding shortfall; and

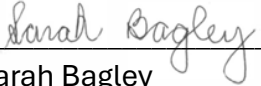
WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve and ratify the application, on behalf of the Commissions, for construction funding for the Crossroads MSF AEW Building and Parking Lot Project to the Vanpool Alliance funding program.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer or her designee to execute all project funding agreements that may result from consideration of the project.

Approved this 3rd day of September, 2025.


Maureen Coffey
Secretary-Treasurer


Sarah Bagley
Chair



Commuter Choice

2026 ANNUAL REPORT

NoVaTransit.org/CC

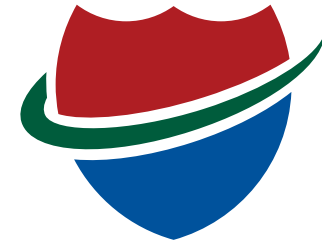


Contents

3	LETTER FROM THE EXECUTIVE DIRECTOR
4	I-66 CORRIDOR SUMMARY AND PROJECT HIGHLIGHTS
5	I-395/95 CORRIDOR SUMMARY AND PROJECT HIGHLIGHTS
6	CURRENT PROJECTS
8	COMMUTER CHOICE BY THE NUMBERS
10	10 YEARS OF COMMUTER CHOICE

Annual Report Fiscal Year 2026

July 1, 2025 — June 30, 2026



Commuter Choice, a trailblazing, innovative and competitive grant program, reinvests Express Lanes toll revenues into public transit and other transportation improvements along the I-66 and I-395/95 corridors in Northern Virginia.

A partnership between the Northern Virginia Transportation Commission (NVTC), Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth of Virginia, Commuter Choice improves commutes in two of the most congested corridors in the nation. NVTC selects projects for funding through a competitive process that considers each project's ability to support the program's goals: moving more people, supporting diverse travel choices and enhancing mobility, transportation safety and travel reliability.

Commuter Choice projects benefit Express Lanes toll payers in two main ways:

1. By offering more options, toll road users and transit riders can choose the means of travel that gets them to the places that they want to go.
2. By moving people more efficiently, Commuter Choice projects lessen congestion and support more consistent travel speeds for Express Lanes users.



Letter from the Executive Director

Commuter Choice celebrated an important milestone in 2026: 10 years of funding transportation projects that have improved commutes, promoted economic development and helped save Northern Virginia residents time and money traveling on two of the nation's busiest highways.

Ten years ago, Northern Virginia embraced a transformative idea. Rather than viewing money collected from tolls simply as a means of maintaining and operating highways, state and local leaders recognized an opportunity to do something more. In 2016, NVTC and the Commonwealth of Virginia created Commuter Choice, a unique and innovative program that reinvests express lane toll revenues into transit and multimodal transportation improvements along two of Northern Virginia's most congested corridors.

Beginning with the I-66 corridor and expanded to the I-395/95 corridor in 2019, Commuter Choice has become much more than a grant program. It has become a key tenet of Northern Virginia's transportation strategy. By focusing on moving people, not just moving cars, we can transform how people access jobs and other opportunities with results that benefit everyone, including toll payers.

Since 2016, Commuter Choice has invested in dozens of projects that have expanded mobility and provided new transportation choices across the region. The program has funded new and enhanced local and commuter bus routes, improved Metro Rail and Virginia Railway Express stations, expanded park-and-ride facilities, constructed bicycle and pedestrian improvements and funded transportation demand management initiatives. Together, these investments have made it easier for thousands

of people to reach work, school, healthcare and other destinations.

These investments benefit more than transit riders. **Every commuter who chooses a bus or train instead of driving alone and every person who safely walks or bikes for part of their trip helps reduce demand on the region's busiest roadways and provides a faster trip for express lane users. The result is a transportation system that works better for everyone, no matter how they choose to get around.** That's one of the fundamental principles of the program, giving residents a *choice* for how they get to where they need to go.

Commuter Choice has also shown what regional collaboration and good governance can accomplish. The program brings together the Commonwealth of Virginia, local governments, transit operators, transportation agencies and elected leaders to identify investments that meet local needs while advancing regional priorities. A rigorous evaluation and eligibility process ensures funding goes to the highest performing projects that generate the greatest return on investment. And a transparent and engaging public involvement process ensures Northern Virginia commuters can voice their opinion on what projects ultimately receive funding.

We are proud of what the program has accomplished in its first 10 years, and excited for what comes next. Earlier this year, we completed

the I-66 Needs Assessment, a joint study with the Virginia Department of Rail and Public Transportation (DRPT) to examine current and future needs and opportunities for strategic investment in the I-66 corridor. With nearly 90 projects identified as potential candidates for funding, we've developed a robust pipeline of potential transportation investments in the corridor for both the short and long term. And the next I-395/95 funding cycle opens this fall, with the opportunity for another round of projects to provide new and enhanced transportation options throughout the corridor.

As Commuter Choice enters its second decade, the program remains as important as when it started 10 years ago. Commuter Choice's success since it began is not simply measured in projects completed or dollars invested. It is measured in the transportation choices our residents have today that they did not have ten years ago, and in the stronger more connected region those choices have helped create.



Kate Mattice
Executive Director

I-66 CORRIDOR SUMMARY AND PROJECT HIGHLIGHTS

Building on a Decade of Improvements with a Plan for the Future



A decade ago, Commuter Choice introduced a bold and innovative vision to help fund transportation projects in the I-66 corridor, reinvesting toll revenues into projects that provide new transportation options for commuters. The program has matured and grown since 2016, but the focus on getting people wherever they need to go, while reducing congestion and providing transportation alternatives, remains the same.

Building on the strong ridership gains seen over the past several years, Commuter Choice funded projects continue to carry thousands of passengers each day. The 16 active Commuter Choice funded projects on the I-66 corridor recorded over 15,000 trips each work week in spring 2026. Ridership remained steady this year after a large increase following changes to the federal government's work from home policies in early 2025.

This year, NVTC completed the seventh I-66 Commuter Choice funding cycle, awarding over \$60 million to 14 projects. As part of the largest program in the history of the I-66 corridor, awards to Arlington County,

Fairfax County, Loudoun County, Metro and OmniRide will continue to expand transportation choices and improve mobility throughout the corridor, from far western Prince William County to Washington, D.C. Included in this Program of Projects is funding for Metro to implement new limited-stop bus service along the Route 7 corridor from Tysons to Alexandria. This aligns with NVTC's ongoing work as part of the Envision Route 7 initiative, which will lead to the future implementation of a bus rapid transit (BRT) corridor along Route 7.

Additionally, NVTC and DRPT completed the I-66 Needs Assessment earlier this year, providing a comprehensive roadmap for future investments in the corridor. The study evaluated existing and anticipated future travel demand, identified transportation needs, and developed a pipeline of candidate projects for future funding through either the I-66 Commuter Choice or DRPT I-66 Outside the Beltway funding programs. The study will help guide future funding decisions and ensure investments continue delivering the greatest regional mobility benefits.

Since 2016, Commuter Choice funded projects along the I-66 corridor have helped commuters save over

1.3 million
hours of travel time

As travel demand on I-66 continues to grow, Commuter Choice funded projects provide commuters with reliable transportation options that improve quality of life for Northern Virginia residents. Ten years after the program's creation, Commuter Choice has become an integral part of the I-66 transportation network, with key investments that will benefit commuters for many years to come.



I-395/95 CORRIDOR SUMMARY AND PROJECT HIGHLIGHTS

Strong Ridership and Capital Projects Drive Momentum on I-395/95



Building on the success of the I-66 program, Commuter Choice expanded to the I-395/95 corridor in 2019, bringing this innovative funding model to one of Northern Virginia's most traveled corridors and connecting to some of the largest job centers in the country, like the Pentagon.

Commuter Choice has funded dozens of projects on the I-395/95 corridor that have enhanced multimodal commuting options, giving residents new ways to reach jobs, healthcare, shopping and recreation opportunities. The 16 active Commuter Choice funded projects on the I-395/95 corridor provided over 61,000 trips each work week in spring 2026, setting a new record for ridership on the I-395/95 corridor.

Since 2019, Commuter Choice funded projects on the I-395/95 corridor have helped commuters save over

\$17 million

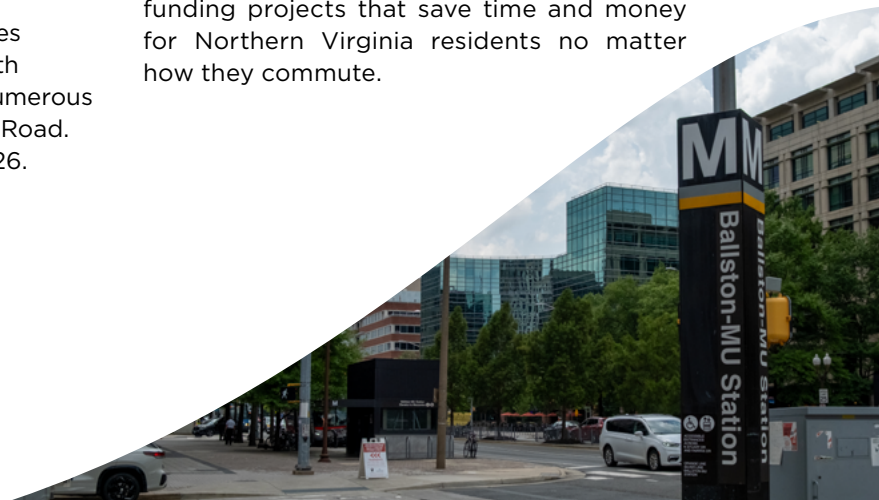
in fuel costs

I-395/95 Commuter Choice has supported numerous local and commuter bus routes that have seen strong and growing ridership since 2019. In addition to funding these important transit operation projects, Commuter Choice is supporting capital projects that will bring long-term benefits to the I-395/95 corridor, including:

- The Richmond Highway BRT project, which will bring fast and frequent bus service in dedicated lanes along Route 1 between the Huntington Metro Station and Fort Belvoir. Fairfax County continued work on right-of-way acquisition in 2026.
- Construction of the Horner Road Park and Road Lot. Commuter Choice funding supported Prince William County in constructing 100 new parking spaces at the Lot, providing commuters with additional capacity to access the numerous OmniRide routes that serve Horner Road. Construction wrapped up in fall 2026.

- Improvements to the Crystal City Virginia Railway Express (VRE) station, which will expand the station to allow for longer trains and strengthen multimodal connections at one of VRE's busiest stations. Construction is expected to begin in early 2027.

As Commuter Choice enters its second decade, the I-395/95 corridor demonstrates how the program's original vision has expanded to serve more communities across Northern Virginia. This fall, the fifth I-395/95 funding cycle opens, with an opportunity to fund another impactful set of projects that improve mobility along one of the nation's busiest travel corridors. As with I-66, Commuter Choice on the I-395/95 corridor has become a key program in funding projects that save time and money for Northern Virginia residents no matter how they commute.



Current Projects

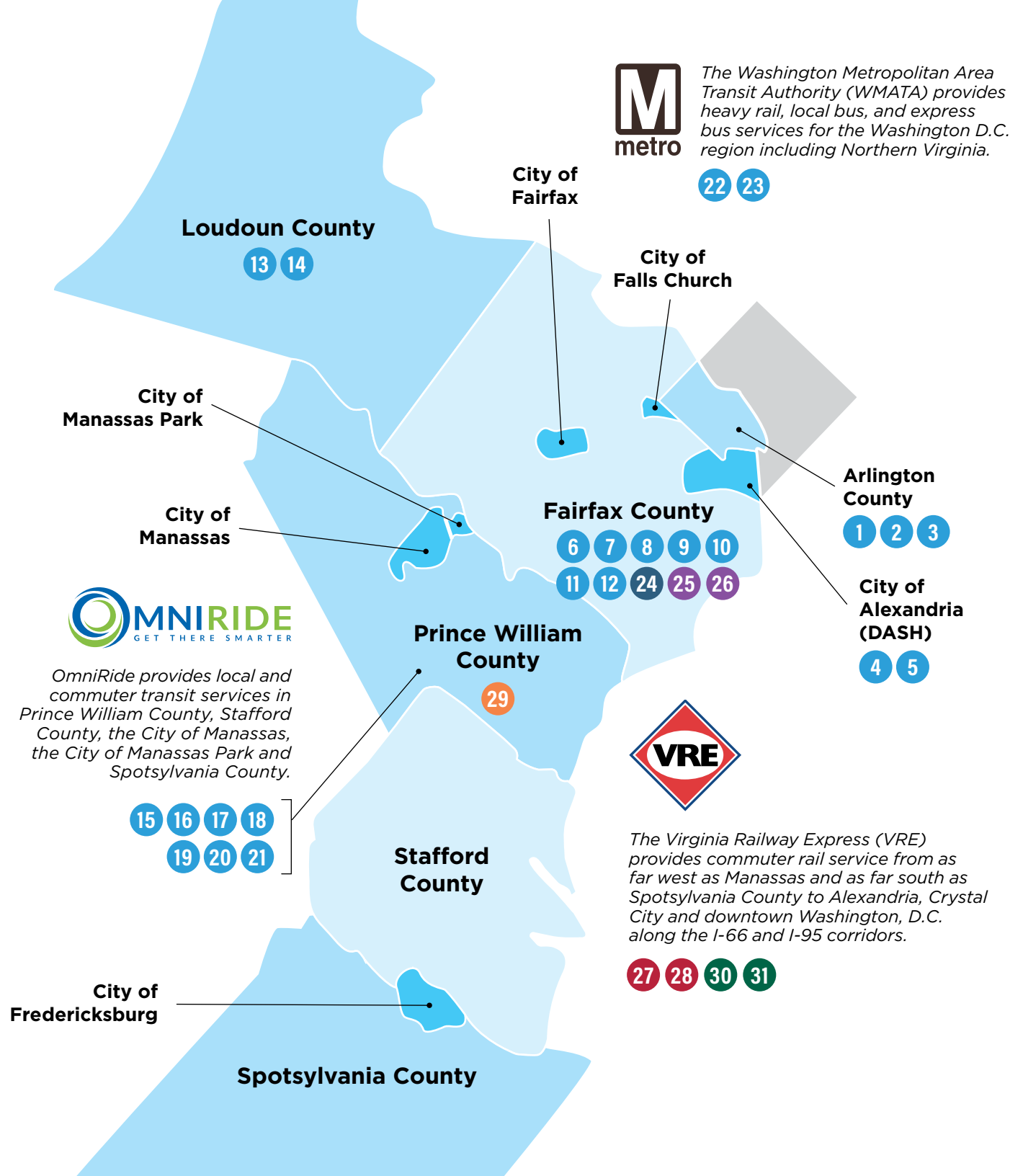
as of June 30, 2026

Project Type

- Bus Service
- Bus Capital
- Access to Transit
- Rail Capital
- Park-and-Ride
- Transportation Demand Management (TDM)



Visit NoVaTransit.org/CCProjects (or scan the QR code below) for an interactive map and descriptions of Commuter Choice funded projects.



BUS SERVICE

- 1 **Arlington County – Metro Bus A40: Columbia Pike – National Landing** I-395
Funding: \$5,000,000
- 2 **Arlington County – ART 75: Shirlington to Virginia Square** I-66
Funding: \$397,160
- 3 **Arlington County – ART 87: Shirlington to the Pentagon** I-395
Funding: \$475,000
- 4 **DASH – Line 35: Van Dorn Metro to the Pentagon** I-395
Funding: \$23,478,500*
- 5 **DASH – Line 36: Mark Center to Potomac Yard** I-395
Funding: \$13,761,500*
- 6 **Fairfax County – Connector Route 321/322: Greater Springfield Circulator** I-395
Funding: \$2,128,807
- 7 **Fairfax County – Connector Route 371: Lorton to Franconia-Springfield Station** I-395
Funding: \$4,638,726*
- 8 **Fairfax County – Connector Route 396: Backlick Pentagon Express** I-395
Funding: \$8,636,469*
- 9 **Fairfax County – Connector Route 598: Reston South – Pentagon – Crystal City** I-66
Funding: \$5,110,800

- 10 **Fairfax County – Connector Route 697: Stringfellow Road – D Street SW D.C.** I-66
Funding: \$6,456,488*
- 11 **Fairfax County – Connector Route 698: Stringfellow Road – Vienna – Pentagon** I-66
Funding: \$6,191,521*
- 12 **Fairfax County – Connector Route 699: Monument Drive Transit Center – Downtown D.C.** I-66
Funding: \$7,868,780*
- 13 **Loudoun County – Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C.** I-66
Funding: \$3,025,970*
- 14 **Loudoun County – Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C.** I-66
Funding: \$1,230,482*
- 15 **OmniRide – Route 612: Gainesville to the Pentagon** I-66
Funding: \$10,974,274*
- 16 **OmniRide – Route 622: Haymarket to Rosslyn** I-66
Funding: \$3,482,629*
- 17 **OmniRide – Route 1 Local: Quantico to Woodbridge Station** I-395
Funding: \$3,107,389*
- 18 **OmniRide – Prince William Metro Express: Dale City to Franconia-Springfield Station** I-395
Funding: \$2,275,854*

- 19 **OmniRide – Route 942: Staffordboro to the Pentagon** I-395
Funding: \$7,811,699*
- 20 **OmniRide – Route 943: Staffordboro to Downtown Washington, D.C.** I-395
Funding: \$7,500,149*
- 21 **OmniRide – Route 972: Dale City to Ballston** I-395
Funding: \$1,403,457*
- 22 **WMATA – Route A25: Landmark and Seminary Valley to the Pentagon** I-395
Funding: \$741,040
- 23 **WMATA – Route A29: Van Dorn Street Station to Downtown Washington, D.C.** I-395
Funding: \$2,357,200

BUS CAPITAL

- 24 **Fairfax County – Richmond Highway BRT Implementation: Fort Belvoir to Huntington Station** I-395
Funding: \$20,000,000
- 25 **Fairfax County – Trail Access to Vienna/Fairfax – GMU Station** I-66
Funding: \$2,200,000
- 26 **Fairfax County – Fairfax Centre Bikeshare Expansion** I-66
Funding: \$510,000

ACCESS TO TRANSIT

RAIL CAPITAL

- 27 **VRE – Leeland Road Station Improvement Project** I-395
Funding: \$2,150,566
- 28 **VRE – Crystal City Station Expansion** I-395 I-66
Funding: \$18,786,281*

PARK-AND-RIDE

- 29 **Prince William County – Horner Road Park-and-Ride Lot Expansion** I-395
Funding: \$2,800,000

TDM

- 30 **VRE – Amtrak Step-Up Reinstatement on VRE Fredericksburg Line** I-395
Funding: \$1,477,065
- 31 **VRE – Amtrak Step-Up Reinstatement on VRE Manassas Line** I-66
Funding: \$537,420

**denotes the total funded amount for projects funded in multiple rounds*

Commuter Choice by the Numbers

A decade of transformative investments in two corridors continue to save commuters time and money and deliver record-breaking ridership. Active Commuter Choice projects in spring 2026 supported over 76,000 passenger trips in the two corridors each work week.

Each weekday in FY 2026, Commuter Choice projects **saved travelers a total of**



2,340 hours
of travel time



220,000 miles
of vehicle travel



\$31,000
in fuel expenditures

32 projects
in operation in spring 2026

*Across 10 years, Commuter Choice's **\$218,000,000** investment in transit and other transportation projects has improved travel and overall quality of life for Northern Virginians.*

2.5M

hours of travel
time savings



254.7M

fewer vehicle
miles traveled

369

automobile
crashes avoided



77%

greenhouse gas
emission reduction
relative to
single-occupancy
vehicle trips



14.5M

Commuter Choice-
supported trips
on the I-66 and
I-395/95 corridors



\$89.3M

in regional economic
benefit from reduced
travel delay



\$33.9M

in fuel cost savings
for commuters

Commuter Choice Key Milestones

2016-2026



DECEMBER 9, 2015

The Commonwealth Transportation Board authorizes the use of I-66 Inside the Beltway tolls for use by NVTC for a new competitive program (initially called Transform66: Inside the Beltway) to support transit and other investments. The official Memorandum of Agreement is signed on January 5, 2016.

MAY 5, 2016

The first Commuter Choice Program of Projects is approved when the Commission awards \$9.8 million in funding to **10 projects** along the I-66 corridor.

MARCH 6, 2016

NVTC issues its first call for projects for the program that will become Commuter Choice, receiving **19 applications** for new multimodal projects including new and enhanced transit services for commuters.

JULY 28, 2016

The Commonwealth Transportation Board (CTB) provides final approval of the **\$9.8 million** in funding, making official the first Commuter Choice Program of Projects.



OCTOBER 25, 2016

The first of many Commuter Choice project groundbreakings: Representatives from NVTC, Loudoun County and the Virginia Department of Transportation (VDOT) break ground on the Stone Ridge park-and-ride lot, which opened in July 2017.



SEPTEMBER 20, 2017

Gov. Terry McAuliffe hosts an event celebrating the first year of Commuter Choice and announcing a second call for projects.



DECEMBER 12, 2016

OmniRide is the first grant recipient to implement new bus service as its Gainesville to Pentagon commuter bus route becomes operational.

A novel idea was born 10 years ago: reinvest money collected from tolls on Northern Virginia's most traffic-congested highways into projects that provide people with more ways to travel and move more efficiently. Since 2016, Commuter Choice has done just that- provide transportation options and help reduce congestion on the I-66 and I-395/95 corridors.

DECEMBER 20, 2017

Commuter Choice officially expands to the I-395/95 corridor, with the creation of a **new Memorandum of Agreement** between NVTC, the PRTC and the Commonwealth of Virginia.

OCTOBER 17, 2019

The first I-395/95 funding awards are approved by the CTB, with **\$18.1 million** for 10 projects receiving funding.

NOVEMBER 17, 2019

The new I-395 Express Lanes open with three reversible HOV lanes operating 24/7.



DECEMBER 9, 2020

The CTB approves funding for six new projects on the I-66 corridor during the height of the COVID-19 pandemic, demonstrating the continued demand for transportation options to get people to and from work even during a global pandemic.

JUNE 21, 2023

The largest (to date) I-395/95 Program of Projects is approved, with **\$48 million** for 13 projects, including the first ever Commuter Choice investment in BRT, with \$20 million awarded to Fairfax County's Richmond Highway BRT project.

2026

Commuter Choice turns 10! The program continues to improve quality of life for Northern Virginia residents by reducing congestion, providing transportation alternatives and supporting economic development.

JULY 1, 2025

Boosted by return-to-office policies, Commuter Choice sets a record in FY 2025, averaging over **65,000 trips** per workweek on projects in both corridors.

MAY 22, 2025

NVTC and DASH celebrate the delivery of new electric buses for deployment on Line 35. Commuter Choice funded the purchase of the buses and funds enhanced service on Line 35, the busiest route in the system.



Eligible Applicants

Localities

 NVTC Jurisdiction

 PRTC Jurisdiction

**Only eligible for I-395/95 Commuter Choice*

Transit Agencies

 OmniRide

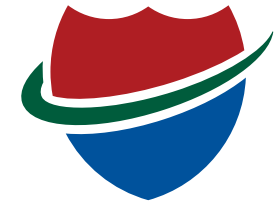
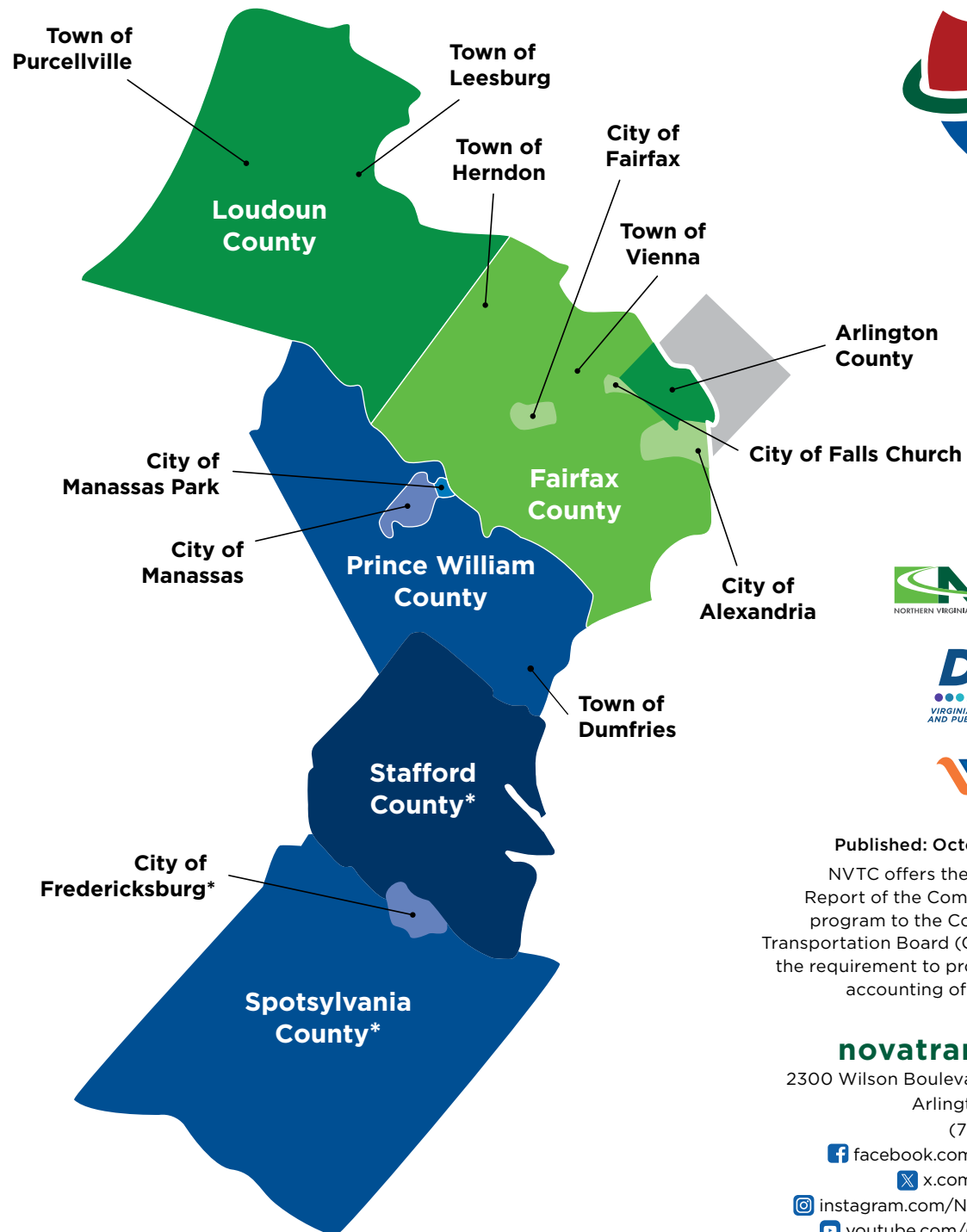
 Virginia Railway Express

 Washington Metropolitan Area Transit Authority

Transit agencies serving eligible jurisdictions




NORTHERN VIRGINIA TRANSPORTATION COMMISSION


VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION


Virginia Department of Transportation

Published: October 31, 2026

NVTC offers the 2026 Annual Report of the Commuter Choice program to the Commonwealth Transportation Board (CTB), fulfilling the requirement to provide a yearly accounting of the program.

novatransit.org

2300 Wilson Boulevard, Suite 230
Arlington, VA 22201
(703) 524-3322

 facebook.com/NoVaTransit

 x.com/NoVaTransit

 instagram.com/NoVaTransit_IG

 youtube.com/@NoVaTransit

**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

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



VIRGINIA
RAILWAY
EXPRESS

PRELIMINARY FY 2028 OPERATING AND CAPITAL BUDGET

SEPTEMBER 18, 2026

FY 2028 Budget Calendar



- *JUL 2026: Budget Key Issues*
- **SEP: Referral of Preliminary Budget**
- **OCT/NOV: Budget Work Sessions**
- **DEC: Referral of Final Budget**
- **JAN 2027: Commission Approval**



FY 2028 Preliminary Budget Summary



- FY28 total operating budget: **\$119.6 million**
 - ✓ Includes operations, maintenance, existing debt service
 - ✓ Increase of \$4.4 million or 3.8% over FY27
 - ✓ Currently has passenger fares and jurisdictional subsidy at FY27 levels, but those are subject to discussion
- Operating budget is currently unbalanced with a funding gap of approximately **\$13 million**
- FY28 projected capital commitments: **\$87.5 million**
- Expect both operating and capital to evolve and be refined

Capital Improvement Program (CIP) Overview



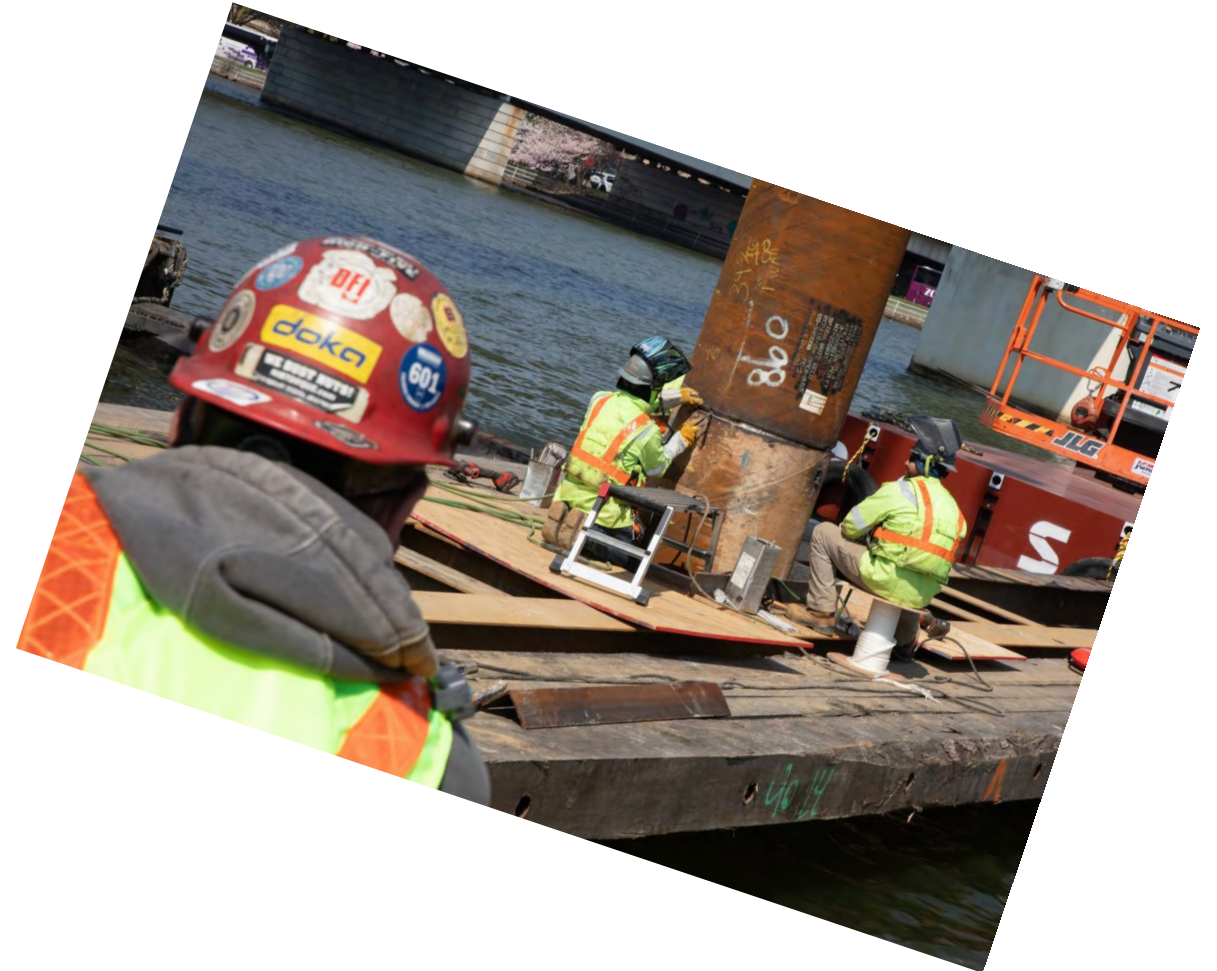
- **Federal formula funds (5307/5337):** projected at \$47 million
- **State 3.5% MTF funds:** estimate \$8.7 million used for match (out of \$19 million total)
- **Discretionary funds:** VPRA-managed funds for Rippon and Leeland Road Stations; VPRA direct funds for L'Enfant
- **CROC:** \$7.5 million for debt service, \$7.5 million for support to Long Bridge and TRV projects



Ridership and Fare Revenue

Federal employment in D.C. region shrinks to lowest level since 2001

✉ f in X 🖨 📄 🔒 Unlock URL 📄 Order Reprints 📄 Gift this Article



Non-Fare Revenues



- VPRA reimbursement of 84% of track access fees to host railroads (\$15.6 million) – critical to VRE's operations
- Remaining portion of 3.5% MTF funds (\$10.3 million)
- CROC funds currently committed to debt and capital but looking at future options to use for operations
- Push to expand ancillary revenues – advertising, alternative uses of station space, etc.

Core Operating Expenses



- Most areas increasing 3-4% -- material cost increases, contractual escalation, general inflation
- Costs shifting between Amtrak Ivy City and Seminary Yard for midday storage
- Diesel fuel and liability insurance remain major concerns
- Will be working during the fall to find deferrals or eliminations in departmental budgets

Special Trains and Locomotive Leasing



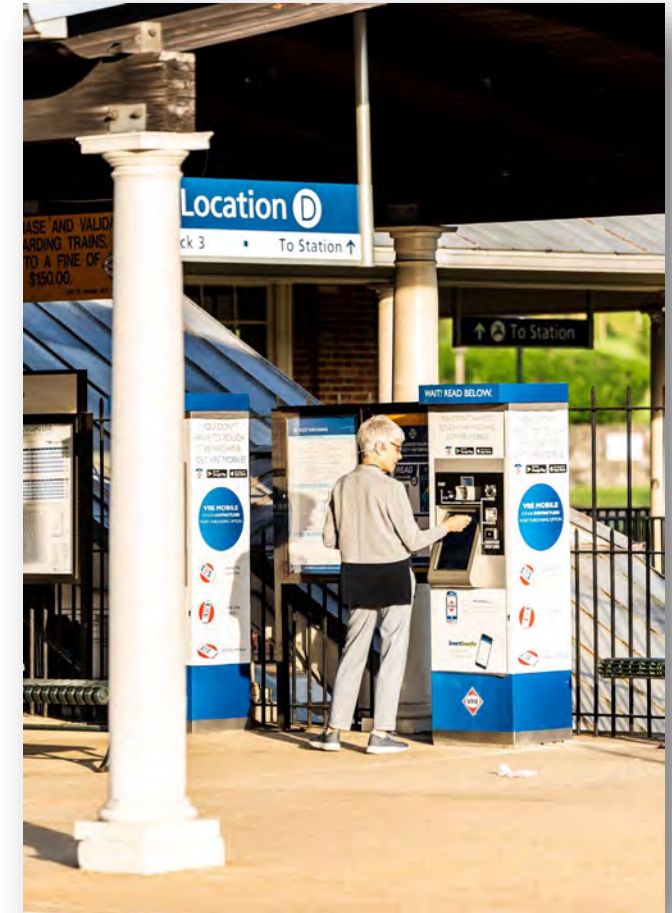
Fireworks Trains 2026



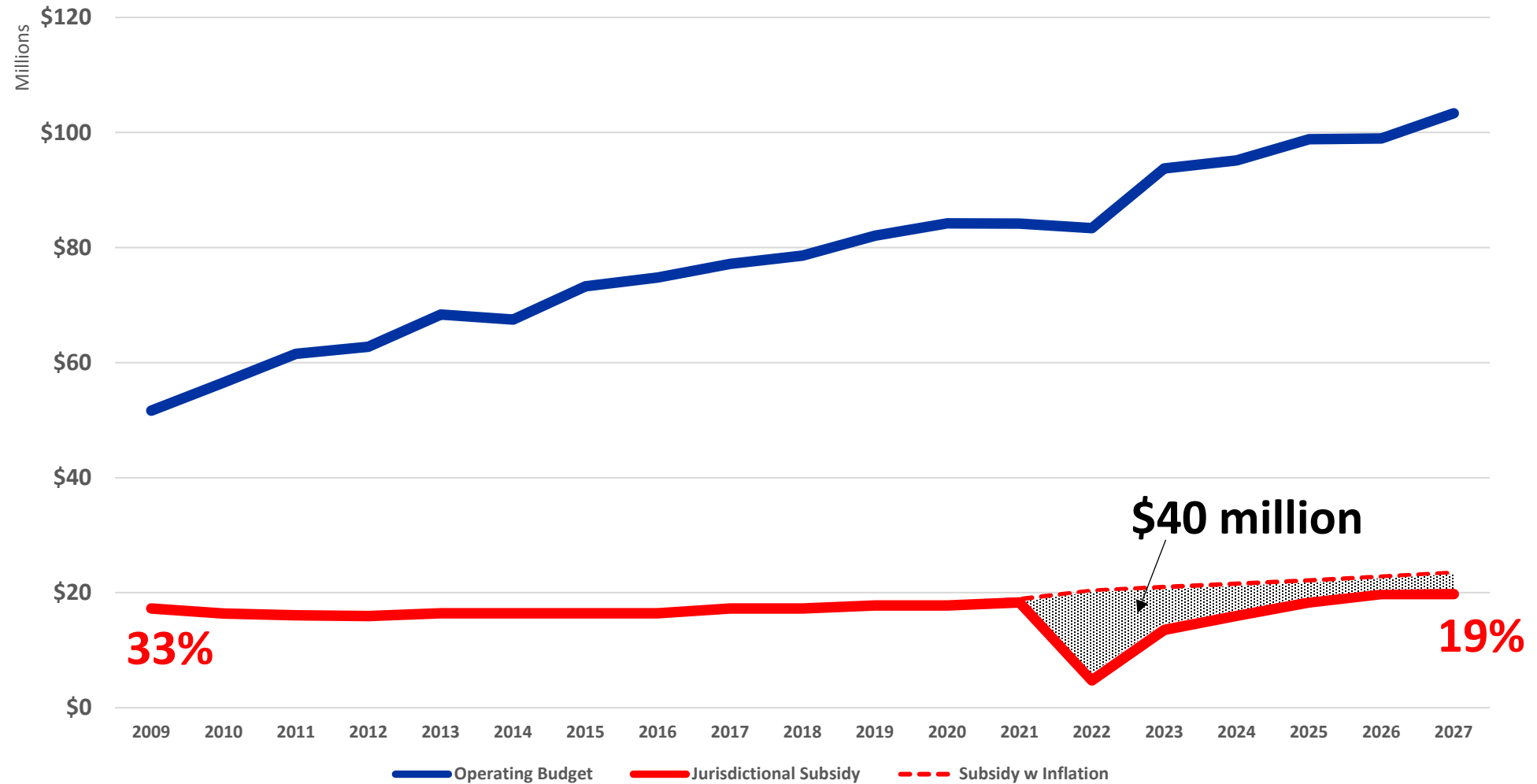
VRE MP-36 Locomotive

Passenger Fares

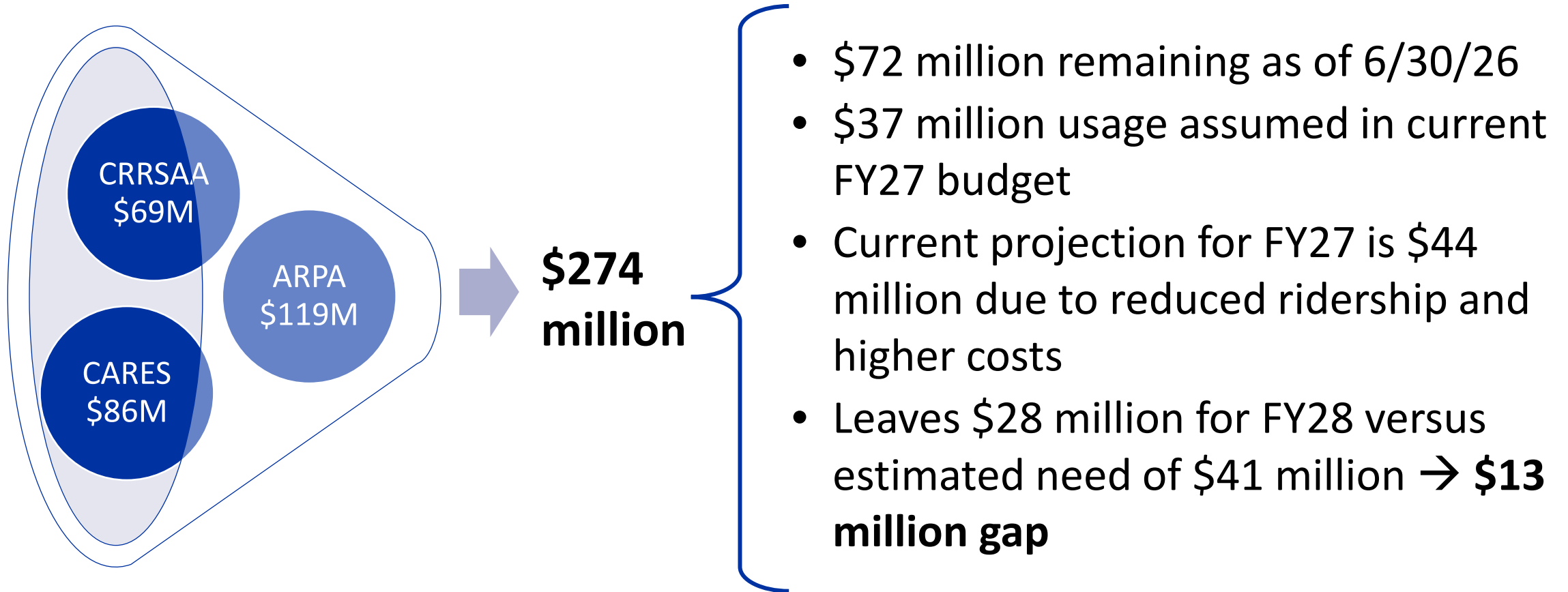
- Passenger fares increased by 5.0% in FY27, no increase in prelim FY28
- Preference is to increase fares every other year, but that is not set in stone:
 - ✓ Federal transit benefit covers most fares for those who receive it
 - ✓ Passengers tell us that fares are not the most important factor in choosing VRE
 - ✓ But public perception should be considered
- 5% increase in FY28 would generate approximately \$1 million additional revenue



Jurisdictional Subsidy



Pandemic Funding Projection



Options to Fill Funding Gap in FY 2028



01

**Increase Jurisdictional
Subsidy**



02

**Seek State Funding
Support**



03

**Reduce Service and
Operating Expenses**

Financial Impact of Reducing Service

- Commuter rail has high fixed costs
- Starting point for evaluation is **S+ service** – 18 daily trains vs. 32, represents 58% of normal miles operated:
 - ✓ Diesel fuel usage declines proportionally
 - ✓ Access fees also decline 1:1 but savings offset by reduced reimbursement
 - ✓ Keolis train operators can be furloughed but that brings risks to VRE's long-term operations (all operators were retained during the early pandemic)
 - ✓ Essentially no savings on maintenance of rolling stock or stations
 - ✓ Minimal/no savings on insurance
 - ✓ Still need VRE direct staff across all areas
- Projected impact from a year of S+ service:



Discussion and Next Steps



Action Item

Operations Board Meeting

AGENDA ITEM REPORT



To: Chair Bailey and the VRE Operations Board

From: Katie Choe

Date: September 18, 2026

Re: Referral of Preliminary FY 2028 VRE Operating and Capital Budget to the Commissions

RECOMMENDATION:

The VRE Operations Board is asked to authorize the Chief Executive Officer (CEO) to refer the preliminary FY 2028 VRE Operating and Capital Budget to the Commissions for their consideration, so the Commissions can, in turn, refer their preliminary budget recommendations to the jurisdictions for review and comment.

SUMMARY:

VRE's preliminary FY 2028 operating budget totals \$119.6 million, which includes operations, maintenance, and existing debt service for continued service of 32 daily trains. This is an increase of \$4.4 million or 3.8% over the approved FY 2027 operating budget.

The preliminary operating budget does not include any change to passenger fares following the FY 2027 fare increase of 5.0%, but this could be modified based on direction from the Operations Board. Similarly, the preliminary operating budget maintains the total jurisdictional subsidy of \$19.8 million at FY 2027 levels, but this is expected to change as VRE addresses the projected expiration of its pandemic relief funds (see discussion below). Total fare revenue is projected at \$23.4 million in the preliminary budget, an increase of \$0.7 million over the FY 2027 approved budget. The budget is currently unbalanced, with a funding gap of approximately \$13 million that must be addressed by the adoption of the final budget in December. In consultation with the Operations Board, staff will evaluate a range of options to close this gap.

VRE's preliminary FY 2028 capital budget includes commitments of \$87.5 million from federal, state, regional, and local funding sources towards the Capital Improvement Program (CIP). VRE continues to work closely with a wide range of partners – including the Federal Transit Administration (FTA), the Department of Rail and Public Transportation (DRPT), the Virginia Passenger Rail Authority (VPRA), the Northern Virginia Transportation Authority (NVTA), and the Northern Virginia Transportation Commission (NVTC) – to advance capital projects that are critical to the Transforming Rail in Virginia (TRV) program and to expanding commuter and intercity rail across the Commonwealth.

This capital budget commitment figure will be updated during the budget process as project schedules and cost estimates are refined. In accordance with the Funding Agreement between VRE

and VPRA, VRE's \$15 million of annual dedicated Commuter Rail Operating and Capital (CROC) funding in FY 2028 will support \$7.5 million of principal and interest payments on the Series 2022 Bonds and \$7.5 million of contributions to VPRA in support of the Long Bridge project.

A final balanced FY 2028 budget will be submitted in December for the Operations Board's consideration and referral to the Commissions for approval. Projections of both revenues and expenses are still under review by VRE staff and may change materially based on updated ridership trends, macroeconomic conditions, current active procurements, contractual cost drivers, or policy changes. The final FY 2028 budget (which will include an amended FY 2027 budget) will ensure VRE can continue to provide safe and reliable rail service, to meet its commitments to the Commonwealth as part of the TRV program, and to equitably share the costs of service among riders, local jurisdictions, the Commonwealth, and other funding partners.

BACKGROUND INFORMATION:

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the preliminary FY 2028 VRE Operating and Capital Budget is attached for the Operations Board's review. As discussed during the July 2026 Operations Board meeting, VRE will face a range of "key issues" in FY 2028. Strategically, 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 TRV and the goals of 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.

Second, 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.

Key Operating Budget Assumptions:

VRE's preliminary FY 2028 operating budget totals \$119.6 million, as compared to \$115.1 million in the approved FY 2027 budget. This includes \$107.7 million for operations and maintenance and \$11.9 million for debt service and operating reserve, which includes the Virginia Resources Authority (VRA) financing for railcars and the Series 2022 CROC-backed revenue bonds. As noted above, both revenues and expenses continue to be reviewed and may change materially before adoption of the final budget. The key assumptions used in preparing the preliminary operating budget are summarized below.

1. Ridership and Fare Revenue

The preliminary FY 2028 budget assumes a weekday average daily ridership (ADR) of 9,500. This figure will continue to be refined as ridership results from September through November 2026 are incorporated, and an amended ridership figure for FY 2027 will also be part of the final budget adoption in December. At these ridership levels, projected passenger revenue in FY 2028 is \$23.4 million, an increase of \$0.7 million over the approved FY 2027 budget.

VRE ridership continues to be hampered by reduced overall demand (due in part to changes in federal government employment over the last 18 months) as well as operational challenges associated with congestion at Union Station and the major capital construction work on the railroad in the downtown core. VRE is working with its host railroad partners and other stakeholders to address the operational challenges and is expanding its marketing to attract riders beyond the historical federal employee base. Both efforts will take time to see results.

The FY 2028 preliminary budget does not include any proposed changes to passenger fares, following the FY 2027 fare increase of 5.0%. At current fare and ridership levels, and assuming no material loss of riders due to a fare increase, a 5% fare increase would generate approximately \$1 million of incremental revenue. Many (though not all) riders receiving the federal transit subsidy would be able to bear such an increase without having to pay additional funds out of pocket; however, the perception of such an increase given the challenges outlined above would have to be considered. If the Operations Board wishes to consider a fare increase for FY 2028, direction can be given to staff to initiate the public participation process for an increase without committing to such a change in the final adopted budget.

2. Operating Expenses and Cost Growth

Overall operating expenses are projected to rise a net 3.8%, or \$4.4 million over FY 2027 in the preliminary FY 2028 budget. As in FY 2027, preliminary projections for annual cost growth in most of the core areas of VRE's operating budget are generally in the range of 3-4 percent due to inflationary trends, material cost increases (such as steel), and contractual increases. One area of cost reduction in this year's budget is the reduced cost of storing midday trains at Amtrak's Ivy City coach yard, as more trains are transitioned into storage at Seminary Yard. However, the fixed costs in VRE's agreement with Amtrak are relatively high, and the benefits of this change will not be fully realized until VRE is completely out of Ivy City.

Insurance cost increases continue to be a significant factor due to market capacity constraints and federal requirements, including the increase in the passenger rail liability cap in September 2026. Additionally, increased costs of fare collections, expanded marketing efforts, information technology and cybersecurity and system software costs, as well as facilities maintenance costs due to new and updated facilities, are the primary causes of operating cost increases.

In preparing the preliminary budget, department heads have submitted their plans for FY 2028 with no deferrals or eliminations. As the budget process continues during the fall, expense reductions will be incorporated as deferrals and eliminations are identified, contingencies are reduced, and updated information on contract escalations are received.

3. State Assistance for Operating and Capital

VRE receives up to 3.5% of the Commonwealth Mass Transit Fund (MTF) annually as the state's contribution to operating and capital costs. This dedicated source replaced both the operating subsidy and the capital matching grants that VRE previously received through the MERIT program. This funding is separate from the track access fee reimbursement VRE receives through VPRA. VRE is still eligible to apply for SMART SCALE funding and other discretionary programs at the state level.

Based on FY 2027 funding, VRE expects to receive approximately \$19 million in dedicated FY 2028 funds. The preliminary budget has this funding allocated as \$10.3 million to operations and \$8.7 million as a match for federal capital. This projection will be updated with new information received prior to December 2025 on MTF funding levels or performance-based impacts to VRE's dedicated funding percentage, and as updates and revisions are made to VRE's capital plan for FY 2028.

4. Special Trains and Locomotives

VRE continues to engage with its host railroads on the potential introduction of permanent weekend service. While those discussions are ongoing, VRE is also looking at expanded opportunities to run “special trains” in conjunction with major events. These special trains are relatively cost effective and can be scheduled in advance to mitigate impacts on the host railroads. VRE has also gathered important information on operating these trains and marketing them to potential customers from the Fireworks trains in July and the Freedom 250 Grand Prix trains in August. The preliminary FY 2028 budget includes a placeholder estimate of approximately \$500,000 in expense to support an average of one special train service day per month.

VRE is also engaged in preliminary consideration of leasing up to three (3) locomotives to supplement the existing fleet of 20 locomotives. As the fleet reaches its midlife, the need for additional spare locomotives has grown. Having these additional locomotives on hand would allow other locomotives to be taken offsite for an extended period for repainting and other major repair activities without risking service interruptions. The locomotives could also potentially be leased for a longer period and used to support expanded operations once the new Long Bridge is in service. The FY 2028 preliminary budget includes a placeholder estimate of the cost to lease these locomotives. Additional discussion with the Operations Board and refinement of the projected cost is expected as the budget process advances.

Expiration of Pandemic Funding and Operating Budget Gap

VRE received a total of \$273.5 million in relief funds across three federal pandemic funding packages (CARES in March 2020, CRRSAA in December 2020, and ARPA in March 2021). VRE has used these funds to support ongoing operations without major increases to fares or jurisdictional contributions or reductions in service. VRE also used these funds to provide significant funding relief to the local jurisdictions in the early years of the pandemic.

With the permanent changes to commuting patterns during and after the pandemic, followed by more recent reductions in federal government employment, VRE’s ridership has not recovered to pre-pandemic levels. At the same time, inflation levels were very high immediately following the pandemic and have stabilized at notably higher levels than during the 2010s. The impacts of trade policy/tariffs and events in the Middle East have also had a direct impact on VRE’s cost structure.

Taken together, the increased expenses and reduced ridership and fare revenue have created a structural funding gap for VRE. This gap has been filled with the pandemic relief funds, but the exhaustion of those funds – which has been forecast for a number of years, as part of VRE’s six-year projection, to arrive in mid-FY 2028 – is now within the operating budget window.

As of June 30, 2026, VRE has approximately \$72 million of pandemic relief funds remaining. The approved FY 2027 budget projects approximately \$37 million of relief funds will be needed; however, given reduced ridership so far in the fiscal year, as well as diesel fuel price increases and other immediate needs, staff conservatively estimates that the relief funds needed in FY 2027 are likely to be closer to \$44 million.

If \$44 million of relief funds are used in FY 2027, that will leave \$28 million to support operations in FY 2028. The current projection of costs and revenues for FY 2028 shows a need for \$41 million in total additional support to balance the budget. If all the remaining pandemic relief funding is used, the resulting funding gap is \$13 million.

Staff will introduce three initial options to the Operations Board to close this funding gap, with the expectation that discussion and analysis on these and potentially other options will continue through the fall until the budget adoption in December:

1. Close the gap with additional jurisdictional subsidy.
2. Seek additional funding for FY 2028 from the Commonwealth during the legislative session beginning in January 2027.
3. Significantly reduce service from the current 32 daily trains in order to reduce net expenditures – likely to something similar to the current “S+” service, which operates 18 trains per day.

Capital Funding:

The major capital funding that is expected to be obligated in FY 2028 includes:

- *Federal formula funds:* Federal funding allocations are lagged by one year relative to VRE’s fiscal year, so the federal funding allocated in Federal Fiscal Year (FFY) 2027 will be available to be obligated and spent beginning in VRE’s FY 2028. VRE’s total FFY 2026 formula funding (for the Section 5307 Urbanized Area and Section 5337 State of Good Repair programs) is approximately \$47.0 million. As more information is available on the outlook for FFY 2027 funding, the capital budget will be updated.
As in previous years, VRE’s formula funds will be committed to railcar debt service, equipment and facilities asset management programs, and key CIP projects such as Seminary Yard and the L’Enfant Station and Fourth Track. Some portion of the funding is also likely to be needed for existing projects where cost estimates have increased.
- *State capital match:* While previously executed grant agreements remain in place VRE will now provide the “state” match for capital grants from the 3.5% dedicated allocation from the MTF. As noted above, the preliminary budget assumes that approximately \$8.7 million of that dedicated funding will be allocated towards capital match in FY 2028.
- *Discretionary state and regional funding:* The FY 2028 budget is expected to obligate previously allocated VPRA funds for the Rippon and Leeland Road Station Improvement Projects as well as the L’Enfant Station and Fourth Track project.
- *Commuter Rail Operating and Capital (CROC) Fund:* VRE issued 30-year CROC-backed bonds in June 2022, with the proceeds used to assist in the purchase of CSX right-of-way. Of the annual \$15 million in CROC funds that VRE receives, \$7.5 million is committed each year to debt service on the Series 2022 bonds. The remaining \$7.5 million each year (through 2032), in accordance with the terms of the Funding Agreement with VRPA, supports pay-as-you-go (PAYGO) capital contributions to key projects in the VRE service area – primarily Long Bridge, but also potentially the Alexandria Fourth Track and the Franconia-Springfield Bypass.

ATTACHMENTS:

[Output Document \(2026-197\) - Pdf](#)

[Exhibit - Preliminary FY2028 Sources & Uses for Sept Board](#)



Virginia Railway Express Operations Board

Referral of Preliminary FY 2028 VRE Operating and Capital Budget to the Commissions

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

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

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; and,

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; and,

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;

NOW, THEREFORE, BE IT RESOLVED THAT the Virginia Railway Express Operations Board does hereby refer the preliminary FY 2028 Operating and Capital Budget to the Commissions for their consideration; and,

BE IT FURTHER RESOLVED THAT the VRE Operations Board recommends the budget be forwarded to the jurisdictions for further formal review and comment.

INTRODUCTION AND VOTE RECORD:

MOTION:

SECOND:

Ayes:

Nays:

Abstentions:

Absent from Vote:

FY 2028 Preliminary Sources and Uses															
LEVEL OF SERVICE FOR FY 2028		Daily Trains	Avg. Daily Riders												
Weekdays		32	9,500												
SOURCES OF FUNDS															
USES OF FUNDS		FARE INCOME	INTEREST	MISC	LOCAL CONTRIBUTION	OTHER SOURCES	REGIONAL FUNDING	-----STATE -----			-----FEDERAL-----				TOTAL
		CROC	3.5% MTF	VPRA/OTHER	STATE STP	5307/5337	PANDEMIC RELIEF FUNDS	OTHER							
Operating Expenses	107,658,646	23,400,000	3,100,000	157,000	27,289,561	-	402,000	-	9,675,249	15,634,836	-	-	28,000,000	-	107,658,646
Non-Operating Expenses:															
Operating Reserve	114,000				114,000										114,000
Debt Service Series 2022 Bonds - Prin./Interest	7,498,500				-			7,498,500							7,498,500
Debt Service VRA - 60 Railcars (Local)	99,072				99,072										99,072
Debt Service VRA - 60 Railcars (Fed/State/Local)	4,190,275				167,611				670,444			3,352,220			4,190,275
Non-Operating Summary	11,901,847	-	-	-	380,683	-	-	7,498,500	670,444	-	-	3,352,220	-	-	11,901,847
Total Expenses (Subtotal)	119,560,493	23,400,000	3,100,000	157,000	27,670,244	-	402,000	7,498,500	10,345,693	15,634,836	-	3,352,220	28,000,000	-	119,560,493
Capital Project Obligations:															
Equipment Asset Management Program	13,000,000				520,000				2,080,000			10,400,000			13,000,000
Seminary Yard	26,189,419				1,047,577				4,190,307			20,951,535			26,189,419
L’Enfant Station and Fourth Track	12,500,000				500,000				2,000,000			10,000,000			12,500,000
Locomotive Leases	2,400,000				96,000				384,000			1,920,000			2,400,000
Rippon Station Improvements (CMAQ/VPRA)	1,704,928				-					340,986		1,363,942			1,704,928
Leeland Road Station Improvements (VPRA)	7,123,179				-				7,123,179			-			7,123,179
L’Enfant Station and Fourth Track (VPRA)	14,100,000				-					14,100,000		-			14,100,000
CROC Contribution to VPRA Long Bridge	7,501,500				-			7,501,500	-			-			7,501,500
Capital Reserve Contribution	3,000,000				3,000,000										3,000,000
Capital Project Summary	87,519,026	-	-	-	5,163,577	-	-	7,501,500	8,654,307	21,564,165	-	44,635,477	-	-	87,519,026
TOTAL	207,079,519	23,400,000	3,100,000	157,000	32,833,821	-	402,000	15,000,000	19,000,000	37,199,001	-	47,987,697	28,000,000	-	207,079,519
FY27 Subsidy surplus (deficit)				19,764,843 (13,068,978)											
								Soft Capital Projects		Program		Funding		Federal Amt	State Amt
								Access lease funding (0%/84%)		18,612,900		Full 84% State		0	15,634,836
Local only								Debt Service VRA - 60 Railcars		99,072				0	0
Fed/State/Local								Debt Service VRA - 60 Railcars		2,444,327		5,337		1,955,462	391,092
Fed/State/Local								Debt Service VRA - 60 Railcars		1,745,948		5,307		1,396,758	279,352
								Grant & Project Management		0		5,307		0	0
								Subtotal		22,902,247					16,305,280
								Capital Projects/Earmarks		87,519,026				44,635,477	21,564,165
								Capital Program		110,421,273				47,987,697	37,869,445

**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 (MWCOTG 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

Action ItemOperations Board Meeting
AGENDA ITEM REPORT

To: Chair Bailey and the VRE Operations Board

From: Katie Choe

Date: September 18, 2026

Re: Recommend Authorization to Submit a Joint VRE-VPRA Application for a Planning Grant to the USDOT PROTECT FY2024-2026 Funding Round

RECOMMENDATION:

The VRE Operations Board is asked to recommend the Commissions authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, a joint VRE-VPRA application to the USDOT PROTECT Fiscal Years (FY) 2024-2026 Planning Grant funding opportunity, to make any necessary corrections to the project amount or descriptions in the application(s), and to execute all project funding agreements that may result from consideration of the VRE application(s).

SUMMARY:

VRE has identified the need to study the impacts of future adverse climate conditions on its operating territory, including infrastructure not owned by the Commissions, but by partners such as the Virginia Passenger Rail Authority (VPRA) and CSXT. This study will assess, as a follow-up to a more general high-level desktop analysis conducted by the Metropolitan Washington Council of Governments (MWCOC) Transportation Planning Board (TPB), the magnitude and severity of potential risks to rail operations caused by extreme heat, inland flooding, and intensifying storms with extreme wind and rain. If authorized, VRE would apply as the lead applicant for funding for this study under the planning track of the FY2024-2026 USDOT PROTECT Program, with VPRA serving as the joint applicant for this submittal.

BACKGROUND INFORMATION:

On August 27, 2026, the Federal Highway Administration (FHWA) issued a Notice of Funding Opportunity (NOFO) for the FY2024-2026 funding round of the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. This funding program's purpose is to provide grants on a competitive basis for plans and projects that aid to help make surface transportation more resilient to natural hazards, including sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. This funding opportunity will result in the distribution of up to \$787 million in FY2024 through FY2026 funding. Of this amount, up to \$79 million is available for Planning Grants.

Concurrently with this federal funding program, the MWCOC TPB finalized its National Capital Region Transportation Resilience Improvement Plan (TRIP) on June 20, 2024. Included in this plan is a

transportation asset vulnerability assessment, supported by an interactive mapping tool that shows the level of risk under various adverse climate conditions for the region's transportation infrastructure. As a result of this desktop high-level risk identification exercise, the TRIP identified several VRE assets (either directly controlled by VRE's Parent Commissions, Member Jurisdictions, or by operating host railroad partners) over which VRE operates that are projected to be highly vulnerable to future adverse climate events.

Because the majority of VRE's operating territory is owned and controlled by VPRA, VRE and VPRA are joining together to submit a joint application for the 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 TRIP document. Resilience planning studies, if selected, are funded at 100% federal share, with no local match required.

For reference, the following assets and climate risk areas were included in the adopted TRIP and will be addressed in the proposed PROTECT grant planning study. Additionally, the proposed planning grant study will be expanded to address the entirety of the VRE system, including both the Fredericksburg and Manassas Lines.

Risk Area	VRE	VPRA
Excessive Heat	All VRE stations (with five stations emphasized as highest risk to future operations)	RF&P Track Infrastructure
	Manassas Line Track Infrastructure from Broad Run MSF to AF Interlocking	
	Both VRE MSF locations	
Inland Flooding	Broad Run MSF (excluding the station platform but including parking) L'Enfant and Quantico Stations	RF&P Rail Corridor Quantico Creek and Pohick Creek Rail Bridges

The VRE-VPRA planning study, should it be selected for funding in this round, will expand on this high-level list of potential resilience projects included in TPB's TRIP document with specific implementable projects to address expected future vulnerabilities to the rail infrastructure developed to a conceptual level. These projects would be included in a future amended TRIP document and included, as funding is available, in the VRE or VPRA capital improvement programs.

FISCAL IMPACT:

There is no fiscal impact to VRE to submit an application under this funding program. Planning grants are funded at 100% federal share, so no local VRE match would be required if awarded. If selected for PROTECT funding, an amendment to the VRE Operating and Capital Budget to reflect the receipt of the PROTECT funds would be presented to the Operations Board for approval and referral to the Commissions.

ATTACHMENTS:

[Output Document \(2026-195\) - Pdf](#)



Virginia Railway Express Operations Board

Authorization to Submit a joint VRE-VPRA Application for a Planning Grant to the USDOT PROTECT FY2024-2026 Funding Round

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; and,

WHEREAS, On June 20, 2024, The Metropolitan Washington Council of Governments Transportation Planning Board (MWCOTG 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; and,

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; and,

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; and,

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;

NOW, THEREFORE, BE IT RESOLVED that the Virginia Railway Express Operations Board does hereby recommend the Commissions authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, the joint VRE-VPRA Planning Grant application to the PROTECT FY 2024-2026 funding round, 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.

INTRODUCTION AND VOTE RECORD:

MOTION:

SECOND:

RESOLUTION 26-09-9E

Regular Meeting

September 18, 2026

Ayes:

Nays:

Abstentions:

Absent from Vote:

Agenda Item #3

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane and Vikram Sinha
DATE: September 24, 2026
SUBJECT: Presentations

At the October 1 meeting, the Commission will hear a presentation on next steps for Envision Route 7 and receive updates from VRE and DRPT.

A. Envision Route 7 Project: Next Steps

Senior Program Manager Vikram Sinha will provide updates on Envision Route 7, focusing on the results of the current contract effort, Phase 4-2, that evaluated the traffic impacts of bus lanes along the segment of Route 7 running from Seven Corners to Mark Center/Southern Towers.

With the completion of this phase, the entire project corridor has been studied for traffic impacts from bus lanes. Phase 4-2 revealed that future regional growth will cause the corridor to experience increased travel times for all vehicles in 2050 and that the corridor operates as two distinct segments with the Culmore neighborhood in the middle. When applying curb or center bus lanes on a future state Route 7, it was found that certain sections require roadway upgrades to accommodate bus lanes, while in other sections, Route 7 has enough roadway capacity to accommodate curb-running bus lanes, thereby avoiding the need for a large-scale capital project with its negative externalities.

The study identified the need to implement higher frequency bus service either before or in parallel with bus lanes, especially in the southern section of the corridor. Governance challenges also remain, with multiple roadway owners and jurisdictions requiring a matrix of solutions and constrained funding and staffing across jurisdictions impacting the ability to advance a capital project. NVTC continues to advocate for context sensitive bus priority treatments, as outlined in [Better Bus Now: A New Approach to BRT on Route 7](#).

NVTC is addressing these challenges by engaging with jurisdictional partners, DRPT and VDOT on advancing bus priority in the near term and scheduling briefings for boards and commissions to educate and inform on project status. NVTC is also collaborating with WMATA to deliver increased frequency with the Metro Bus F2X commencing operation in December 2026 during peak hours. Lastly, staff have scheduled an elected official tour on October 28 from Southern Towers to Seven Corners to highlight planned capital projects as well as opportunities to improve mobility on Route 7. With the conclusion of this phase of

study, future progress on Envision Route 7 is now dependent on jurisdictions identifying their preferred roadway design, at which point NVTC can continue to help facilitate project implementation.

The draft Phase 4-2 report is currently being reviewed by VDOT and Fairfax County staff. NVTC plans to return to the Commission later this year to seek acceptance of the report findings.

B. Virginia Railway Express (VRE) Chief Executive Officer Remarks

At the October meeting, VRE CEO Katie Choe, or her designee, will update the Commission on recent VRE activities.

The [VRE CEO Report for September 2026](#) and the [Minutes of the September 18, 2026 VRE Operations Board Meeting](#) are attached.

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

At the October 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 [September 2026 Report to the Commonwealth Transportation Board](#) highlighting state initiatives and programs revolving around the agency's strategic plan.

Upcoming DRPT Dates:

Northern Virginia District CTB Fall Hearing

October 8 – 2:00 p.m. – VDOT Fairfax District Office

Commonwealth Transportation Board

October 13 – 8:00 a.m. – 2:00 p.m. – Joint Workshop/Action Meeting – VDOT Auditorium

More info: <https://ctb.virginia.gov/meetings-news/meetings/>

Governor's Transportation Conference

October 13-15 – Richmond Marriot

More info: <https://virginiagtc.org/>

Transit Consolidation Governance Forum

October 21 – 6:00 p.m. – NVTC First Floor Conference Room

CEO REPORT

SEPTEMBER 2026



MISSION

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



CEO REPORT | SEPTEMBER 2026

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

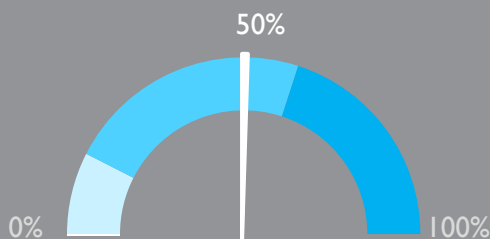
CAPITAL PROJECTS UPDATES 13



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

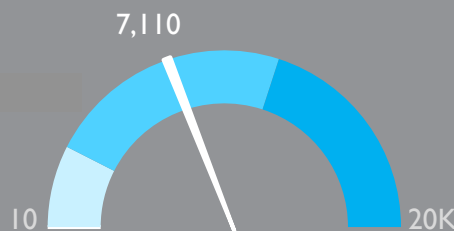


PERFORMANCE AT A GLANCE



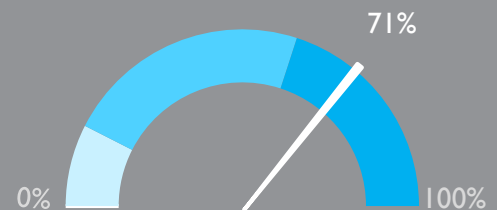
PARKING UTILIZATION

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



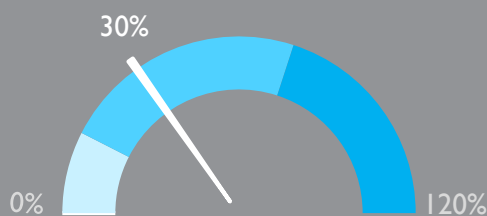
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 10,128



ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 87%



SYSTEM CAPACITY

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

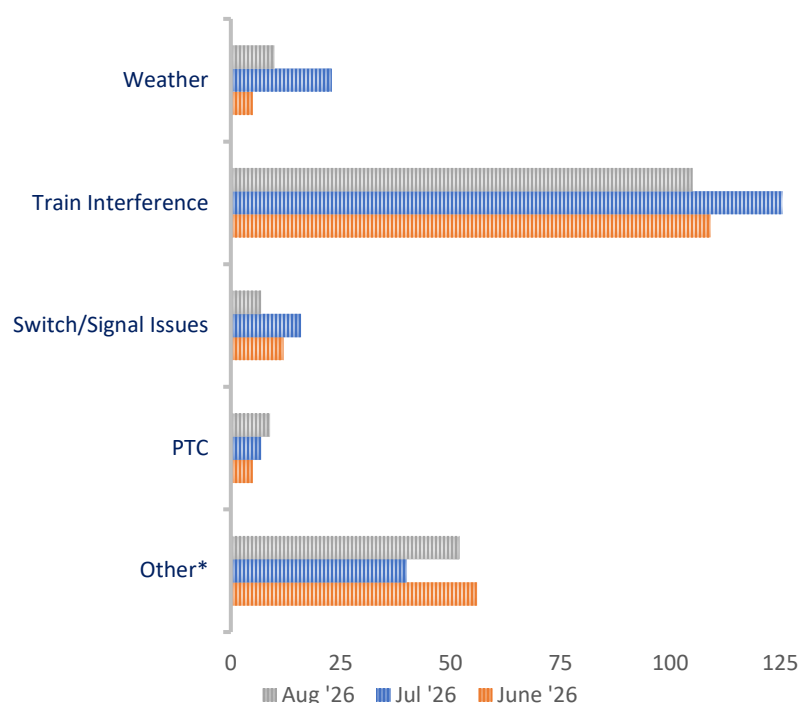
AUGUST 2026

ON-TIME PERFORMANCE

OUR RECORD

	Aug. 2026	July 2026	August 2025
Manassas Line	66%	59%	86%
Fredericksburg Line	76%	67%	88%
Systemwide	71%	63%	87%

PRIMARY REASON FOR DELAY



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

One hundred and eight-six trains arrived more than 5 minutes late to their final destinations. Of those late trains, 109 were on the Manassas Line (59 percent), and 77 were on the Fredericksburg Line (41 percent). The average delay was 16 minutes. Nineteen trains were more than 30 minutes late to their destination station.

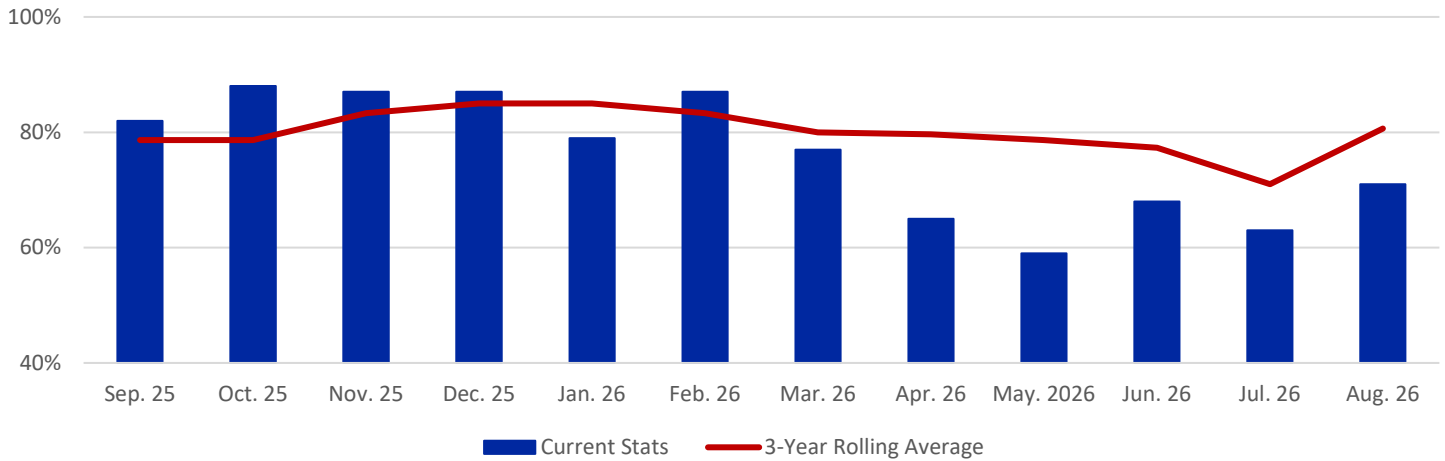
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

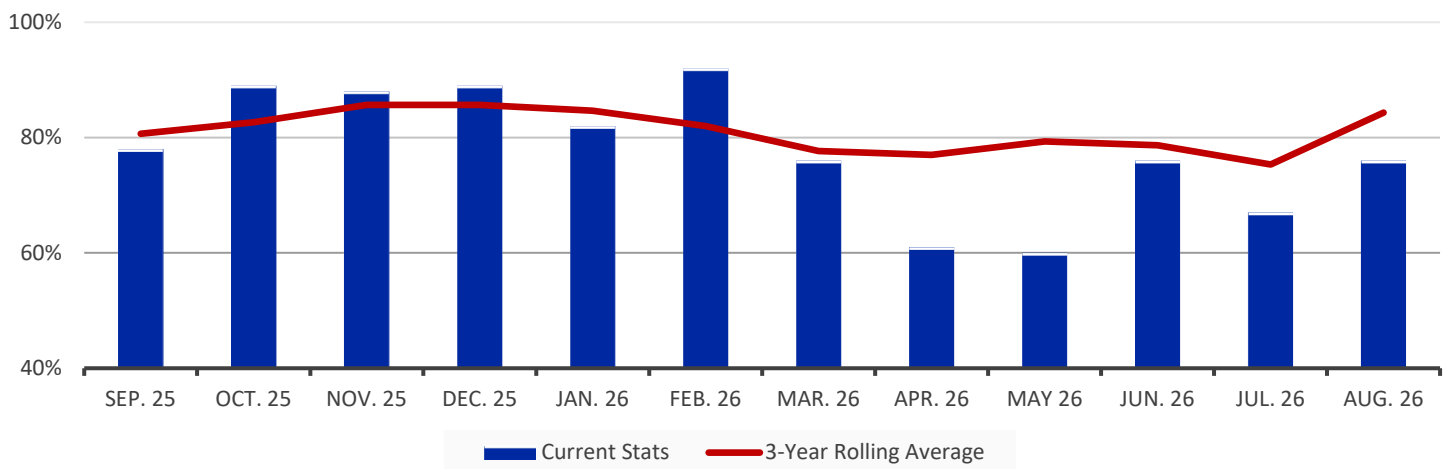
	System Wide			Fredericksburg Line			Manassas Line		
	Jun.	Jul.	Aug.	Jun.	Jul.	Aug.	Jun.	Jul.	Aug.
Total late trains	186	260	186	71	116	77	115	141	109
Average minutes late	18	17	16	20	17	14	15	18	19
Number over 30 minutes	18	32	19	8	15	4	10	17	15
Heat restrictions	11	8	3	11	8	0	0	5	3

ON-TIME PERFORMANCE

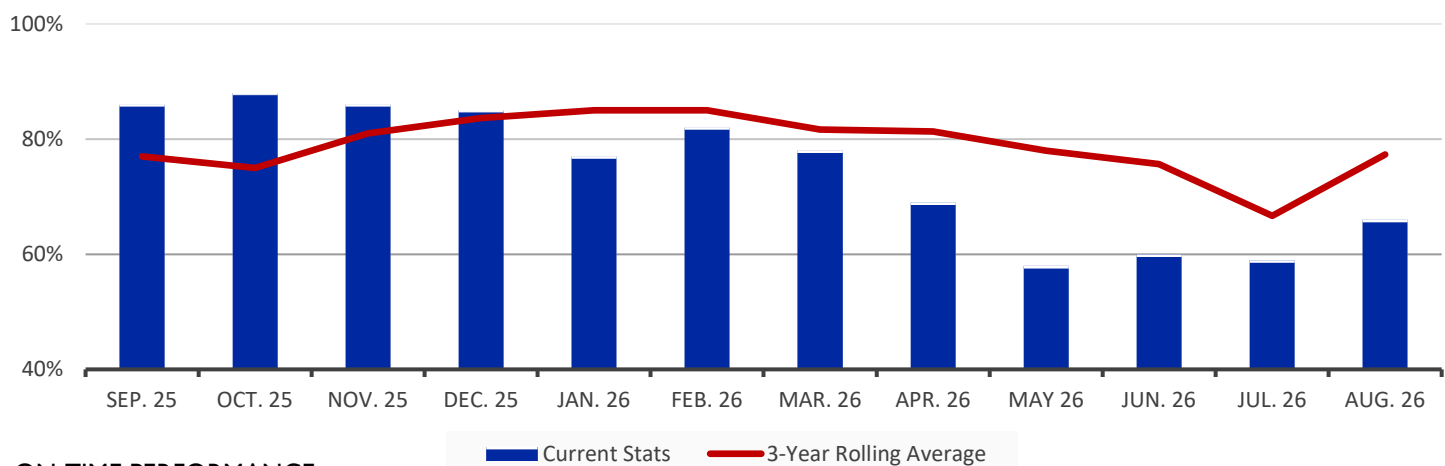
VRE SYSTEM



FREDERICKSBURG LINE

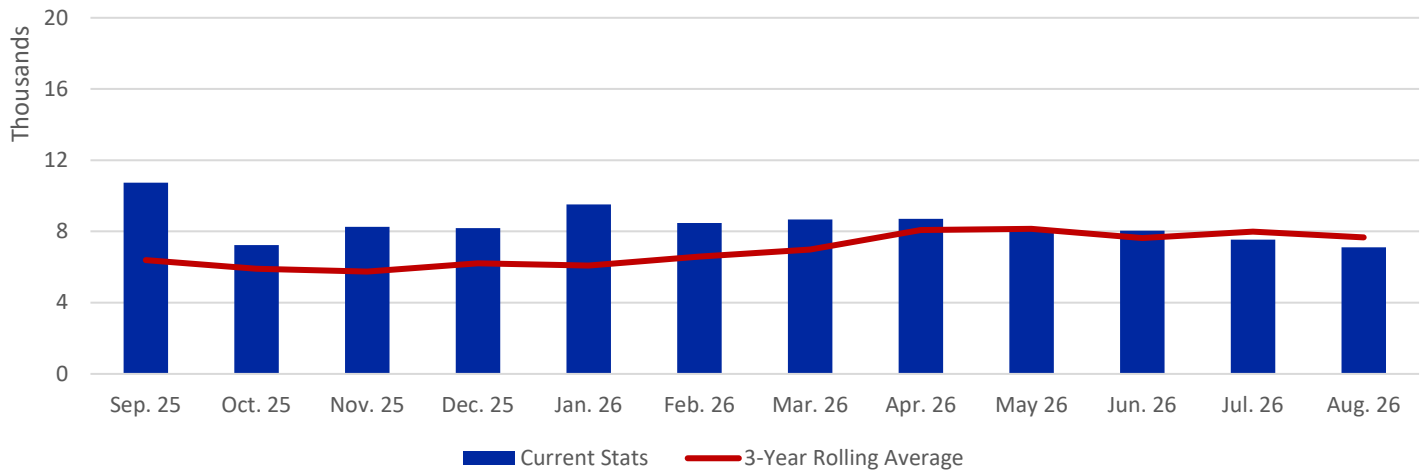


MANASSAS LINE

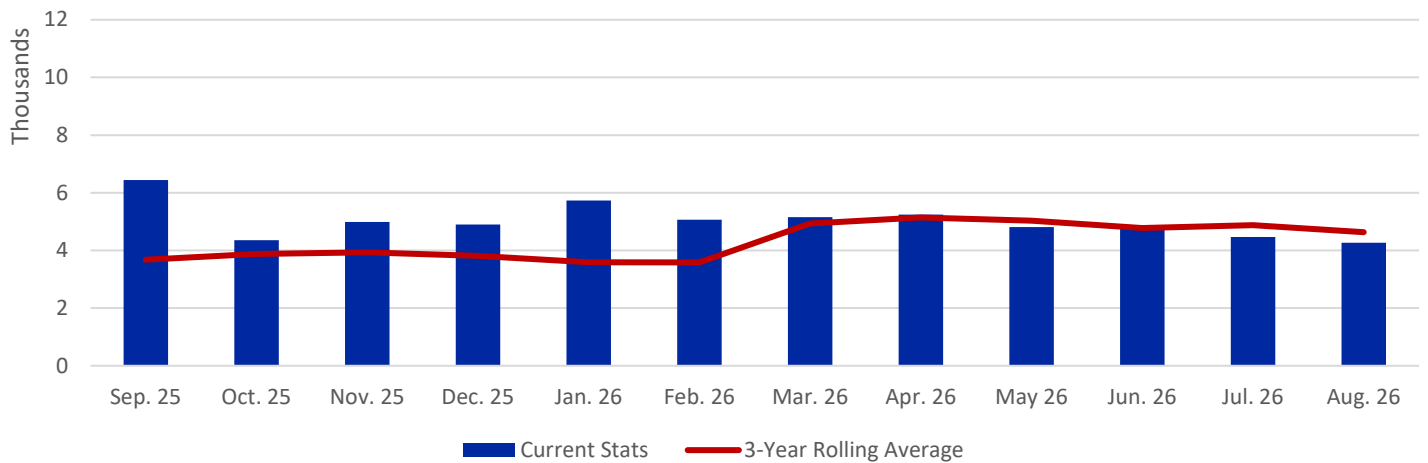


AVERAGE DAILY RIDERSHIP

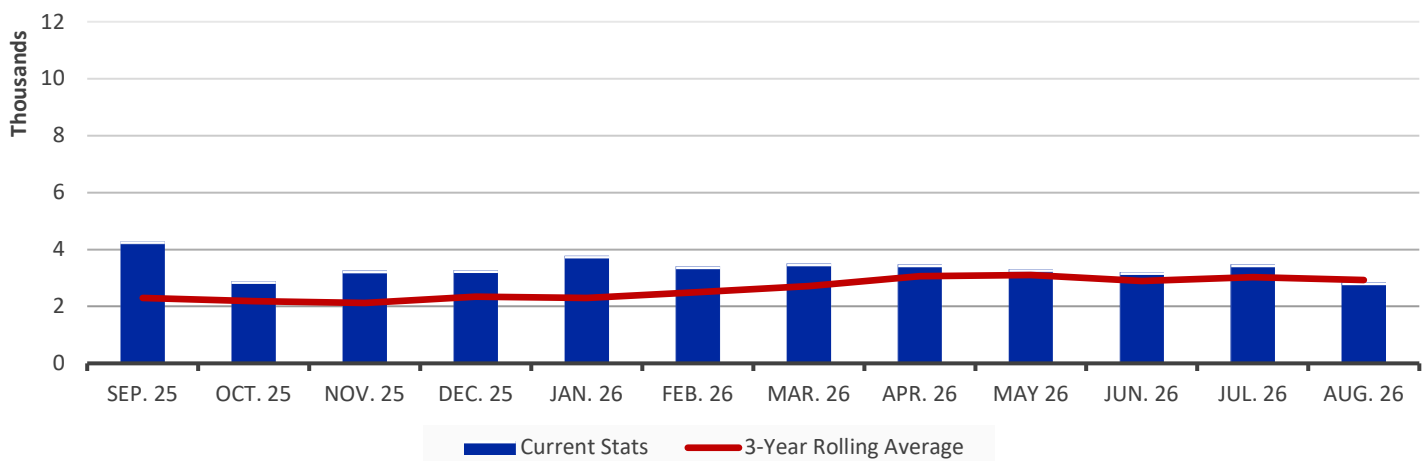
VRE SYSTEM



FREDERICKSBURG LINE



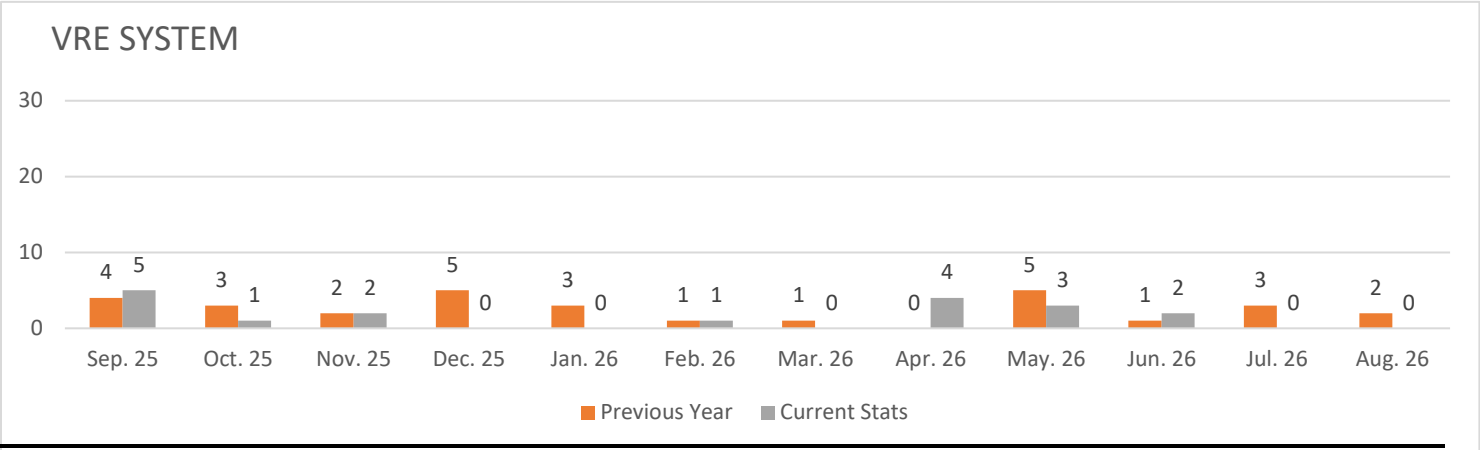
MANASSAS LINE



Average daily ridership for the month was 7,110
There were 21 service days.

	Aug. 2026	July 2026	Aug. 2025
Monthly Ridership	149,319	173,605	212,798
Average Daily Ridership	7,110	8,045	10,133
Bicycles on Trains	1,623	1,400	1,913
Full-Service Days	21	22	21
“S” Service Days	0	1	0

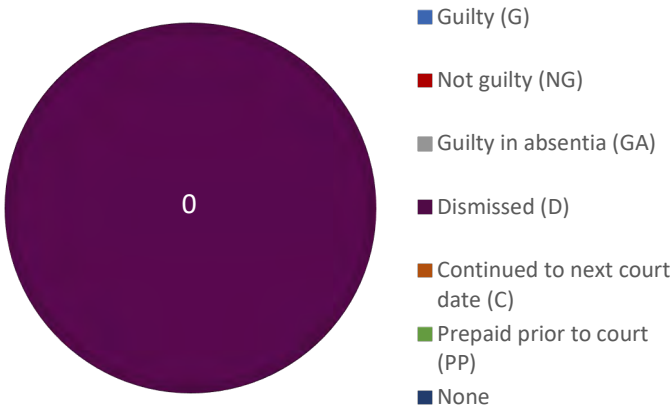
SUMMONSES ISSUED



SUMMONSES WAIVED
OUTSIDE OF COURT

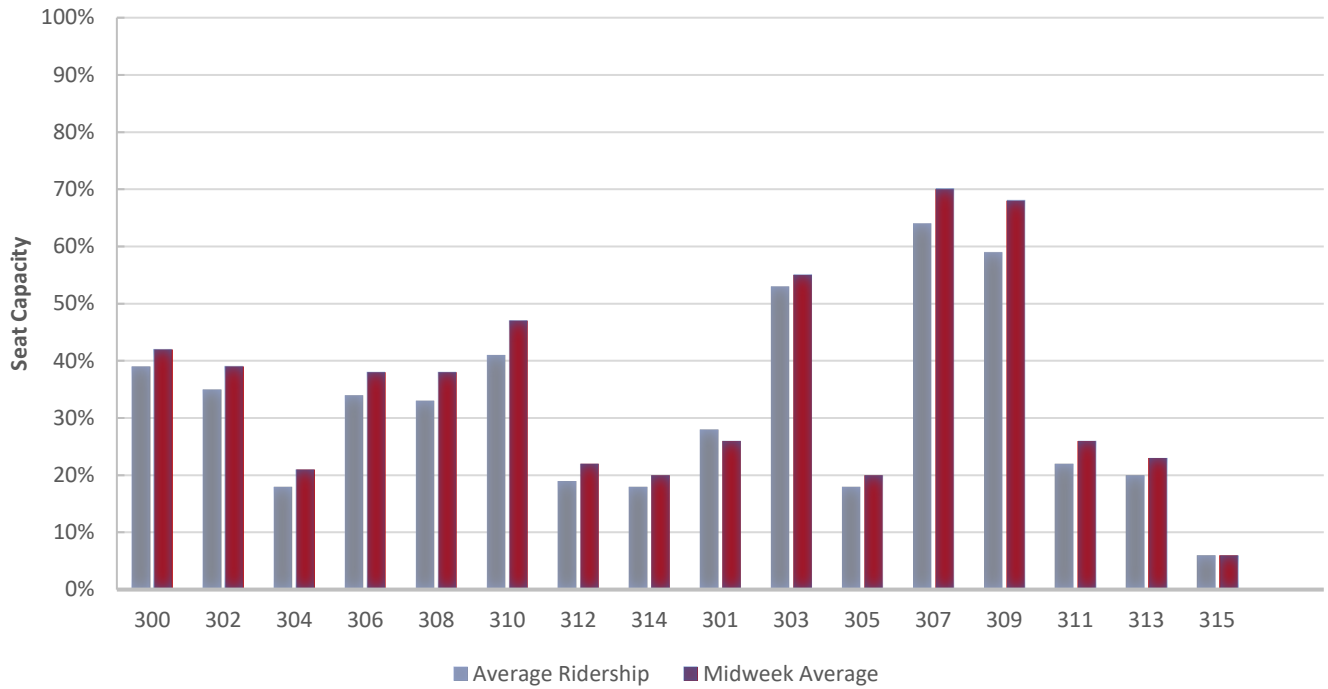
Reason for Waiver	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	1
Total Waived	1

MONTHLY SUMMONSES
COURT ACTION

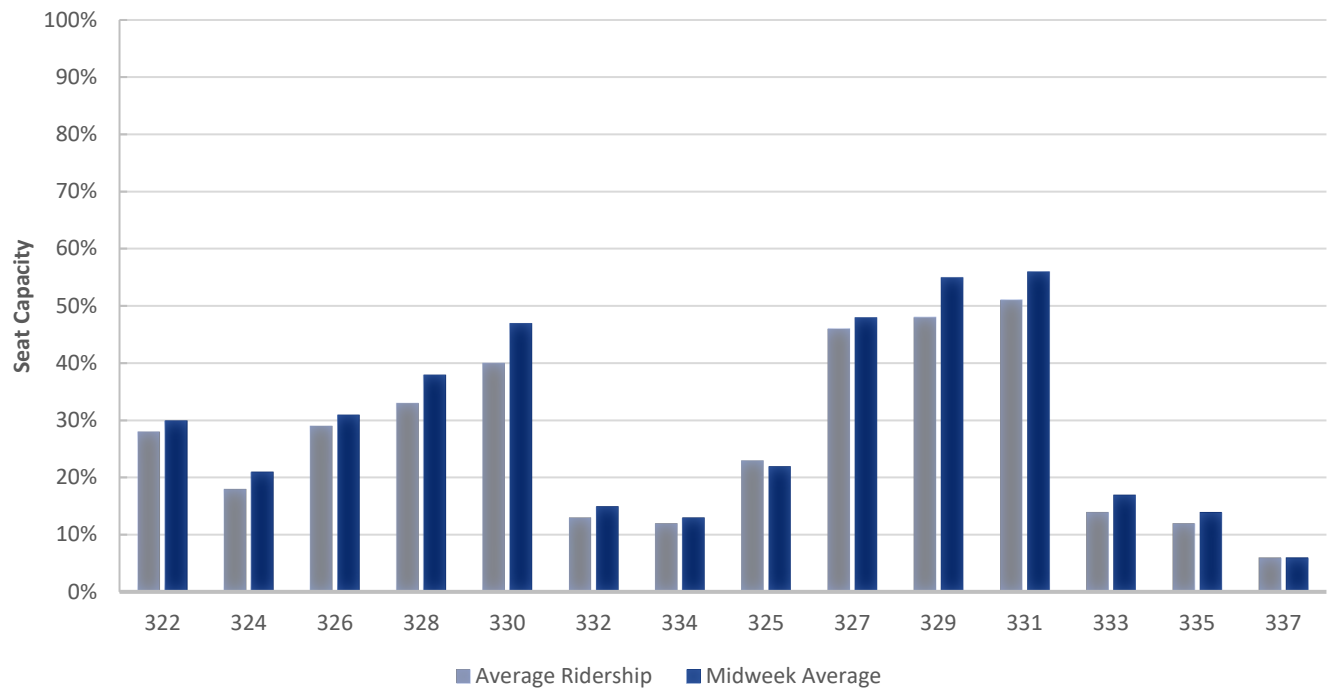


TRAIN UTILIZATION

FREDERICKSBURG LINE

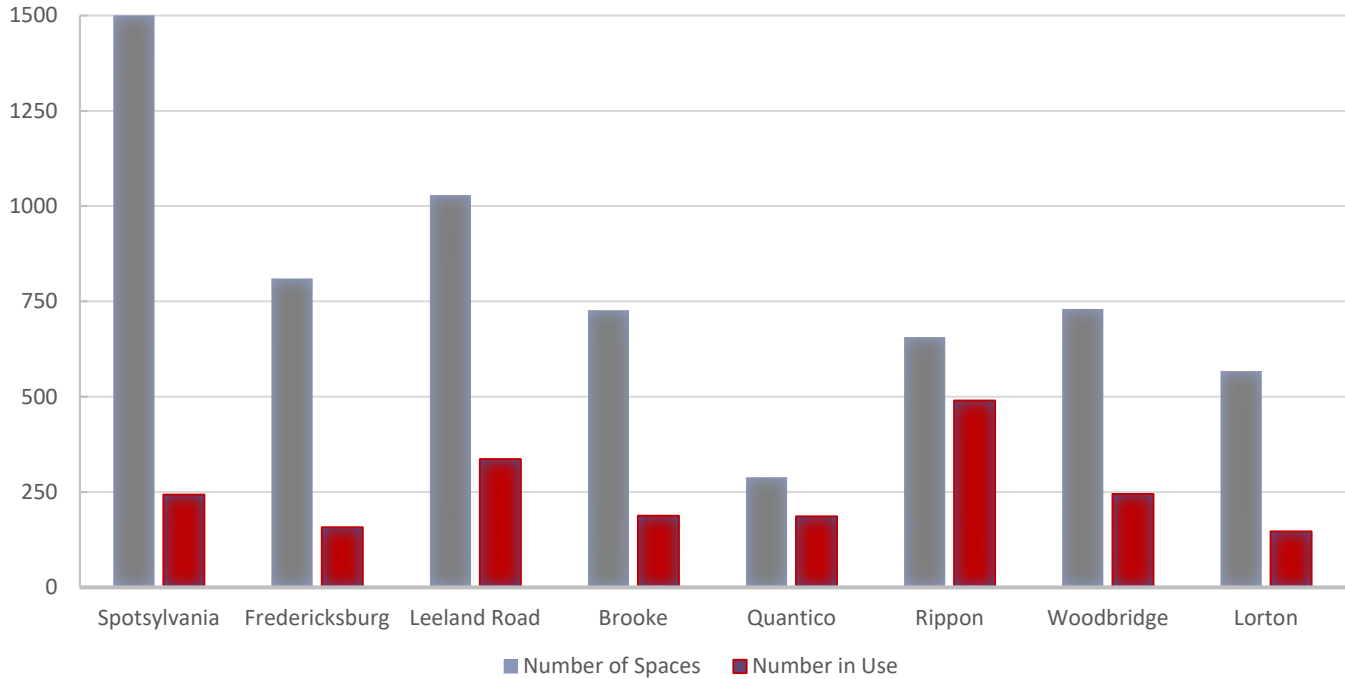


MANASSAS LINE

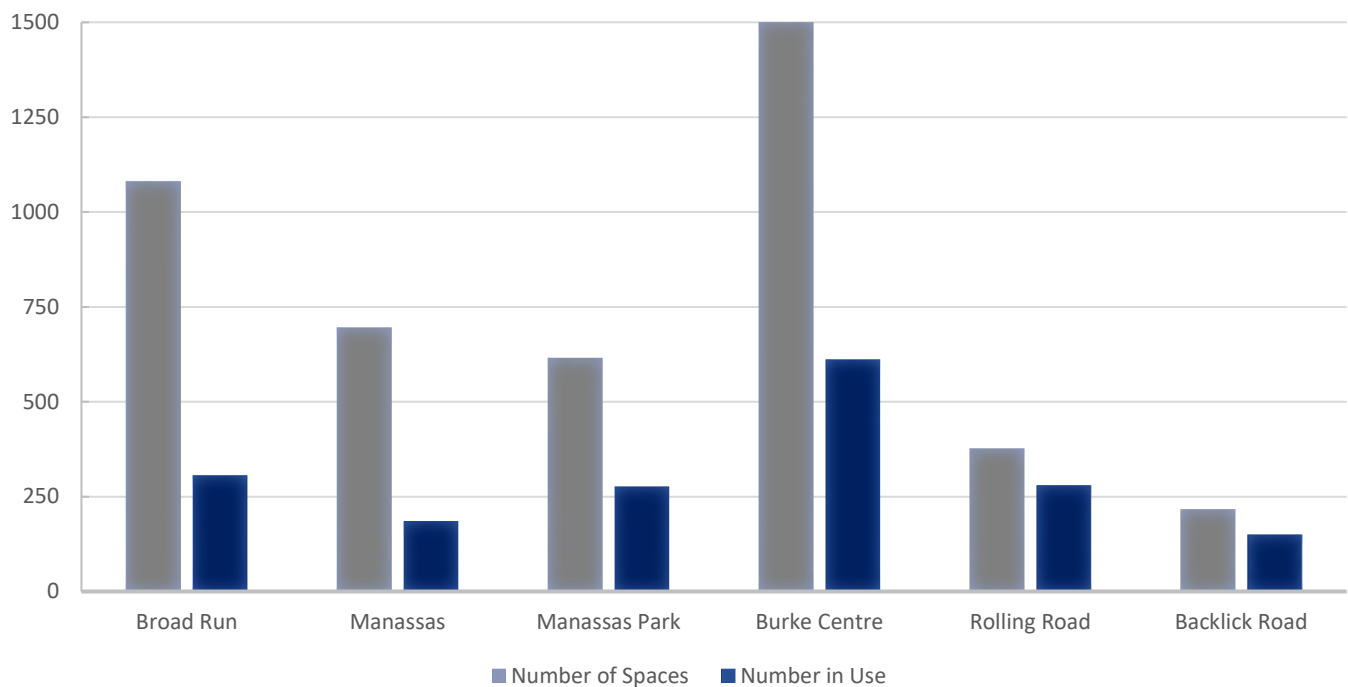


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Replacement of emergency generator transfer switch at Alexandria Headquarters
2. Replacement of timber pedestrian crossing at Backlick Road station

Projects scheduled to be completed this quarter:

1. Repairs to main entrance drainage at Lorton station
2. Replacement of benches at Woodbridge station bus loop
3. Repairs to pedestrian bridge at Rippon station
4. Repairs to parking lot drainage erosion at Rippon station
5. Repairs to pavement, sealcoating and striping at Fredericksburg Lot G
6. Replacement of pole lighting fixtures at Fredericksburg station ADA parking lot
7. Replacement of fire alarm panel at Manassas station parking garage
8. Painting of Manassas station and parking garage
9. Repairs to platform concrete at multiple stations
10. Replacement of multiple HVAC units at Alexandria Headquarters

Projects scheduled to be initiated this quarter:

1. Rehabilitation of various elements of Rippon station
2. Painting of Brooke station
3. Repairs to steel guardrails and handrails at Manassas station
4. Restriping of Manassas station parking garage
5. 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
5. Repairs to platform lighting at multiple stations

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 management services for the Crossroads maintenance and storage facility administrative and employee welfare building and employee parking lot project
- Construction of the Broad Run expansion project
- Rehabilitation of wheelsets and traction motor assemblies for VRE rolling stock
- Construction management oversight services for the L'Enfant station and 4th track improvements project
- Repair and overhaul of rolling stock air brake equipment
- TRIP client computers
- Delivery of lubricating oil
- Rehabilitation of locomotive truck assemblies
- New passenger information displays

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.
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 administrative 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. 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, September 18, 2026

14700 Potomac Mills Rd., Woodbridge, Virginia 22192

The Operations Board Meeting of the Virginia Railway Express was called to order on Friday, September 18, 2026, at 9:00 AM, in the 14700 Potomac Mills Rd., Woodbridge, Virginia 22192, with the following members present:

PRESENT: Immediate Past Chair Sarah Bagley, Chair Andrea Bailey, Secretary Lori Hayes, Board Member Rachna Sizemore Heizer (Late), Treasurer Jannan Holmes, Board Member Tom Gordy[†], Board Member Takis Karantonis, At-Large Sonia Vasquez Luna[†], Board Alternate Michael McLaughlin, Board Member Alanna Mensing, Vice Chair Daniel G. Storck, Member Dr. Pamela Yeung, Board Member Mariia Zimmerman, and Alternate Victor Angry

EXCUSED: Board Member George T. Stewart, Alternate Canek Aguirre, Alternate James Bierman, Alternate Kenny Boddye, Alternate Maureen Coffey, Alternate Maya P. Guy, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith

STAFF VRE Staff: Katie Choe, Trinette Broussard, MinhChau Corr, Alex Buchanan, Alex Sugatan, Mubashir Ahmed, Joe Swartz, Kristin Nutter, John Duque, Emaan Raja, Chris Henry, Christine Hoeffner, Eric Johnson, Lezlie Lamb, Lindsey Martin, Dallas Richards, Mark Schofield, Mark DeGrush, Niomi Barton, Brittany Sumpter Others: Ann McGrane NVTC; Paul Garnett, Keolis; John Kerins, Keolis, Bob Schneider

†=Denotes Remote Participant

1. Pledge of Allegiance

2. Roll Call

A. Motion to Approve Members' Remote Participation

1-2026 Member Dr. Pamela Yeung made a motion to approve remote participation of Member Tom Gordy due to scheduling conflict, and At-Large Sonia Vasquez Luna also due to a scheduling conflict. Immediate Past Chair Sarah Bagley seconded the motion. Carried unanimously.

3. Safety Moment

4. Approval of Agenda

A. Approval of agenda as presented.

2-2026 Vice Chair Dan Storck made a motion to approve the September 18, 2026 Meeting Agenda. Immediate Past Chair Sarah Bagley seconded the motion. Carried unanimously.

5. Approval of Previous Minutes

A. Motion to approve the Minutes from the July 17, 2026 VRE Operations Board Meeting

3-2026 Treasurer Jannan Holmes made a motion to approve the minutes from the July 17, 2026 VRE Operations Board meeting as presented. Member Takis Karantonis seconded the motion. Carried 8-0 Abstentions: Secretary Lori Hayes, Member Mariaa Zimmerman, Member Tom Gordy, Member Rachna Sizemore Heizer.

6. Chair's Comments

The Chair opened the meeting by thanking members for attending and emphasized the importance of regular attendance for VRE to conduct necessary business.

Members were reminded that Election Day is Tuesday, November 4th, and encouraged to vote either in person or by mail.

The Chair reiterated the board's role in educating the community and stakeholders about VRE projects and encouraged continued engagement through available communication channels. Members were reminded that the board photo will be taken in October; attendance and appropriate dress were requested.

The Chair announced that soil testing at Potomac Shores has been completed with clean results, allowing development to proceed without further delay. VRE will coordinate with the developer on a groundbreaking event, with details to follow.

7. Chief Executive Officer's Report

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

Completed projects:

- o Replacement of emergency generator transfer switch at Alexandria Headquarters
- o Replacement of timber pedestrian crossing at Backlick Road station

Projects scheduled to be completed this quarter:

- o Repairs to main entrance drainage at Lorton station
- o Replacement of benches at Woodbridge station bus loop
- o Repairs to pedestrian bridge at Rippon station
- o Repairs to parking lot drainage erosion at Rippon station
- o Repairs to pavement, sealcoating and striping at Fredericksburg Lot G
- o Replacement of pole lighting fixtures at Fredericksburg station ADA parking lot

- o Replacement of fire alarm panel at Manassas station parking garage
- o Painting of Manassas station and parking garage
- o Repairs to platform concrete at multiple stations
- o Replacement of multiple HVAC units at Alexandria Headquarters

Projects scheduled to be initiated this quarter:

- o Rehabilitation of various elements of Rippon station
- o Painting of Brooke station
- o Repairs to steel guardrails and handrails at Manassas station
- o Restriping of Manassas station parking garage
- o Replacement of various signage at Manassas station parking garage

Ongoing projects:

- o Construction of temporary platforms at Crystal City station
- o Modernization of elevator at Woodbridge station parking garage
- o Installation of parking count loop systems at multiple stations
- o Replacement of emergency generator at Alexandria Headquarters
- o Repairs to platform lighting at multiple stations

8. Virginia Railway Express Riders' and Public Comment

No members of the public were present. No electronic public comments were received.

9. Action Items

- A. Referral of Preliminary FY 2028 VRE Operating and Capital Budget to the Commissions
- 4-2026** Immediate Past Chair Sarah Bagley made a motion to refer the Preliminary FY 2028 VRE Operating and Capital Budget to the Commissions. Board Member Takis Karantonis seconded the motion. Carried 11- 0.
Ayes: Sarah Bagley, Andrea Bailey, Lori Hayes, Rachna Sizemore Heizer, Holmes, Takis Karantonis, Sonia Vasquez Luna, Alanna Mensing, Dan Storck, Dr. Pamela Yeung, Mariia Zimmerman
Nays: None
Abstentions: Tom Gordy
- B. Authorization to Execute a Sole Source Master Services Agreement for Hosting, Licensing, and Maintenance of the VRE Mobile Ticketing App
- 5-2026** Board Member Takis Karantonis made a motion to authorize the execution of a sole source master services agreement for hosting, licensing, and maintenance of the VRE mobile ticketing app. Immediate Past Chair Sarah Bagley seconded the motion. Carried unanimously.
- C. Authorization to Issue a Train Operations and Maintenance Services Task Order for Deep Cleaning of Railcars

6-2026 Immediate Past Chair Sarah Bagley made a motion to authorize the issuance of a train operations and maintenance services task order for deep cleaning of railcars. Board Member Jannan Holmes seconded the motion. Carried unanimously

D. Adopt the 2026 VRE Operations Board Electronic Participation Policy

7-2026 Member Jannan Holmes made a motion to adopt the 2026 VRE Operations Board Electronic Participation Policy. Immediate Past Chair Sarah Bagley seconded the motion. Carried unanimously.

E. Recommend Authorization to Submit a Joint VRE-VPRA Application for a Planning Grant to the USDOT PROTECT FY2024-2026 Funding Round

8-2026 Secretary Lori Hayes made a motion to recommend authorization to submit a joint VRE-VPRA application for a planning grant to the USDOT PROTECT FY2024-2026 Funding Round. Member Jannan Holmes seconded the motion. Carried unanimously.

F. ***Authorization to Issue a Request for Proposals for the Lease of Passenger Locomotives***

9-2026 Secretary Lori Hayes made a motion to authorize the issuance of a Request for Proposals for the Lease of Passenger Locomotives. Member Takis Karantonis seconded the motion. Carried unanimously.

10. Information Items

A. Presentation on the Marketing & Communications Assessment Report

B. Spending Authority Report

11. Closed Session

No Closed Session was held.

12. Operations Board Member's Time

- Ms. Hayes expressed is eager to delve further into the budget discussions next month and noted excitement about the new marketing strategies underway.
- Ms. Holmes reinforced the earlier reminder, encouraging fellow members to make plans to vote in the upcoming election, whether by mail or in person.
- Mr. Karantonis expressed interest in revisiting budget discussions, noting the importance of VRE to Virginia.
- Mensing:
- Mr. Angry expressed enthusiasm for VRE's future. He went on to emphasize that VRE holds the same level of importance and value to residents of Prince William County as WMATA Metro does to the broader DMV metro area.
- Director Zimmerman reported that a statewide Transit-Oriented Development (TOD) study is underway. She will share the study link with the Board Clerk for circulation among Board Members. She also noted that DRPT has launched a new Safety and Design Division aimed at better supporting transit and rail partners.

- Ms. Heizer expressed excitement about being part of the ongoing work to expand rail service throughout Virginia, highlighting the significance of this growth for the Commonwealth and its residents.
- Dr. Yeung shared her continued vision for Stafford County involving bicycle access at Brooke Station, supporting and encouraging patrons to commute via VRE to work and other destinations. She expressed confidence that patrons will grow increasingly excited as they see visible progress in rail development.
- Ms. Bagley encouraged participation in the Tour de VRE, sharing that she will be biking with the group. She also encouraged fellow members to attend the starting or finish line to cheer on the bikers.
- Mr. Storck noted that VRE is at a major inflection point, with upcoming changes, including new marketing strategies, representing a significant undertaking. He went on to emphasize having all the relevant facts will be essential for the Board to make appropriate decisions regarding the FY 2028 budget.

13. Adjournment

Meeting adjourned at 11:23 a.m. EST.

Chief Executive Officer

Board Clerk



COMMONWEALTH of VIRGINIA

Mariia Zimmerman
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

TO: Chair Bagley and NVTC Commissioners

FROM: Mariia Zimmerman, Director

DATE: September 24, 2026

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

At the [September Commonwealth Transportation Board](#) (CTB) meeting, I provided an update on the work DRPT will be undergoing to transform transit within the Commonwealth, including an 18-month Statewide Transit Transformation Study kicking off this fall to better understand needs and opportunities for transit across the Commonwealth. This plan will include significant public engagement as it seeks to guide future policy and investment. We also presented proposed policy changes for both Making Efficient and Responsible Investments in Transit (MERIT) and Transit Ridership Incentive Programs (TRIP) grant programs, as informed by the Transit Service Delivery Advisory Committee (TSDAC) recommendations earlier this year. DRPT will seek CTB approval on these policy changes for the MERIT Capital, MERIT Operating and TRIP grant programs, as well as WMATA and Rail Industrial Access policy changes, at the October CTB meeting.

DRPT is hard at work on a variety of studies highlighted previously and catalogued in the **September DRPT Director's Report to the CTB**. Of particular interest to this group, the **Northern Virginia Transit Consolidation Feasibility Study** has completed its first round of engagement with agency staff and will be holding a regional staff level working group meeting on October 8. On October 21, DRPT will be hosting a Leadership Roundtable at NVTC. More details are forthcoming. The Phase 1 **Statewide Transit Oriented Development Study** has started its second round of outreach to stakeholders and held a Northern Virginia-specific stakeholder meeting on September 22. You can provide your [input](#) on opportunities and obstacles for transit-oriented development through October.

The **Labor Study Work Group**, created by HB 547 and SB 731, continues to meet to develop an implementation plan and considerations for implementing the equivalent compensation and benefits requirements from the legislation, if re-enacted by the General Assembly. The Work Group will meet next on September 28, with staff and consultants providing information on the

work to date, an early guideline/formula for implementation, and receiving feedback and considerations from the work group members.

The Commonwealth Transportation Board (CTB) will host nine meetings across Virginia this fall and is inviting the public to share feedback on transportation projects and programs related to highway, rail, and public transportation across the Commonwealth. Members of the community may participate by attending public meetings or submitting comments by email or by mail. The Northern Virginia meeting will be at the VDOT Northern Virginia District Offices at 2PM on October 8. More information on the [2026 Fall Transportation Meetings](#) page.

Again, please consider registering for the **Governor's Transportation Conference** to be held in Richmond, October 13-15 via <https://virginiagtc.org/>. There will be a session on transit-oriented development and a transit CEO roundtable. More information on speakers will be posted soon.

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 **September DRPT Director's Report to the CTB**.



Director's Report

September 2026



Growing Ridership and Relationships

- **Statewide Transit Ridership**

- Fiscal Year 2026 transit ridership was over 156 million, a five percent increase year-over-year. See slide 13 for more details.
- June 2026 ridership was 14 million, a nine percent increase over June 2025.

- **Virginia Breeze Ridership**

- FY 2026 Virginia Breeze ridership was nearly 69,000, a two percent increase year-over-year and is record ridership. See slide 15 for more details.
- June 2026 Virginia Breeze ridership was over 3,800, an eight percent increase over June 2025.

- **Amtrak Virginia Ridership**

- FY 2026 Amtrak Virginia ridership was over 1.4 million, around the same as FY 2025. Despite service reductions due to Long Bridge construction windows, ridership has barely decreased. See slide 16 for more details.

- **Industry Engagement**

- August 11-13: the Community Transportation Association of Virginia held its annual conference in Williamsburg. Session topics included the proposed TRIP changes and new project eligibility, Mobility Management Roundtable, and a CEO/Executive Roundtable on rising costs. Secretary Donohue provided closing remarks for the conference.
- September 1: Director Zimmerman participated in a panel discussion with Secretary Donohue and Commissioner Brich at the annual Virginia Transportation Construction Alliance Fall Consultant Forum.
- September 2: Director Zimmerman participated in a Northeast Corridor CEO Roundtable discussion hosted by the Greater Washington Partnership, with a discussion focused on the importance of passenger rail for businesses on the Northeast Corridor and beyond.
- September 10: Director Zimmerman moderated a session at the Affordable & Connected Communities: Transit, Development and Anti-Displacement in the Mid-Atlantic conference hosted by the University of Maryland

Celebrating our Partners

Milestones from Across the Commonwealth

- **OmniRide Celebrates 40 Years of Operations**

- In August, OmniRide celebrated 40 years of operations when its operating organization, the Potomac and Rappahannock Transportation Commission, met for the first time. Since then, OmniRide took over local and commuter bus services, and has expanded into neighboring localities.

- **FTA Launches Transit Moves America Dashboard**

- The FTA launched the dashboard in late July, providing a look at public transportation in communities across the country, highlighting FTA's safety and accessibility data so Americans have a better understanding of their transit systems.

- **Hampton Roads PDC Survey Highlights Transit as a Regional Priority**

- In August, the Hampton Roads PDC revealed the results of a survey on regional planning priorities. After education and housing, survey responders indicated that transit was the third top priority, ahead of road networks and flood mitigation.

- **FTA Ferry Grant for the Jamestown/Scotland Ferry**

- In August, the FTA announced \$68 million to DRPT for the Jamestown-Scotland Ferry Replacement of VDOT's 'Surry' Ferry. The funds will be utilized by VDOT to replace the current ferry with Electric/Low-Emitting/Passenger Ferry.

Public Engagement

DRPT Marketing and Communications

- **Safety and Design Division Announcement**

- On September 1, DRPT sent a press release to announce the creation of a new Safety and Design Division and the selection of Alan Saunders PE, CCM, as the Division head. The new division will equip transit agencies and localities to improve progress and performance on federal safety and security compliance requirements and capital project delivery to ensure safe, reliable and affordable mobility for those who rely upon and work in transit and rail.

- **Try Transit Month**

- September is Try Transit Month. DRPT and transit partners promote and encourage Virginians who do not normally take public transit to give it a try. Switching from driving alone to taking public transportation can save households thousands of dollars per year.

- **Operation Lifesaver**

- September 21 to 27 is See tracks? Think trains week, a week of rail safety awareness sponsored by Operation Lifesaver. DRPT, alongside VPRC and the State Corporation Commission, partner to promote safety around railroads, especially when walking or driving across railroad crossings.



Updates from the Yard

DRPT Rail Updates

- **Virginia Passenger Rail Authority Board Meeting**
 - On August 27, the VPRA Board met to elect new officers, welcome new members Amanda Pratter and Prescott Sherrod and discuss progress on major capital projects such as Long Bridge.
- **Freight Advisory Committee Update on Statewide Rail Plan**
 - On August 12, DRPT provided a Statewide Rail Plan update to the Virginia Freight Advisory Committee. The Rail Plan will identify priority projects and recommended policy considerations for freight railroads.
- **Virginia-North Carolina Interstate High Speed Rail Compact Commission**
 - On September 8, DRPT, VPRA and the North Carolina Department of Transportation hosted a meeting of the Virginia-North Carolina Interstate High-Speed Rail Compact Commission with participation by Senators Surovell and Sturtevant; and Delegates Glass, Phillips, and Ward; in addition to North Carolina legislators McInnis, Lazzara, Winslow, and Moss.
- **Statewide Rail Plan Public Meeting**
 - Also on September 8, DRPT hosted a 2026 Statewide Rail Plan public meeting. This second public meeting built on feedback collected during the June public meeting, as well as stakeholder meetings conducted over the summer.

Transforming Rail in Virginia

Virginia Passenger Rail Authority Project Updates

- **Long Bridge Project**

- The project is making progress on multiple fronts. For the new Potomac River rail bridge, crews are constructing the abutments on the Virginia and DC shores.
- At Maine Ave SW, work continues on a major retaining wall and bridge foundations for future track shifts.

- **New River Valley Passenger Rail Project**

- Concrete pouring continues for the passenger platform sidewalls and base. To date, 675 linear feet have been poured out of 960 feet total.
- VPRA anticipates the service extension to the New River Valley to occur in the second half of 2027.

- **USDOT Grant Awards**

- On August 14, the U.S. Department of Transportation awarded three federal grants for rail improvements in the Commonwealth.
 - VPRA will receive \$25M for the Richmond Layover Facility, an overnight storage and maintenance facility, as well as \$15.6M for Staunton Station accessibility and state-of-good-repair improvements.
 - Chesterfield County will receive \$2.3M for project development of rail grade crossing separations and closing at-grade crossings to enhance safety and reliability.



Limited Amtrak Service Outage in October

Pause for Progress

- From October 16-26, 2026, Amtrak train service south of Washington Union Station will be severely curtailed for First Street Tunnel A-Interlocking trackwork.
- The A-Interlocking is a signal point where trains can switch tracks in the First Street Tunnel, which provides access to Union Station to/from Virginia. This is a critical repair work and will improve service reliability.
- Reduced Amtrak service operating in Virginia will terminate northbound service at Alexandria with Bus Bridges to Washington Union Station. Busses will also connect from Washington to southbound trains from Alexandria.
 - Virginia passenger rail service will operate limited train service for stations between Roanoke – Alexandria; Norfolk – Alexandria. The Carolinian train will serve stations between Raleigh – Alexandria. Long Distance Trains will not operate in Virginia during this time (this includes the Palmetto, Silver Meteor, Floridian, Crescent, Cardinal services). The Auto Train will continue to operate between Lorton, Virginia and Sanford, Florida.
- VRE trains will service all stations except for Union Station, running up to L'Enfant in the morning and originating from L'Enfant in the evenings.
- VPRA and DRPT are coordinating on intercity bus services as alternative options, including existing Virginia Breeze Routes.
 - Amtrak will operate express buses to Washington Union Station directly from the following stations: Roanoke – DC, Charlottesville – DC, Norfolk/Newport News/Williamsburg – DC, Richmond Main Street – DC; Richmond Staples Mill to DC.

Ongoing Transit Studies

Monthly Study Update

- **Statewide Transit Oriented Development Study**
 - DRPT has been engaging with stakeholders and subject-matter experts throughout August.
- **Equivalent Compensation Labor Study**
 - The second work group met on August 24, with a third meeting scheduled for September 28. A letter from work group legislation patron Senator Salim was distributed to the work group members.
- **WMATA Efficiency Reporting**
 - DRPT is finalizing the report ahead of an October 15 due date.
- **HJ28 Hampton Roads Transit Regional Needs Study**
 - First meeting of the joint commission is anticipated for September.
- **Northern Virginia Bus Transit Consolidation Study**
 - Based on meetings with localities, staff are developing technical memos on existing conditions, potential, scenarios, and analyzing the impact of a potential consolidation.
- **Virginia Breeze Study***
 - Project is in early stages, evaluating existing conditions, gathering passenger and performance data, and modeling financials.
- **Transit Transformation***
 - DRPT is selecting a consultant team to assist the plan's development.

CTB Action: Allocation of \$19 million in Capital Funding provided by General Assembly for FY 2027

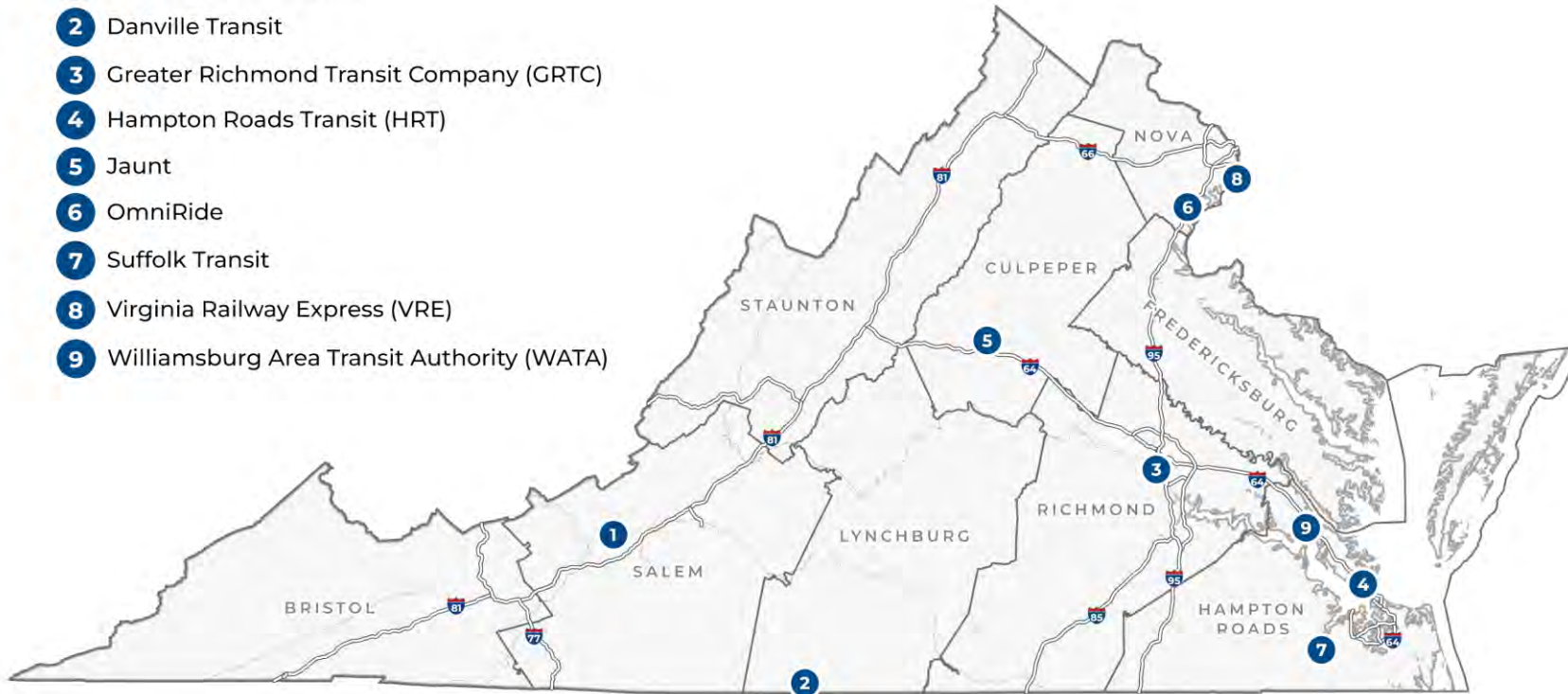
- The FY 2027 Budget included \$19 million from the General Fund to support transit capital projects. These funds must be spent by the end of the fiscal year.
 - Transit capital projects have a longer lead time for spending - DRPT is putting these additional dollars towards grants that were identified in FY 2027 SYIP which will allow more capital funding to be allocated for FY 2028.
- The \$19 million in FY 2027 funds will support the purchase of 43 vehicles, including Light-Duty Transit Vehicles and 35'/40' Heavy Duty Transit Buses
 - All State and Federal match commitments remain unchanged.
 - If there is a balance of General Funds at the end of the year, DRPT will apply it to other expenses at one of the agencies included on the list.
- CTB will vote on this allocation in its October 2026 meeting.

Projects Receiving Transit Capital General Funds

Project	General Fund replacing FY27 CTF Program Funds	State Match	State Cost Estimate
Virginia Railway Express (VRE): Broad Run Yard Property Acquisition*	N/A	NA	\$6,600,000
Williamsburg Area Transit Authority: Old Mooretown Rd. Transfer Facility	TRIP Passenger Amenities & Facilities	65%	\$4,258,705
Blacksburg Transit: 5 Replacement Light-Duty Transit Vehicles	MERIT Capital	68%	\$713,128
Suffolk Transit: 2 Replacement Light-Duty Transit Vehicles	MERIT Capital	16%	\$85,917
Danville Transit System (DTS): 1 Replacement Medium-Duty Transit Vehicle	MERIT Capital	68%	\$198,847
GRTC (Richmond): 13 Replacement Light-Duty Transit Vehicles	MERIT Capital	68%	\$1,723,800
Jaunt: 8 Replacement Light-Duty Transit Vehicles	MERIT Capital	68%	\$1,008,317
PRTC (OmniRide): Replacement of 7 Heavy Duty Transit Buses	MERIT Capital	16%	\$915,776
HRT: Replacement of 7 Heavy Duty Transit Buses	MERIT Capital	68%	\$3,487,188

* DRPT will amend an existing VRE grant for this capital project.

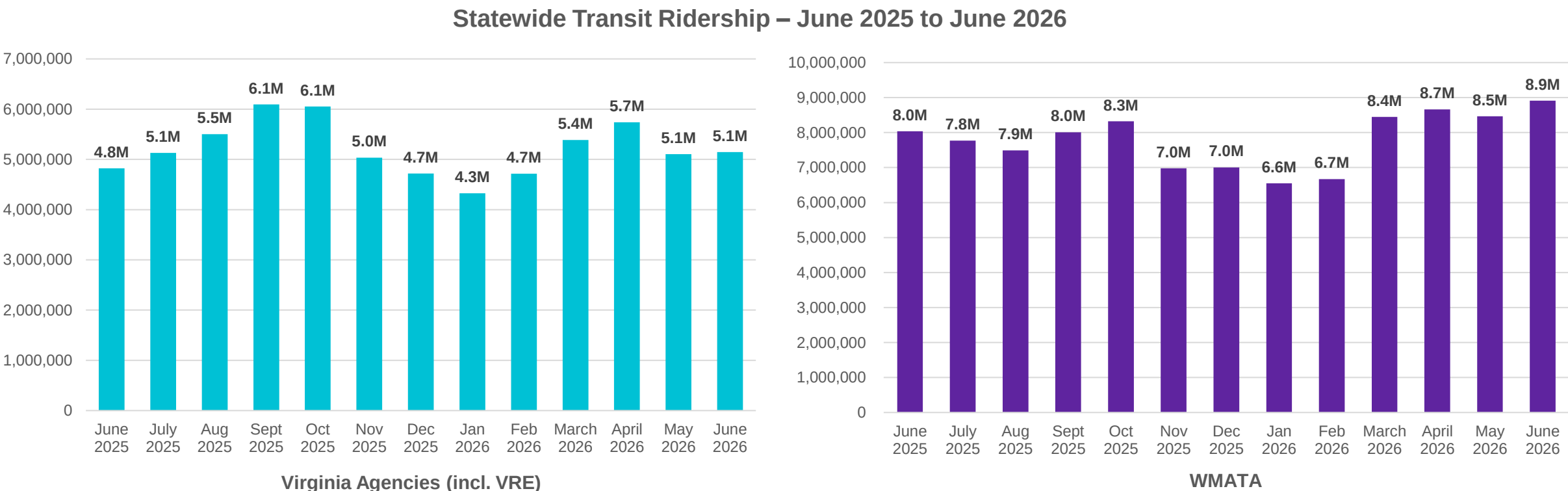
- 1 Blacksburg Transit (BT)
- 2 Danville Transit
- 3 Greater Richmond Transit Company (GRTC)
- 4 Hampton Roads Transit (HRT)
- 5 Jaunt
- 6 OmniRide
- 7 Suffolk Transit
- 8 Virginia Railway Express (VRE)
- 9 Williamsburg Area Transit Authority (WATA)



Proposed Projects

Appendix

Statewide Transit Ridership – Past 13 months

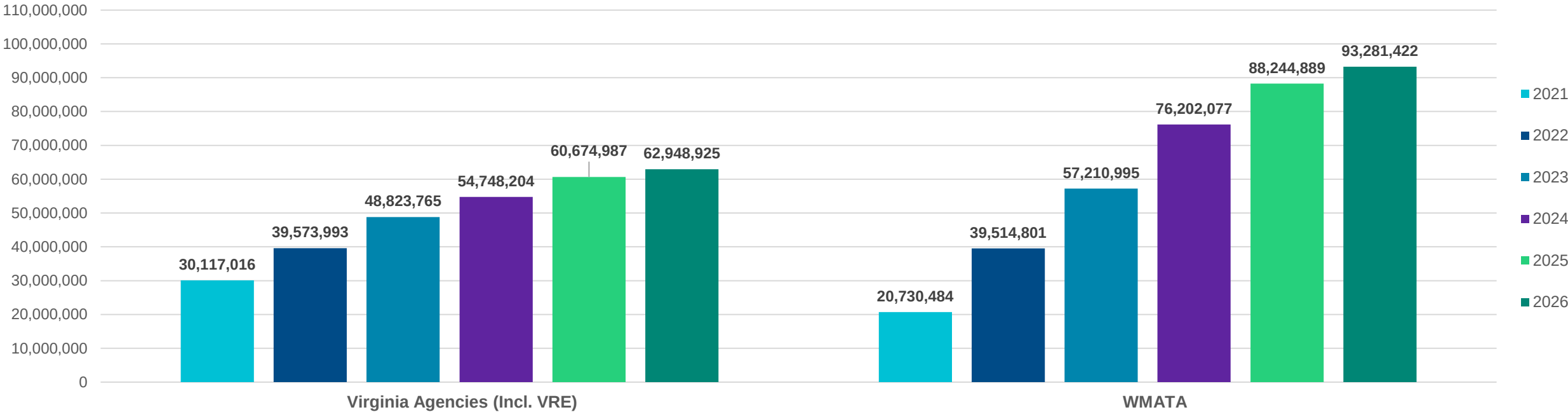


Agencies	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	April 2026	May 2026	June 2026	Total*
Virginia Agencies	4,823,693	5,130,617	5,501,192	6,092,184	6,054,733	5,035,161	4,718,126	4,327,420	4,713,290	5,387,549	5,739,431	5,104,481	5,144,741	62,948,925
WMATA	8,038,628	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	93,281,422
Total	12,862,321	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	156,230,347

*Last 12 Months

Statewide Ridership Comparison: Year-to-Year

Ridership Comparison: Year-to-Year
Fiscal Years 2021 – 2026



Mode	2021	2022	2023	2024	2025	2026	2026 vs 2021	2026 vs 2022	2026 vs 2023	2026 vs 2024	2026 vs 2025
Virginia Agencies	30,117,016	39,573,993	48,823,765	54,748,204	60,674,987	62,948,925	109%	59%	29%	15%	4%
WMATA	20,730,484	39,514,801	57,210,995	76,202,077	88,244,889	93,281,422	350%	136%	63%	22%	6%
Total	50,847,500	79,088,794	106,034,760	130,950,281	148,919,876	156,230,347	207%	98%	47%	19%	5%

Virginia Breeze Ridership – June

In June 2026, ridership on VA Breeze routes totaled 3,829 which was:

- 88% higher than original estimates, and
- 8% higher than June 2025

In June 2026, the VA Breeze contributed to a reduction of 77 metric tons of CO₂ equivalent emissions.

Valley Flyer:

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

Piedmont Express:

- Ridership – 10% lower than June 2025
- Farebox Rev. – 12% lower than June 2025

Capital Connector:

- Ridership – 23% higher than June 2025
- Farebox Rev. – 17% higher than June 2025

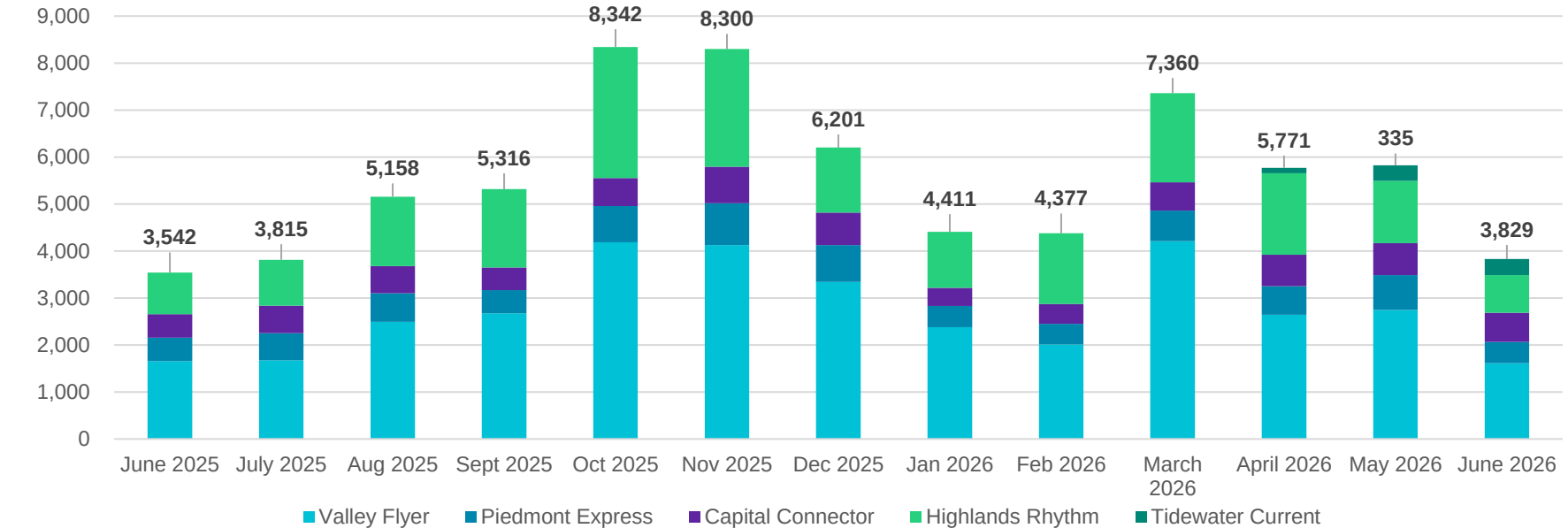
Highlands Rhythm:

- Ridership – 9% lower than June 2025
- Farebox Rev – 13% lower than June 2025

Tidewater Current:

- Ridership – N/A
- Farebox Rev – N/A

Virginia Breeze Ridership by Route – June 2025 to June 2026



Route	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	April 2026	May 2026	June 2026	Total*
Valley Flyer	1,655	1,675	2,493	2,676	4,189	4,124	3,344	2,377	2,012	4,211	2,645	2,746	1,617	34,109
Piedmont Express	499	577	606	490	767	895	781	451	440	650	609	744	449	7,459
Capital Connector	504	585	581	484	598	778	694	389	424	602	670	676	618	7,099
Highlands Rhythm	884	978	1,478	1,666	2,788	2,503	1,382	1,194	1,501	1,897	1,734	1,325	806	19,252
Tidewater Current											113	335	339	787
All Routes	3,542	3,815	5,158	5,316	8,342	8,300	6,201	4,411	4,377	7,360	5,771	5,826	3,829	68,706

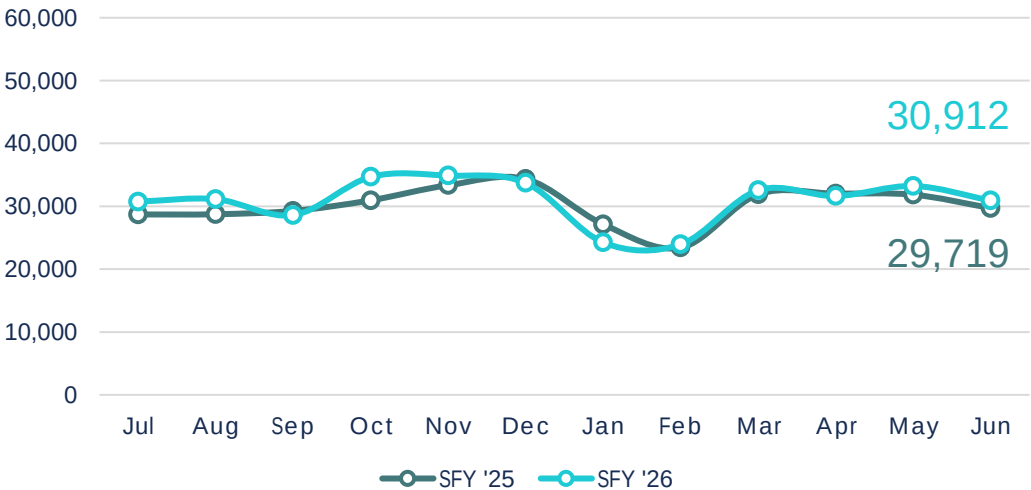
*Last 12 Months

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

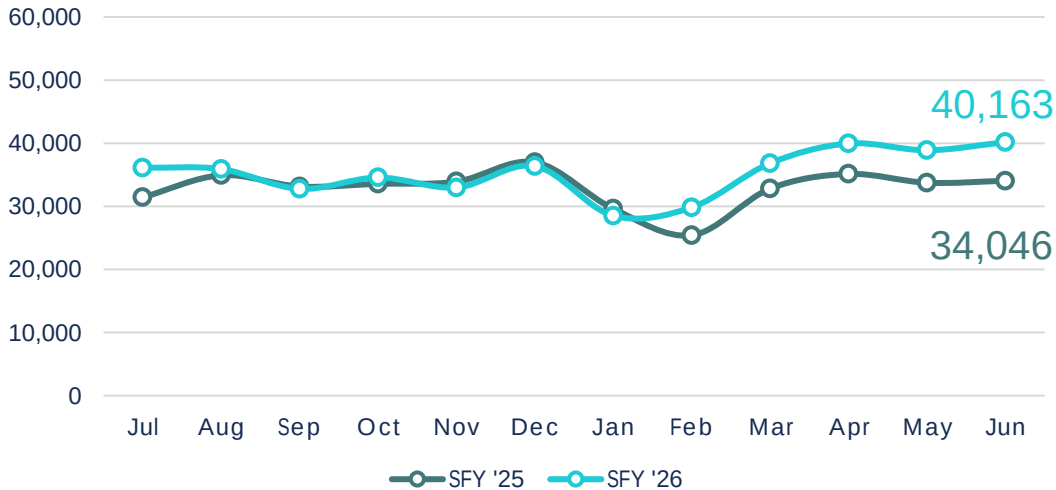
Express buses chart displays both Hampton Roads and Richmond area ridership.

Express bus ridership breakout on Slide 11.

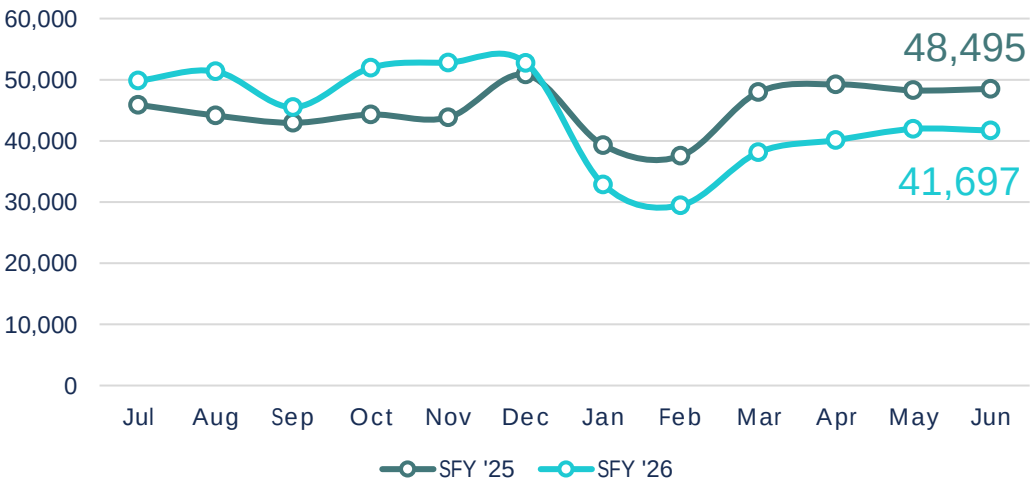
Route 46: Roanoke (+4.0%)



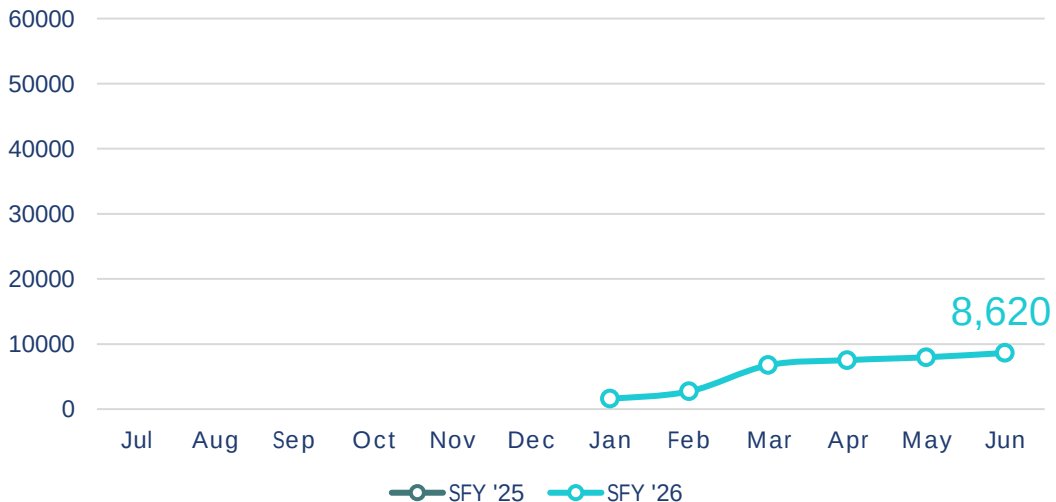
Route 47: Newport News (+18.0%)



Route 50: Norfolk (-14.0%)

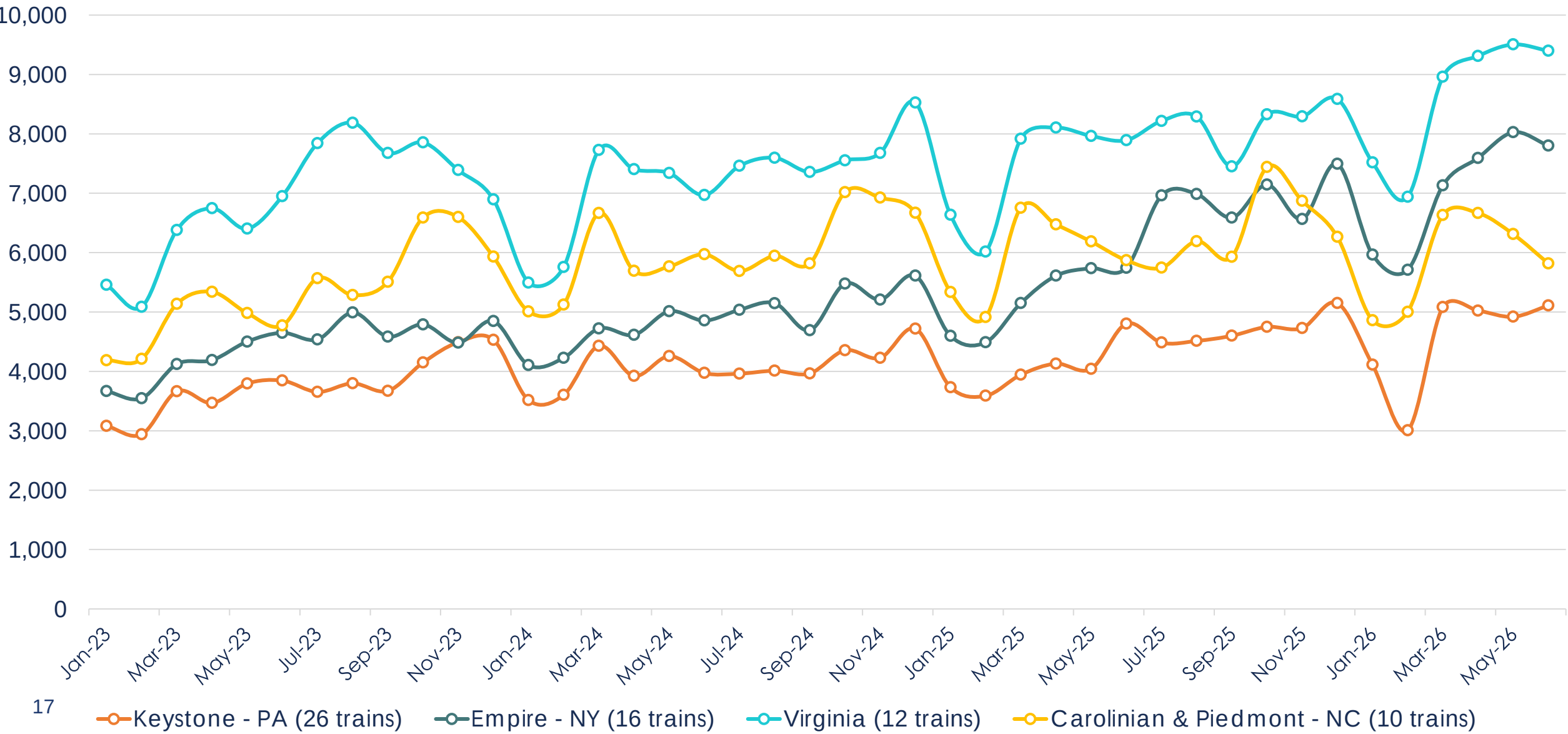


D.C. Express Buses



Virginia & Comparable State-Supported Amtrak Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains



FY27 SYIP Transfers

DRPT Director Approved - Under 200,000

Recipient Project Number & Description	Recipient Original Allocation	Recipient New Allocation	Transfer Amount
State Transit Operator and Maintenance Roadeo-Hampton Roads Transit	Federal = \$0.00 State = \$50,824	Federal = \$0.00 State = \$101,648	Federal = \$0.00 State = \$50,824
ADP Software - Operations (Radio Communication System) -FXBGOI	Federal = \$14,000 State = \$34,000	Federal = \$14,650 State = \$35,580	Federal = \$650 State = \$1,580
Spare Parts / Capital Maintenance Items (Miscellaneous Parts)-Bay Aging, Inc	Federal = \$33,931 State = \$82,405.12	Federal = \$37,984.35 State = \$92,247.71	Federal = \$4,035.35 State = \$9,842.59
County of Fairfax-FY25 Transit Bus Roadeo	Federal = \$0.00 State = \$55,082.50	Federal = \$0.00 State = \$77,805.57	Federal = \$0.00 State = \$22,723.07
TOTAL Transfers			FEDERAL = \$4,685.35 STATE = \$84,969.66

**Transfers are all below the \$200,000 threshold and do not require CTB approval. DRPT is providing the CTB with a list of all transfers approved during July and August of SFY 2027.*

FY26 Q4 Rail and Public Transportation Report- Expenditures

Schedule of Budget vs. Actual
As of June 30, 2026
(\$ in Millions)

	Adopted FY 2026	Actual 6/30/2026	Remaining Balance	Percentage Remaining	Notes
Public Transportation Programs					
Operating Assistance	\$ 164.3	\$ 161.8	\$ 2.5	1.5%	A
Capital Assistance	213.2	139.0	74.2	34.8%	B
Special Programs	9.4	8.3	1.1	11.7%	
Ridership Incentive Programs	77.2	23.5	53.7	69.6%	
VRE Assistance	17.4	17.4	-	0.0%	
WMATA Assistance	364.6	364.0	0.6	0.2%	C
Total	846.1	714.0	132.1	15.6%	
Commuter Assistance Programs	7.3	17.1	(9.8)	-134.2%	D
Human Service Transportation Pgm	6.7	9.8	(3.1)	-46.3%	
Planning, Regulation, & Safety Pgm	6.7	5.1	1.6	23.9%	
WMATA Dedicated	154.5	154.5	-	0.0%	E
Total Transit Programs	1,021.3	900.5	120.8	11.8%	
Rail Assistance Programs					
Rail Preservation Programs	7.7	4.6	3.1	40.3%	
Rail Industrial Access	2.7	1.4	1.3	48.1%	
Freight Rail and Rail Planning Programs	23.2	10.5	12.7	54.7%	
Total Rail Programs	33.6	16.5	17.1	50.9%	
Administrative Expenses	19.9	18.9	1.0	5.0%	
Agency Total before VPRA	\$ 1,074.8	\$ 935.9	\$ 138.9	12.9%	
VPRA Recurring Payments	192.3	178.6	13.7	7.1%	F
Agency Total	\$ 1,267.1	\$ 1,114.5	\$ 152.6	12.0%	

FY26 Q4 Rail and Public Transportation Report- Resources & Commitments

Schedule of Resources and Commitments As of June 30, 2026 (\$ in Millions)

	6/30/2026			6/30/2025
	Rail	Transit	Total	Total
Resources				
Cash	\$ 57.6	\$ 585.9	\$ 643.5	\$ 687.6
Estimated Revenues - FY 2027	22.8	941.7	964.5	922.7
Accounts Receivable	-	4.0	4.0	3.1
Bonds Receivable	0.2	-	0.2	0.6
Anticipated Bond Proceeds	9.3	17.0	26.3	29.9
Anticipated Reimbursement - VDOT	-	178.5	178.5	189.9
Anticipated Reimbursement - VPRA	8.6	-	8.6	8.6
Anticipated Reimbursement - DEQ	-	6.5	6.5	6.5
Anticipated Reimbursement - Federal	38.9	80.8	119.7	119.5
Total Resources (A)	137.4	1,814.4	1,951.8	1,968.4
Commitments				
Transit & TDM Commitments	-	1,674.4	1,674.4	1,671.8
Rail Commitments	122.2	-	122.2	116.9
VPRA Commitments	7.7	-	7.7	13.0
Due to VDOT / VPRA	-	2.2	2.2	13.3
Total Commitments (B)	129.9	1,676.6	1,806.5	1,815.0
Funds Available	\$ 7.5	\$ 137.8	\$ 145.3	\$ 153.4

Agenda Item #4A

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane, Adam Hager and Owen Williams
DATE: September 24, 2026
SUBJECT: Report from the Washington Metropolitan Area Transit Authority (WMATA) Board Members and NVTC WMATA Chair

At the October 1 meeting, the Commission will receive a report from Virginia WMATA Board Members Walter Alcorn and Kate Burns covering Board activities in September. This month's report includes updates on WMATA's FY 2026 year-end financial results and FY 2026 Service Excellence Report, actions related to joint development at Braddock Road and Capitol Heights, Inspector General reports, procurement activity and several regional funding and fare payment agreements approved by the Board. The WMATA Board met once in September and is scheduled to next meet on October 8, 2026. NVTC WMATA Committee Chair Matt de Ferranti will also preview the upcoming October 15 Joint WMATA Committee/Legislative and Policy Committee meeting.

A. Report from the Virginia WMATA Board Members

- FY 2026 Year-End Financial Results

The Finance and Capital Committee received a presentation on WMATA's pre-audit [FY 2026 year-end financial results](#), reporting a \$14 million operating surplus (Figure 1). Total revenue reached \$658 million, \$26 million above the mid-year forecast and \$64 million, or 11% above FY 2025. Gross operating expenses totaled \$2.6 billion, \$12 million above forecast. The FY 2027 budget had assumed \$12 million in prior-year savings, and staff plan to seek Board approval for a budget amendment to apply the additional \$2 million toward FY 2027 in November.

Figure 1: FY 2026 Year-End Operating Results

\$ in M	FY2026 BUDGET	FY2026 MID-YEAR FORECAST	FY2026 ACTUAL	
			Amount	Variance \$ (Actual vs. Forecast)
Total Revenue	\$564	\$632	\$658	\$26
Total Gross Expenses	\$2,607	\$2,675	\$2,688	\$12
Expenses Less Revenue (Before Transfers)	\$2,043	\$2,043	\$2,029	(\$14)
Preventive Maintenance Transfer	\$109	\$109	\$109	\$ -
Prior-Year Savings	\$28	\$28	\$28	\$ -
Jurisdictional Subsidy	\$1,906	\$1,906	\$1,906	\$ -
Surplus/(Loss)	\$ -	\$ -	\$14	\$14

Note: Amounts may not sum due to independent rounding.

The FY2027 Budget assumed \$12M in prior-year savings. Based on FY2026 year-end results, savings increased to \$14M, and staff plan to seek Board authorization to apply the additional \$2M toward FY2027 budget.

Source: [September 10, 2026, Finance and Capital Committee Meeting](#)

Strong ridership and fare revenue performance were major drivers of the year-end result (Figure 2). Passenger and parking revenue totaled \$540 million, increasing \$51 million over FY 2025. Metro Rail revenue increased \$52 million, supported by 9% ridership growth, while parking revenue increased \$4 million alongside a 19% increase in parking transactions. Metro Bus revenue declined \$5 million, which WMATA attributed in part to a higher share of now-recognized pass revenue being assigned to rail.

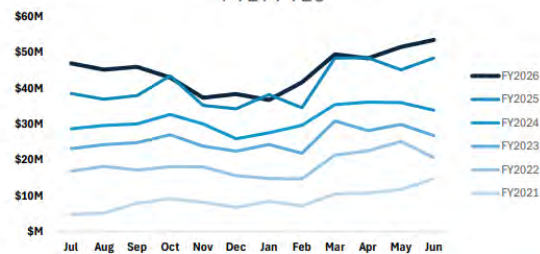
Figure 2: Ridership Gains Boost Revenue Through Year-End

Total revenue reached **\$658M**, which was \$64M or 11% above prior year.

- **Passenger + Parking increase of \$51M** over prior year, including federal Smart Benefit usage increase of \$18M
- **Metro Rail increase of \$52M** over prior year driven by 9% ridership growth
- **Metro Bus decrease of \$5M** from prior year as a higher share of pass revenue was attributed to rail
- **Parking grew \$4M** over prior year due to a 19% increase in parking transactions
- **Other Revenue decrease of \$7M** from prior year due to lower interest income driven by market conditions
- **One-time adjustments of \$20M** (e.g., prior year pass revenue correction)

Passenger & Parking Revenue by Month
(\$'s in M)

Monthly Revenue, Operating Mode and Parking
FY21-FY26



\$540.7M total
passenger +
parking FY26
YTD revenue

\$454.3M in
Metro Rail
FY26 YTD
revenue

\$51.6M in
Metro Bus
FY26 YTD
revenue

\$3M in Metro
Access FY26
YTD revenue

\$31.8 million
in parking
FY26 YTD
revenue

Source: [September 10, 2026, Finance and Capital Committee Meeting](#)

Despite the overall surplus, WMATA identified several operating cost pressures. Fringe benefit costs were \$20.6 million above the forecast, driven by higher pension costs associated with premium pay growth as well as contractual health care costs and rising insurance premiums. Propulsion power was \$2.6 million more than planned, reflecting both higher market energy prices and greater-than-planned power consumption, while paratransit costs were \$4.2 million beyond the budget as ride volume came in 19% above

plan and vendor performance issues increased customer service call volumes. WMATA is monitoring emerging energy trends, especially in Virginia as the primary electricity provider Dominion Energy pursues a merger with NextEra Energy that could impact rates and is identifying ways to manage risk moving forward. WMATA expects both personnel and non-personnel cost pressures to continue into FY 2027 and may look to address emerging needs through a forthcoming budget amendment. NVTC staff will monitor any such developments closely in coordination with WMATA and jurisdictional staff.

These pressures were partially offset by several operating efficiencies. Overtime expenses were \$5.1 million favorable to WMATA's mid-year forecast, with additional management reviews and approvals contributing to a 7% reduction in overtime usage during the second half of the fiscal year. Staff emphasized that service was not reduced to achieve these cost savings, and WMATA is continuing to build its bus operator workforce to reduce reliance on overtime. Salaries and wages were \$7.1 million favorable, reflecting hiring actions that prioritized operational positions. Fuel costs remained on forecast despite market volatility because of WMATA's hedging strategy and were \$3 million below FY 2025.

On the capital side, WMATA invested \$1.9 billion in FY 2026, representing 99% of its revised mid-year forecast and 88% of the original \$2.1 billion capital budget (Figure 3). WMATA characterized the overall result as maintaining the approximately \$1.9 billion annual level of capital investment planned again for FY 2027.

Figure 3: FY 2026 Capital Results Aligned with Mid-Year Forecast

Capital Investment Categories \$ in M ¹	FY2026 BUDGET	FY2026 MID-YEAR FORECAST	FY2026 ACTUAL		
			Amount	Utilization Rate % (Actual vs. Budget)	Utilization Rate % (Actual vs. Forecast)
Railcar	\$399	\$298	\$341	85%	114%
Rail Systems	\$336	\$333	\$329	98%	99%
Track and Structures Rehab	\$307	\$218	\$188	61%	86%
Stations and Passenger Facilities	\$328	\$349	\$332	101%	95%
Bus & Paratransit	\$441	\$386	\$392	89%	102%
Business Support	\$307	\$285	\$274	89%	96%
Total Capital Programs	\$2,118	\$1,869	\$1,856	88%	99%

Source: [September 10, 2026, Finance and Capital Committee Meeting](#)

Major capital investments remain at varying stages of implementation. WMATA is maintaining its bus fleet procurement schedule despite industry production backlogs, evaluating scope changes to the Fleet Maintenance Facility to accommodate emerging technology and manage cost growth and continuing construction of the Northern and Bladensburg bus garages. Rail Modernization design and engineering procurements are advancing, although implementation beyond the Red Line will require additional regional funding. WMATA identified limited funding capacity, rising costs, vendor production delays, emerging technologies, upcoming Capital Funding Agreement (CFA) renewals and DMVMoves funding uncertainty as major capital-program headwinds entering FY 2027.

The FY 2026 financial statement audit is expected to be presented to the Board in November. WMATA also anticipates proposing an FY 2027 budget amendment in November, including operating updates and incorporation of the RFK Campus and Gold Line capital reimbursable agreements that were approved in July.

▪ Service Excellence Report FY 2026

The WMATA Safety and Operations Committee received a presentation from staff on the [FY 2026 Service Excellence Report](#), which tracks performance against the goals and key performance indicators in WMATA's Strategic Transformation Plan. More than 80% of Service Excellence performance measures met or made progress toward their FY 2026 targets. Overall ridership increased 2% during FY 2026, marking five consecutive years of annual ridership growth, with continued strength in off-peak and weekend travel (Figure 4).

WMATA provided 267.5 million trips in FY 2026. Metro Rail ridership increased 9% to 151.3 million trips, while Metro Bus ridership declined 7% to 115.2 million trips. Rail off-peak ridership increased 7%, including particularly strong late-night growth, while weekend Metro Bus ridership remained strong, 18% above FY 2019 levels. WMATA also carried approximately 3.8 million customers to and from major regional events during the year.

Figure 4: Ridership Grew 2%, With Increases at Times Where Region Has Invested

Investment in good all-day frequencies continues to pay off with 5 consecutive years of growth

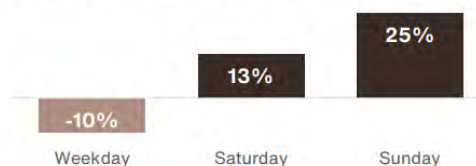
Off-peak ridership remained strong, with weekends higher than FY2019

- 3.8 million trips to attend regional events
 - 1.28m Nats fans rode Metro (33% median mode share)
 - 806k fans rode Metro to the Capital One Arena (33% median mode share)
 - 900k extra trips on Metro during Cherry Blossom season
- Rail off-peak ridership up 7% in FY2026, with strong growth during late night periods
- Bus weekend ridership remains strong, up 18% compared to FY2019

FY2026 Rail Ridership Compared to FY2025



FY2026 Bus Ridership Compared to FY2019



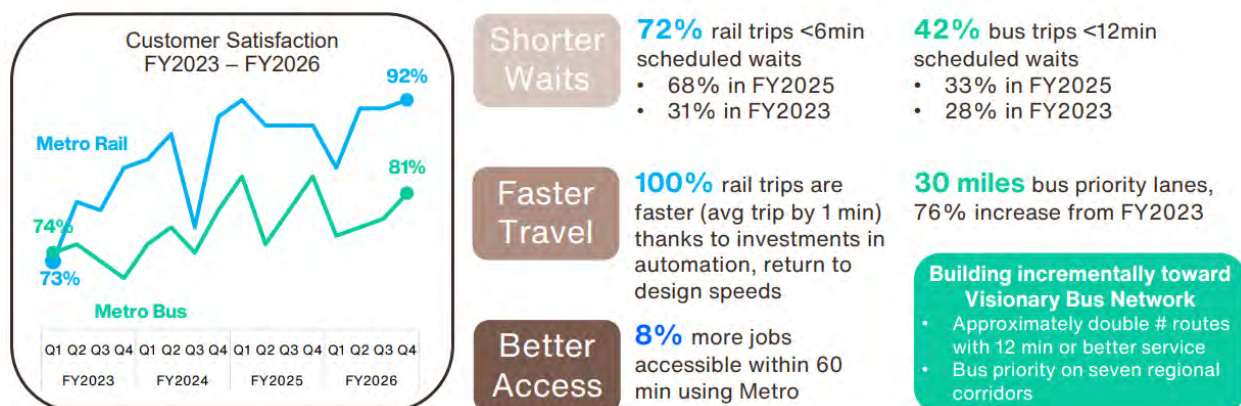
Source: [September 10, 2026, Safety and Operations Committee Meeting](#)

WMATA highlighted the relationship between targeted transit-oriented development and ridership growth. At Eisenhower Avenue, ridership reached 134% of FY 2019 levels and increased 19% over FY 2025. Similar gains were reported at select stations in Maryland and the District of Columbia, which WMATA cited as examples of ridership responding to increased housing, employment and other development near Metro stations in partnership with state and local governments.

Customer satisfaction remained strong, reaching 92% for Metro Rail and 81% for Metro Bus in Q4 (Figure 5). WMATA identified shorter waits, faster travel times and greater access as important drivers of customer satisfaction. The share of rail trips with scheduled waits of six minutes or less increased from 68% in FY 2025 to 72% in FY 2026, while the share of bus trips with waits of 12 minutes or less increased from 33% to 42% following implementation of the Better Bus Network redesign. These service improvements contributed to an 8% increase in the average number of jobs accessible within a 60-minute transit trip.

Figure 5: Customer Satisfaction Exceeded Target, Bolstered by Making Trips Faster

Short wait times, faster travel times, and more reliable service are the top three drivers of Bus and Rail customer satisfaction. Investments in service enabled Metro to meet FY2026 targets

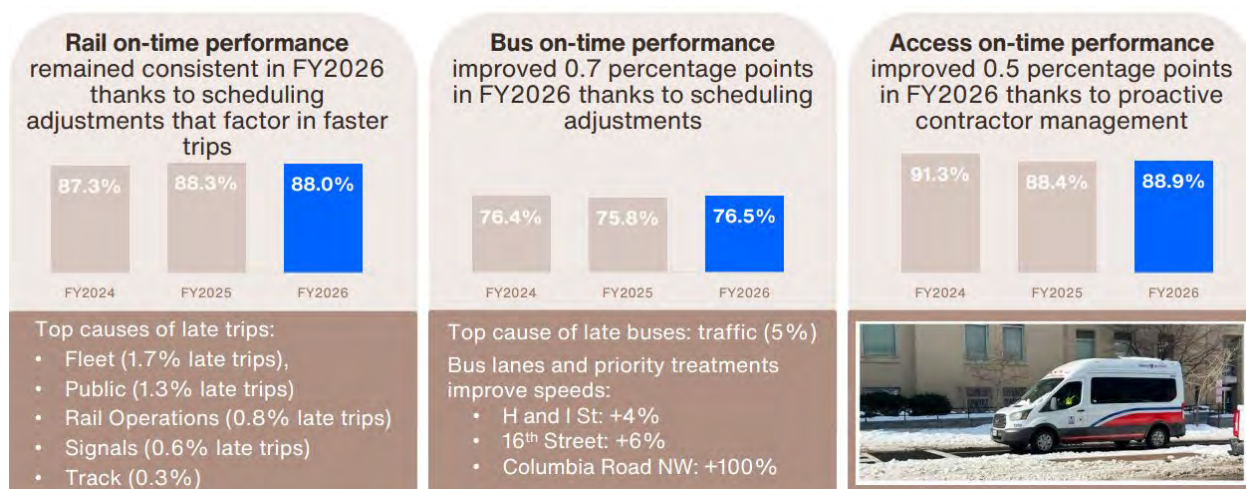


Source: [September 10, 2026, Safety and Operations Committee Meeting](#)

FY 2026 was also the first full year with Automatic Train Operation operating across all Metro Rail lines, with the average rail trip approximately one minute faster. Rail on-time performance remained relatively stable at 88%, with rail fleet issues and incidents involving customers or police response among the leading causes of delay. WMATA identified continued rail system renewal as critical to improving reliability.

Metro Bus on-time performance improved slightly to 76.5%, but traffic congestion remains the largest source of bus delay (Figure 6). Traffic caused approximately 5% of all bus trips to operate late. Average Metro Bus speeds fell from 10.8 miles per hour in FY 2024 to 9.3 miles per hour in FY 2026, a 14% decline over two years. WMATA has partially offset the resulting operating cost pressures through scheduling efficiencies that increase the share of bus mileage devoted to revenue service. By contrast, WMATA reported faster speeds on corridors with bus lanes and other priority treatments and identified implementation of bus priority on seven corridors through DMVMoves as an important strategy for improving reliability.

Figure 6: Investments in Rail System Renewal and Bus Priority Are Critical to Improving On-Time Performance



Source: [September 10, 2026, Safety and Operations Committee Meeting](#)

WMATA also highlighted investments intended to make the system easier to pay for, plan and navigate. Tap.Ride.Go. accounted for 12% of trip payments in FY 2026, while the share of fare revenue collected in cash declined from 11.5% to 10%. A May 2026 refresh of the Metro website and Metro Pulse app simplified trip planning, with daily Metro Pulse usage increasing approximately 75% to 18,400 users. WMATA also completed wayfinding and service-information improvements at 20 stations, though this did not include any Virginia Metro Rail stations.

Use of WMATA's reduced-fare programs also continued to grow. 5.1% of Metro Rail and Metro Bus trips were made using the Senior, Disabled or Metro Lift programs, up from 4.7% in FY 2025, with growth exhibited across all three products. Metro Lift enrollment reached approximately 18,700 customers by June 2026, a 40% increase from the previous year. WMATA plans to prepare an expansion of Metro Lift eligibility as part of the FY 2028 budget process and is working to expand acceptance of the program among regional transit providers, which recently became accepted on Arlington Transit (ART) buses.

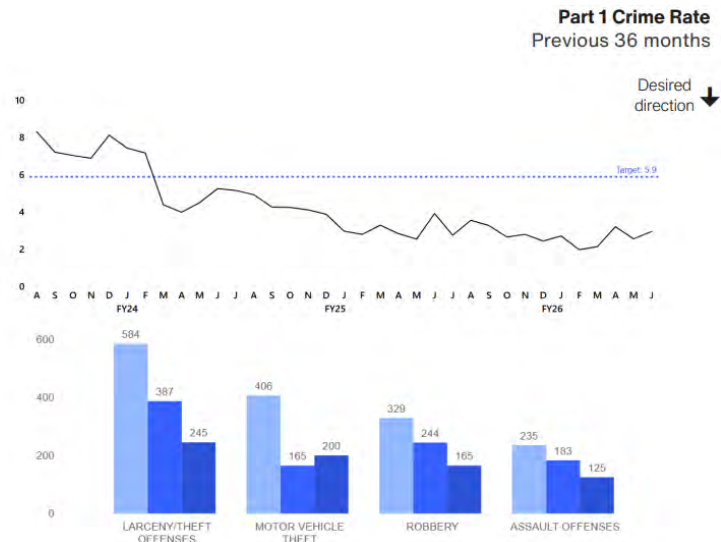
Safety indicators generally continued to improve (Figure 7). The Part I crime rate, which includes the most serious crimes, declined to 2.8 crimes per million customers, 24% below FY 2025. Only 4% of Metro Rail customers and 12% of Metro Bus customers reported feeling unsafe on the system. WMATA also conducted a fare-awareness campaign involving more than 250 staff and Metro Transit Police officers in June, which increased the Metro Bus customer tap rate by 11% without a corresponding decline in ridership.

Figure 7: Part 1 Crime at Record Low, Down 24% Compared to Last Year

● **Part 1 Crime | All Modes**

2.8 Part 1 Crimes per 1 million customers FYTD, meeting target of no more than **5.9**
 Target = 5% reduction from average performance over last 3 years

- Major decreases in key categories compared to FY2025: larceny/thefts (-37%), robbery (-32%), assaults (-32%)
- FY2027 will continue actions that have led to positive results:
 - Data-driven point-of-entry policing: ~22k fare enforcement actions in FY2026 across bus and rail, nearly 4k text tips received/month (~48k total)
 - Crisis Intervention Team: > 33k interactions in FY2026
 - Community outreach: over 1,280 community and youth events in FY2026
 - Recruitment and training to fill vacancies: 38 officers, 7 dispatchers, and 18 support staff hired in FY2026



Source: [September 10, 2026, Safety and Operations Committee Meeting](#)

The transit worker assault rate declined 2% from FY 2025 but narrowly missed WMATA's target. While WMATA recorded 728 transit worker assaults, 86% of which were physical, General Manager Randy Clarke explained that the Federal Transit Administration's (FTA) definition of assault in the National Transit Database is broader and captures more activity than how police departments classify assaults. Assaults against bus operators, which accounted for 21% of the total, declined 22%, while assaults against law-enforcement officers increased 22% and accounted for 62% of all transit worker assaults. WMATA expects full installation of protective shields across the Metro Bus fleet to be completed by May 2027.

▪ Braddock Road Public Hearing Staff Report

WMATA presented the [results of its Compact public hearing](#) process for proposed changes to the Braddock Road Metro Rail Station intended to support future joint development and increase ridership. The proposal would reconfigure the bus loop, add two bus layover spaces and eliminate the station's 21-space Kiss & Ride lot, while enabling up to 291,000 square feet of transit-oriented development on the WMATA-owned surface lot.

WMATA received 322 comments, with 44% supporting the proposal, 43% opposing it and 13% neutral. Major concerns included traffic and congestion, accessibility, pedestrian and bicycle safety and the loss of the Kiss & Ride facility. The Board approved the public hearing staff report and amendments to the Mass Transit Plan authorizing the proposed station changes. Director Alcorn reminded the Board and public that this Board action advances the project but does not commit to a final design at this stage.

- Capitol Heights Joint Development Agreement

The WMATA Board approved a [joint development agreement](#) with Atlantic Pacific Companies for approximately six acres of Metro-owned property at the Capitol Heights Metro Rail Station. The agreement includes a 99-year ground lease and a mixed-use development centered around the station entrance, including 320 apartments targeted as affordable housing at an average of 60% of area median income and 10,000 square feet of ground-floor retail. The project is estimated to cost approximately \$145 million and is expected to be financed with Low-Income Housing Tax Credits.

- Inspector General's Reports

The WMATA Office of Inspector General (OIG) presented its [38th Semiannual Report](#), covering January 1 through June 30, 2026. During the period, OIG issued five audit reports, one compliance report, two evaluation reports and seven contract audits, identifying approximately \$5.09 million in monetary benefits. Notable findings included weaknesses in WMATA's data privacy and protection practices and opportunities to strengthen internal controls over accounts payable. The Office of Investigations also reported five criminal matters, including a health care fraud scheme that has resulted in eight employee convictions and \$96,371 in court-ordered restitution, as well as an employee conflict-of-interest investigation. OIG received 287 hotline complaints, which resulted in 19 investigations and 139 referrals to WMATA management or other entities.

The OIG also presented an [evaluation of WMATA's real property asset management](#), identifying deficiencies in how WMATA manages and tracks its real estate portfolio and concluding that weaknesses in the current asset-management framework could undermine operational and financial outcomes. OIG issued six recommendations, all of which WMATA management accepted. The Board also discussed steps WMATA has taken to prepare for an upcoming FTA triennial review of its real property practices among other topics.

- Procurement Actions

The WMATA Finance and Capital Committee provided concurrence for [five procurement actions](#) at its September 10 meeting. These included two sole-source awards for 6000-series railcar brake system overhaul kits and 7000-series railcar couplers and drawbars, as well as three contract modifications supporting Purple Line fare integration and regional fare collection software maintenance, continued maintenance and technical support for the Metro Area Radio System and additional power supply components for the 7000-series railcar fleet.

- General Manager's Report

WMATA General Manager/CEO Randy Clarke reported that Red Line construction work was completed on time and on budget, with shuttle buses carrying approximately 1.2 million customers over the eight-week closure. Mr. Clarke also highlighted WMATA's continued

focus on fare compliance, with a more detailed Board discussion expected in October. Current efforts include Metro Transit Police fare-compliance checks on buses and at bus stops, a marketing campaign recognizing customers who pay their fares, and on-site sales of the 7-Day Regional Bus Pass beginning the week of September 14. WMATA is also expanding the use of real-time onboard video to support fare enforcement, allowing staff to monitor multiple buses simultaneously and identify fare-compliance issues. Mr. Clarke emphasized that WMATA intends to maintain its focus on improving fare compliance.

- DC Dedicated Funding Agreement

WMATA approved a new [FY 2027-FY 2032 Funding Agreement](#) with the District of Columbia to continue receiving its \$178.5 million annual dedicated capital funding contribution after the existing agreement expires September 30. The new agreement largely maintains existing terms but adds enhanced reporting and coordination requirements, including sortable quarterly data, quarterly staff meetings and an annual discussion of capital asset performance. While DC maintains a six-year agreement to convey its share of the \$500 million in 2018 dedicated funding, [Virginia's dedicated funding agreement with WMATA](#) renews automatically each year.

- Metro-MTA Open Payments Agreement

The Board authorized an [agreement](#) with the Maryland Transit Administration (MTA) establishing roles and responsibilities for WMATA to support fare payment processing on the Purple Line, including acceptance of Smart Trip and Tap.Ride.Go. MTA will reimburse WMATA for the associated costs. The agreement represents an expansion of Metro's role in administering fare-payment processing on behalf of a regional transit provider.

- Waiving Smart Trip Card Fee for 7-Day Regional Bus Pass Outreach

The Board [authorized WMATA](#) to waive the \$2 Smart Trip card fee for cards preloaded with a 7-Day Regional Bus Pass as part of an outreach campaign intended to increase use of the existing fare product and support broader fare-compliance efforts.

B. Report from the NVTC WMATA Committee Chair

The NVTC WMATA Committee is scheduled to hold a joint meeting with the Legislative and Policy Committee at 6:00 p.m. on Thursday, October 15 at NVTC's offices. The committee will review transit funding and policy implications of Virginia's FY 2027-2028 Biennial Budget, receive a preview of NVTC's 2026 Report on the Performance and Condition of WMATA and discuss NVTC's draft 2027 Legislative and Policy Agenda.

Agenda Item #4B

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane, Amanda Sink, Owen Williams and Tenley O'Hara
DATE: September 24, 2026
SUBJECT: Report from the Legislative and Policy Committee Chair

At the October 1 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 September, NVTC staff have continued to participate in meetings and working groups for the private transit workforce and regional bus consolidation feasibility studies, described in more detail below.

- Private Transit Workforce Implementation Workgroup

The Department of Rail and Public Transportation (DRPT) has convened a workgroup to develop recommendations for implementing new requirements related to employee protections and compensation for private transit contractors. Two working group meetings have been held to date and focused on methodology, while a third is scheduled for September 28 to present emerging recommendations. The workgroup's report is due by December 1, 2026. The underlying statutory provisions do not take effect unless reenacted by the 2027 General Assembly.

- Northern Virginia Regional Bus Consolidation Feasibility Study

DRPT is [evaluating the feasibility](#) of consolidating DASH, Fairfax Connector, ART and CUE into a unified regional bus system. The study will consider costs, service impacts and governance options, with a report due by December 15, 2026.

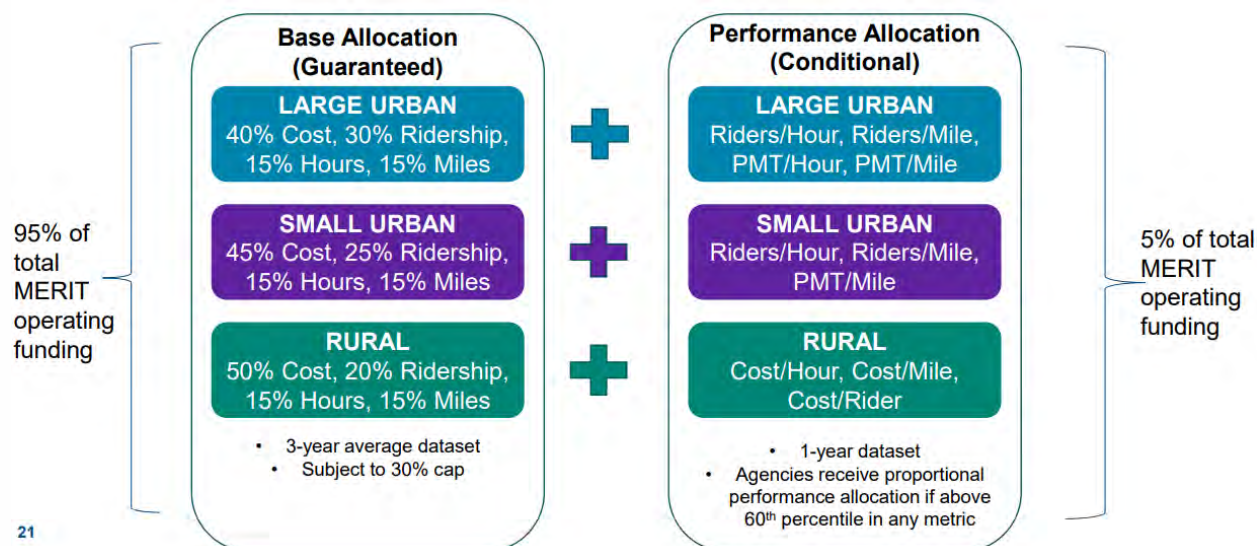
On Wednesday, October 21, DRPT will hold a Transit Consolidation Governance Forum at NVTC's office at 6:00 p.m. At the forum, the project team will report on the findings of the study thus far and elected officials and transit agency leadership will have the opportunity to provide feedback. DRPT staff will provide more information in the coming weeks.

NVTC staff plan to invite DRPT to present the key findings of these two studies to the Commission in November and continue to track other studies relevant to NVTC jurisdictions such as the [Northern Virginia Parking Study](#), [WMATA Cost Efficiency Reporting and Review](#), and [Statewide Transit-Oriented Development Review](#).

B. Transit Service Delivery Advisory Committee (TSDAC)

The Department of Rail and Public Transportation (DRPT) presented its proposed policy changes for the MERIT Operating Assistance, MERIT Capital Assistance and Transit Ridership Incentive Program (TRIP) programs to the Commonwealth Transportation Board (CTB) at its September 15 workshop meeting. The recommendations were previously endorsed by TSDAC in July and are intended to make MERIT Operating funding more stable, predictable and easier to understand while continuing to reward agency performance.

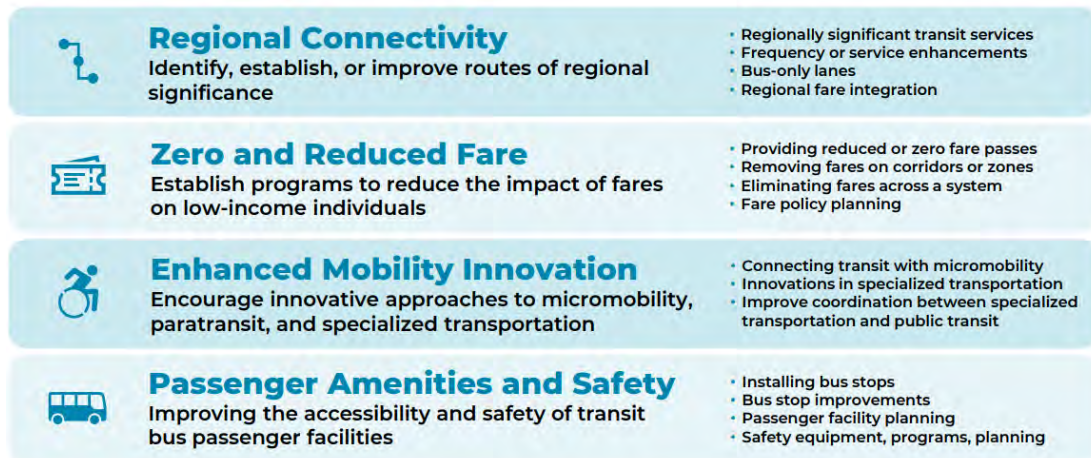
Figure 1: Proposed MERIT Operating Policy



Source: [Department of Rail and Public Transportation \(DRPT\), September 15, 2026, Commonwealth Transportation Board](#)

The proposal would also make targeted administrative changes to MERIT Capital and update TRIP to reflect recent legislative changes, including broader applicant eligibility, clearer regional connectivity guidance and add a new Enhanced Mobility Innovation category.

Figure 2: TRIP Funding Opportunities



Source: [Department of Rail and Public Transportation \(DRPT\), September 15, 2026, Commonwealth Transportation Board](#)

DRPT emphasized to the CTB that the recommendations were developed through an extensive stakeholder process that included 13 TSDAC meetings, seven virtual stakeholder workshops and three in-person workshops, as well as outreach to every transit agency in the Commonwealth. The formal 45-day public comment period ran from August 3 through September 18, and DRPT plans to report on comments received when the proposals return to the CTB for action in October.

DRPT is scheduled to seek final CTB approval of the MERIT Operating, MERIT Capital and TRIP policy changes at the October action meeting. If approved, the revised policies will take effect with the FY 2028 grant cycle, which opens in December 2026.

C. Federal Update

Congress has enacted [H.R. 6500](#), the Continuing Appropriations and Extensions Act, which funds the federal government and extends current surface transportation program authorities through December 11. The legislation provides additional time for Congress to consider a multi-year surface transportation reauthorization but does not continue the advance appropriations provided under the Infrastructure Investment and Jobs Act (IIJA), which expire on September 30, 2026. Those advance appropriations had provided \$4.25 billion annually for public transit and \$13.2 billion annually for passenger rail investment. The American Public Transportation Association (APTA) estimates that their expiration will reduce overall federal public transit investment by 20% and passenger rail investment by 81% compared with FY 2026 levels.

The expiration of advance appropriations also has direct implications for WMATA. The IIJA provided \$950 million annually in advance appropriations for the Section 5337 State of Good Repair program. Without that funding, WMATA estimates its annual State of Good Repair formula funding will decline from approximately \$260 million in federal FY 2026 to \$203 million in federal FY 2027, a 22% reduction (Figure 3, left). The continuing resolution also

does not continue the \$1.6 billion annual IIJA advance appropriation for the Capital Investment Grants (CIG) program, eliminating its guaranteed funding in FY 2027 and potentially affecting major transit investments, including WMATA's Red Line Modernization project (Figure 3, right). WMATA has urged Congress to restore full IIJA funding levels in a future extension or surface transportation reauthorization.

Figure 3: Impact of IIJA Advance Appropriations Loss on WMATA



Source: *Impact of IIJA Advance Appropriations Loss, WMATA*

Prospects for completing a multi-year surface transportation reauthorization before the end of the year have also diminished. The House Transportation and Infrastructure Committee approved the bipartisan, five-year BUILD America 250 Act earlier this year, but the legislation has not advanced through the House Ways and Means Committee or received floor consideration. The Senate committees with jurisdiction have yet to release their own comprehensive reauthorization proposal. House leadership shortened the chamber's pre-election schedule, leaving the lame-duck session following the November election as the next opportunity for consideration of a multi-year bill.

Congress will therefore return after the election facing a December 11 deadline for both surface transportation reauthorization and continued federal funding. House Transportation and Infrastructure Committee leadership has indicated that completing surface transportation reauthorization remains a priority for the lame-duck session, although several other major transportation measures and legislative items are also competing for limited floor time.

NVTC staff will continue to monitor congressional consideration of surface transportation reauthorization, the BUILD America 250 Act, FY 2027 appropriations and efforts to restore IIJA advance appropriations.

D. RSVP for the 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 economic 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. We hope to see you there!

Agenda Item #4C

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane and Sophie Spiliotopoulos
DATE: September 24, 2026
SUBJECT: Report from the Program Advisory Committee Chair

At the October 1 meeting, the Commission will receive an update from Program Advisory Committee Chair Dalia Palchik reviewing the September 17 Joint Program Advisory Committee and NVTC-PRTC Joint Commission Working Group meeting.

The September 17 meeting included a presentation to the Joint Commission Working Group (JCWG) on the upcoming Call for Projects for the I-395/95 Commuter Choice FY 2028 – FY 2029 program. More information about the Call for Projects is included in [Agenda #2E](#). The JCWG is chaired by Dalia Palchik and the membership is made up of three Commissioners each from NVTC and the Potomac and Rappahannock Transportation Commission. Members from NVTC include Sarah Bagley, Takis Karantonis and Dalia Palchik. PRTC Commissioners include Kenny Boddy, Jannan Holmes and Pamela Yeung. The Program Advisory Committee also received a presentation on Envision Route 7: Next Steps. More information on the Envision Route 7 project can be found in [Agenda #3A](#).

Agenda Item #5

TO: Chair Bagley and NVTC Commissioners
FROM: Kate Mattice
DATE: September 24, 2026
SUBJECT: Executive Director Wrap-Up

At the October 1 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 October 2026 Executive Director Newsletter will be provided to Commissioners at the Commission meeting and posted online at <https://novatransit.org/news-and-media/newsletter/>.

B. NVTC Financial Reports

The [August 2026 Financial Reports](#) are provided as information.

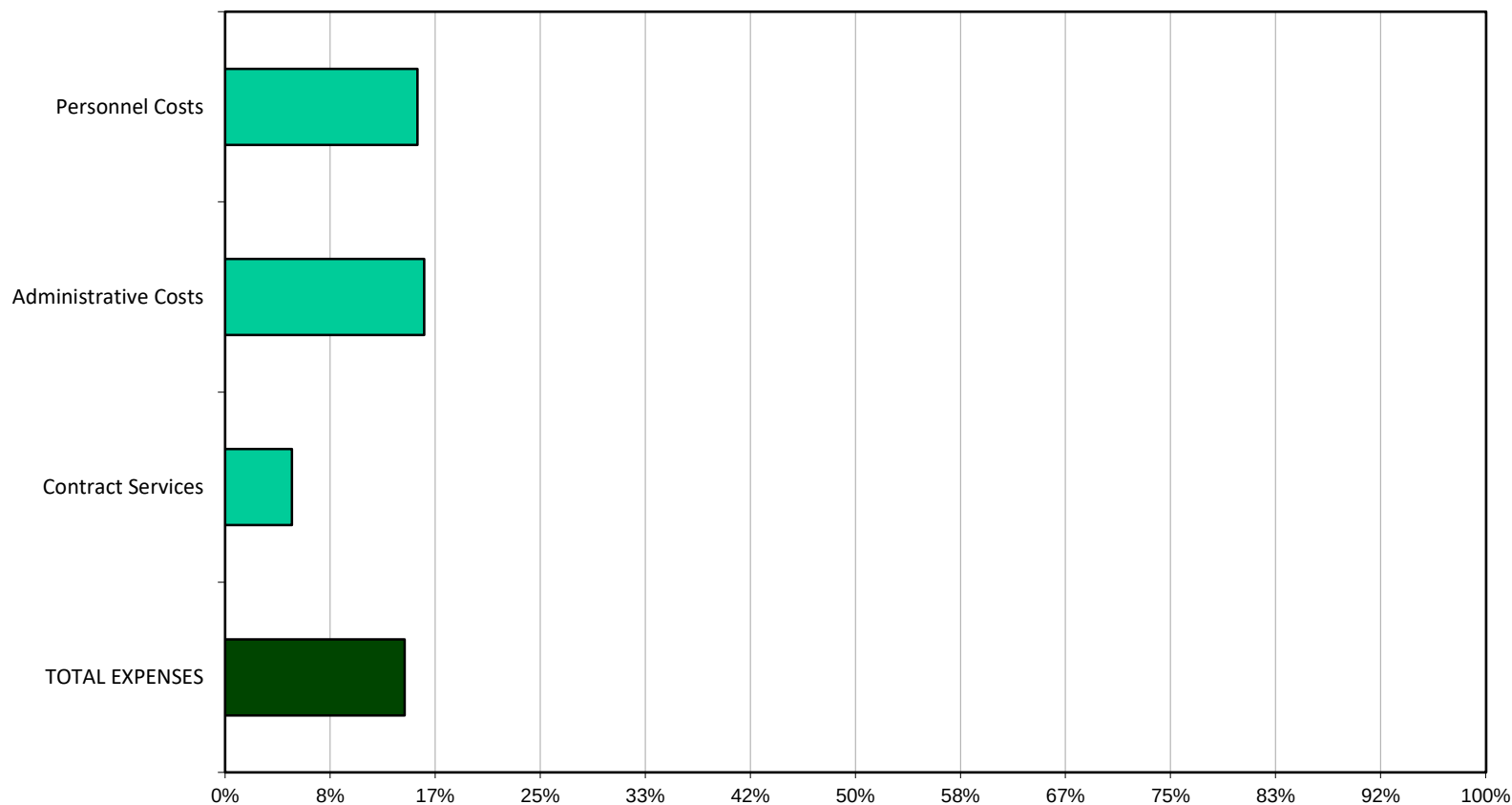
Northern Virginia Transportation Commission

Financial Reports

August 2026

PERCENTAGE OF FY 2027 NVTC ADMINISTRATIVE BUDGET USED

August 2026
(TARGET 16.7% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
August 2026

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<u>Personnel Costs</u>					
Salaries and Wages	\$ 205,678.92	\$ 470,067.57	\$ 3,014,000.00	\$ 2,543,932.43	84.4%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	205,678.92	470,067.57	3,014,000.00	2,543,932.43	84.4%
<u>Benefits</u>					
Employer's Contributions:					
FICA	15,377.66	32,132.95	208,000.00	175,867.05	84.6%
Group Health Insurance	15,917.71	31,783.64	273,000.00	241,216.36	88.4%
Retirement	20,420.00	40,840.00	265,000.00	224,160.00	84.6%
Workmans & Unemployment Compensation	186.83	373.08	2,800.00	2,426.92	86.7%
Life Insurance	23.26	46.52	6,600.00	6,553.48	99.3%
Long Term Disability Insurance	1,490.48	2,961.43	19,500.00	16,538.57	84.8%
Total Benefit Costs	53,415.94	108,137.62	774,900.00	666,762.38	86.0%
<u>Administrative Costs</u>					
Commissioners Per Diem	50.00	1,000.00	14,500.00	13,500.00	93.1%
<i>Rents:</i>	<i>41,645.25</i>	<i>82,655.10</i>	<i>493,400.00</i>	<i>410,744.90</i>	<i>83.2%</i>
Office Rent	40,213.05	80,239.75	471,400.00	391,160.25	83.0%
Parking & Transit Benefits	1,432.20	2,415.35	22,000.00	19,584.65	89.0%
<i>Insurance:</i>	<i>685.89</i>	<i>1,180.89</i>	<i>8,800.00</i>	<i>7,619.11</i>	<i>86.6%</i>
Public Official Bonds	170.00	340.00	2,500.00	2,160.00	86.4%
Liability and Property	515.89	840.89	6,300.00	5,459.11	86.7%
<i>Travel:</i>	<i>11,243.38</i>	<i>12,678.14</i>	<i>79,200.00</i>	<i>66,521.86</i>	<i>84.0%</i>
Conference / Professional Development	10,336.82	11,303.32	58,200.00	46,896.68	80.6%
Non-Local Travel	81.56	81.56	2,500.00	2,418.44	96.7%
Local Travel, Meetings and Related Expenses	825.00	1,293.26	18,500.00	17,206.74	93.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
August 2026

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<i>Communication:</i>	1,355.02	2,178.43	18,400.00	16,221.57	88.2%
Postage	40.10	40.10	1,400.00	1,359.90	97.1%
Telephone and Data	1,314.92	2,138.33	17,000.00	14,861.67	87.4%
<i>Publications & Supplies</i>	2,122.74	3,747.81	37,300.00	33,552.19	90.0%
Office Supplies	431.40	463.90	3,000.00	2,536.10	84.5%
Duplication and Paper	1,075.85	2,075.85	9,300.00	7,224.15	77.7%
Public Engagement	615.49	1,208.06	25,000.00	23,791.94	95.2%
<i>Operations:</i>	4,369.43	8,326.27	59,300.00	50,973.73	86.0%
Furniture and Equipment (Capital)	82.28	82.28	19,200.00	19,117.72	99.6%
Repairs and Maintenance	341.06	399.03	1,000.00	600.97	60.1%
Computer Operations	3,946.09	7,844.96	39,100.00	31,255.04	79.9%
<i>Other General and Administrative:</i>	1,122.09	2,263.22	11,900.00	9,636.78	81.0%
Memberships	106.25	212.50	1,600.00	1,387.50	86.7%
Fees and Miscellaneous	1,015.84	2,050.72	8,800.00	6,749.28	76.7%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	62,593.80	114,029.86	722,800.00	608,770.14	84.2%
<u>Contracting Services</u>					
Auditing	-	-	26,900.00	26,900.00	100.0%
Contract Services and Support					
Commuter Choice	0.00	693.40	136,250.00	135,556.60	99.5%
Research Support (excludes carryover)	-	-	250,000.00	250,000.00	100.0%
Other Technical	12,179.17	24,095.84	120,000.00	95,904.16	79.9%
Legal	2,500.00	5,000.00	30,000.00	25,000.00	83.3%
Total Contract Services	14,679.17	29,789.24	563,150.00	533,360.76	94.7%
Total Gross G&A Expenses	\$ 336,367.83	\$ 722,024.29	\$ 5,074,850.00	\$ 4,352,825.71	85.8%

NVTC
RECEIPTS and DISBURSEMENTS
August 2026

August 2026			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
3	DMV	Motor Vehicle Fuels Sales tax					\$ 1,961,134.55
3	DMV	CROC			1,250,000.00		
3	VDOT	I-66 Commuter Choice toll revenue				9,964,943.00	
4	VDOT	I-66 Commuter Choice toll revenue				2,828,520.50	
13	DRPT	Capital grant receipt - Alexandria			935.30		
13	DRPT	Capital grants receipts - Arlington					498,170.06
14	DRPT	Capital grant receipt - Arlington					43,433.74
17	NVTC	Commuter Choice reimbursements			73,359.00		
20	DRPT	Technical assistance - Envision Route 7			31,918.01		
25	DRPT	Capital and operating assistance - VRE			4,931,957.25		
27	DRPT	Capital and operating assistance - WMATA					43,101,300.16
31	Banks	Interest earnings		261.52	2,355.46	490,079.70	965,092.28
TOTAL RECEIPTS			-	261.52	6,290,525.02	13,283,543.20	46,569,130.79

NVTC
RECEIPTS and DISBURSEMENTS
August 2026

August 2026			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-31	Various	G&A expenses	(327,379.99)				
3	VRE	CROC			(1,250,000.00)		
4	Kimley-Horn	Consulting - Commuter Choice	(1,865.92)				
4	Stantec	Consulting - NTD project	(14,385.24)				
6	Kimley-Horn	Consulting - Envision Route 7	(70,369.84)				
13	Alexandria	Costs incurred			(935.30)		
17	NVTC	I-66 Commuter Choice reimbursement				(46,044.00)	
18	Sensis	Marketing campaign	(10,875.00)				
18	NVTC	I-395/95 Commuter Choice reimbursement				(27,315.00)	
18	Kimley-Horn	Consulting - Commuter Choice	(4,939.65)				
25	VRE	Grant revenue			(4,931,957.25)		
28	WMATA	Other capital - Fairfax					(254,928.00)
31	Banks	Bank charge	(155.93)	(222.73)			
TOTAL DISBURSEMENTS			(429,971.57)	(222.73)	(6,182,892.55)	(73,359.00)	(254,928.00)
TRANSFERS							
6	Transfer	From LGIP to checking	240,000.00		(240,000.00)		
6	Transfer	From LGIP to LGIP (NTD project)			14,385.24		(14,385.24)
13	Transfer	From LGIP to LGIP (NTD project)			(21,979.63)		21,979.63
14	Transfer	From LGIP to LGIP (NTD project)			67,618.58		(67,618.58)
21	Transfer	From LGIP to checking	140,000.00		(140,000.00)		
NET TRANSFERS			380,000.00	-	(319,975.81)	-	(60,024.19)
NET INCREASE (DECREASE) FOR MONTH			\$ (49,971.57)	\$ 38.79	\$ (212,343.34)	\$ 13,210,184.20	\$ 46,254,178.60

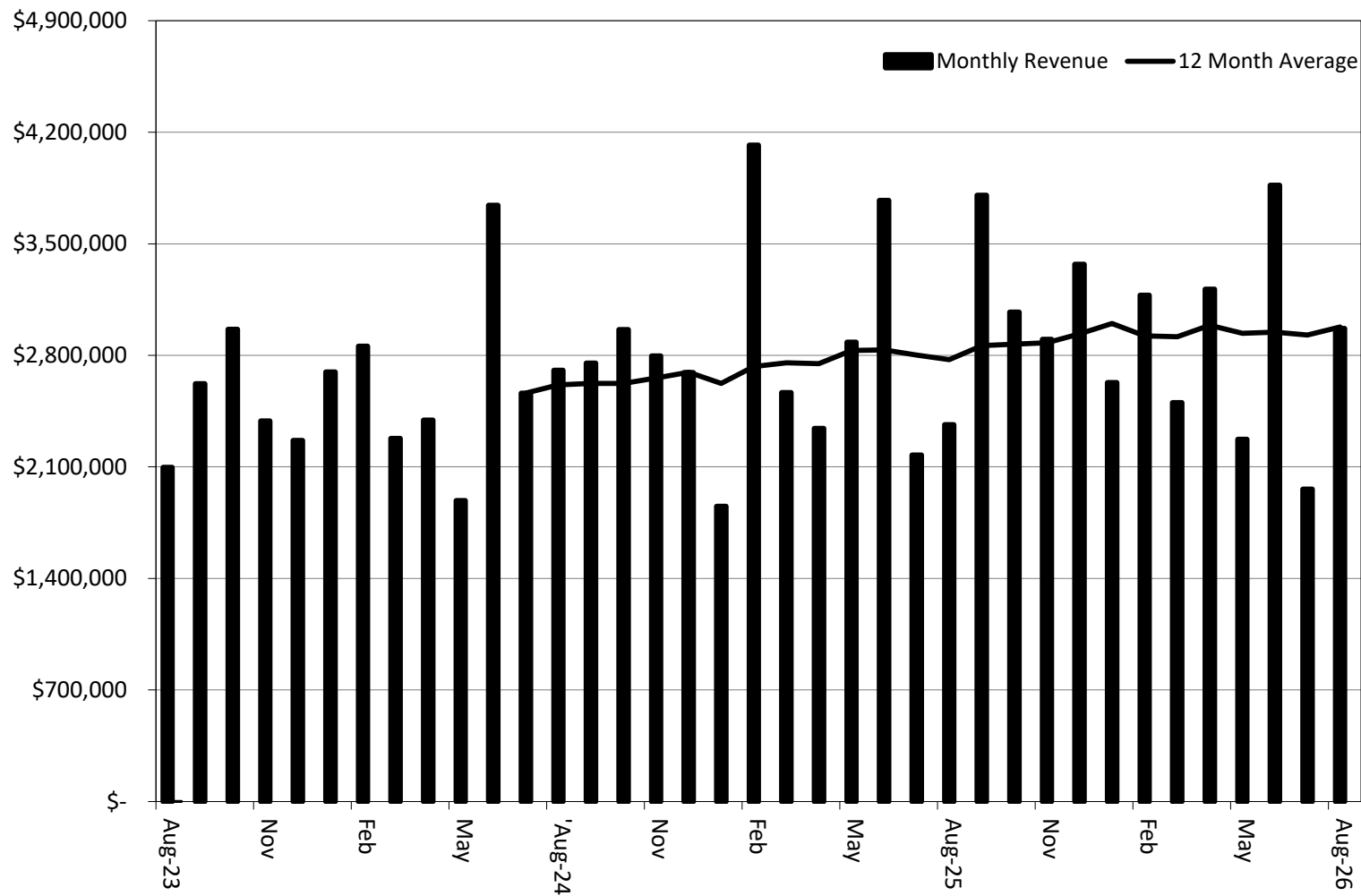
**NVTC
INVESTMENT REPORT
August 2026**

					Balance				
Type	Rate	Balance 7/31/2026	Increase (Decrease)	Balance 8/31/2026	NVTC G&A/Project	Commuter Choice	Jurisdiction Trust Fund	Loudoun Tax Trust Fund	
<u>Cash Deposits</u>									
Wells Fargo: NVTC Checking	N/A	\$ 63,026.90	\$ (49,971.57)	\$ 13,055.33	\$ 13,055.33	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.480%	641,514.08	38.79	641,552.87	641,552.87	-	-	-	
<u>Investments</u>									
Bank of America: Virginia Local Government Investment Pool (LGIP)	3.875%	429,689,467.15	59,252,019.46	488,941,486.61	652,524.68	152,811,134.16	299,233,242.34	36,244,585.43	
		\$ 430,394,008.13	\$ 59,202,086.68	\$ 489,596,094.81	\$ 1,307,132.88	\$ 152,811,134.16	\$ 299,233,242.34	\$ 36,244,585.43	

NVTC MONTHLY GAS TAX REVENUE

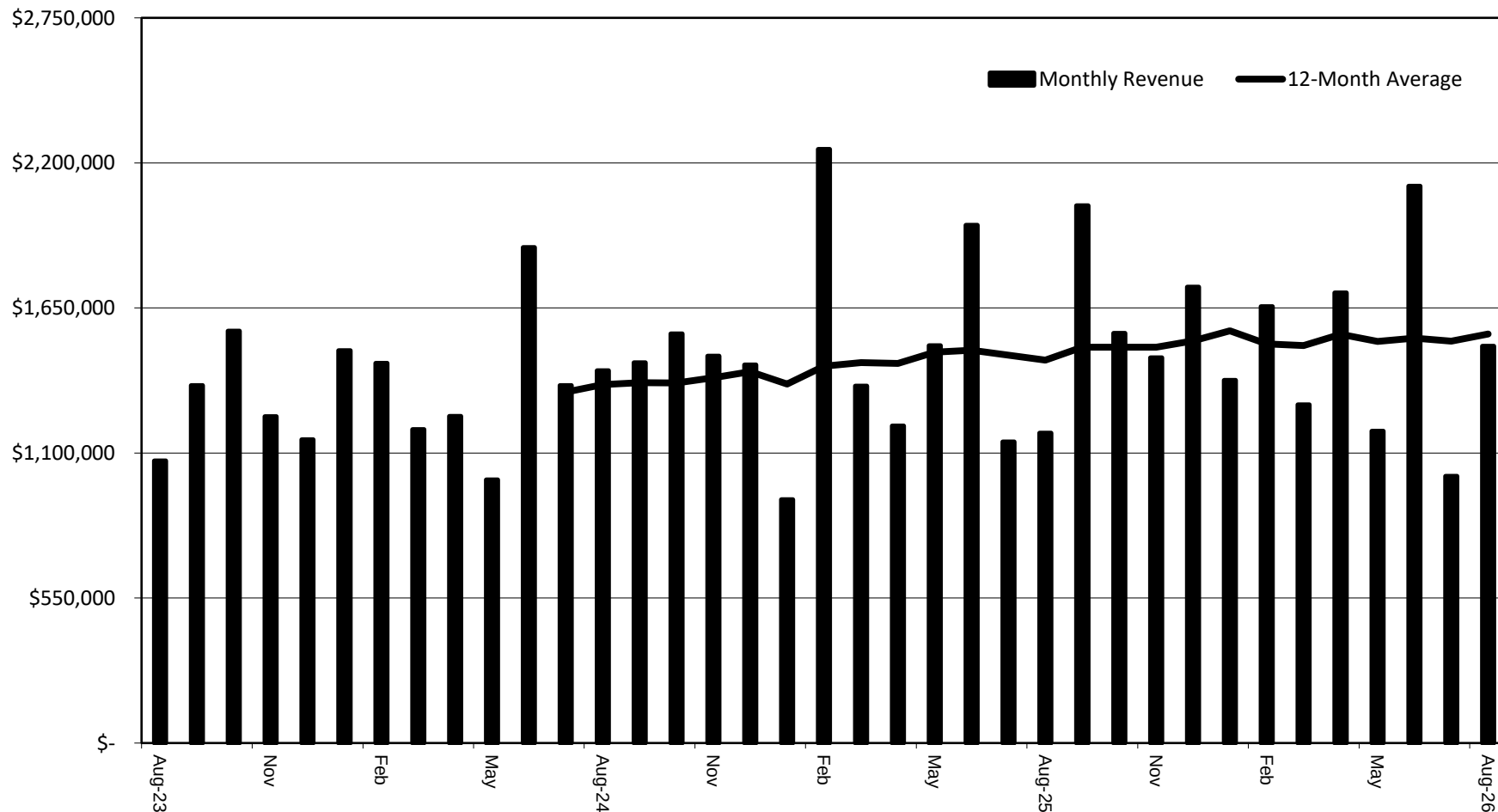
ALL JURISDICTIONS

FISCAL YEARS 2024-2027



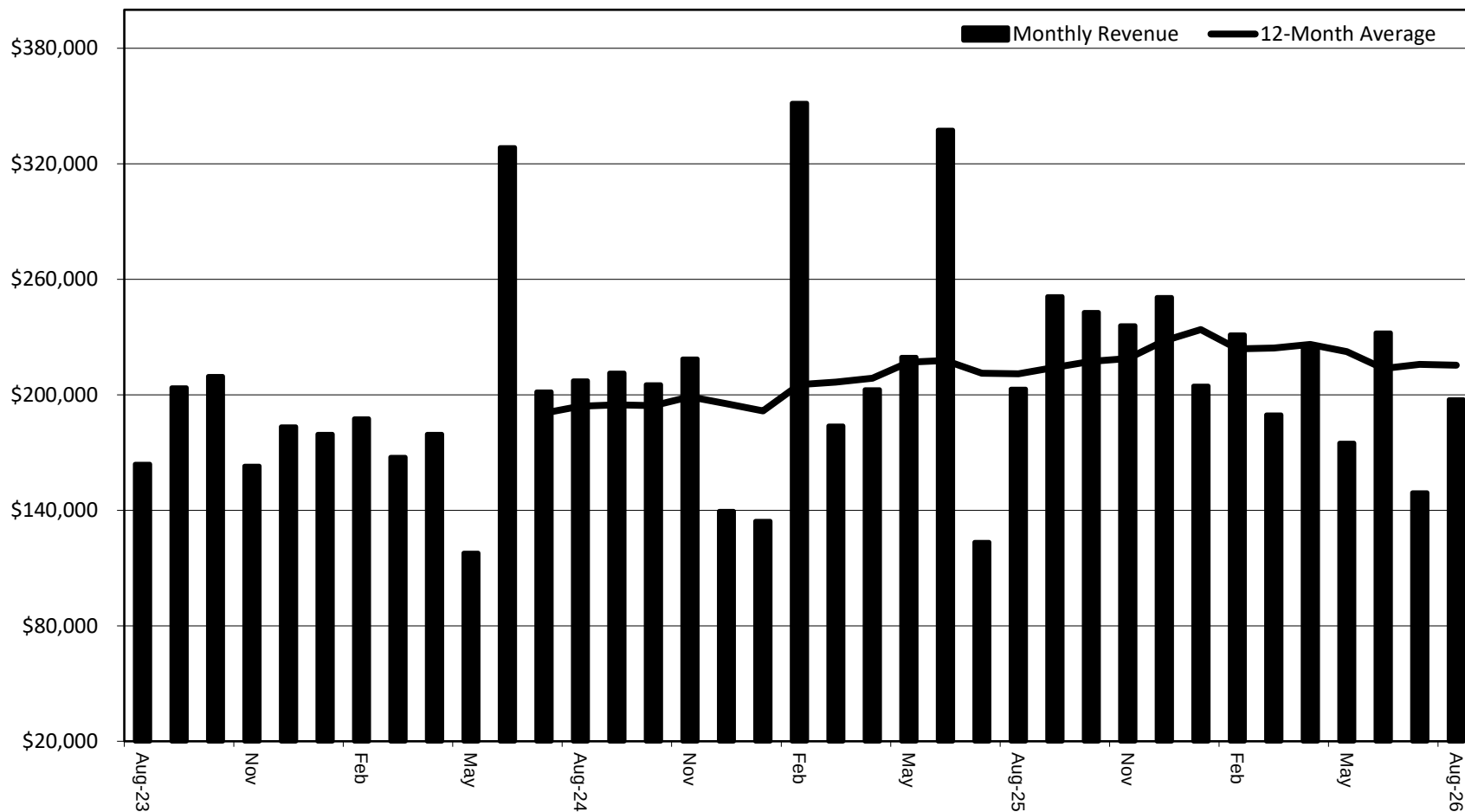
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



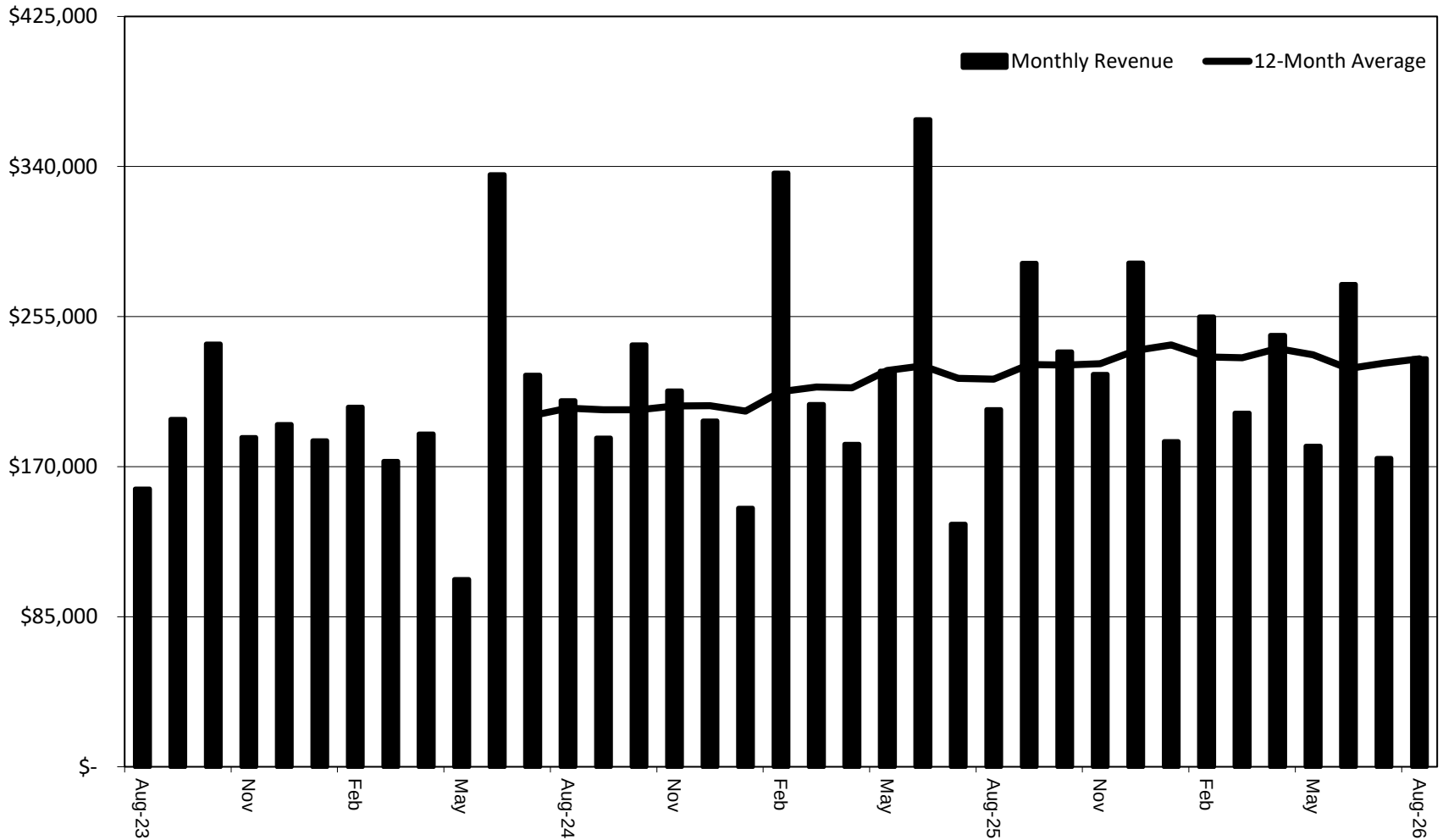
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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

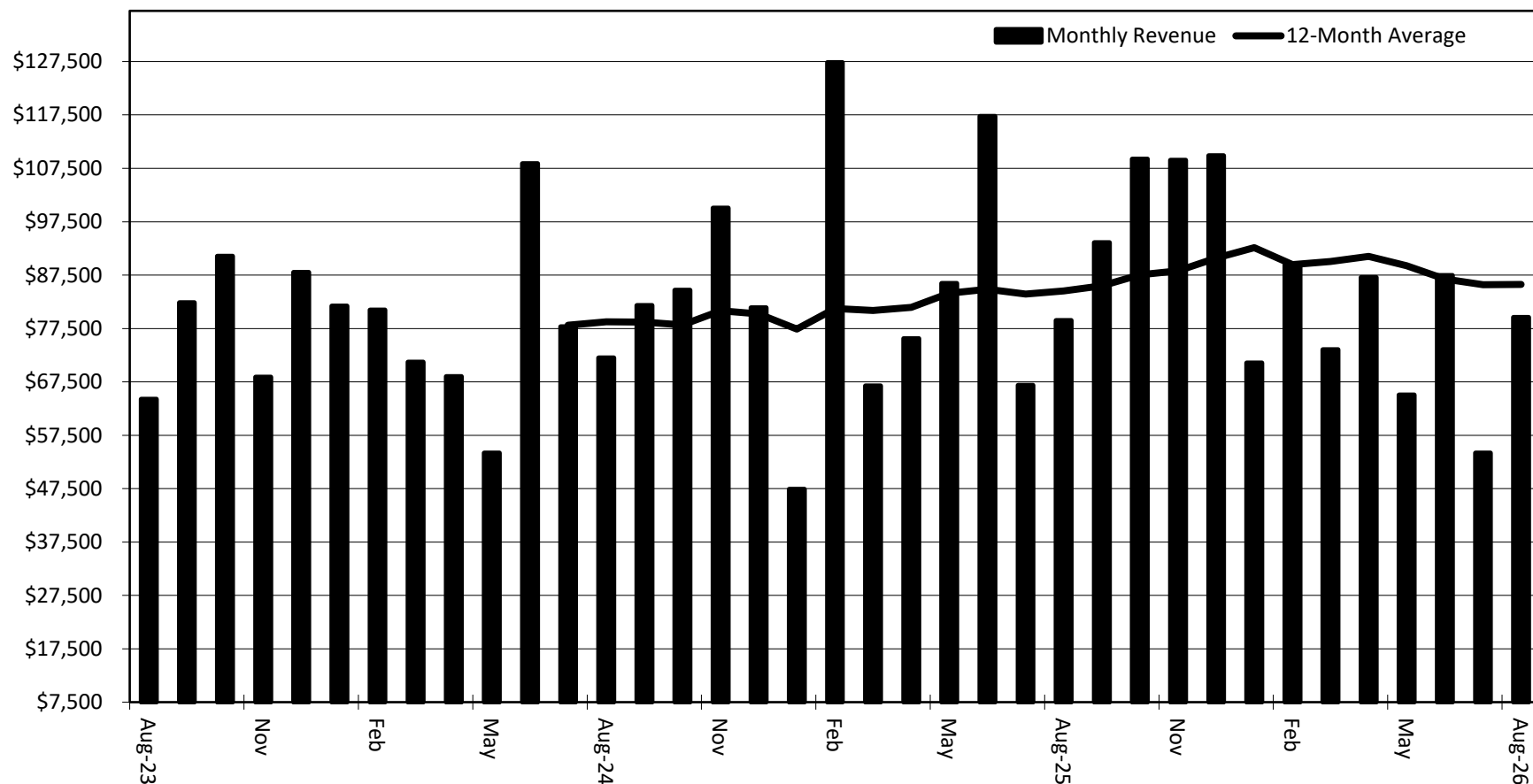


Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE

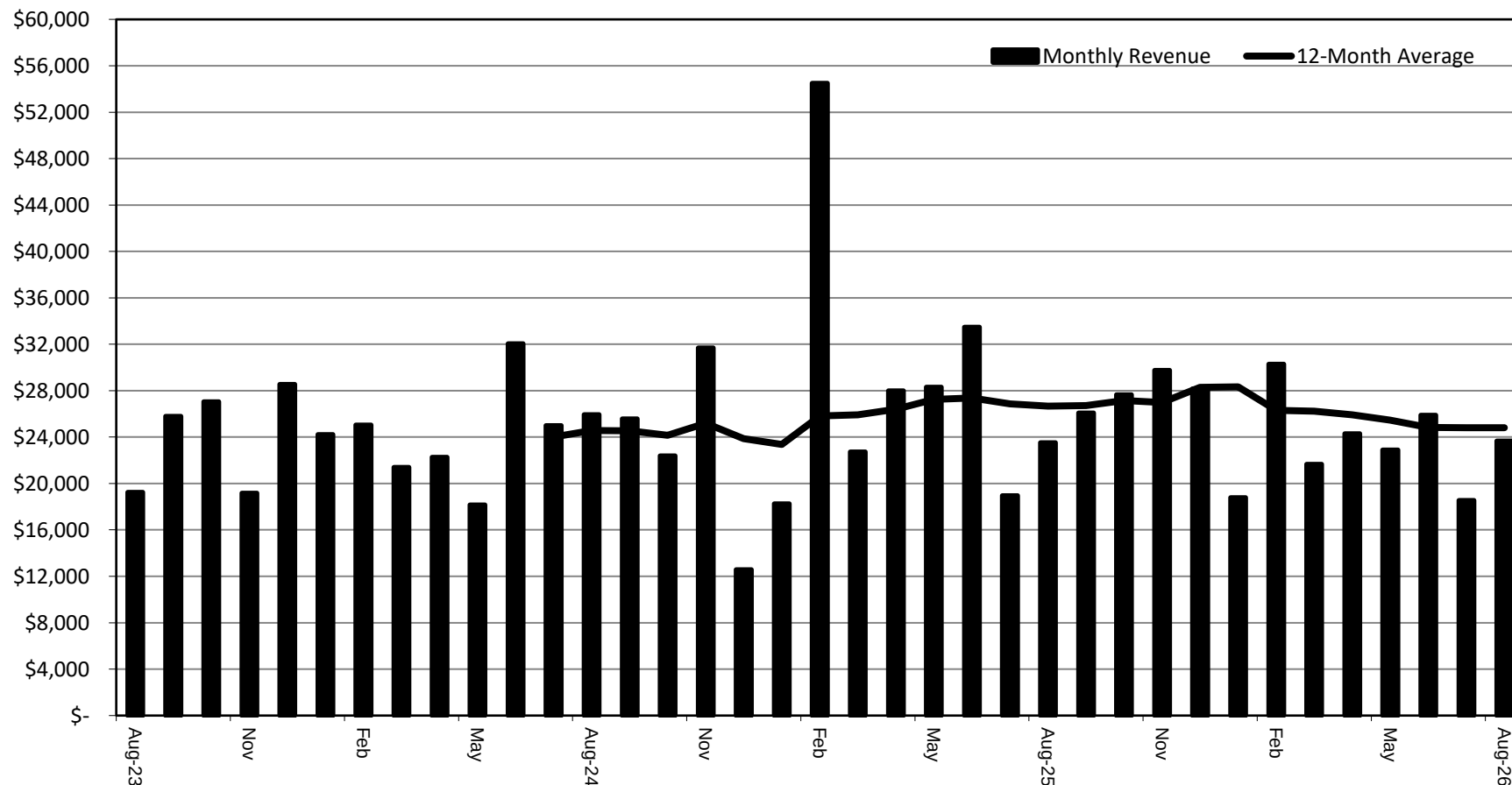
CITY OF FAIRFAX

FISCAL YEARS 2024-2027



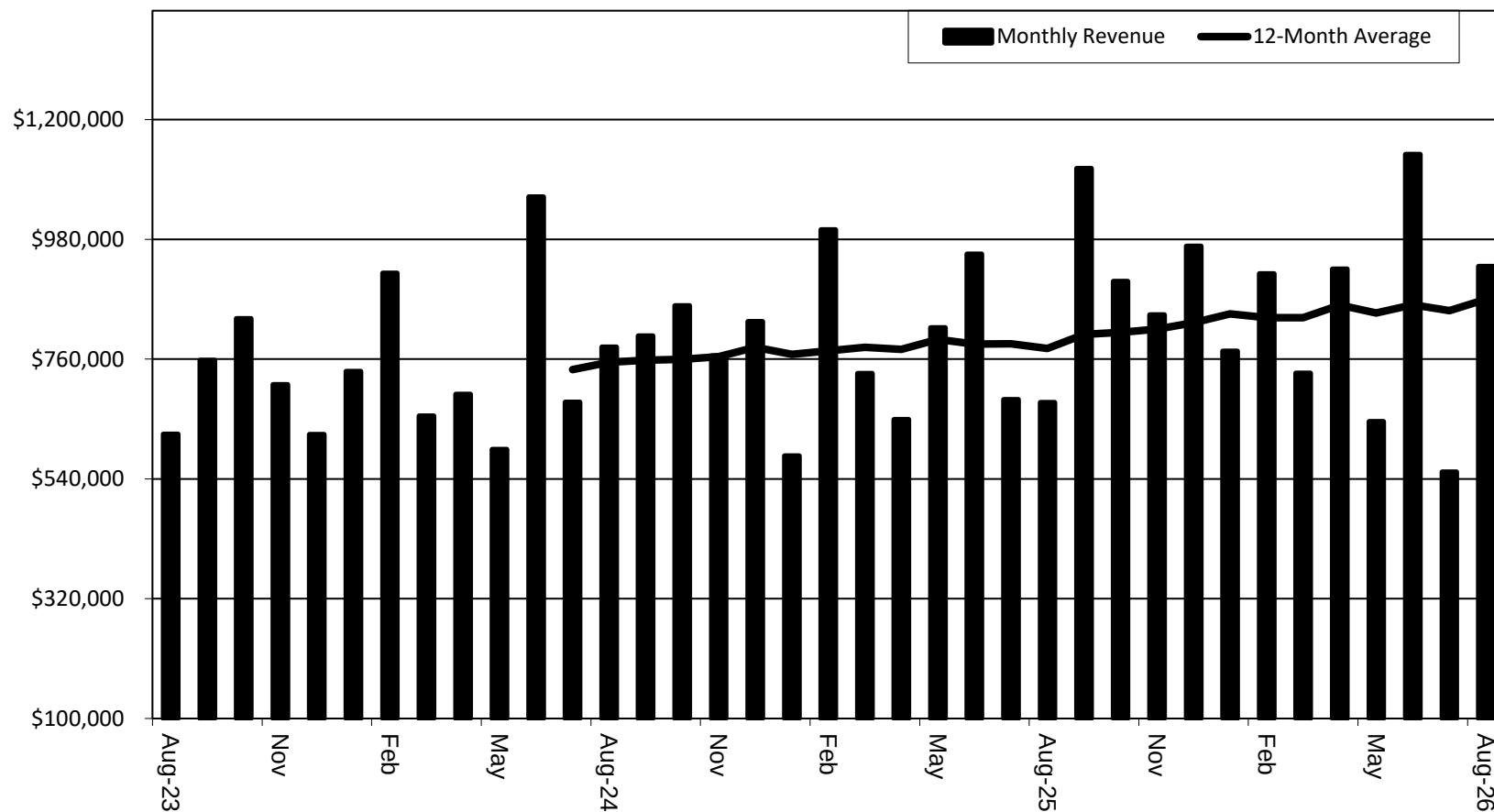
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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: September 24, 2026
SUBJECT: Closed Session

At the October 1 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.