NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Commission Meeting Materials

September 3, 2026

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

NVTC's September 3, 2026 meeting is an in-person meeting. It can also be viewed via the NVTC YouTube Link.

Action Items

- Virginia Passenger Rail Authority (VPRA) CRISI Grant Application for the Manassas Line State of Good Repair Improvements Project and Authorization for the Committed Match
- Application for the VRE Crossroads Administrative and Employee Welfare Building and Parking Lot Project to the Vanpool Alliance Funding Program

Other Meeting Highlights

- State of Northern Virginia's Transit
- Commuter Choice Policy and Evaluation Criteria Changes Presentation
- VRE CEO and DRPT Director Presentations
- WMATA Board Members and Committee Chairs Reports
- Executive Director Wrap-Up
- Closed Session

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Agenda

NVTC COMMISSION MEETING
THURSDAY, SEPTEMBER 3, 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
6:50 p.m. Commission Photo – First Floor Lobby
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, September 3, 2026 via NVTC's website. Comments will be provided to Commissioners prior to the September 3 meeting.

1. Opening Remarks

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

2. **Action Items**

   A. **ACTION: Approve Minutes of the July 2, 2026 NVTC Meeting**
   B. **ACTION: Approve Resolution #2612: Endorse the Virginia Passenger Rail Authority (VPRA) CRISI Grant Application for the Manassas Line State of Good Repair Improvements Project and Authorize the Committed Match**
   C. **ACTION: Approve 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**

3. Presentations

   A. State of Northern Virginia's Transit
   B. Commuter Choice Policy and Evaluation Criteria Changes
   C. Virginia Railway Express (VRE) Chief Executive Officer Remarks
   D. Department of Rail and Public Transportation (DRPT) Director Remarks

4. Committee Reports (separate memos)

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

5. Executive Director Wrap-Up

    A. Executive Director Newsletter
    B. Communications Metrics Report
    C. Crystal City Shutdown Marketing Campaign
    D. NVTC Letter of Support
    E. NVTC Financial Reports

6. Closed Session

Agenda Item #2

TO: Chair Bagley and NVTC Commissioners

FROM: Kate Mattice and Rhonda Gilchrest

DATE: August 27, 2026

SUBJECT: Action Items

At the September meeting, the Commission will be asked to approve three actions including the minutes and two VRE funding applications.

A. ACTION: Approve the Minutes of the July 2, 2026 NVTC Meeting

The Commission will be asked to approve the Minutes of the July 2, 2026 NVTC Meeting.

B. ACTION: Approve Resolution #2612: 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

On the recommendation from the VRE Operations Board, the Commission will be asked to approve Resolution #2612, to endorse the Virginia Passenger Rail Authority (VPRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding application for the Manassas Line State of Good Repair Improvements Project and to authorize the commitment of VRE funds towards the non-federal match requirement for the project.

On April 20, 2026, the Federal Railroad Administration (FRA) issued a Notice of Funding Opportunity (NOFO) to solicit applications for the FY 2025-2026 CRISI program. VPRA staff identified a comprehensive set of state of good repair (SGR) improvements to the Manassas Line for Amtrak Virginia and VRE operations. Replacement of a railroad bridge within the VRE Seminary Yard site is among the proposed SGR improvements.

This project is critical to maintaining safe operations and reliable service for VPRA Amtrak Virginia and VRE passengers, as well as freight service, along the Manassas Line corridor. The estimated cost to design and construct the Seminary Yard bridge is $13,667,000; a minimum 20% non-federal match is required if the project is selected for CRISI funding. 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.

There is no immediate fiscal impact from this action. If the project is selected for CRISI grant funding, a formal amendment to the VRE FY 2027 Operating and Capital Budget to reflect the commitment of the matching grant funds will be presented to the Operations Board for approval and referral to the Commissions. The bridge project will be added to the VRE FY

2028-2033 Capital Improvement Program. More information is included in the attached VRE memorandum.

C. ACTION: Approve 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

On the recommendation from the VRE Operations Board, the Commission will be asked to approve Resolution #2613 to approve and ratify VRE's application for construction funding for the Administrative and Employee Welfare (AEW) Building and Parking Lot at the Crossroads Maintenance and Storage Facility (MSF) to the Vanpool Alliance funding program. The resolution will also ratify the VRE CEO's application submission, on behalf of the Commissions, and authorize the VRE CEO or her designee to execute all project funding agreements that may result from consideration of the project.

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), Department of Rail and Public Transportation (DRPT) and private vanpool operators. The Vanpool Alliance program, officially named the Northern Virginia Vanpool Incentive Program, was established through a 2012 Memorandum of Understanding (MOU) between GWRC, PRTC and NVTC. The MOU was amended and restated in 2017.

The Vanpool Alliance issued its 2026 Call for Projects to be funded with federal Section 5307 and 5339 funds generated by vanpool operations in the Northern Virginia region on March 31, 2026. VRE staff identified the Crossroads MSF AEW Building and Parking Lot as a candidate project. If authorized, Vanpool Alliance funding will be used for the construction phase of the project.

The Crossroads MSF AEW Building and Parking Lot Project will consolidate existing employee welfare functions in a new 7,532 square foot AEW building, including locker rooms, conference rooms, individual offices and a kitchen. A permanent parking facility will also be constructed to serve the building. 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. Other committed funding for the project includes SMART SCALE and VRE federal formula funds and associated state/local match.

The submission of this grant application has no immediate fiscal impact. If the application for funding is accepted, a formal amendment to the FY 2027 Operating and Capital Budget to reflect the receipt of the Vanpool Alliance funds will be presented to the Operations Board in December 2026 for approval and referral to the Commissions. Additional information is included in the attached VRE memorandum.

ATTACHMENT #2A

MINUTES
NVTC COMMISSION MEETING – JULY 2, 2026
Via Electronic Participation
Public Streaming via YouTube

The all-virtual meeting of the Northern Virginia Transportation Commission was called to order by Chair Bagley at 7:02 p.m.

Members Present via Electronic Participation
Canek Aguirre
Walter Alcorn
Sarah Bagley
James Bierman, Jr.
Juli Briskman
Kate Garman Burns
Maureen Coffey
Takis Karantonis
Paul Krizek
Matt Letourneau
R. Kirk McPike
Catherine Read
David Reid
Saddam Azlan Salim
David Snyder (Alternate, City of Falls Church)
Kannan Srinivasan
Daniel Storck
Justine Underhill

Members Absent
Matt de Ferranti
Alfonso Lopez
Dalia Palchik
Rachna Sizemore Heizer

Staff and Others Present via Electronic Participation
Kate Mattice, Executive Director
Rhonda Gilchrest
Scott Kalkwarf
Daniel Knickelbein
Ann McGrane
Tenley O’Hara
Vikram Sinha
Amanda Sink
Melissa Walker
Aimee Perron Seibert
Katie Choe (VRE)
MinhChau Corr (NVTC/VRE)

Opening Remarks

Chair Bagley welcomed everyone to the all-virtual July 2, 2026 NVTC meeting via Zoom and stated that staff followed the procedures and guidelines in NVTC's Electronic Participation Policy to give notice to the Commission, staff and the public. The meeting is simultaneously being broadcast to the public on YouTube. She noted that for the public, if the livestream transmission fails, they should contact NVTC staff via email at support@novatransit.org, which will be monitored during the meeting.

Chair Bagley reviewed the procedures for the electronic meeting, including that all votes will be conducted by roll call vote and that per Virginia Code Commissioners need to keep their cameras on to count towards quorum.

Board Administrator Rhonda Gilchrest called the roll and confirmed a quorum. She also announced staff participating in the meeting.

Chair Bagley stated that this is the final meeting before a much-deserved summer break. She explained that for this meeting the action items will be presented as a group as well as the presentations. The presentations cover four important initiatives shaping the vision of transit in both Northern Virginia and the greater DC metropolitan region. First, there will be an update on the regional coordination efforts that are ongoing as part of DMV*Moves*, which dovetails into a presentation on the Envision Route 7 project, which was one of seven key bus priority corridors identified as part of DMV*Moves*. The VRE team will also present on the work of VRE and the Commission's role as a co-owner of the railroad. The final presentation will be on the recently passed state budget, which has some but not all of the funding requested as part of SJ 28 and DMV*Moves*.

Chair Bagley asked if NVTC received any general public comments this month. Ms. Mattice reported that one comment was received from a Loudoun County resident regarding regional fare clarity, equity and multimodal integration across Northern Virginia transit systems. The comment was emailed to Commissioners prior to the meeting.

Action Items

Chair Bagley stated that after all the actions are presented, they will be voted on as a block vote, unless there are objections. There were no objections.

Minutes of the June 4, 2026 NVTC Meeting. Chair Bagley asked if Commissioners had any edits to the minutes and there were none.

Request for Proposals (RFP) for an NVTC Strategic Plan Consultant. Ms. Mattice noted that NVTC last conducted a strategic planning effort in 2018 following the enactment of dedicated capital funding for Metro that altered NVTC's relationship with WMATA. However, NVTC last examined its strategic priorities outside of WMATA governance back in 2014. Over the past decade, NVTC has experienced substantial growth, organizational and leadership changes – like the launch of the Commuter Choice program, expansion of technical assistance to localities on a variety of policy and operational issues, and a greater role in messaging the value of transit to a variety of stakeholders.

Ms. Mattice explained that authorization is being requested to issue a Request for Proposals (RFP) for a consultant team to conduct a strategic planning effort for NVTC that will include an environmental scan, focus group input, and development of organizational priorities for the next five years. This is funded through a FY 2027 Department of Rail and Public Transportation (DRPT) Technical Assistance grant of $150,000 which will be matched using NVTC funds from the research budget. The plan is to release the RFP this summer and then return later in the fall for Commission approval of a contract with the selected firm. Staff are targeting a kickoff in January 2027, with final product taking approximately 12 months for completion. There were no questions from Commissioners.

Findings of the I-66 Needs Assessment. Chair Bagley stated that at the May meeting, NVTC's Daniel Knickelbein and DRPT's Amy Garbarini presented the key findings from the I-66 Needs Assessment study. The Commission is now being asked to take action to accept the findings of the study. As a reminder, this needs assessment serves as a tool to help NVTC, DRPT and local jurisdictional staff plan for future grant cycles. By compiling the I-66 Needs Assessment Project List, this study provides a foundation from which high impact projects can be considered for future funding. It also allows NVTC and DRPT staff to identify any mismatches based on planned projects and available funding amounts and make potential policy changes that strategically align funding with needs along the corridor. NVTC staff expect to return in the fall with some potential policy changes informed by this analysis. There were no questions from Commissioners.

Mr. McPike moved, with a second by Ms. Coffey, to approve the three actions as a block vote:

A. Approve the Minutes of the June 4, 2026 NVTC Meeting
B. Authorize the Executive Director to Issue a Request for Proposals (RFP) for an NVTC Strategic Plan Consultant
C. Accept the Findings of the I-66 Needs Assessment Study

The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Burns, Coffey, Karantonis, Krizek, Letourneau, McPike, Read, Reid, Salim, Srinivasan, Storck and Underhill.

Presentations

Regional Coordination on DMVMoves Initiatives. Chair Bagley introduced Deputy Director of Programs and Policy Amanda Sink to present on the work underway to advance the Action Plan for Transit Integration as part of the regional coordination efforts that are continuing from the DMVMoves initiative. Ms. Sink gave a refresher on the work of DMV*Moves*, which resulted in 13 jurisdictions and four regional bodies endorsing the Plan. Three key themes are: 1) Reinvest and Modernize WMATA; 2) Improve Regional Bus Service and Priority Corridors; and 3) Advance Regional Integration. The six focus areas of the Action Plan for Transit for Integration include:

- Regional Bus Priority
- Service Guidelines and Reporting
- Customer Information and Facilities
- Fare Integration
- Shared Resources
- Consistent Training and Requirements

Regarding the bus priority network, Ms. Sink reported that the DMV*Moves* plan identified seven high-priority corridors, which include two corridors in Virginia (Route 7 and Columbia Pike). She also highlighted some of the other work being done including:

- Service Guidelines (creating more consistent service expectations and transparent reporting)
- Fare Integration (focusing on 18 and under ride free, universal transfer credit, expanded regional transit passes and low-income discount)
- Regional Procurement (creating a list-serv of procurement officers and regional contract clearing house)
- Regional Shared Training and Certification (working group to begin in summer 2026)

Ms. Sink noted that all of this work will be documented in the Implementation Progress Report, which is anticipated to be brought to the Transportation Planning Board (TPB) at the end of this year. The report will include updates on Regional Bus Network Plan; Service Guidelines; Bus Stops Signage, Condition and Customer Information; Fare Integration; Training and Certification; and Joint Procurement.

Ms. Sink stated that NVTC will continue to play an active role in this work. In addition to doing regional coordination and participating in the working groups, NVTC is leading the planning efforts in advancing Route 7, continuing to analyze bus data to identify high-impact bus priority opportunities, supporting jurisdictions and WMATA to support bus stop and bus lane accessibility, and identifying high-impact bus priority opportunities.

Chair Bagley stated that it is important to recognize that DMV*Moves* work is continuing. She is excited to see that it is bus-focused. Ms. Burns stated that at a recent WMATA Board meeting there was discussion about the new guidelines and on-time performance, which is being discussed with regional partners. She explained that the rates WMATA uses to determine on-time performance are probably more conservative than many other peer agencies across the country.

Chair Bagley is pleased to see that “18 and under ride free” is included in fare integration and making it a regional goal. She stated that in relationship to growing ridership and simplifying fares, this work is headed in a good direction.

Envision Route 7. Chair Bagley introduced Senior Program Manager Vikram Sinha to present on the work underway to advance the Envision Route 7 project. Mr. Sinha gave a quick overview of the project. Metrobus F20 runs along Route 7 and currently carries 2.4 million people each year, which makes it the busiest bus route in Virginia.

Mr. Sinha explained that this phase of the project, the route from Seven Corners in Fairfax County to Mark Center in the City of Alexandria, compares future scenarios, including No Build; Alternative 1: Center-Running Bus Lanes; and Alternative 2: Curb-Running Bus Lanes. Part of this study phase includes outreach events, such as pop-up events and reaching out to key businesses. The intent is to gather feedback from riders and educate them on high level trade-offs of each scenario. NVTC held an open house on June 9 at the Ellen Coolidge Burke Branch Library in Alexandria. A survey was also conducted to gather public input.

Mr. Sinha stated that some of the survey results get to the heart of why people ride the bus or why they don't. According to the survey responses, some of the reasons people ride buses is that it saves money and/or time, and some people don't own a vehicle. They choose not to ride because it can be inconvenient and bus arrival times can be infrequent. The survey shows that 77% of respondents use the bus to get to and from work. Forty percent (40%) are using the bus to run errands and shop. The survey found that 60% would prefer to catch the bus from a curbside stop and 88% want to prioritize bus stops near storefronts.

Mr. Sinha reported that the recent round of I-66 Commuter Choice funding will enable more buses in peak hours along the Route 7 corridor with the start of the new Metro Bus F2X express bus, which will provide immediate benefit, with more buses in peak hours (less waiting) with fewer stops (faster travel times). Service begins in December 2026.

Mr. Sinha stated that with completion of this study phase, NVTC will have studied the whole corridor for traffic impacts, established Route 7 as a priority corridor, and provided tangible benefits to riders with the funding of the Metro Bus F2X. Staff will be back in the fall to share the final takeaways, build regional consensus on a path forward and identify a staff recommendation for short- and medium-term projects to advance program goals. Staff are also scheduling a fall bus tour for Commissioners.

Mr. Krizek asked if staff will determine what the optimum frequency will be. Mr. Sinha stated that currently the F20 runs in 12-minute headways and the F2X will also run in 12-minute headways, so riders will ideally see a bus every six minutes. In response to a question from Mr. Srinivasan, Mr. Sinha explained that current bus service runs in general traffic with no real bus priority features in the corridor. However, there is some signal priority at certain locations within the VDOT right-of-way and NVTC is working with WMATA to improve effectiveness.

Mr. Storck stated that curbside boarding is of interest to him and he asked Mr. Sinha to elaborate on that and he wondered if there was a similar survey question for the Richmond Highway BRT outreach. Mr. Sinha explained some of the obstacles for riders with center curb boardings. He also commented that the Richmond Highway BRT is a whole different corridor, with different land use, environment and challenges. Mr. Storck asked if staff met any riders who were familiar with or experienced center-lane boarding. Mr. Sinha observed that center-lane boarding is not very prevalent in the United States, so most of the survey responders were looking at conceptual drawings. However, Richmond Pulse has some center-lane service. Mr. Karantonis stated that MetroWay also has center-lane service. He noted that there are trade-offs for each option. He asked who makes the final decision. Mr. Sinha replied there is not a single decider since the corridor runs through multiple jurisdictions. VDOT has a big say as it is the primary roadway owner. There will be challenging conversations on this topic and there will not be a one-size fits all solution.

Mr. Snyder thanked staff for working on this project and he expressed his hope that this fall the project can move quickly from planning into implementation. With the Fourth of July coming up, he wanted to remind Commissioners that this corridor connects some of the most historic places in Virginia and the entire country and it is a corridor with a diversity of homes, religions and businesses.

Chair Bagley stated that even with the F20 being successful, the survey results show that there is still an opportunity for growth with the social rider (weekends, going to dinner or the movies, etc.).

VRE Commission Orientation. Chair Bagley reminded Commissioners that as co-owners of VRE, NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) own VRE's assets, bear all responsibility and risks, and are accountable for funds provided by federal/state/local sources. That's why it is important to have an annual VRE orientation to outline the role of the Commissions, the work of VRE, its staff and the Operations Board. She also noted that the VRE Operations Board just held a Board Retreat, so it may be timely for Ms. Choe to also provide some highlights of what happened at the retreat. Chair Bagley then introduced VRE Chief Executive Officer Katie Choe and VRE General Counsel MinhChau Corr to give the annual VRE Commission Orientation.

Ms. Choe first gave a quick update on the Fireworks Trains, which are 90% sold out on the Fredericksburg Line and 56% sold out on the Manassas Line. She noted that with the predicted heat wave, riding on an air-conditioned VRE train with bathrooms will be a luxury.

Ms. Choe announced that VRE just got bigger with the completion of the sale last Friday of the Seminary Road Yard. She reported that VRE is just a few years away from its 35th anniversary. VRE has experienced a constant upward growth in infrastructure, service and ridership since 1992. VRE applauds the two Commissions on their vision and support throughout VRE's history.

Ms. Corr gave an overview of the governance of VRE. VRE is a unique organization as it is legally owned by NVTC and PRTC. She reviewed VRE's governing documents including the Master Agreement, which details the roles and responsibilities of VRE's two parent Commissions and the Operations Board; the VRE By-Laws, which stipulates the powers and duties, membership, meetings, administration and finances of the Operations Board; and the Delegation of Authority to the Operations Board. Ms. Corr stated that the Commissions have delegated many responsibilities to the Operations Board, including full authority on spending, provided the amount is included in the annual budget and six-year Capital Improvement Program; approval of fare changes (tariffs); contractual agreements, provided funding is included in the approved budget, *except* operating (CSX, Norfolk Southern, Virginia Passenger Rail Authority (VPRA) and Amtrak); and insurance agreements. However, there are responsibilities that remain with the Commissions:

- Master Agreement amendments
- Chief Executive Officer and General Counsel employment agreements
- State and federal grant applications
- Approval of legislative agendas
- Approval of strategic plan
- Sale or purchase of real property and equipment in the commissions' name
- Other major policies, such as terms for new entrants
- Approval of annual operating and capital budgets, six-year financial plans and regional grants

Ms. Corr emphasized that NVTC and PRTC, as co-owners, are "where the buck stops" and that they hold all the liability and duties. It is also the role of the Commissions to advocate for VRE.

[Mr. Aguirre had connection issues and was no longer able to use his camera. He continued to have issues the rest of the meeting with his camera going on and off, so he did not count towards quorum at this point. However, he was not needed for quorum.]

Ms. Choe stated that VRE is at a very exciting moment in its history as it is deeply into the implementation of the 2030 System Plan, which is the first milestone to get VRE to the 2050 System Plan (adopted in 2025). VRE is capitalizing on the Transforming Rail in Virginia investments being made by the Commonwealth, with the intent to transform from a commuter rail into a regional rail system. The 2050 plan will transform VRE into the rail system that Northern Virginia deserves. She reviewed "The 2050 Vision: True Regional Rail" chart, which she encouraged Commissioners to keep as a reference to use to advocate and educate.

Ms. Choe reviewed the benefits of VRE. Tourism dollars follow rail access — that's economic development local chambers of commerce care about. Bi-directional and weekend service will turn VRE into a family travel option. VRE also benefits the business community as major employers along the VRE corridor — federal contractors, hospitals, universities and logistics firms increasingly depend on rail access to recruit and retain workforce talent. The Greater Washington Partnership and Northern Virginia Chamber have both identified VRE expansion as a top regional economic priority. Expanded all-day, reverse-direction service will make the entire corridor a single, competitive labor market.

Ms. Choe also noted that the VRE System Plan 2050 explicitly identifies Equity Emphasis Areas — census tracts with high concentrations of low-income individuals and households without vehicles to provide off-peak and weekend service. This can directly impact workers, medical appointment riders, and those who rely on transit out of necessity, not choice. This is not just focused on suburban commuters. VRE also provides sustainability and congestion relief. Every rider on VRE is a car off I-95 and I-66. At full System Plan 2050 build-out, VRE will remove a meaningful share of Northern Virginia highway congestion with lower-emission railcars replacing thousands of vehicle trips daily. This is an additional benefit to the environment, while reducing congestion. Ms. Choe also noted that VRE is an affordable solution for commuters.

Ms. Choe stated that it is important to keep the success of VRE going through advocacy. NVTC and PRTC Commissioners play a critical role in communicating about VRE and its benefits. This goes in all directions – federal and state legislatures, local elected bodies and constituents. She requested Commissioners use their power and position to advocate for VRE. There are four pillars for effective advocacy:

- Build Relationships: Meet key legislators in person, before the Session starts. Prioritize House and Senate Transportation Committee members with VRE stations in their districts. Request district-office meetings in the fall, invite them to ride VRE or tour a station.

- Educate on Transforming Rail in Virginia and VRE: Tell the infrastructure story —most legislators don't know it yet. Virginia has already spent $4.5 billion and acquired 500 miles of railroad right-of-way. Long Bridge ($2.3 billion) and Alexandria 4th Track are under construction right now. VRE is both a funder and direct beneficiary. When Long Bridge opens in 2030, VRE grows from 32 to 52 daily trains. The infrastructure is coming —the question is whether the state funds the trains to run on it.

- Build Business Allies: Mobilize regional employers — they are the most credible validators. The Greater Washington Partnership (GWP), Northern Virginia Chamber and regional employers have already made the economic case for VRE expansion in their own publications. A CEO backing the same ask carries very different weight than a transit agency alone.

- Craft the Ask: Back every ask with data, deliverables and shared investment. Name the bill, the funding line and the dollar amount. Show legislators that VRE is a shared investment —riders pay fares, local jurisdictions pay a ridership-based subsidy (up 8% in FY 2026), and the state's 3.5% Mass Transit Fund share is the lever that needs to grow. Frame it as a Return on Investment (ROI): every state capital dollar leverages ~ $2 in federal match. Deliverables are real: 52 trains by 2030, weekend service by 2026 and 21 new railcars by 2027.

Ms. Choe stated that the biggest wins in advocacy come from persistent, credible, respectful engagement over time. Commissioners need to keep talking about VRE whenever they get a chance. That over time engagement can happen anywhere, anytime and does not just need to happen during Session. Now is the time to get started and make VRE part of the conversation. Commissioners are VRE's greatest advocates but VRE is not asking them to do it alone. VRE staff are ready to help in any way, including providing materials, talking points, data and graphics.

Chair Bagley stated that at the Operations Board Retreat, VRE staff shared some compelling videos and she encouraged Commissioners to reach out to VRE staff on these. Mr. Alcorn asked when VRE will run out of pandemic relief funding. Ms. Choe replied in FY 2028. Mr.

Alcorn asked about the timing of the 2030 plan costs. Ms. Choe stated that the 2030 service increases should hit about FY 2031. Mr. Alcorn stated that another reason to advocate for VRE is that it is his understanding that when pandemic relief funding runs out jurisdictional subsidies will double. And then when the 2030 plan kicks in, they could double again. Ms. Choe stated that VRE staff are updating those numbers and can provide them to Commissioners with next year's budget. Mr. Alcorn asked if there is any plan to get the Commonwealth to help with these operational costs. Ms. Choe stated that this is why it is so important to start advocating now for operational funding. Most funding VRE receives is for capital. The administration is aware of these needs. Mr. Alcorn stated that for Fairfax County it could mean going from $6 million to $18-20 million in subsidy annually. Chair Bagley noted that this is one reason why it's so important to advocate for all the transit systems as it is not just WMATA that needs funding. In response to a question from Mr. Srinivasan, Ms. Choe provided additional information about VRE funding, grants and fares. She extended an invitation to personally meet with Mr. Srinivasan to go over more information and give him a system tour. Mr. Storck noted that the majority of VRE riders are federal employees and receive a transit benefit to use for their commute. Chair Bagley also noted that one piece of the discussion should be parking in the District and whether to disincentivize parking with higher charges to encourage transit use.

Biennial State Budget Presentation. Chair Bagley reported that the state biennial budget finally wrapped up earlier this week. NVTC has been closely watching funding and other policy issues related to supporting WMATA as well as hoping to see some increase in funding for the local transit systems and VRE. There are also studies being done by DRPT and others in the state that look at some of the operational considerations for local bus systems, which NVTC is monitoring. She then introduced Executive Director Kate Mattice and Legislative Liaison Aimee Perron Seibert to give their presentation.

Ms. Mattice stated that the budget includes a $153 million General Fund transfer to support WMATA operating in FY 2027 for the state share (50%) to be spread over two years (FY 2027-2028). General Fund transfers are a temporary solution. For WMATA capital, there is now a Code requirement that NVTC jurisdictions collectively contribute $136 million annually beginning in FY 2029, growing 3% annually. The budget authorizes up to a 1% local option sales tax. In Planning District 8, these revenues could be used for school construction, public transportation or both, subject to referendum. Revenues may be used for other public transportation purposes (i.e., VRE, local bus) at local discretion.

Ms. Mattice stated that the budget also amends the WMATA 3% cap beginning in FY 2029 to focus on WMATA rail and bus unit-cost growth. It includes withholding provisions in FY 2027-2028 requiring WMATA to establish a new unit-cost growth calculation and reporting process.

Ms. Mattice noted that there are reporting provisions in the budget. She highlighted the following:

- DMV*Moves* Reporting: Requires a 20-year conceptual capital plan beginning June 30, 2027, financial plans for projects over $300 million and annual performance reporting.

- Efficiency Review: Directs DRPT to review WMATA's cost-savings and efficiency efforts; report due October 15, 2026.
- Rail Automation Withholding: Requires withholding 35% of state assistance in FY 2029 if WMATA does not approve a rail signaling and automation workforce transition plan. Beginning July 1, 2028, an automation-related reduction-in-force termination of a rail or bus operator triggers withholding in the following fiscal year.

Ms. Mattice also stated that there are several studies NVTC will be monitoring, including the Regional Bus Consolidation study directing DRPT to evaluate consolidating DASH, Fairfax Connector, ART and CUE into a unified regional bus system. The report is due December 15, 2026. The NVTC District Parking Tax study directs the Office of Intermodal Planning and Investment (OIPI) to study the feasibility and potential revenue of a tax on paid, nonresidential parking in NVTC jurisdictions. The report is due November 15, 2026. DRPT is also directed to identify transit-oriented development and funding opportunities around existing and proposed stations statewide and this report is due December 15, 2026.

Ms. Mattice stated that the region still needs long-term sustainable funding for NVTC jurisdictional commitments to WMATA operations especially after the two-year General Fund transfer; VRE capital and operations (post-COVID revenue depletion and for Long Bridge opening); and funding to support the local bus systems.

Ms. Mattice reported that HB 547 and SB 731 relate to labor costs of private companies providing public transportation services. There could be a fiscal impact to local transit agencies in Virginia as it could increase costs for a majority of those transit providers. DRPT will be studying this. This could play into future funding asks.

Legislative Liaison Aimee Perron Siebert thanked legislators and Commissioners who helped advocate for transit funding during the past General Assembly Session. The budget includes a short-term fix for transit funding, so it will be important to continue to advocate for a long-term solution for both operating and capital needs for all Northern Virginia transit systems.

Delegate Krizek thanked everyone for their lobbying efforts. He stated that the referendum option is a patch for a longer-term fix. Chair Bagley stated that it is an important step, but not a final step. Mr. Bierman expressed his hope that it truly is a patch because of the extraordinarily complex politics of coupling a way to provide for transit funding and a way to fund public school construction in the same referendum, which becomes a political disaster. He is not sure if a referendum like this would ever pass in Fairfax County. It will be important to find a different solution for transit funding.

Mr. Snyder stated that it will be important to work closely with the members of the Northern Virginia Delegation to help understand the dynamics in Richmond. He hopes NVTC uses the summer to have that dialogue and to seek a more comprehensive solution. Ms. Coffey stated that it is good that a short-term funding crisis has been adverted, but there are major challenges with the referendum option. Having a referendum pitting schools and transit against each other is so hard to navigate. Regarding timing, trying to put it on the 2026 election cycle does not allow time to have a conversation with the community in a thoughtful, thorough and intentional way. It needs to be a cohesive Northern Virginia message. She agreed that she hopes this is just a short-term patch.

Delegate Krizek stated that it is important for NVTC to spend the off-session giving legislators solutions and ideas. There are 140 General Assembly members with very few in leadership positions that represent Northern Virginia. He encouraged the region to speak with one voice. Mr. Letourneau stated that with respect to Delegate Krizek, the region spent a fair amount of time with certain members of the delegation over the past several years, including the Senate majority leader who served as a member of the SJ 28 Subcommittee. Mr. Letourneau noted that he personally had meetings with legislators, as did the WMATA general manager and the NVTC executive director. The issue is not that this region did not put time in at the front end; the issue is that it is challenging, there are competing interests, etc. He noted that the region will not give up and will do it all again next year. Mr. Letourneau stated that the Commission is grateful for all the work Delegate Krizek did as a budget conferee and they know that he did his very best on behalf of Northern Virginia. These comments are not directed at him, but at the process.

[Mr. Aguirre dropped off for the final time around 8:35 p.m. and did not reconnect.]

Chair Bagley stated that NVTC and its Commissioners are ready to put in the time again to continue to advocate for transit funding. This conversation crystalizes that it is an important measure but not the end. Delegate Reid stated that he is now the new chair of the House Appropriations Subcommittee on Transportation and Public Safety. He has already reached out to Kate Mattice and others to have discussions on what needs to happen next Session. To Delegate Krizek's point, it is important to understand the dynamics of Richmond, as well as the dynamics across the entire Commonwealth with competing interests. The Northern Virginia economy will either survive or deteriorate based upon transportation. That economy drives the entire economy of the Commonwealth.

Executive Director Wrap-Up

Ms. Mattice stated that the rest of the agenda includes written reports. She announced that Commissioners will receive the summer edition of the Executive Director Newsletter via email mid-July. NVTC doesn't publish a newsletter in August, so the summer edition captures an additional couple weeks of news. The newsletter will report out on NVTC's successful first NoVaTransit Talks webinar held on Friday, June 12, which focused on projects aimed at improving the experience of bus riders across the region.

Ms. Mattice also reported that at the July 2 WMATA Board meeting, the Board made some leadership changes. Joe McAndrews (MD) is the new WMATA Board chair, with Walter Alcorn (VA) as first vice chair and Tracy Hadden Loh (DC) as the second vice chair.

Ms. Mattice also provided a look ahead of NVTC activities and upcoming meetings through the fall. She reminded Commissioners that there is no August Commission meeting. Fall efforts include the 10th Anniversary of Commuter Choice, a Route 7 bus tour for Commissioners, executive director performance process, Transit Performance Report, 2026 Annual Report of the Performance and Condition of WMATA and 2027 Legislative Agendas. She also announced that the Joint NVTC-PRTC-VRE Legislative Forum is scheduled for Monday, December 14, 2026 at 8:30 a.m. at the George Mason University Schar School in Arlington.

Adjournment

Without objection, Chair Bagley adjourned the meeting at 8:50 p.m.

Approved this 3rd day of September 2026.

____
Sarah Bagley
Chair

____
Maureen Coffey
Secretary-Treasurer

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

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.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer

Attachment #2B

Action Item

Operations Board Meeting

AGENDA ITEM REPORT

To: Chair Bailey and the VRE Operations Board

From: Katie Choe

Date: July 17, 2026

Re: Recommend Endorsement of the VPRA CRISI Grant Application for the Manassas Line State of Good Repair Improvements Project and Authorization of Committed Match

RECOMMENDATION:

The VRE Operations Board is being asked to provide their endorsement of the Virginia Passenger Rail Authority (VPRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding application for the Manassas Line State of Good Repair Improvements Project and recommend the Commissions provide their endorsement and authorize the commitment of VRE funds towards the non-federal match requirement for the project.

SUMMARY:

On April 20, 2026, the Federal Railroad Administration issued a Notice of Funding Opportunity (NOFO) to solicit applications for the fiscal year (FY) 2025-2026 CRISI program. VPRA staff identified a comprehensive set of state of good repair (SGR) improvements to the Manassas Line for Amtrak Virginia and VRE operations. Replacement of a railroad bridge within the VRE Seminary Yard site is among the proposed SGR improvements. VRE has been asked to provide $2,733,400 in non-federal funds towards the project if the CRISI grant application is successful.

BACKGROUND INFORMATION:

The Manassas Line is a 23.5-mile shared freight and passenger rail corridor in Virginia that extends between Alexandria and Manassas. In 2024, VPRA purchased the Manassas Line from Norfolk Southern Corporation, making VPRA responsible for maintaining the corridor in a state of good repair to ensure safe and reliable rail operations. The Manassas Line State of Good Repair Improvements Project will support final design and construction to replace and rehabilitate components of the Manassas Line corridor that are deficient or approaching the end of their useful life.

Specific elements include replacement and resizing of culverts to allow for appropriate drainage; rehabilitation and replacement to improve bridge condition; replacement of communications and train control/signaling equipment to ensure compliance and safety performance; and track and surfacing improvements to maintain track condition. One of the bridges proposed for replacement is in the VRE Seminary Yard site, at Milepost 9.9 on the main rail corridor. VRE has identified this bridge replacement as a key component of planned rehabilitation and expansion efforts at Seminary Yard.

This project is critical to maintaining safe operations and reliable service for VPRA Amtrak Virginia and VRE passengers, as well as freight service, along the Manassas Line corridor. The estimated cost to design and construct the Seminary Yard bridge is $13,667,000; a minimum twenty percent non-federal match is required if the project is selected for CRISI funding. 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.

FISCAL IMPACT:

There is no immediate fiscal impact from this action. If the project is selected for CRISI grant funding, a formal amendment to the FY 2027 Operating and Capital Budget to reflect the commitment of the matching grant funds will be presented to the Operations Board in December 2027 for approval and referral to the Commissions. The bridge project will be added to the VRE FY 2028-2033 Capital Improvement Program, also for adoption in December 2027.

ATTACHMENTS:

Output Document (2026-189) - Pdf

RESOLUTION 26-07-9F
Regular Meeting
July 17, 2026

Virginia Railway Express
Operations Board

Recommend Endorsement of the VPRA CRISI Grant Application for the Manassas Line State of Good Repair Improvements Project and Authorization of Committed Match

ACTION: APPROVED

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 and,

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; and,

WHEREAS, the 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; and,

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;

NOW, THEREFORE, BE IT RESOLVED that the Virginia Railway Express Operations Board does herebyendorse the VPRA CRISI funding application for the Manassas Line State of Good Repair Improvements Project; and,

BE IT FURTHER RESOLVED that the Virginia Railway Express Operations Board does hereby recommend the Commissions provide their endorsement and authorize the commitment of $2,733,400 in VRE funds towards the non-federal match requirement for this project.

INTRODUCTION AND VOTE RECORD:

MOTION: Sonia Vasquez Luna
SECOND: Kenny Boddye

Ayes: Bagley, Bailey, Boddye, Holmes, Karantonis, McLaughlin, Mensing, Storck, Vasquez Luna, Yeung
Nays: None
Abstentions: None
Absent from Vote: Gordy, Hayes, Heizer, Stewart, Zimmerman

RESOLUTION 26-07-9F
Regular Meeting
July 17, 2026

I certify the foregoing resolution was APPROVED by the VRE Operations Board at a meeting on July 17, 2026, at which a quorum was present and voted.

____
Chief Executive Officer

____
VRE Operations Board Clerk

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

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.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer

Action Item

Operations Board Meeting
AGENDA ITEM REPORT

To: Chair Bailey and the VRE Operations Board

From: Katie Choe

Date: July 17, 2026

Re: Recommend a Resolution of Support and Authorization of an Application for the VRE Crossroads Administrative and Employee Welfare Building and Parking Lot Project to the Vanpool Alliance Funding Program

RECOMMENDATION:

The Virginia Railway Express (VRE) Operations Board is asked to support an application for construction funding for the Administrative and Employee Welfare (AEW) Building and Parking Lot at the Crossroads Maintenance and Storage Facility (MSF) to the Vanpool Alliance funding program to recommend the Commissions also support the project, authorize the VRE Chief Executive Officer to submit the application, on behalf of the Commissions, and execute all project funding agreements that may result from consideration of the project.

SUMMARY:

The Vanpool Alliance issued its 2026 Call for Projects to be funded with federal Section 5307 and 5339 funds generated by vanpool operations in the Northern Virginia region on March 31, 2026. VRE staff identified the Crossroads MSF AEW Building and Parking Lot as a candidate project. If authorized, Vanpool Alliance funding will be used for the construction phase of the project.

BACKGROUND INFORMATION:

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. The Vanpool Alliance program, officially named the Northern Virginia Vanpool Incentive Program, was established through a 2012 Memorandum of Understanding (MOU) between GWRC, PRTC, and NVTC. The MOU was amended and restated in 2017.

Vanpools enrolled in the Vanpool Alliance generate federal Section 5307 Urbanized Area formula funds and Section 5339 bus and bus facilities funds for GWRC, PRTC, and NVTC by reporting ridership and other data to Vanpool Alliance, which then reports the data to the National Transit Database (NTD). Funding generated by Vanpool Alliance is allocated to GWRC, PRTC, and NVTC, as outlined in the MOU between GWRC, PRTC, and NVTC. The GWRC Board is the governing body that determines how to further allocate GWRC's portion of funding to eligible projects benefiting the GWRC region.

Section 5307 funding is for transit capital projects and Section 5339 funding is for bus and bus facility projects. VRE is an eligible applicant for the Vanpool Alliance Section 5307 funds. An estimated $751,158 is available for VRE projects. Eligible projects must be "shovel-ready" and able to be obligated in a Federal Transit Administration (FTA) grant by January 15, 2027. While Section 5307 requires at 20 percent non-federal match, the Vanpool Alliance program will meet this local match requirement through soft match from Vanpool Alliance program capital costs. No match is required from VRE. A resolution of support from VRE's governing body is also required.

The Crossroads MSF AEW Building and Parking Lot Project will consolidate existing employee welfare functions in a new 7,532 square foot AEW building, including locker rooms, conference rooms, individual offices, and a kitchen. A permanent parking facility will also be constructed to serve the building. 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. Other committed funding for the project includes SMART SCALE and VRE federal formula funds and associated state/local match.

FISCAL IMPACT:

The submission of a grant application has no immediate fiscal impact. If the application for funding is accepted, a formal amendment to the FY 2027 Operating and Capital Budget to reflect the receipt of the Vanpool Alliance funds will be presented to the Operations Board in December 2026 for approval and referral to the Commissions.

ATTACHMENTS:

Output Document (2026-190) - Pdf

RESOLUTION 26-07-9G
Regular Meeting
July 17, 2026

Virginia Railway Express
Operations Board

Recommend a Resolution of Support and Authorization of an Application for the VRE Crossroads Administrative and Employee Welfare Building and Parking Lot Project to the Vanpool Alliance Funding Program

ACTION: APPROVED

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; and,

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

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

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

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;

NOW, THEREFORE, BE IT RESOLVED that the Virginia Railway Express Operations Board does hereby provide their support for an application for construction funding for the Crossroads MSF AEW Building and Parking Lot Project to the Vanpool Alliance funding program; and,

BE IT FURTHER RESOLVED that the Virginia Railway Express Operations Board does hereby recommend the Commissions also support the project, authorize the VRE Chief Executive Officer to submit the application, on behalf of the Commissions, and execute all project funding agreements that may result from consideration of the project.

INTRODUCTION AND VOTE RECORD:

MOTION: Sonia Vasquez Luna
SECOND: Jannan W. Holmes

RESOLUTION 26-07-9G
Regular Meeting
July 17, 2026

Ayes: Bagley, Bailey, Boddye, Holmes, Karantonis, McLaughlin, Mensing, Storck, Vasquez Luna, Yeung
Nays: None
Abstentions: None
Absent from Vote: Gordy, Hayes, Heizer, Stewart, Zimmerman

I certify the foregoing resolution was APPROVED by the VRE Operations Board at a meeting on July 17, 2026, at which a quorum was present and voted.

Katie J Choe

Chief Executive Officer

Lezlie M. Lamb

VRE Operations Board Clerk

Agenda Item #3

TO: Chair Bagley and NVTC Commissioners

FROM: Kate Mattice, Ann McGrane, Sophie Spiliotopoulos, Daniel Knickelbein and Jason Adle

DATE: August 27, 2026

SUBJECT: Presentations

At the September 3 meeting, the Commission will hear presentations on transit performance trends and ridership and Commuter Choice policy and scoring changes.

A. State of Northern Virginia's Transit

At the September 2026 meeting, Data Visualization Program Manager Sophie Spiliotopoulos will provide an update on transit performance and ridership during fiscal year 2026.

Focusing on the Northern Virginia transit providers – Arlington Transit (ART), City of Fairfax CUE, Alexandria DASH, Fairfax Connector, Loudoun County Transit, WMATA and VRE – the analysis looks back at transit ridership and service over the past fiscal year and beyond. The presentation highlights how today's transit riders are using existing services by analyzing ridership over time, the breakdown of transit use by mode and weekly transit trends.

Staff used publicly available ridership and service data from the DRPT Transit Performance Data Dashboard, ART Performance Dashboard, and Loudoun County Transit Ridership Dashboard to analyze these transit trends.

B. Commuter Choice Policy and Evaluation Criteria Changes

At the September 2026 meeting, Director of Programs and Policy Ann McGrane and Program Analyst Jason Adle will provide an overview of proposed changes to Commuter Choice policy and evaluation criteria.

Prior to the opening of each Commuter Choice application period, staff review existing policy and evaluation criteria for possible refinement. This summer, staff identified one policy change and several modifications to the evaluation criteria as part of that review. The proposed changes are summarized below and staff will provide an overview at the meeting. No action on these changes is requested in September, but the Commission will be asked to approve them at its October meeting. These proposed changes will also be presented to the Potomac and Rappahannock Transportation Commission (PRTC) in September and then October for action, as PRTC has joint approval authority over I-395/95 Commuter Choice.

- Proposed Commuter Choice Policy Change: Change the maximum funding award per project from a flat $20 million 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 increased as project costs have increased in 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**

- Proposed Commuter Choice Evaluation Criteria Changes: Modify the existing Accessibility and Equity criterion, remove the existing Diversion Mitigation criterion and replace with a new Safety scoring criterion, and update weighting to the Transportation Connections criterion.

NVTC staff propose three changes to how projects are scored during the evaluation process.

Change #1 – Accessibility and Equity

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.

<u>Change #2 – Diversion Mitigation</u>

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 travelled (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. Projects with no anticipated safety benefit would receive no score.

<u>Change #3 – Transportation Connections</u>

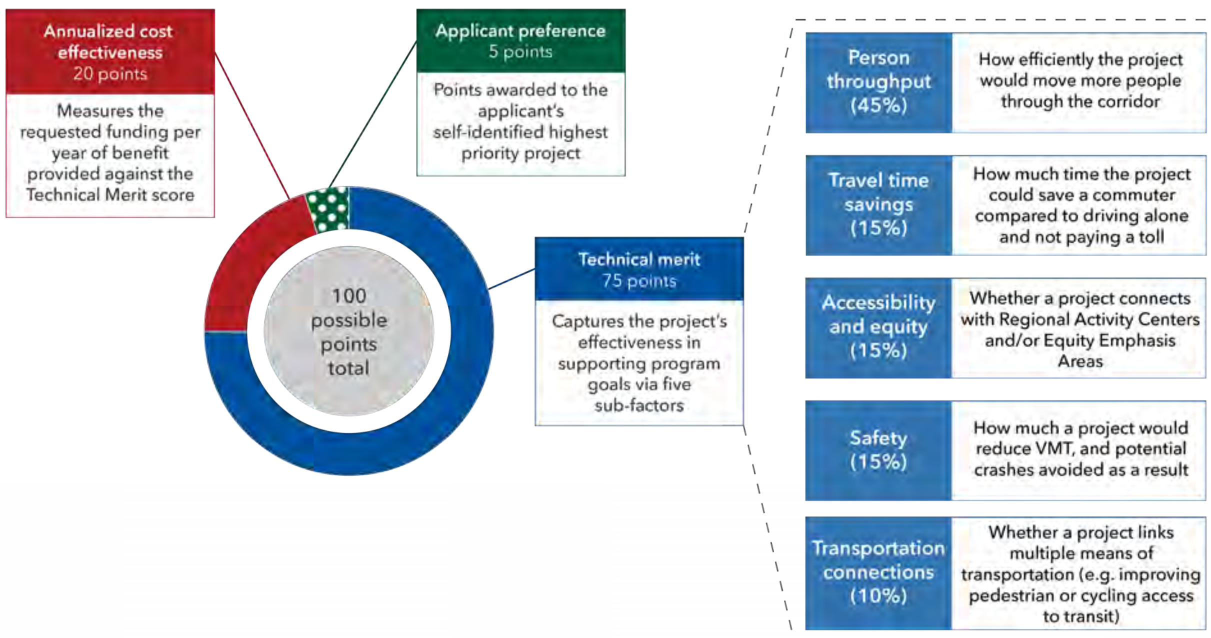
Finally, NVTC staff propose reallocating five points from the **Transportation Connections** criterion to the to-be-created Safety measure.

<u>Revised Evaluation Process</u>

The revised evaluation and scoring criteria would be as follows and is shown in Figure 1.

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%)
    e. Transportation Connections (10%)
2. Annualized Cost Effectiveness (20 Points) – *No changes*
3. Applicant Preference (5 Points) – *No changes*

Figure 1: Proposed Revised Commuter Choice Scoring Criteria



Source: NVTC

For reference, the current Commuter Choice evaluation criteria can be found in the Commuter Choice Recipient Handbook. After Commission action at the October meeting, 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.

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

At the September meeting, VRE CEO Katie Choe or her designee will update the Commission on recent VRE activities. The VRE CEO Report for August 2026 and the Minutes of the July 17, 2026 VRE Operations Board Meeting are attached.

- VRE FY 2028 Key Budget Issues (written update)

At the July 17 VRE Operations Board, VRE staff gave a presentation on key budget issues for the upcoming VRE FY 2028 Budget. This discussion was the first step in the annual budget process and offered Board members an opportunity to provide guidance and direction to staff in the preparation of the preliminary budget. It is anticipated that the Commission will hear a verbal presentation on the proposed budget later in the fall.

The timeline for adoption of the annual budget is described in the VRE Master Agreement and is structured to allow sufficient time for consideration by the Operations Board; public engagement as required on major policy decisions; adoption by the Commissions; and incorporation into the jurisdictions' annual budgets. The key milestones for the FY 2028 budget cycle include:

- **July 2026**: Discussion of Budget Key Issues (no formal action)
- **September 2026**: Preliminary Budget presented to Operations Board for referral to Commissions
- **October/November 2026**: Budget updates and discussion as required
- **December 2026**: Recommended Budget presented to the Operations Board for referral to the Commissions
- **January 2027**: Commissions adopt budget and forward to jurisdictions
- **Spring 2027**: Individual jurisdictional budget processes and appropriation of VRE subsidy
- **July 1, 2027**: Start of Fiscal Year 2028

The key budget issues for FY 2028 fall into two primary areas: first, policy decisions over which the Operations Board and Commissions have direct control, including operating funding sources and service priorities; and second, broader macroeconomic and cost factors that are outside of VRE's direct control, but which may have a material effect on VRE's overall budget. The primary policy issues for the Operations Board to consider involve setting fares and the jurisdictional subsidy level, modifying service levels, and evaluating staffing needs to maintain safe and effective delivery of service.

The primary issues facing VRE for the FY 2028 – FY 2033 Capital Improvement Program (CIP) center around programming full funding key capital projects necessary to deliver expanded service after the opening of the new Long Bridge. This includes prioritizing available federal formula funds and seeking discretionary grants from a wide range of potential partners, including USDOT, the Commonwealth of Virginia, the Northern Virginia Transportation Authority (NVTA), the regional Commuter Choice programs and other sources.

More details, including expanded information on the key budget issues, are provided in the attached VRE memorandum.

D. Department of Rail and Public Transportation Director Remarks

At the September 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 August 2026 Report to the Commonwealth Transportation Board highlighting state initiatives and programs revolving around the agency's strategic plan.

Attachment #3C

CEO REPORT

AUGUST 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 I AUGUST 2026

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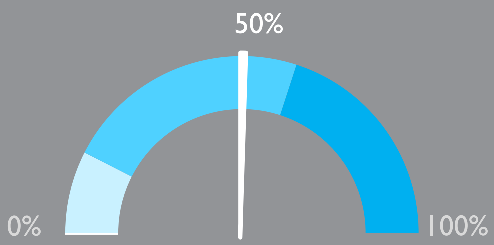
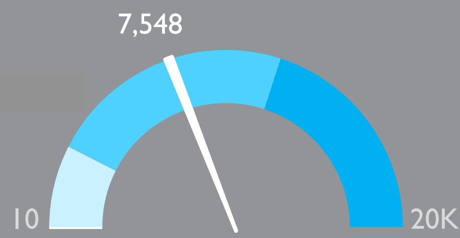
PERFORMANCE AT A GLANCE



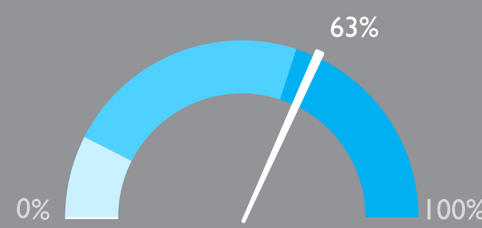
PARKING UTILIZATION

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



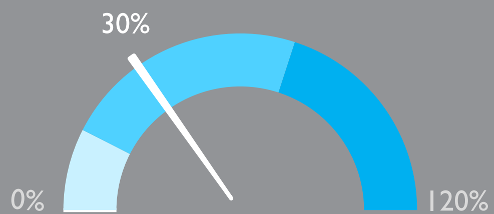
AVERAGE DAILY RIDERSHIP

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



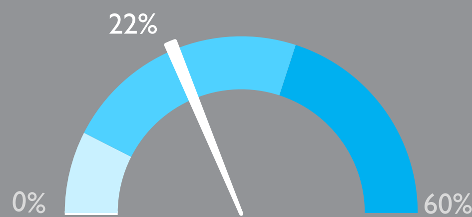
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 78%



SYSTEM CAPACITY

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



OPERATING RATIO

Through May 2026

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

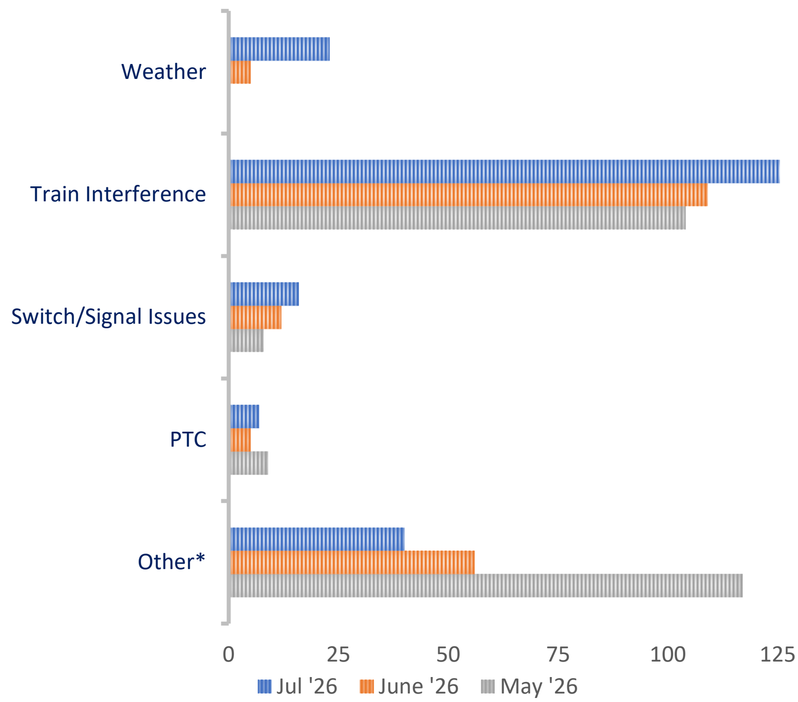
JULY 2026

ON-TIME PERFORMANCE

OUR RECORD

	July 2026	June 2026	July 2025
Manassas Line	59%	60%	73%
Fredericksburg Line	67%	76%	83%
Systemwide	63%	68%	78%

PRIMARY REASON FOR DELAY



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

VRE operated seven hundred and fourteen trains in the month of July. The on-time rate for the month was 63 percent.

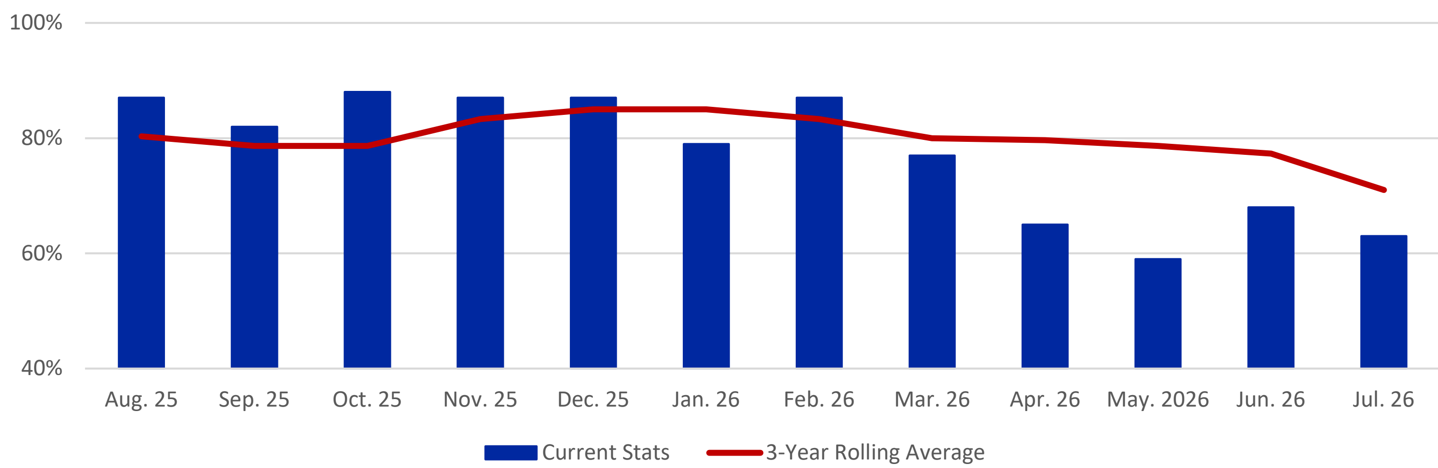
Two hundred and sixty trains arrived more than 5 minutes late to their final destinations. Of those late trains, 141 were on the Manassas Line (54 percent), and 116 were on the Fredericksburg Line (45 percent). The average delay was 17 minutes. 32 trains were more than 30 minutes late to their destination station.

LATE TRAINS

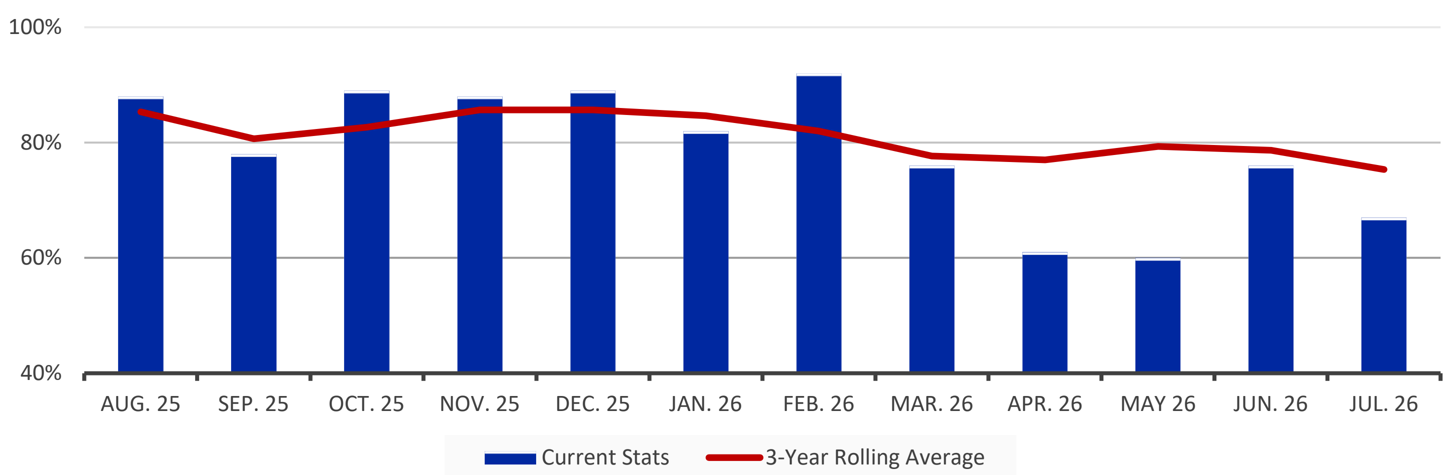
	System Wide			Fredericksburg Line			Manassas Line		
	May	Jun.	Jul.	May	Jun.	Jul.	May	Jun.	Jul.
Total late trains	238	186	260	118	71	116	120	115	141
Average minutes late	17	18	17	19	20	17	16	15	18
Number over 30 minutes	31	18	32	19	8	15	12	10	17
Heat restrictions	4	11	8	4	11	8	0	0	5

ON-TIME PERFORMANCE

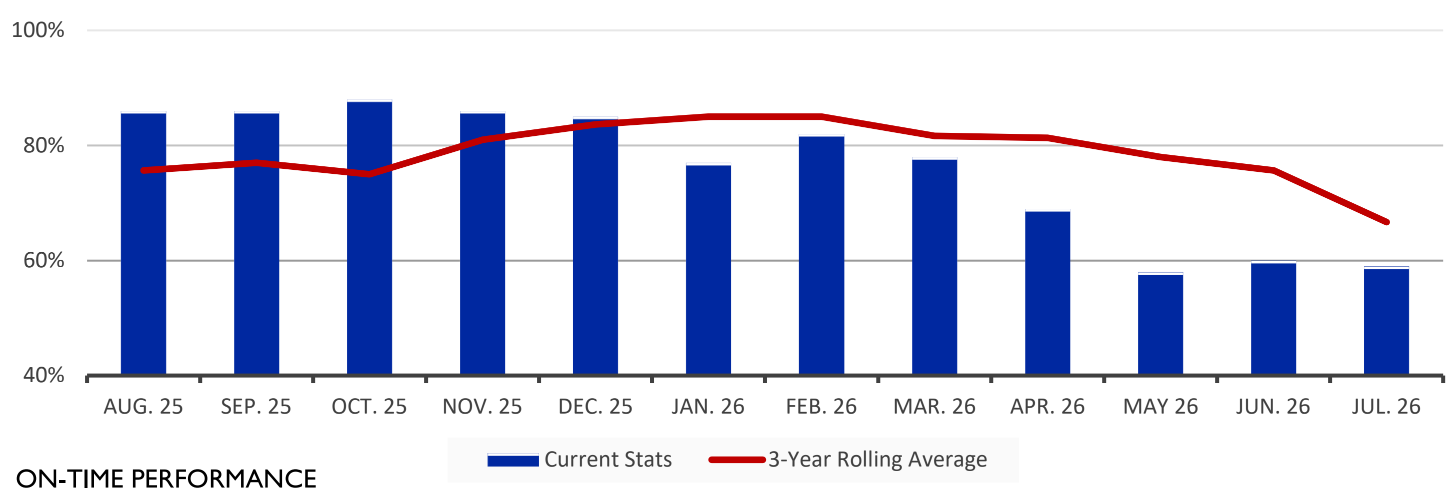
VRE SYSTEM



FREDERICKSBURG LINE

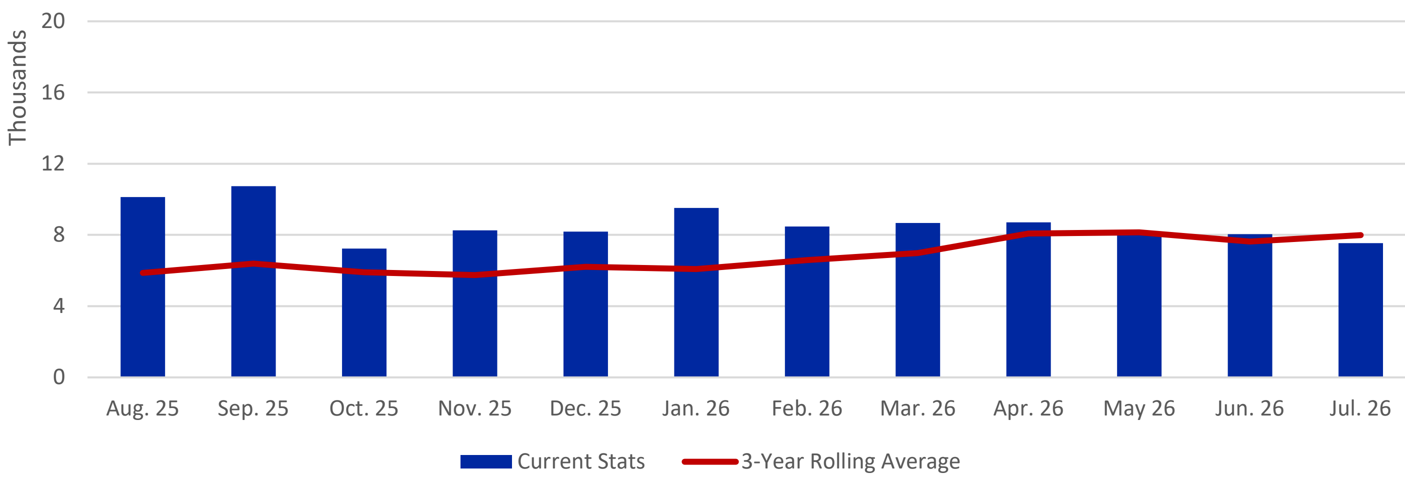


MANASSAS LINE

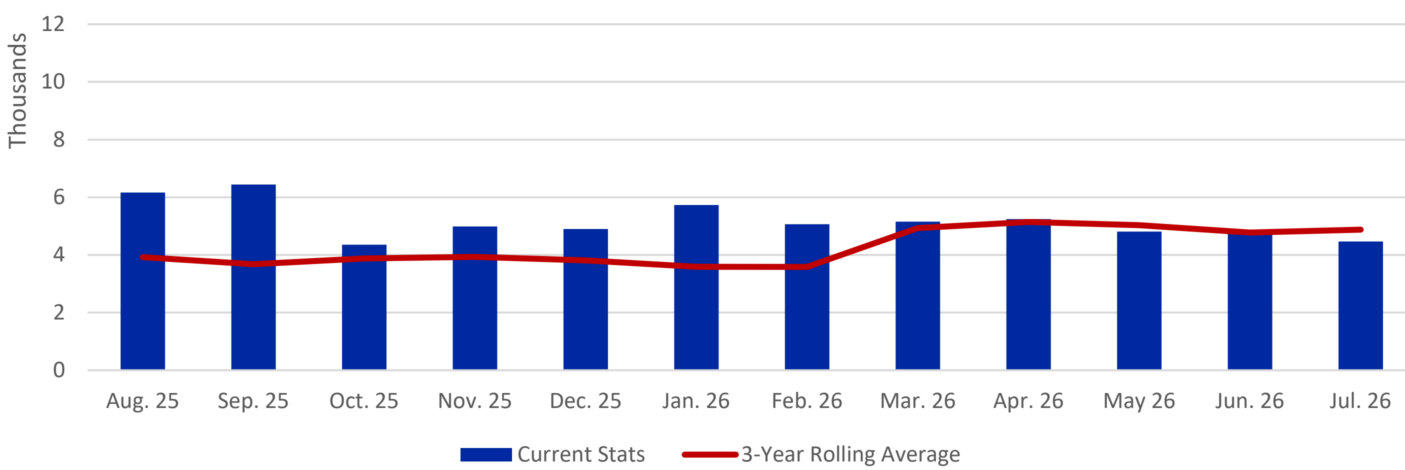


AVERAGE DAILY RIDERSHIP

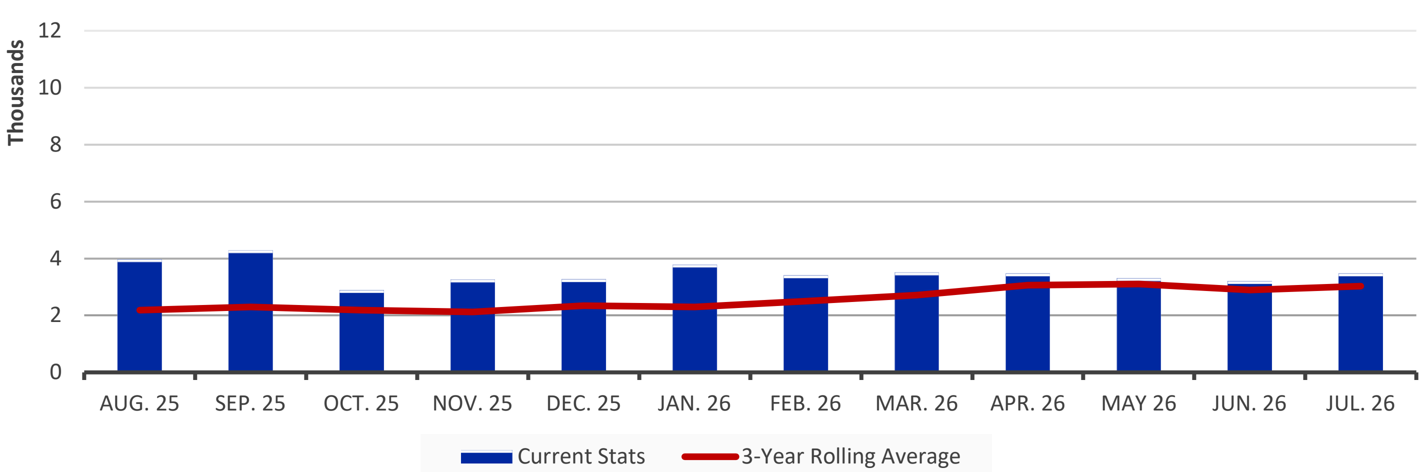
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE

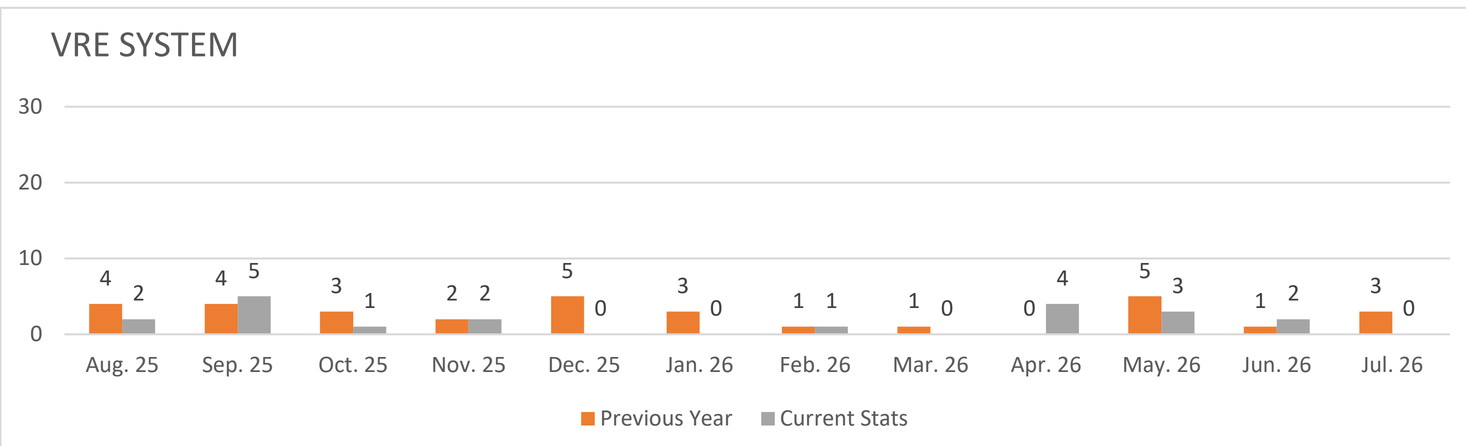


RIDERSHIP UPDATES

Average daily ridership for the month was 7,548. There were 23 service days.

	July 2026	June 2026	July 2025
Monthly Ridership	173,605	168,937	237,363
Average Daily Ridership	7,548	8,045	10,789
Bicycles on Trains	1,400	1,400	1,632
Full-Service Days	22	15	22
"S" Service Days	1	6	0

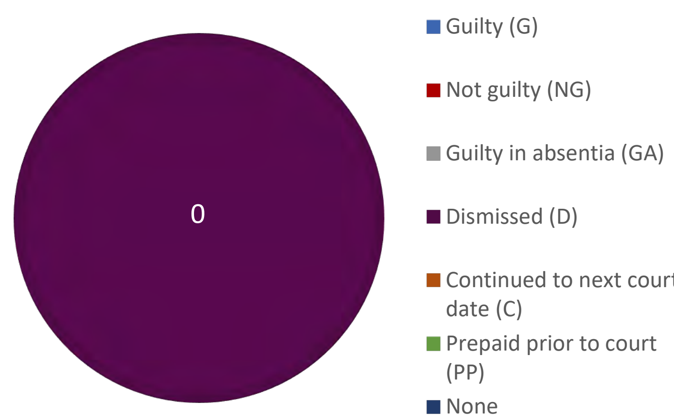
SUMMONSES ISSUED



SUMMONSES WAIVED OUTSIDE OF COURT

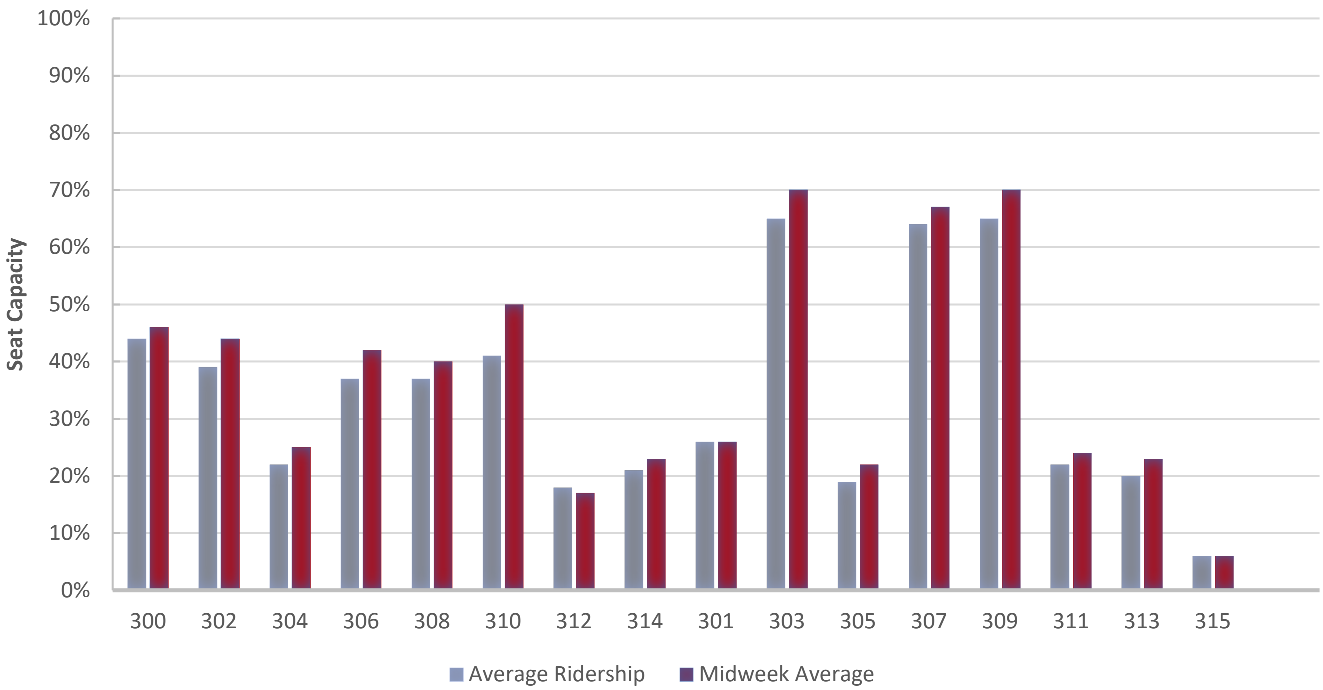
Reason for Waiver	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	1
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	1

MONTHLY SUMMONSES COURT ACTION

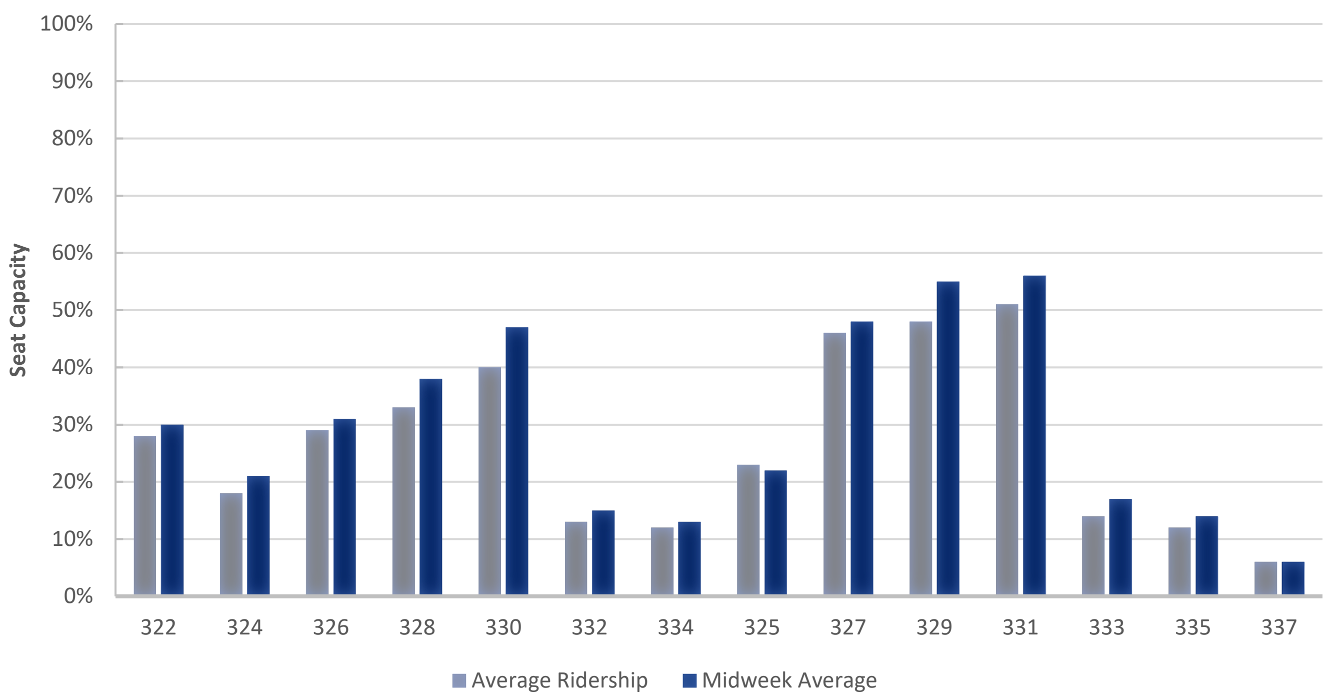


TRAIN UTILIZATION

FREDERICKSBURG LINE

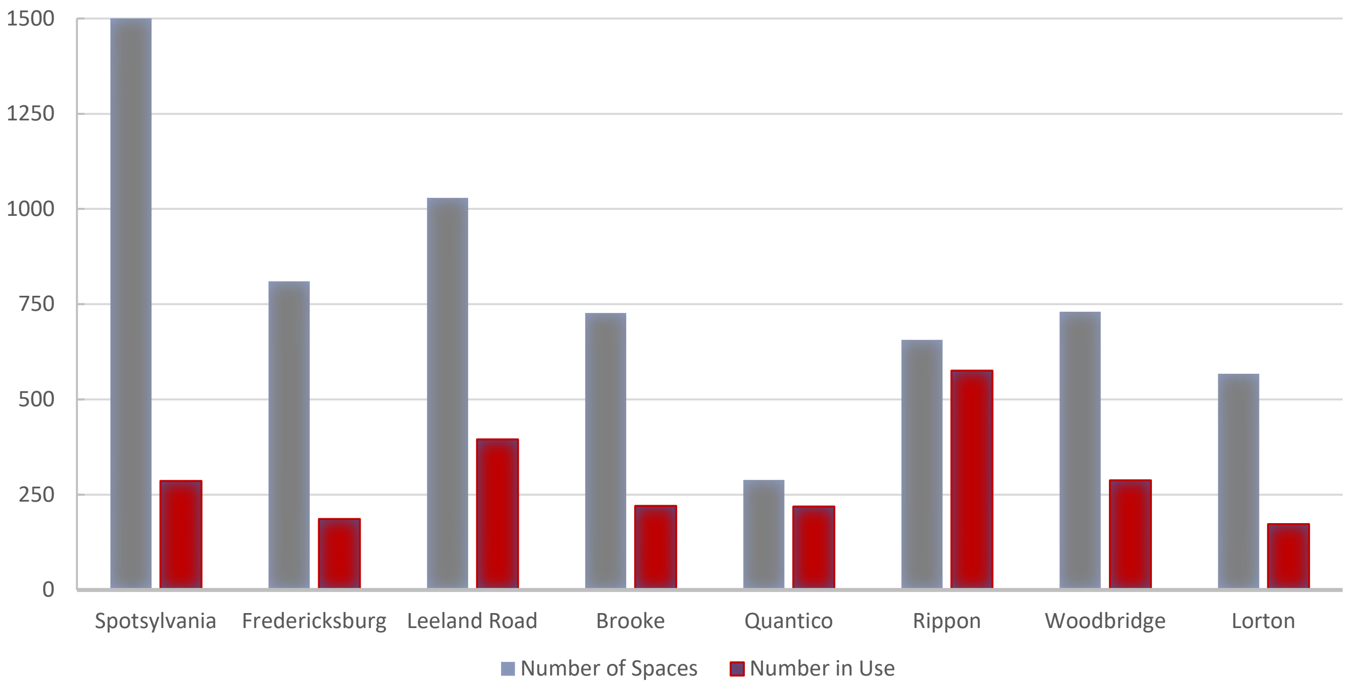


MANASSAS LINE

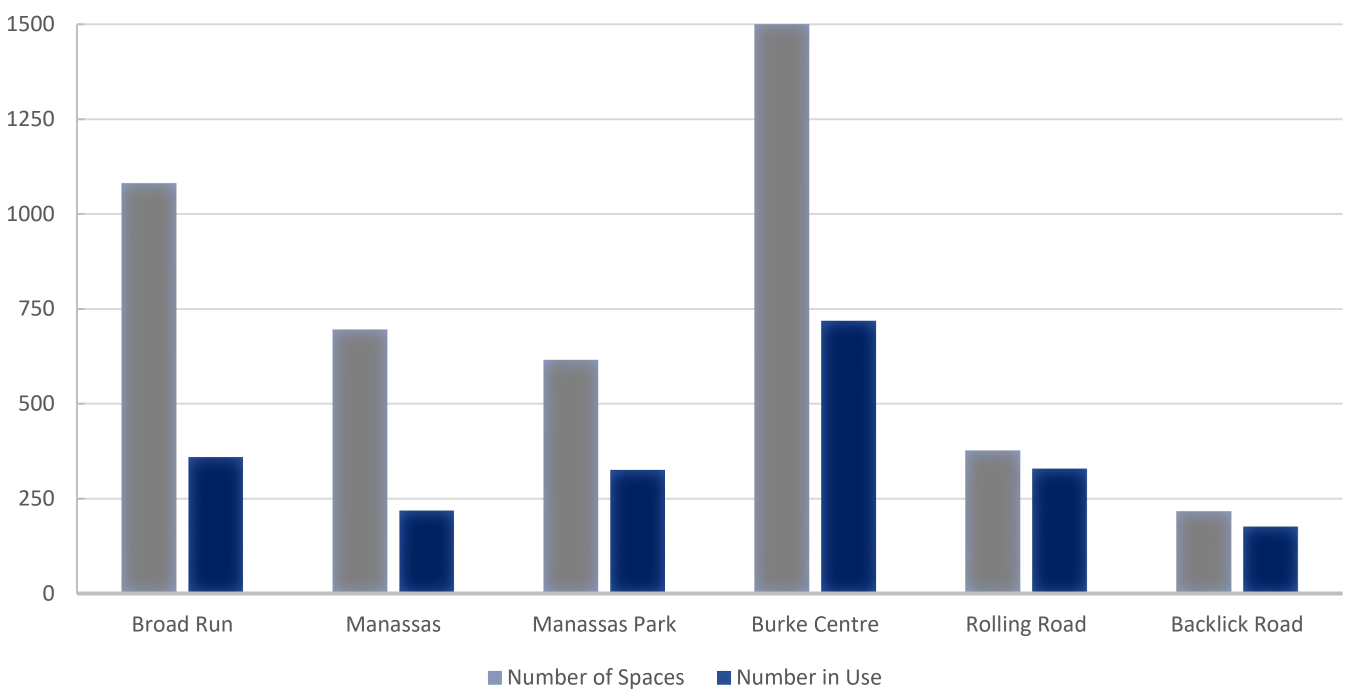


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Repairs to steel guardrails and handrails at Crystal City station
2. Construction of temporary platforms at Lorton 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 fire alarm panel at Manassas station parking garage
7. Painting of Manassas station and parking garage
8. Repairs to platform concrete at multiple stations
9. Replacement of emergency generator transfer switch at Alexandria Headquarters
10. Replacement of multiple HVAC units at Alexandria Headquarters

Projects scheduled to be initiated this quarter:

1. Construction of temporary platforms at Crystal City station
2. Rehabilitation of various elements of Rippon station
3. Painting of Brooke station
4. Repairs to steel guardrails and handrails at Manassas station
5. Restriping of Manassas station parking garage
6. Replacement of various signage at Manassas station parking garage

Ongoing projects:

1. Modernization of elevator at Woodbridge station parking garage

2. Installation of parking count loop systems at multiple stations
3. Replacement of emergency generator at Alexandria Headquarters
4. Repairs to platform lighting at multiple stations

UPCOMING PROCUREMENTS

1. Locomotive exterior painting services
2. Safety and security consulting services
3. Modernization of the Woodbridge station parking garage elevator
4. Final design services for phase 2 of the Seminary maintenance and storage facility
5. Construction management services for the Crossroads maintenance and storage facility administrative and employee welfare building and employee parking lot project
6. Construction of the Broad Run expansion project
7. Rehabilitation of wheelsets and traction motor assemblies for VRE rolling stock
8. Construction management oversight services for the L'Enfant station and 4th track improvements project
9. Repair and overhaul of rolling stock air brake equipment
10. TRIP client computers
11. Delivery of lubricating oil
12. Rehabilitation of locomotive truck assemblies

CAPITAL PROJECTS UPDATE (*MAINTENANCE & STORAGE*)

Project Name	Project Description	tl	Budget	Monthly Project Notes
Broad Run Maintenance and Storage Facility (MSF) Expansion	Expansion of the MSF will support increased Manassas Line service. Enhancements will include new storage tracks for additional rolling stock and reconstruction of the station platform and crew buildings.	Final Design	$ 100,133,891.00	VRE executed a contract with Progress Rail Services Corporation for the advanced procurement of special trackwork materials and issued a Notice to Proceed effective June 29th. Earlier this week the boundary line adjustment plat for the two existing PRTC/NVTC parcels was executed as part of the first step in recorded property actions with Prince William County for the project.
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	Spotsylvania County's review of the revised combined site permit package is ongoing. VRE continues to coordinate with the County as needed during the review process.
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	VRE finalized acquisition of the Seminary Maintenance and Storage Facilty (MSF) property from VPRA on June 29th. The design team is actively addressing VRE review comments on the final conceptual design phase deliverables, with the objective of closing out the task order by the end of July.

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	The last of the jump spans have been installed. This will allow construction of the new abutments to take place with limited impact to vehicular, rail and pedestrian traffic. Execavation beneath the jump spans is underway. The temporary platform along Track 1 is completed and in service, and the southern temporary pedestrian crossing is completed and in service. This will provided increased flexibility for train operations as work progresses.

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	Draft 30% design and cost estimate development are underway, with an over-the-shoulder review scheduled for late July 2026.
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	Stakeholder comments have been received on the Draft IFB package, and comment resolution is underway. License to use adjacent property for contractor laydown space has been secured. County comments on the site plan adminsitrative change package have been received and are being addressed. Revised administrative change package, and South Entrance CEP to submitted to County by end of July. County Civil Engineering Plan package for north entrance has been approved. The contract for Construction Management Services has been executed and Notice to Proceed issued. Construction Manager has completed initial review of the project documents.
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	Stakeholder review of the updated drawing package has been completed, and consultant responses to review comments are underway. The permit resubmittal package is being finalized.
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	HDR and the VRE design team held a productive Facilities Design Working Group meeting to review the draft 30% design, resulting in comprehensive comments and recommendations to support design refinement. The formal 30% design milestone deliverables were received on July 2, 2026. VRE also kicked off PMC support for the project, focused on schedule integration and technical review.

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	Completed the internal draft 60% design review, with an Over-the-Shoulder review session scheduled for July 9, 2026. In parallel, the CM/GC proposal evaluations and interviews were completed on June 29, 2026, and contract negotiations are underway, with Board authorization to award the preconstruction services contract targeted for July 17, 2026. VRE also secured Concept Approval from the CFA.
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, July 17, 2026
8855 Lorton Rd. Lorton, VA 22079

The Operations Board Meeting of the Virginia Railway Express was called to order on Friday, July 17, 2026, at 9:00 AM, at 8855 Lorton Rd. Lorton, VA 22079, with the following individuals present:

PRESENT:	Immediate Past Chair Sarah Bagley, Chair Andrea Bailey, Treasurer Jannan Holmes, 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, and Alternate Kenny Boddye
EXCUSED:	Alternate James Bierman, Secretary Lori Hayes, Board Member Rachna Sizemore Heizer, Board Member Tom Gordy, Board Member George T. Stewart, Board Member Mariia Zimmerman, Alternate Canek Aguirre, Alternate Victor Angry, Alternate Maureen Coffey, Alternate Maya P. Guy, Alternate Will Mackintosh, Alternate Darryl Moore, and Alternate Ralph Smith
STAFF:	VRE Staff: Trinette Broussard, Katie Choe, MinhChau Corr, LaShonda Dalcour, John Duque, Anaya Farah, Sarah Higgins, Eric Johnson, Chris Kocher, Lezlie Lamb, Lindsey Martin, Richard Orr, Dallas Richards, Mark Schofield, Dagmawie Shikurye, Brittany Sumpter Others: Kate Mattice, NVTC; Karen Mills, PWC; Joe Stainsby, PRTC

1. Pledge of Allegiance

2. Roll Call

3. Safety Moment

4. Approval of Agenda

A. Approval of the agenda as presented.

1-2026
Vice Chair Daniel G. Storck made a motion to approve the *July 17, 2026 Meeting Agenda*. Immediate Past Chair Sarah Bagley seconded the motion. Quorum Not Met unanimously.

5. Approval of Previous Minutes

A. Motion to Approve the Minutes from the June 26, 2026 VRE Operations Board Meeting

2-2026

Immediate Past Chair Sarah Bagley made a motion to approve the *June 26, 2026 VRE Operations Board Meeting Minutes*. Board Member Takis Karantonis seconded the motion. Carried unanimously.

6. Chair's Comments

Chair Bailey thanked Vice Chair Storck for hosting this meeting. She noted that the Audit and Executive Committees had met earlier and announced that the Finance Committee would meet immediately after the board meeting. The Chair thanked those who attended last month's board retreat, which she characterized as a productive and engaging session that generated ideas to guide the Board over the next several months. She also thanked CEO Katie Choe for attending the Prince William County Board of Supervisors meeting on Tuesday, July 14, and for presenting on VRE's work throughout the county as part of a mobility work session.

Chair Bailey offered congratulations to VRE on receiving a BUILD grant award of $25 million for L'Enfant Station and Fourth Track Improvements. As previously mentioned, this project is the final piece of the puzzle to expand capacity on Northern Virginia's rail corridor, improving congestion for all rail users—VRE, Amtrak, and freight—and enabling expanded VRE service over the next several years.

Finally, the Chair reminded the Board and other attendees that there will be no meeting in August, and the Operations Board will next meet on September 18th.

7. Chief Executive Officer's Report

VRE Chief Executive Officer reported on the following topics:

Momentum for the Future

VRE ran two trains to DC on the afternoon of July 4th: One Fredericksburg Line train that was sold out and one Manassas Line train that was nearly sold out. VRE Staff volunteered to assist with boarding and aiding passengers, both at origination stations and at the conclusion of the evening's fireworks in DC. VRE conducted a survey of the Fireworks Train riders, who rated VRE 8.75 on a scale of 1 to 10.

Staff attended the annual APTA Rail conference and Commuter Rail Coalition Board meeting in early July

VRE hosted a delegation from the Korean National Railroad to benchmark Transit Oriented Development.

Registration is now open for the 6th Annual Tour de VRE, scheduled for October.

Challenges of Today

Ms. Choe reviewed ridership trends and on-time performance.

Investing in the Transition

VRE is requesting Board authorization to: replace locomotive PTC antennas, issue a solicitation for rehabilitation of locomotive truck assemblies, issue a task order for track *improvements at VRE's Seminary Maintenance and Storage Facility, endorse VPRA's CRISI grant application for Manassas Line improvements, issue a task order to build a temporary platform with lighting at the Crystal City station in preparation for other construction; and execute a contract for CM/GC preconstruction services for the L'Enfant Station and Fourth Track Improvements Project.*

8. Virginia Railway Express Riders' and Public Comment

No members of the public were in attendance, and no electronic comments were received.

9. Action Items

A. **Authorization to Issue a *Maintenance Services for VRE Facilities* Task Order for Crystal City Station Temporary Platforms and Lighting**

3-2026

Board Member Takis Karantonis made a motion to authorize the VRE Chief Executive Officer to issue a task order under the *Maintenance Services for VRE Facilities Contract* for *Crystal City Station Temporary Platforms and Lighting*. Alternate Kenny Boddye seconded the motion. Carried unanimously.

B. **Authorization to Issue a *Train Operations and Maintenance Services* Task Order for Seminary Maintenance and Storage Facility Phase 1B Track Improvements**

4-2026

Treasurer Jannan Holmes made a motion to authorize the VRE Chief Executive Officer to Issue a task order under the *Train Operations and Maintenance Services Contract* for *Seminary Maintenance and Storage Facility Phase 1B Track Improvements.* At-Large Sonia Vasquez Luna seconded the motion. Carried unanimously.

C. **Authorization to Execute a Preconstruction Services Contract for the Construction Manager/General Contractor Delivery of the *L'Enfant Station and Fourth Track Improvements Project***

5-2026

At-Large Sonia Vasquez Luna made a motion to authorize the VRE Chief Executive Officer to execute a *Preconstruction Services Contract for the Construction Manager/General Contractor Delivery of the L'Enfant Station and Fourth Track Improvements Project.* Alternate Kenny Boddye seconded the motion. Carried unanimously.

D. **Authorization to Issue an Invitation for Bids (IFB) for the *Rehabilitation of Locomotive Truck Assemblies***

6-2026

Alternate Kenny Boddye made a motion to authorize the VRE Chief Executive Officer to issue an Invitation for Bids for the *Rehabilitation of Locomotive Truck Assemblies.* Treasurer Jannan Holmes seconded the motion. Carried unanimously.

E. **Authorization to Execute a Sole Source Contract for *Global Navigation Satellite System Antennas for VRE Locomotives***

7-2026
Member Dr. Pamela Yeung made a motion to authorize the VRE Chief Executive Officer to execute a sole source contract for *Global Navigation Satellite System Antennas for VRE Locomotives*. Alternate Kenny Boddye seconded the motion. Carried unanimously.

F. **Recommend Endorsement of the VPRA CRISI Grant Application for the Manassas Line State of Good Repair Improvements Project and Authorization of Committed Match**

8-2026
At-Large Sonia Vasquez Luna made a motion to endorse the VPRA CRISI grant application for the Manassas Line Station of Good Repair Improvements Project and recommend that the Commissions provide their endorsement and authorize commitment of VRE Funds towards the non-federal match requirement for the project. Alternate Kenny Boddye seconded the motion. Carried unanimously.

G. **Recommend a Resolution of Support and Authorization of an Application for the *VRE Crossroads Administrative and Employee Welfare Building and Parking Lot Project* to the Vanpool Alliance Funding Program**

9-2026
At-Large Sonia Vasquez Luna made a motion to support an application for construction funding for the Administrative and Employee Welfare Building and Parking Lot at the Crossroads Maintenance Facility to the Vanpool Alliance funding program; and, to recommend the Commissions also support the project, authorize the VRE Chief Executive Officer to submit the application on behalf of the Commissions, and execute all project funding agreements that may result from consideration of the project. Treasurer Jannan Holmes seconded the motion. Carried unanimously.

10. Information Items

A. ***Spending Authority Report***

The Spending Authority Report for June is publicly available for review.

B. ***Fiscal Year 2028 Budget Key Issues***

VRE's Chief Financial Officer Mark Schofield presented key issues for the development of the upcoming FY 2028 budget. Mr. Schofield reviewed the timeline for the adoption of each year's budget to allow sufficient time for consideration, public engagement, adoption by the Commissions, and incorporation in the jurisdictions' annual budgets.
The primary policy issues for the Board to consider involve setting fares and jurisdictional subsidy level, modifying service levels, and evaluation of staff needs to maintain safe and effective service. As related to the FY 2028 budget process, these issues include.

- Pandemic Relief Funding and Potential Future Sources of Funding

- Jurisdictional Subsidy
- Passenger Fares
- Weekday and Weekend Service Levels

Primary cost-related issues for the Board to consider in the operating budget involve VRE's major contractual relationships, inflationary effects on costs, and insurance costs. As related to the FY 2028 budget process, these issues include.

- Diesel Fuel Costs
- Insurance coverage
- Current and future staffing needs
- Software and Information Technology requirements

The FY 2028 - FY 2033 Capital Improvement Program centers on programming full funding of key capital projects necessary to deliver expanded service after the new Long Bridge opens. These include:

- The Broad Run Lead Track project construction on the Manassas Line
- Remaining commitments under the Manassas Line Funding Agreement with VPRA
- Phase 2 construction at Seminary Yard
- Expansion of the Crossroads Maintenance and Storage Facility
- Crossovers and potential second platforms at certain stations (in collaboration with VPRA)
- Potential cost increases on the 21 new railcars currently on order (in response to tariffs and design changes)
- Potential leasing of locomotives for initial service expansion.

11. Closed Session (no Closed Session was held.)

12. Operations Board Member's Time

Dr. Yeung stated that she plans to meet with General Assembly Legislators to discuss school-related issues and will make a point of mentioning VRE funding. She also asked that VRE staff produce marketing materials that can be integrated into her district's and the county's websites.

Ms. Bagley reflected on riding the CSX America 250 train and enjoyed the opportunity to show off the Alexandria project. She also announced that the George Washington Trail detour is open and offers a great view of the Long Bridge project.

Mr. Boddye thanked the Board for opportunity to serve as an alternate.

Executive Director Mattice wishes everyone a safe and healthy summer and also mentioned that VRE Founding Board Member and former Fairfax County Supervisor is authoring a book about VRE.

Ms. Mensing thanked Ms. Choe for her offer to come speak to the Manassas Park City Council and for her response to a complaint about the railroad crossing gates near the station.

Mr. Karantonis expressed his interest in having Ms. Choe speak at an Arlington County Board meeting.

Ms. Vasquez urged attendees to stay indoors whenever possible during the air quality event. She continues to advocate for weekend service.

Ms. Holmes is excited about service expansion, especially weekend service. She stated she will continue to speak to her delegate about VRE funding.

Mr. Storck stated he was happy to host the Operations Board meeting, explaining that the new building was located on part of the DC Workhouse and Reformatory site. He provided some history of the adjoining area and described points of interest, including the Suffragist Memorial.

Chair Bailey thanked Supervisor Storck again for hosting the meeting and for explaining the site's history.

13. Adjournment

The meeting adjourned at 11:17 a.m.

____
Chief Executive Officer

____
Board Clerk

Information Item

Operations Board Meeting

AGENDA ITEM REPORT

To: Chair Bailey and the VRE Operations Board

From: Katie Choe

Date: July 17, 2026

Re: Fiscal Year 2028 Budget Key Issues

SUMMARY:

Staff will present key issues for the upcoming VRE Fiscal Year (FY) 2028 budget. This discussion is the first step in the annual budget process and offers Board members an opportunity to provide guidance and direction to staff.

BACKGROUND INFORMATION:

Budget Timeline:

The timeline for the adoption of each year's operating and capital budget is described in the VRE Master Agreement and is structured to allow sufficient time for consideration by the Operations Board; public engagement as required on major policy decisions; adoption by the Commissions; and incorporation into the jurisdictions' annual budgets.

The major milestones for the FY 2028 budget cycle include:

- **July 2026**: Discussion of Budget Key Issues (no formal action)
- **September 2026**: Preliminary Budget presented to Operations Board for referral to Commissions
- **October/November 2026**: Budget updates and discussion as required
- **December 2026**: Recommended Budget presented to Operations Board for referral to Commissions
- **January 2027**: Commissions adopt budget and forward to jurisdictions.
- **Spring 2027**: Individual jurisdictional budget processes and appropriation of VRE subsidy

The key issues for the FY 2028 budget can be divided into two main areas:

- **Policy decisions** over which the Operations Board and the Commissions have direct control, including funding sources and future service priorities
- Broader **macroeconomic or cost factors** that are outside of VRE's direct control, but which have a material effect on VRE's projected revenues and expenses

The primary policy issues for the Board to consider involve setting fares and the jurisdictional subsidy level, modifying service levels, and evaluation of staffing needs to maintain safe and effective delivery of service.

- **Pandemic Relief Funding Update and Potential Future Sources of Funding**: VRE staff will update on the remaining pandemic relief funds as of the end of FY 2026 and a projection of when those funds will be exhausted. Pandemic funds have been utilized to offset jurisdictional subsidies, defer increases in passenger fares, and supplement decreases in overall passenger revenue due to reduced ridership.
- **Jurisdictional Subsidy**: The total jurisdictional subsidy contribution was approved at $19.8 million in FY 2026 and held unchanged at that level for FY 2027. The subsidy currently accounts for approximately 19% of the approved operating budget. Over time, jurisdictional subsidy increases have not kept pace with cost and inflationary pressures. The allocation of the subsidy among the jurisdictions has also shifted as ridership patterns have changed. In FY 2028, VRE must determine an appropriate jurisdictional subsidy as part of the broader funding of the organization.
- **Passenger Fares**: VRE fares were increased 5% in FY 2027, and the previous increase was 5% for FY 2025. VRE's past policy was to increase fares every other year, approximately in line with inflation, and to alternate those fare increases with subsidy increases. However, some Board members have previously expressed interest in increasing fares more aggressively to compensate for cost inflation. VRE staff will solicit Board member feedback on fares, and staff will then present a preliminary recommendation for any potential increase in fares as part of the Preliminary Budget in September.
- **Weekday and Weekend Service Levels**: Weekend service is not included in the current FY 2027 budget. However, VRE is aggressively exploring options – both operationally and financially – to introduce limited weekend service in the near-term (well before completion of Long Bridge) and also looking at potential ways to increase off-peak weekday service. If these explorations and negotiations are successful, the costs and revenues of these additional services could be reflected in both an amended FY 2027 budget and the proposed FY 2028 budget.

The primary cost-related issues for the Board to consider in the operating budget involve VRE's major contractual relationships, inflationary effects on costs, and the costs of insurance in the commuter rail industry.

- **Diesel Fuel**: For several years, VRE has enjoyed relatively low diesel fuel costs, averaging under $3.00/gallon for most of the past decade. However, recent international events have had a dramatic impact on pricing, with costs rising as high as $4.65/gallon in March 2026. Uncertainty regarding global economic conditions and ongoing conflict with Iran make predicting future diesel fuel costs challenging. VRE will continue to use all available fuel hedging options and work with our fuel consultant to determine the appropriate cost projection for the FY 2028 budget.
- **Software and Information Technology**: Over time, the technological requirements to provide safe and reliable VRE service have increased. Since FY 2021, the costs of VRE's Information Technology needs has more than doubled. Cybersecurity, staffing, software, development support and communications costs have been the primary drivers of this increase. As part of the FY 2028 budget, staff will perform a full review of all software and information technological needs, with an eye towards future requirements.
- **Staffing**: VRE has always operated as a lean agency, with a relatively low full-time equivalent (FTE) count for the size and scope of VRE's operations and responsibility. As the needs of the agency continue to grow, and as VRE looks at expanding service and becoming a regional rail system, the staffing needs of this transition need to be explored. VRE staff will look at current needs and near-term future needs for planned service expansions, new and updated facilities and equipment maintenance requirements, and information technology needs, as well as

customer service and support staff needs, and will present preliminary projections for adding FTEs in FY 2028 (and potentially as part of the Amended FY 2027 budget).

- **Insurance**: VRE has a range of required insurance coverages, including liability, property, auto, terrorism and cybersecurity. Costs for this suite of insurance have risen sharply over the past decade, from $3.9 million in FY 2017 to a projected $9.5 million in FY 2027, representing approximately 9% of the total VRE operating budget. For liability insurance in particular, the available market is small, and VRE – along with most other U.S. commuter railroads – is contractually obligated to carry insurance coverage that exceeds actuarially required levels. Staff will continue to explore strategies to mitigate these costs in FY 2028 and beyond.

The primary issues facing VRE for the FY 2028 – FY 2033 Capital Improvement Program (CIP) center around programming full funding key capital projects necessary to deliver expanded service after the opening of the new Long Bridge. This includes (a) prioritizing available federal formula funds and (b) seeking discretionary grants from a wide range of potential partners, including USDOT, the Commonwealth of Virginia, the Northern Virginia Transportation Authority (NVTA), the regional Commuter Choice programs, and other sources. The notable investment decisions and grant applications to be addressed include, but are not limited to:

- Construction of the Broad Run Lead Track on the Manassas Line (funding for engineering and design has already been secured)
- The remaining payments to VPRA under the Manassas Line Funding Agreement for the commuter rail operating easement on the Manassas Line (following successful closing on the other three property acquisitions under that agreement)
- Phase 2 construction activities at Seminary Yard
- Future planned expansion of the Crossroads Maintenance and Storage Facility following completion of the employee parking lot and AEW building
- In conjunction with VPRA, investments in crossovers and potential second platforms at certain stations, particularly on the Manassas Line, to improve capacity and fluidity in the corridor.
- Potential cost increases on the 21 new railcars currently on order with Alstom in response to tariffs and other design changes.
- Potential leasing of locomotives to provide supplemental capacity during major offsite rehabilitation efforts and to support initial post-Long Bridge service expansion.

COMMONWEALTH of VIRGINIA

Mariia Zimmerman
Director

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Virginia Relay Center
800-828-1120 (TDD)

TO: Chair Bagley and NVTC Commissioners

FROM: Mariia Zimmerman, Director

DATE: August 27, 2026

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

This month, in addition to sharing the Directors Report from the July CTB Meeting, I also wanted to share with you my quarterly Director's Report that went out to our Partner's, Colleagues, and Members of the Public on August 17. In addition to those updates, I wanted to share the following items:

The **September Commonwealth Transportation Board** (CTB) meeting will include several transit-related presentations, including the Transit Service Delivery Advisory Group (TSDAC) recommended policy changes for the **Making Efficient and Responsible Investments in Transit (MERIT) formula** and **Transit Ridership Incentive Programs**. Public comment on those policy changes are being accepted via our website through September 18. We will also be presenting our annual certification that WMATA complied with all 2018 dedicated funding requirements, and updates to the CTB WMATA Policy to streamline requirements and incorporate 2026 legislative changes.

Please consider registering for the **Governor's Transportation Conference** to be held in Richmond, October 13-15 via https://virginiagtc.org/.

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.

Attachment #3D

DRPT Monthly
Director's Report

August 2026

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Growing Ridership & Building Connections

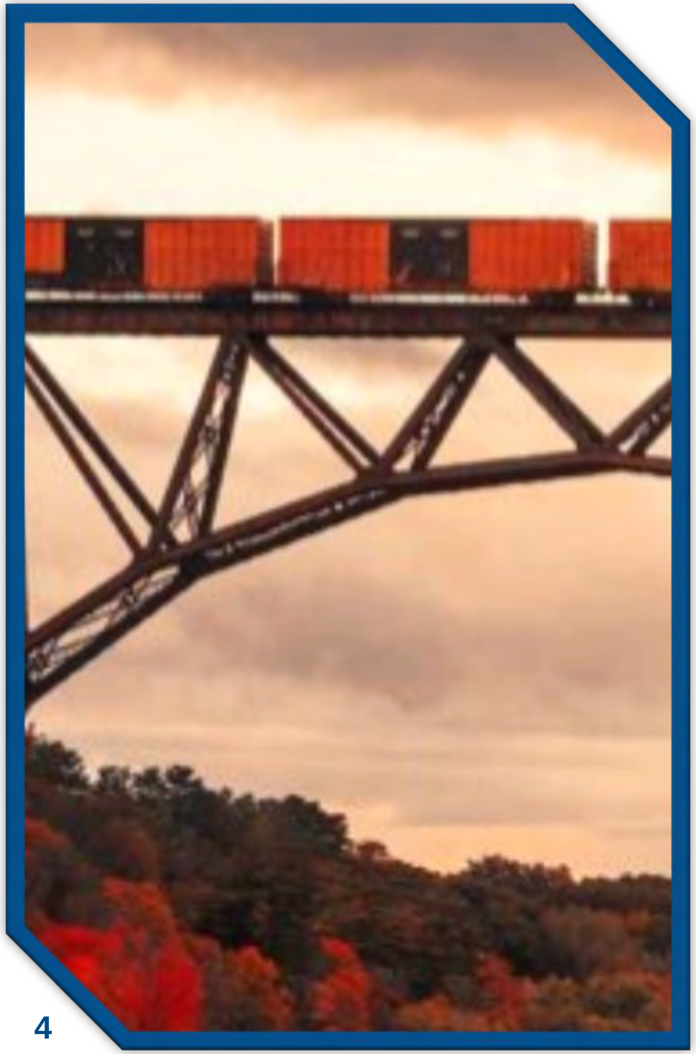
- **Statewide Transit Ridership**
  - May 2026 Transit Ridership was 13.6 million, a slight increase over May 2025. See slide **11** for more details
- **Virginia Breeze Ridership**
  - May 2026 Virginia Breeze ridership was 5,826, an increase of 11% over May 2025. See slide **13** for more details
- **Industry Engagement**
  - On July 23, Director Zimmerman spoke before Women's Transportation Seminar Hampton Roads Chapter at their scholarship fundraiser, benefiting the next generation of women pursuing careers in transportation
  - On July 28, Director Zimmerman was a panelist at the Northern Virginia Transportation Alliance Policymaker Breakfast, alongside Katie Choe, VRE CEO, and Walter Alcorn, Fairfax County Supervisor and WMATA Board member
  - On July 28, DRPT hosted a webinar for new and returning grant recipients, ensuring grant recipients are able to effectively manage and receive DRPT funding
  - On August 13, Director Zimmerman moderated a CEO roundtable at the annual Community Transportation Association of Virginia Conference and Expo, discussing transit capital and operating challenges and opportunities

Celebrating our Partners
Milestones from across the Commonwealth

- **Arlington Transit- Moving Affordability Forward**
  - In July, ART became the first NOVA regional partner to accept Metro Lift on its routes, giving eligible riders 50% off fares; saving riders $21,000 this year.
- **Northern Virginia Transportation Authority- Connecting the Community on Planning**
  - On July 23, NVTA held an open house to hear from the public regarding TransAction, Northern Virginia's long-range multimodal transportation plan
- **Central Virginia Transportation Planning Organization- Seeking Public Input**
  - The CVTPO has released a public survey seeking input regarding future transportation investments across the Lynchburg region
- **Virginia Railway Express-Launched #VREMakes Cents Campaign**
  - VRE launched its #VREMakesCents campaign, encouraging commuters and their families to ride the rail in order to cut down travel, fuel, and parking expenses

Celebrating our Partners

Milestones from across the Commonwealth



- **DASH-Service Changes Coming**
  - Alexandria's DASH will be expanding service on Line 32 & implementing its North Old Town Circulator Bus Stop rebalancing effort
- **WMATA-Breaking Ridership Records**
  - More than 866,000 people rode Metrobus or rail on July 4^{th} weekend, with more than 120,000 trips coming after midnight
- **VRE Completes Purchase of Seminary Yard in Alexandria**
  - VRE purchased the former freight yard in Alexandria, just south of the Alexandria Amtrak station, allowing for mid-day storage of VRE trains in Virginia

Advancing Accessibility

Celebrating the 36th Anniversary of the ADA

- **DRPT + Coordinating Council On Access and Mobility Technical Assistance-Transportation Access Workshop**
  - On July 29, DRPT held a workshop dedicated to developing measures of progress regarding accessibility
  - Transit Agencies, private companies, planning commissions, and more came together to strategize on making transit reliable, safe, accessible, and affordable
  - Director Zimmerman spoke on the importance of Paratransit and recent funding increases for accessible transit overall
- **Amtrak-Stations for All**
  - On July 24, Amtrak launched a partnership with Be My Eyes, connecting blind and low-vision customers with station staff to provide real-time assistance and wayfinding support
  - Amtrak has brought 163 stations up to ADA compliance, while designing plans to ensure remaining stations are brought up to code

Transit Serving Our Troops
Hampton Roads Transit: Base Express

- The fare-free Base Express has exceeded its initial goal to serve 26,000 passengers since launching in December 2022
- Over 188,000 passengers have used the Base Express to navigate Naval Station Norfolk, keeping personnel, veterans, visitors, and service members connected and moving
- Base Express is funded through a TRIP grant from DRPT

Transforming Rail in Virginia

Virginia Passenger Rail Authority Project Updates

- **Long Bridge Project**
  - On the North Package, the contractor continues work on support-of excavation and foundation elements for the future rail bridges over Ohio Dr SW and Maine Ave SW. Traffic shifts have occurred at Maine Ave to enable continued work on the rail bridge foundations.
  - On the South Package, crews are constructing the abutments for the future Potomac River rail bridge on both the Virginia and D.C. sides of the river. A detour of the Mt. Vernon Trail went into effect in mid-July that enlarges the work zone for the new rail bridge.
- **New River Valley Passenger Rail Project**
  - Concrete pouring continues for the passenger platform sidewalls and base – 525 linear feet has been poured to-date, out of 960 feet total. VPRA anticipates the service extension to the New River Valley to occur in the second half of 2027.
- **Richmond Layover Facility**
  - The U.S. Department of Transportation awarded a $25M BUILD grant to VPRA to complete design and construction of the Richmond Layover Facility. The project will construct an overnight layover facility at Fulton Yard in Richmond; it will include three storage tracks and a maintenance pit for servicing trains. This grant secures full funding for this project that is needed in order to expand Amtrak rail service upon completion of Phase 1 and Phase 2 TRV Projects.

State Rail Initiatives

DRPT Rail Update

- **Rail Crossing Elimination and Relocation in Harrisonburg**
  - DRPT staff will attend the 2nd Stakeholder Meeting for an FRA Rail Crossing Elimination-funded study on September 5. The City of Harrisonburg and Rockingham County are conducting a feasibility study of relocating 3.1 miles of Norfolk Southern rail line to eliminate 10 highway and 9 pedestrian crossings near JMU and downtown Harrisonburg
- **FRA Hi-Rail on Buckingham Branch Railroad's Piedmont Division**
  - Staff from the Federal Railroad Administration visited Buckingham Branch Railroad. Buckingham Branch is replacing rail ties with funding from an FRA CRISI grant, with matching funds provided by DRPT's Rail Preservation Fund
- **Statewide Rail Plan**
  - DRPT will host a Statewide Rail Plan public meeting on September 8th
  - Register Here----

Ongoing Transit Studies
Monthly Study Update

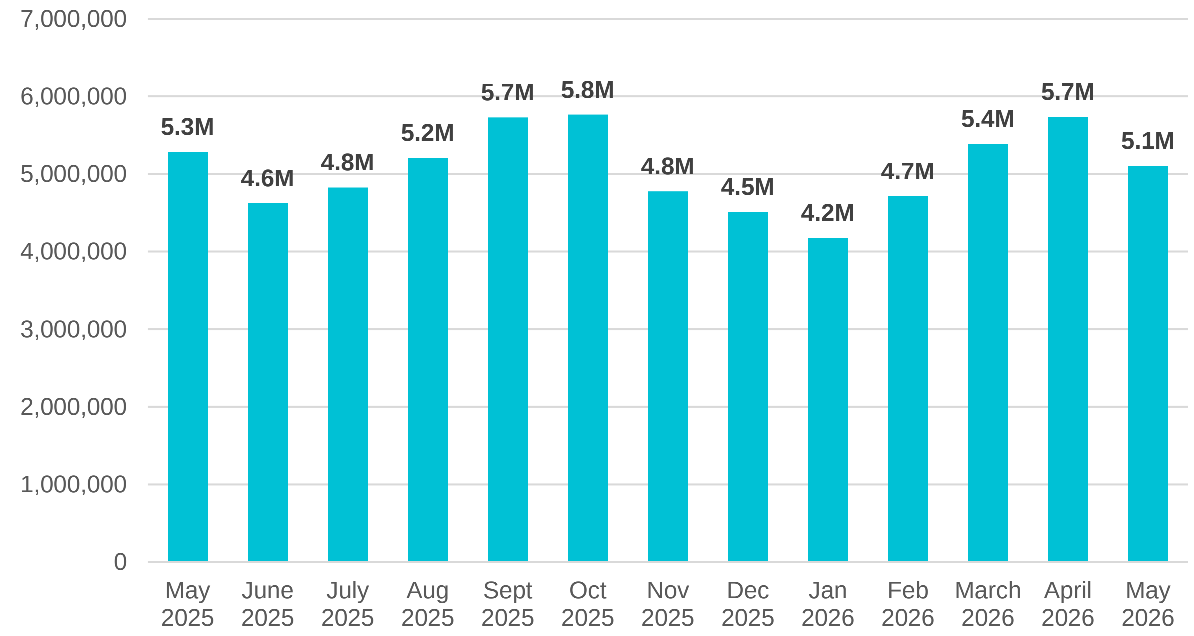
- **Statewide Transit-Oriented Development Study**
  - DRPT has kicked off the study with data gathering; DRPT has begun public engagement with stakeholders and partners
- **Equivalent Compensation Labor Study**
  - The work group met on July 27 and August 24, and data requests have been sent out
- **HJ28 Hampton Roads Transit Regional Needs Study**
  - DRPT anticipates that the joint subcommittee will meet for the first time in September
- **Northern Virginia Bus Transit Consolidation Study**
  - DRPT staff and consultants are engaging with the individual transit agencies included in the scope of the study
- **Virginia Breeze Study**
  - DRPT staff has kicked off work, beginning with a review of the Virginia Breeze's financials

Performance Measures

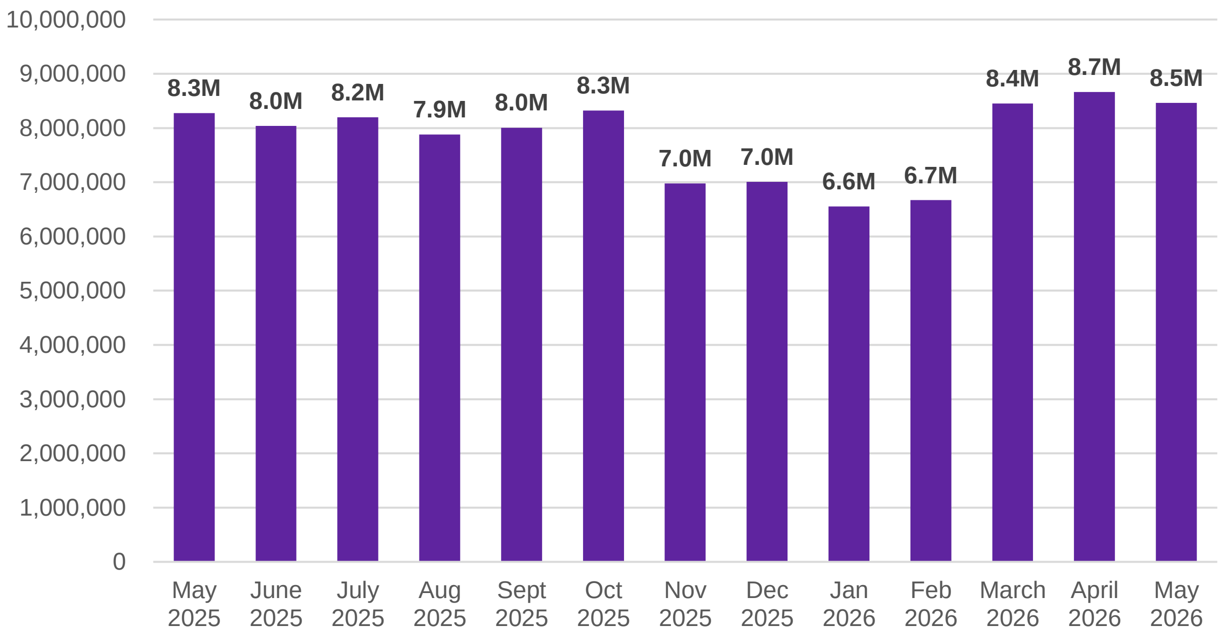
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Statewide Transit Ridership

Statewide Transit Ridership – May 2025 to May 2026



Virginia Agencies (incl. VRE)

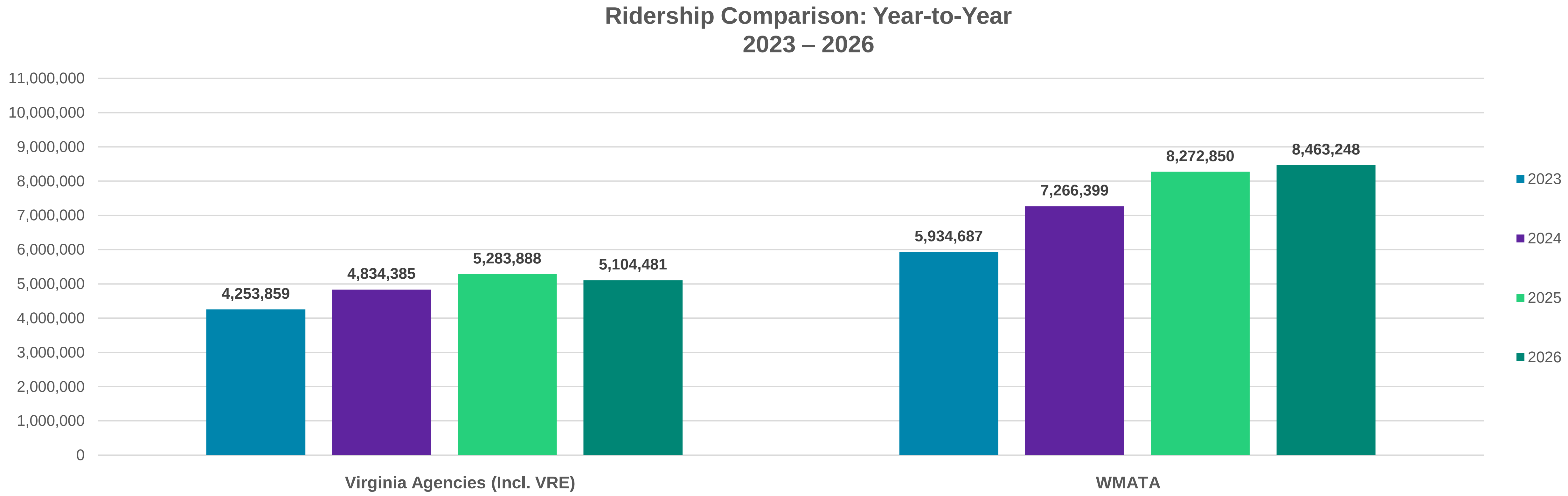


WMATA

Agencies	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	April 2026	May 2026	Total*
Virginia Agencies	5,283,888	4,624,290	4,826,487	5,208,249	5,729,123	5,765,456	4,774,932	4,513,370	4,175,539	4,715,787	5,387,585	5,739,226	5,104,481	60,564,525
WMATA	8,272,850	8,038,628	8,197,440	7,877,904	8,005,759	8,320,907	6,977,427	7,005,271	6,551,481	6,668,660	8,449,361	8,661,623	8,463,248	93,217,709
Total	**13,556,738**	**12,662,918**	**13,023,927**	**13,086,153**	**13,734,882**	**14,086,363**	**11,752,359**	**11,518,641**	**10,727,020**	**11,384,447**	**13,836,946**	**14,400,849**	**13,567,729**	**153,782,234**

**Last 12 Months*

Statewide Ridership Comparison: May Year-to-Year



Mode	2023	2024	2025	2026	2026 vs 2023	2026 vs 2024	2026 vs 2025
Virginia Agencies	4,253,859	4,834,385	5,283,888	5,104,481	20%	6%	-3%
WMATA	5,934,687	7,266,399	8,272,850	8,463,248	43%	16%	2%
Total	**10,188,546**	**12,100,784**	**13,556,738**	**13,567,729**	**33%**	**12%**	**0%**

Virginia Breeze Ridership – May

In May 2026, ridership on VA Breeze routes totaled 5,826 which was:

- 134% higher than original estimates, and
- 11% higher than May 2025

In May 2026, the VA Breeze contributed to a reduction of 221 metric tons of CO_2 equivalent emissions.

<u>Valley Flyer</u>:

- Ridership – 10% higher than May 2025
- Farebox Rev. – 5% higher than May 2025

<u>Piedmont Express</u>:

- Ridership – 6% higher than May 2025
- Farebox Rev. – 2% higher than May 2025

<u>Capital Connector</u>:

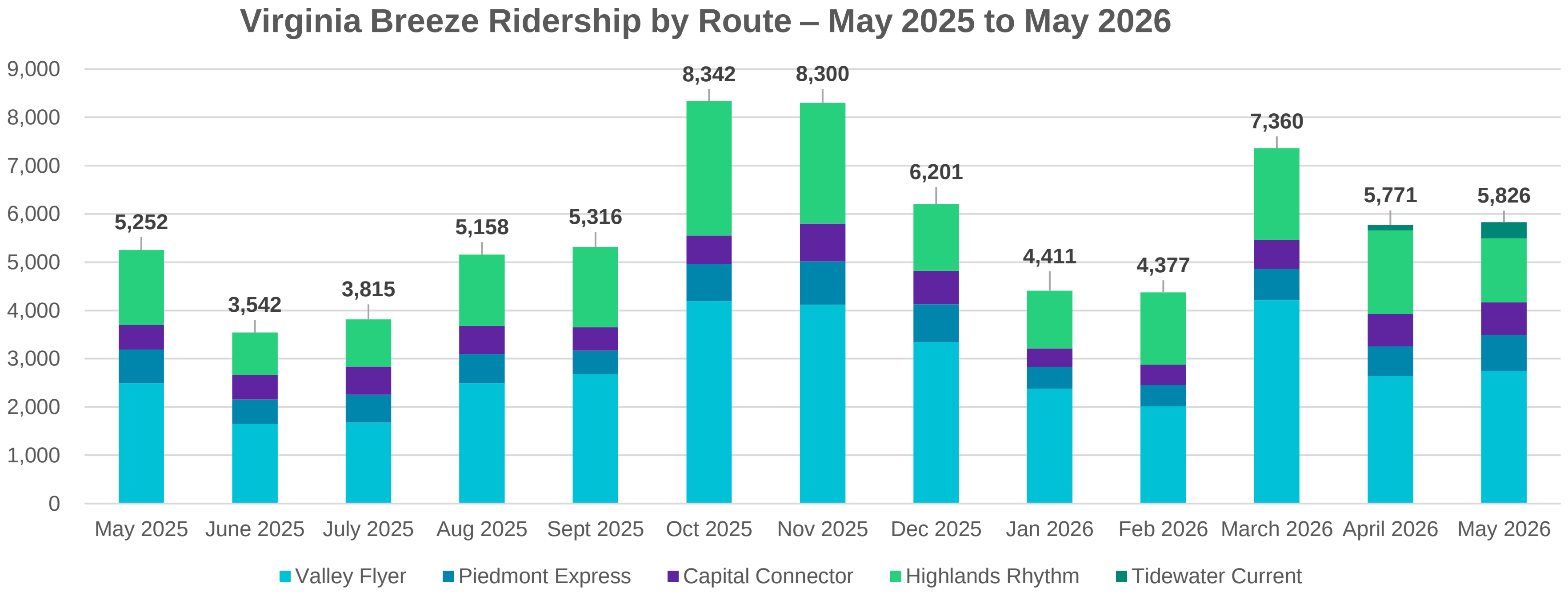
- Ridership – 33% higher than May 2025
- Farebox Rev. – 37% higher than May 2025

<u>Highlands Rhythm:</u>

- Ridership – 15% lower than May 2025
- Farebox Rev – 16% lower than May 2025

<u>Tidewater Current:</u>

- Ridership – N/A
- Farebox Rev – N/A



Route	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	April 2026	May 2026	Total*
Valley Flyer	2,489	1,655	1,675	2,493	2,676	4,189	4,124	3,344	2,377	2,012	4,211	2,645	2,746	34,147
Piedmont Express	702	499	577	606	490	767	895	781	451	440	650	609	744	7,509
Capital Connector	508	504	585	581	484	598	778	694	389	424	602	670	676	6,985
Highlands Rhythm	1,553	884	978	1,478	1,666	2,788	2,503	1,382	1,194	1,501	1,897	1,734	1,325	19,330
Tidewater Current	-	-	-	-	-	-	-	-	-	-	-	113	335	448
All Routes	**5,252**	**3,542**	**3,815**	**5,158**	**5,316**	**8,342**	**8,300**	**6,201**	**4,411**	**4,377**	**7,360**	**5,771**	**5,826**	**68,419**

**Last 12 Months*

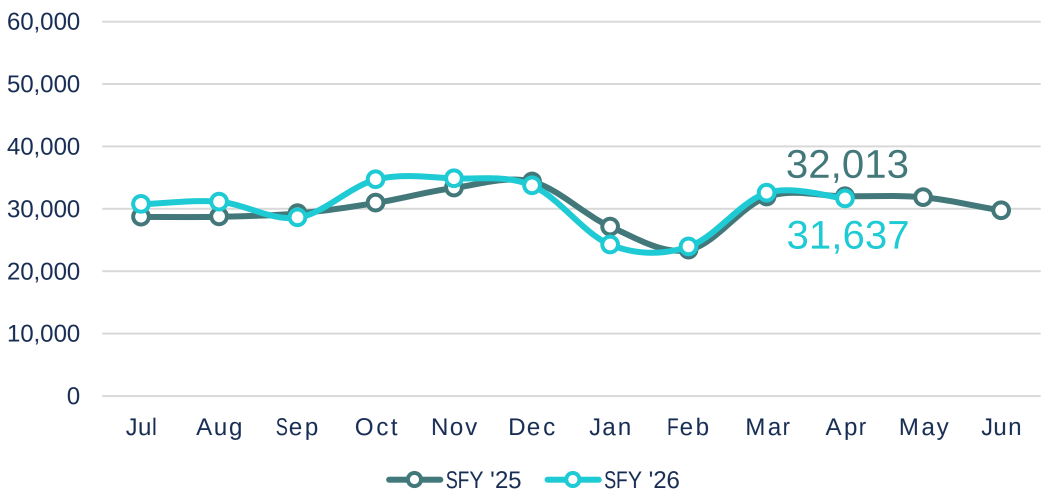
Virginia-Supported Monthly Amtrak Ridership SFY '26 vs. SFY '25

Newport News route recorded highest monthly ridership.

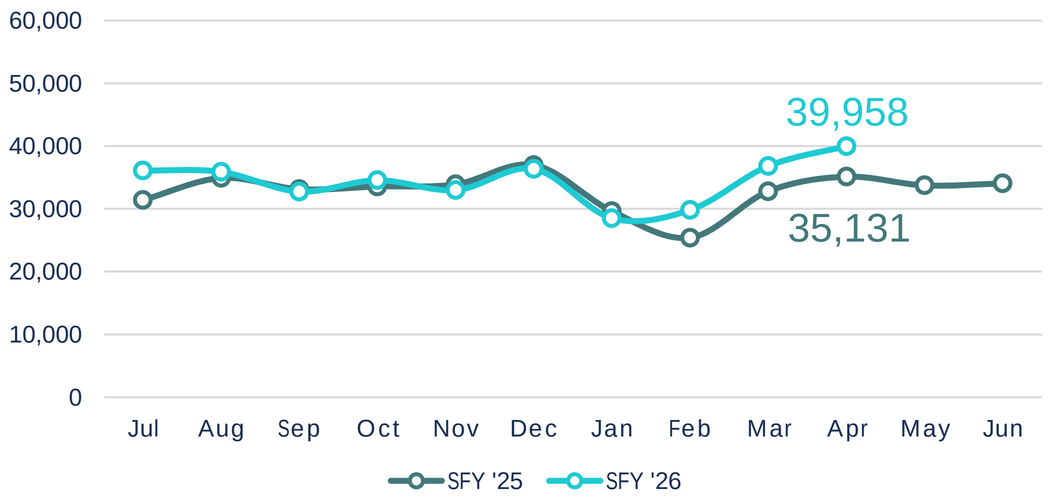
Express buses chart displays both Hampton Roads and Richmond area ridership.

Express bus ridership breakout on Slide 11.

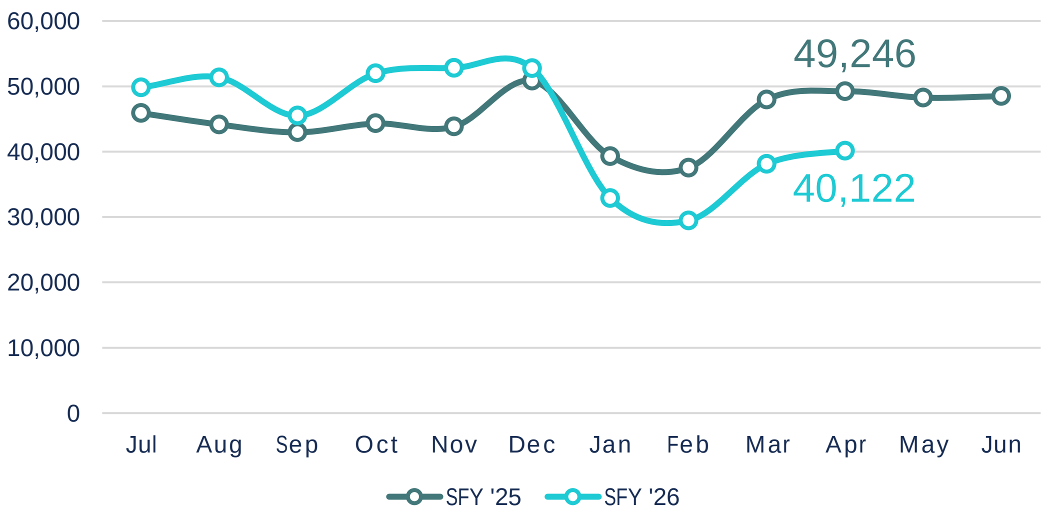
Route 46: Roanoke (-1.2%)



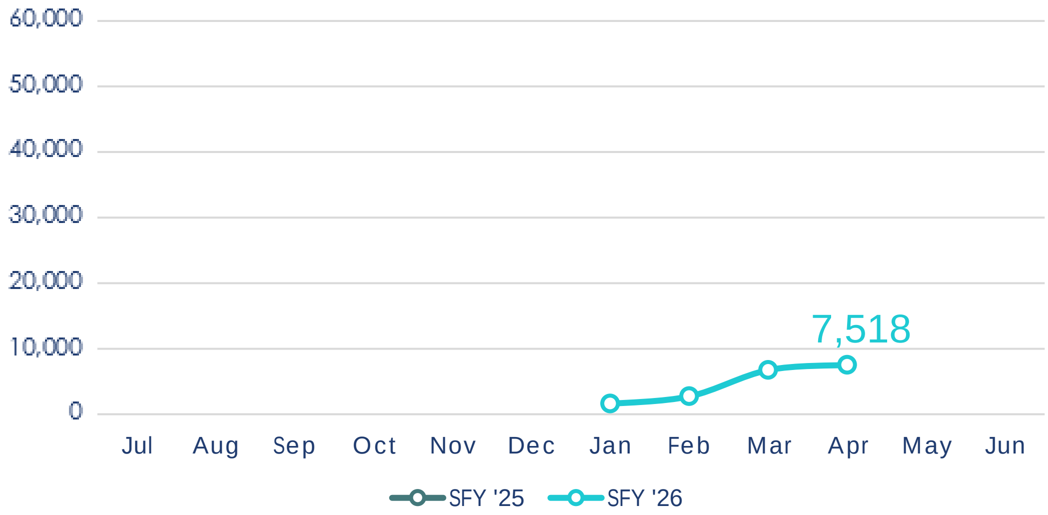
Route 47: Newport News (+13.7%)



Route 50: Norfolk (-18.5%)

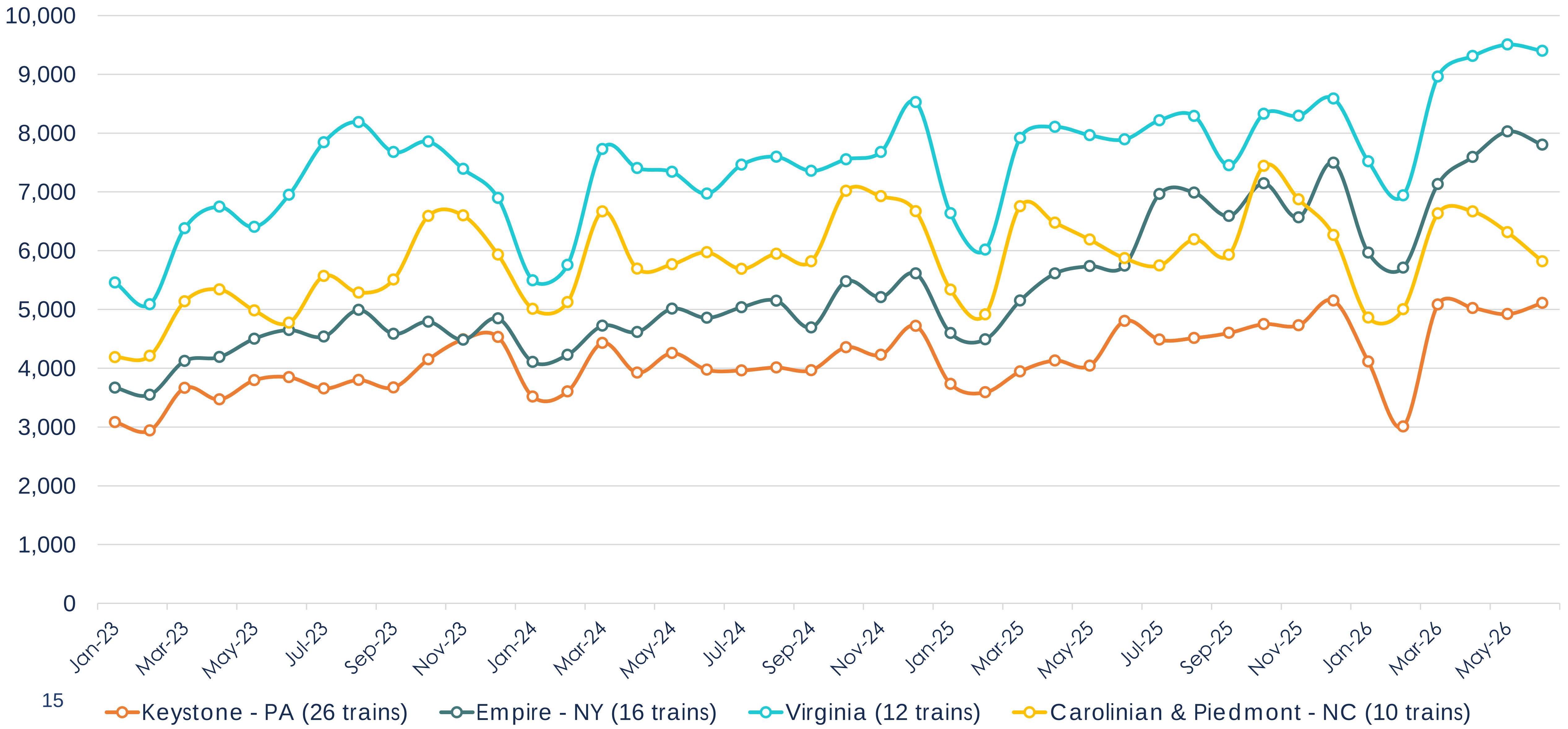


D.C. Express Buses



Virginia & Comparable State-Supported Amtrak Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains



Agenda Item #4A

TO: Chair Bagley and NVTC Commissioners

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

DATE: August 27, 2026

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

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At the September 3 meeting, the Commission will receive a report from Virginia WMATA Board Members Walter Alcorn and Kate Burns covering Board activities in July. This month's report includes updates on Red Line rail modernization and preliminary concepts for platform screen doors, WMATA's long-term maintenance and planning strategy, workforce initiatives, Board leadership changes and the RFK campus and Gold Line bus rapid transit (BRT) agreements. This report also contains information regarding the Inspector General's evaluation of radio infrastructure, July procurement actions and Virginia funding and service agreements. The WMATA Board did not hold any meetings in August and is scheduled to meet next on September 10, 2026. NVTC WMATA Committee Chair Matt de Ferranti will also speak to the September 19 joint committee meeting of the WMATA Committee and the Legislative and Policy Committee.

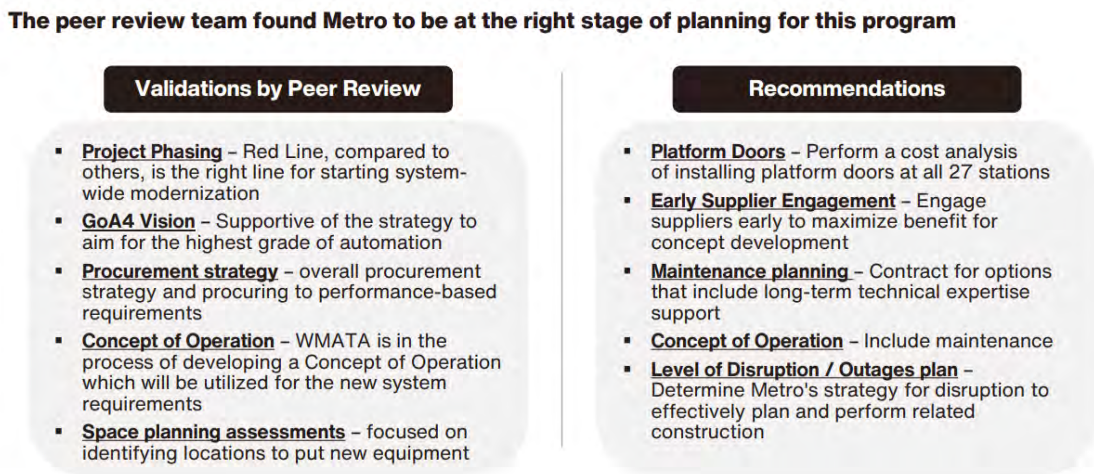
A. Report from the Virginia WMATA Board Members

- Rail Modernization Update

At the July 23, 2026, Finance and Capital Committee, the WMATA Board received an update on the American Public Transportation Association (APTA) peer review of the Rail Modernization Program and WMATA's preliminary platform door concept for the Red Line Modernization Project.

Representatives from the Copenhagen Metro and Transport for London discussed their experience implementing capital investments to support automated operations and complex signaling modernization projects. Their presentations emphasized the importance of clearly defining the future operating concept, engaging suppliers early, allowing sufficient time for testing, planning for construction-related service disruptions and preparing the workforce to operate and maintain new technology. The peer review found that WMATA is at the appropriate stage of program planning, supported beginning systemwide modernization on the Red Line and endorsed WMATA's goal of achieving the highest grade of automation (Grade of Automation 4, or GoA4) (Figure 1).

Figure 1: APTA Peer Review Findings – Program Planning and Migration Strategy



Source: [July 23, 2026, Finance and Capital Committee Meeting]

The review recommended early and sustained supplier engagement to manage equipment obsolescence and procurement risk, particularly given the small number of qualified suppliers, competing demand for their services and Buy America requirements. Additional recommendations included assessing the reliability of systems needed to support automated operations, evaluating rail yard capacity for fleet retrofits and identifying the roles, skills and training needed for the future workforce. WMATA indicated that all peer review recommendations are either underway or planned for later phases of the program.

WMATA introduced a baseline concept for partial-height platform doors, approximately 5.5 feet tall, which are generally better suited to retrofitting existing stations than full-height alternatives (Figure 2). Partial-height doors would provide a physical barrier between customers and trains, reduce track intrusions and prevent trash and debris from entering the track area, improving safety and reducing delays and maintenance needs. WMATA is also seeking a design approach that preserves the system's historic architecture, maintains existing platform-edge functions and supports competitive procurement by allowing multiple suppliers to propose design and cost options.

The APTA peer review participants and staff also highlighted the need to evaluate weatherization impacts at outdoor stations, where wind, corrosion, ice, snow and rainwater may create additional design, operational and maintenance challenges and could require a different door configuration. Platform doors are expected to be the principal focus of the project's environmental and historic-preservation reviews because their installation would require changes to existing platform edges, including removal of the granite edge and circular arrival lights.

Figure 2: Future Platform Door Functions

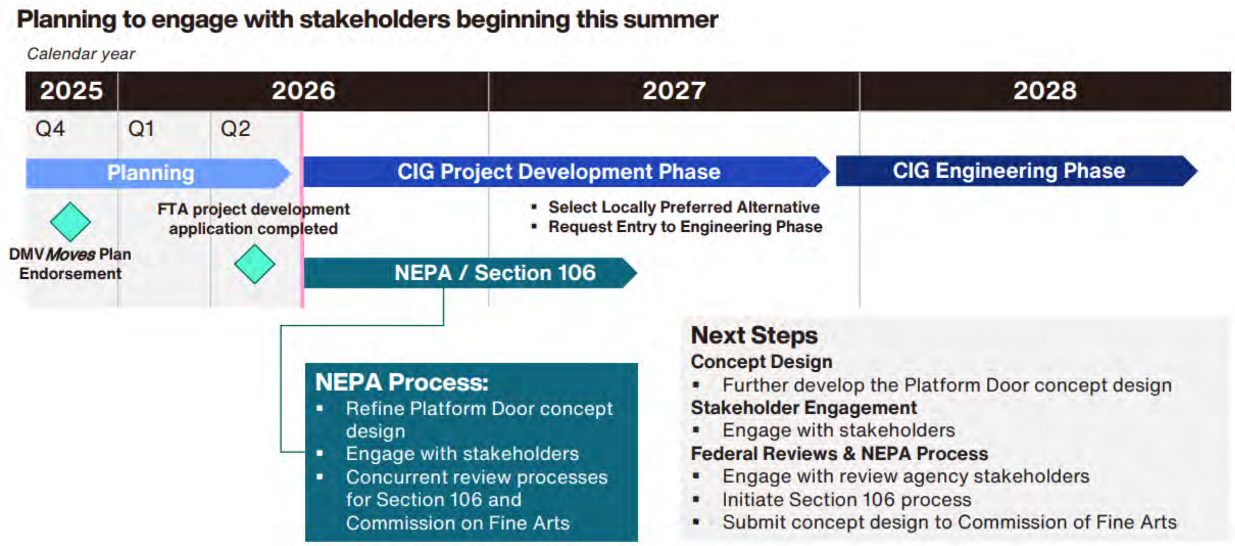
Source: [July 23, 2026, Finance and Capital Committee Meeting]

The review also recommended that WMATA perform a cost-benefit analysis of installing platform doors at all 27 Red Line stations rather than excluding seven stations from fully automated operations. WMATA is developing a business case comparing the cost and benefits of adding doors at the remaining seven stations. WMATA initially considered limiting installation to balance upfront capital costs and program expectations but indicated that installing doors throughout the line may ultimately be more practical and cost-effective in the long run as the project advances. The results of this cost-benefit analysis could have an impact on overall upfront capital costs for Metro Rail stations in Virginia, should WMATA pursue platform screen doors at all stations.

The Red Line would operate using retrofitted 7000- and 8000-series railcars, with related fleet requirements expected to be addressed through continued technical assessments and a possible fleet plan update, which may come to the WMATA Board later this fall. WMATA is also continuing to engage the Federal Transit Administration on Capital Investment Grants funding and the federal environmental review process, including National Environmental Policy Act and historic-preservation requirements.

WMATA will continue stakeholder engagement with federal review agencies, WMATA advisory councils and historic preservation offices (Figure 3). The next quarterly update, planned for October 2026, will include further development of the platform door concept, feedback from stakeholder engagement and progress on federal review requirements and related milestones.

Figure 3: Rail Modernization Timeline



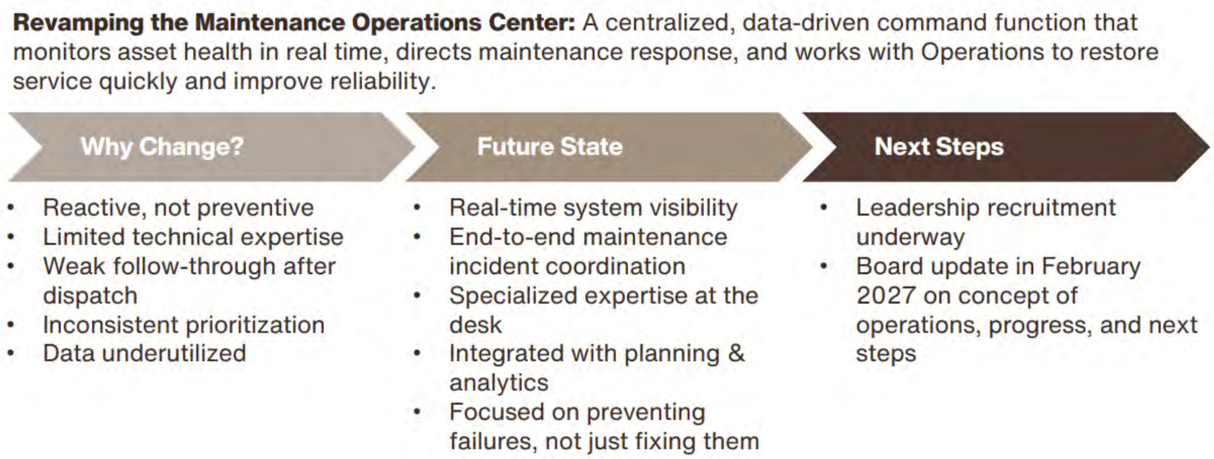
Source: July 23, 2026, Finance and Capital Committee Meeting

- Annual Maintenance Plan and Long-Term Project Outlook FY 2028 and Beyond

The WMATA Safety and Operations Committee received an update from staff on WMATA's evolving approach to rail maintenance strategy and long-range planning, with an emphasis on shifting from reactive repairs toward proactive and predictive maintenance. The strategy focuses on prioritizing the assets and failures that most affect service reliability, improving coordination across maintenance disciplines, standardizing data-driven work prioritization and using new technologies to identify potential failures before they disrupt service.

WMATA also plans to revamp its Maintenance Operations Center into a centralized command function with real-time visibility into asset conditions, specialized technical expertise in diagnostics and analytics, and end-to-end coordination with rail operations (Figure 4). WMATA staff expressed optimism that this initial upfront investment will generate long-term savings for the Authority. A further Board update on the center's operating concept and implementation progress is planned for February 2027.

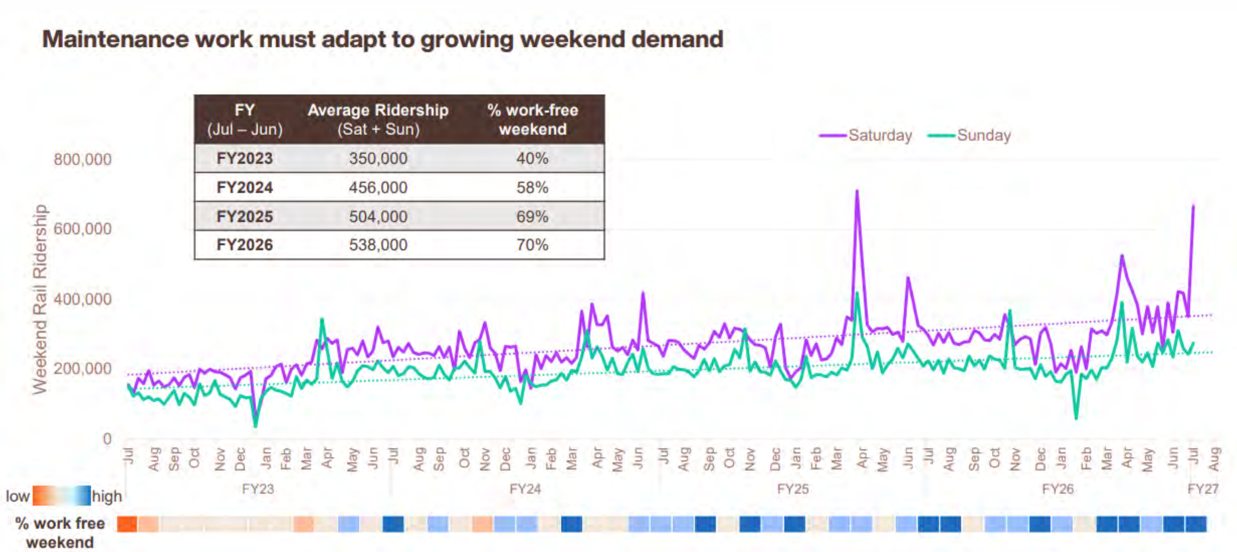
Figure 4: Maintenance Strategy – Continuous Improvement



Source: July 23, 2026, Safety and Operations Committee Meeting

WMATA emphasized that scheduling maintenance can be as challenging as completing the work itself. Many projects require tracks to be removed from service, while available work windows are constrained by operating and safety requirements, weather, major regional events and increasing weekend ridership. Average weekend rail ridership grew from approximately 350,000 in FY 2023 to 538,000 in FY 2026, while the share of weekends without maintenance-related service changes increased from 40% to 70% (Figure 5). WMATA is therefore seeking to maximize work completed in each outage by combining work from multiple departments and balancing full closures, single tracking and slower service to limit customer impacts.

Figure 5: Growing Weekend Ridership and Fewer Work Free Weekends

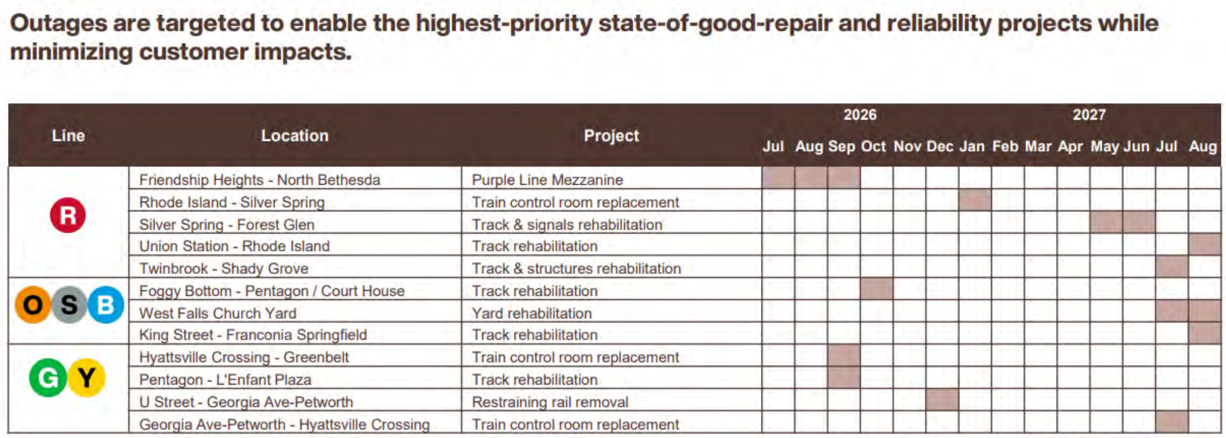


FY (Jul – Jun)	Average Ridership (Sat + Sun)	% work-free weekend
FY2023	350,000	40%
FY2024	456,000	58%
FY2025	504,000	69%
FY2026	538,000	70%

Source: July 23, 2026, Safety and Operations Committee Meeting

In FY 2028, planned work is anticipated to include extended summer shutdowns on the Red Line between Union Station and Rhode Island Avenue for interlocking tie replacement and between Twinbrook and Shady Grove for tie and bridge rehabilitation. Virginia-area work will include West Falls Church Yard rehabilitation from July through November 2027, a four-day shutdown between King Street and Franconia-Springfield in August 2027 for interlocking tie replacement and an extended shutdown in December 2027 affecting Foggy Bottom to Arlington Cemetery and Clarendon for track rehabilitation (Figure 6). Longer-term planning for FY 2029 through FY 2032 includes the Ballston Second Entrance, a Yellow Line bridge shutdown coordinated with Long Bridge construction, Rhode Island Avenue platform rehabilitation and Red Line modernization projects, including 8000-series train testing, platform doors and communications-based train control (CBTC).

Figure 6: Major Maintenance Work in 2026-2027



Outages are targeted to enable the highest-priority state-of-good-repair and reliability projects while minimizing customer impacts.

Line	Location	Project	2026 Jul	Aug	Sep	Oct	Nov	Dec	2027 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
R	Friendship Heights - North Bethesda	Purple Line Mezzanine														
	Rhode Island - Silver Spring	Train control room replacement														
	Silver Spring - Forest Glen	Track & signals rehabilitation														
	Union Station - Rhode Island	Track rehabilitation														
	Twinbrook - Shady Grove	Track & structures rehabilitation														
O S B	Foggy Bottom - Pentagon / Court House	Track rehabilitation														
	West Falls Church Yard	Yard rehabilitation														
	King Street - Franconia Springfield	Track rehabilitation														
G Y	Hyattsville Crossing - Greenbelt	Train control room replacement														
	Pentagon - L'Enfant Plaza	Track rehabilitation														
	U Street - Georgia Ave-Petworth	Restraining rail removal														
	Georgia Ave-Petworth - Hyattsville Crossing	Train control room replacement														

Source: *July 23, 2026, Safety and Operations Committee Meeting*

- Annual Talented Teams Report

The WMATA Executive Committee received the annual Talented Teams report at its July 9, 2026, meeting. Talented Teams is a goal within the Strategic Transformation Plan (STP) focused on recruitment and retention, learning and development and customer service readiness. This presentation, covering all of FY 2026 as well as findings from an employee survey conducted in May 2026, highlighted actions and enterprise initiatives intended to accelerate progress across these priority areas (Figure 7). WMATA has over 13,000 employees and its Human Capital branch aims to build workforce capacity, strengthen leadership and technical capability, improve the employee experience and ensure WMATA has the workforce and systems necessary to meet current and future service demands.

Figure 7: FY 2026 Talented Teams Key Results

Metric	FY23 Result	FY24 Result	FY25 Result	FY26 Result (Jul – May)	FY26 Target	STP Target
Goal 2: Talented Teams						
Internal customer satisfaction (perception of efficient communication and collaboration)		29%	28%	31%	≥ 31%	≥65%
Operational staff availability						
Bus Operator			95%	95%	≥99%	≥99%
Train Operator			100%	100%	≥98%	≥98%
Station Manager			96%	99%	≥97%	≥97%
Objective 2A: Recruitment and Retention						
Time to hire	129 days	119 days	119 days	107 days	≤118 days	≤84 days
Employee Net Promoter Score	1	-2	2	8	≥ 8	≥ 14
Perception of internal mobility	61%	60%	59%	60%	≥ 62%	≥ 70%
Objective 2B: Learning and Development						
Leadership development – Metro U				*Under development*		
Staff feel supported by supervisors (trust)	67%	67%	68%	66%	≥ 71%	≥ 75%
Staff feel they know the expectations to succeed	83%	N/A	N/A	81%	≥ 85%	≥ 90%
Staff perception of support for learning and growth	52%	51%	53%	53%	≥ 56%	≥ 75%
Objective 2C: Customer Service Mindset						
Satisfaction with internal business processes				*Under development*		
External customer satisfaction with staff interactions (complaints on 'employee conduct' per 1 million trips)						
Metro Bus			11.9	16.9	--	TBD
Metro Rail			4.8	4.4	--	TBD
Competency frameworks				*Under development*		

Source: *July 9, 2026, Executive Committee Meeting*

WMATA is advancing a more proactive approach to recruitment and retention through four main workstreams: technology investments, forecasting and succession planning to manage vacancies, policies that enable work-life balance and mentoring and development. To increase staffing in these roles, bus operator trainings doubled in FY 2026 and increased training class sizes are planned in FY 2027 for fleet maintenance staff as well. Although voluntary turnover declined to 2.2% in FY 2026, WMATA continues to struggle with bus operator vacancies and is focused on increasing recruitment for these roles in FY 2027.

WMATA is also aiming to improve work-life balance for employees, particularly informed by employee survey feedback. As of June 2026, WMATA is piloting a four-day workweek for Local 689 staff, which has generated a positive employee response including reduced voluntary turnover compared to FY 2025 and an improvement in employee engagement. WMATA is also aiming to increase the number of times throughout the year at which employees can pick their schedules. This change would require labor union agreement to be implemented. Finally, WMATA continues to invest in leadership training and mentorship opportunities such as the Metro Compass Mentoring Program available to non-represented employees.

- Updated Board Leadership, Committee Assignments and Federal Alternate Director

The WMATA Board approved FY 2027 Board leadership and committee assignments at its July 9, 2026, Special Board of Directors Meeting. Joe McAndrew (MD) will serve as chair of the Board of Directors, Walter Alcorn (VA) will serve as first vice chair and Tracy Hadden Loh (DC) will serve as second vice chair. Mr. Alcorn will also serve as chair of the Safety and

Operations Committee and vice chair of the Executive Committee. Virginia Principal Director Kate Burns will serve as vice chair of the Finance and Capital Committee. At this meeting, the Board also swore in Michael Sargent as an alternate director for the federal government. Current WMATA Board members are listed below.

Virginia
Walter Alcorn, Principal, First Vice Chair
Kate Burns, Principal
Canek Aguirre, Alternate
Matt de Ferranti, Alternate

Maryland
Joe McAndrew, Principal, Board Chair
Leslie Ford Weber, Principal
Michael Goldman, Alternate

District of Columbia
Tracy Hadden-Loh, Principal, Second Vice Chair
Valerie Santos, Principal
Spring Worth, Alternate

Federal Government
Anthony Bedell, Principal
Darien Flowers, Principal
Michael Sargent, Alternate
Finch Fulton, Alternate

- Approval to Amend DC Reimbursable Project Agreement for RFK

At a special meeting on July 30, the Board authorized WMATA management to negotiate and execute two reimbursable agreements with the District of Columbia to advance transit improvements associated with redevelopment of the RFK campus. The agreements provide $300 million in District funding for planning, design, construction, testing and commissioning of improvements at and around Stadium-Armory Station and $5 million to advance Gold Line Bus Rapid Transit (BRT) Phase 1 through environmental review, public engagement and preliminary 30% design. WMATA's only direct financial commitment is to replace or rehabilitate eight existing escalators and the south entrance elevator at Stadium-Armory through its Capital Improvement Program. Public engagement for the project is scheduled to begin in September.

The Gold Line BRT agreement also represents a significant new role for WMATA in leading BRT planning and project development. WMATA will manage the planning and design process in coordination with the District Department of Transportation (DDOT) through a joint project management structure, while DDOT retains final authority for decisions affecting the public right of way.

- Inspector General Reviews Radio and Cellular Infrastructure Replacement Project

During the Executive Committee meeting, WMATA Inspector General Michelle Zamarin presented findings from OIG's evaluation of WMATA's Radio and Cellular Infrastructure Replacement Project. OIG found that the project remains significantly behind schedule and identified four major recommendations focused on strengthening contract oversight, pursuing available contractual remedies, improving cost documentation and establishing clearer pricing requirements. OIG also noted that WMATA has already begun taking corrective actions to address the findings.

- Procurement Concurrence

The WMATA Finance and Capital Committee provided concurrence for nine procurement actions across its two July meetings. These included a new award for 7000-series railcar inventory parts, the final settlement and closeout of the Aerial Structures Rehabilitation Package A, AC power infrastructure replacement, railcar and bus maintenance equipment and rehabilitation kits, an extension of facilities management services and lead-based paint abatement at the Northern Bus Garage Administrative Building. More information can be found at the following committee meeting materials links: July 9, July 23.

- MOU-Approval of Student Transit Program Reimbursable Agreement for City of Alexandria

The WMATA Board approved a reimbursable agreement establishing a student fare subsidy pilot for eligible Alexandria City Public Schools middle and high school students. Alexandria will distribute customized Smart Trip cards and reimburse WMATA for the full Metrobus fare, currently $2.25 per ride. Approximately 8,000 students will be eligible, with Alexandria estimating 6,000 additional monthly Metrobus trips during the program's first year. The pilot is supported by Virginia Transit Ridership Incentive Program (TRIP) funding and may operate through June 2030.

- Bus Transfer Agreement with Fairfax County

The Board approved an agreement for WMATA to procure and transfer approximately 17 hybrid-electric buses to Fairfax County using $17 million from WMATA's Federal Transit Administration (FTA) Low-No Emission Vehicle grant. Fairfax County will provide the required $3 million local match and assume the federal requirements associated with the transferred buses. WMATA will purchase the vehicles through an existing contract, with the final number determined by vehicle pricing and county-requested options. The agreement has no funding impact on WMATA.

- FY 2027-2028 Virginia State Operating Funding Agreement

The Board authorized WMATA to negotiate and execute an operating funding agreement with the Virginia Department of Rail and Public Transportation (DRPT) for $153 million in additional state assistance over FY 2027 and FY 2028. This represents the continuation of additional General Fund operating support authorized by the Virginia General Assembly in its most recent budget. The funding will be distributed through quarterly payments and credited toward the operating subsidy obligations of Northern Virginia jurisdictions using NVTC's Subsidy Allocation Model. The agreement does not change WMATA's total operating subsidy but helps Virginia's local jurisdictions meet their respective obligations to WMATA.

- Authorization for Public Hearing on Metro Training Center

The Board authorized a public hearing on WMATA's proposal to amend the Mass Transit Plan and construct a new Metro Training Center in Landover, Maryland, instead of the previously approved Heavy Rail Overhaul Facility. The proposal would demolish the existing facility and construct an approximately 345,000-square-foot training center with a replica rail station and tunnel, mock bus bays, classrooms, technical laboratories, an auditorium and a dedicated Metro Transit Police training academy. The facility is intended to consolidate training functions and provide realistic hands-on and classroom instruction for WMATA employees and regional first responders.

- Authorization to Execute a New Cooperative Agreement with Washington HQ on behalf of Department of War for Metro Bus Route A90 Service

The WMATA Board authorized a new reimbursable agreement with Washington Headquarters Services, on behalf of the U.S. Department of War, to continue Metro Bus Route A90 express service between the Pentagon Transit Center and the Mark Center Transit Center. The agreement covers FY 2027 with an option for FY 2028 and provides service approximately every 10 minutes during peak periods and every 15 minutes during off-peak periods. The estimated reimbursable value is $1.59 million for the base year and $3.26 million over both years, after accounting for fare revenue from general public riders.

B. Other WMATA News

- Metro Lift Expands to Arlington Transit

Arlington Transit (ART) buses began accepting Metro Lift reduced-fare benefits in July 2026. Metro Lift provides eligible customers, such as those receiving SNAP benefits, 50% off fares on Metro Rail and Metro Bus. Expanding the reduced-fare program to ART buses increases access to jobs, education and recreation in Northern Virginia. Metro estimates ART's participation in Metro Lift will generate approximately 8,000 additional transit trips and provide about $21,000 in customer fare savings during the first year of implementation.

- Metro Bus Ridership Declines in FY 2026

In his July report, WMATA General Manager and CEO Randy Clarke noted that Metro Bus provided 115.18 million trips in FY 2026, a 7% decrease from the prior year. Across all modes, Metro recorded 269.6 million trips, including 151.34 million Metro Rail trips, up 9%, and 2.1 million Abilities Rides trips, up 30%. The figures come just over a year after WMATA launched its redesigned Better Bus network in June 2025.

C. 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, September 17 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.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Agenda Item #4B

TO: Chair Bagley and NVTC Commissioners

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

DATE: August 27, 2026

SUBJECT: Report from the Legislative and Policy Committee Chair

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At the September 3 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 and 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 July, NVTC staff have participated in introductory 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. 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.

NVTC staff plan to invite DRPT to present the key findings of these studies to the Commission later in the fall 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)

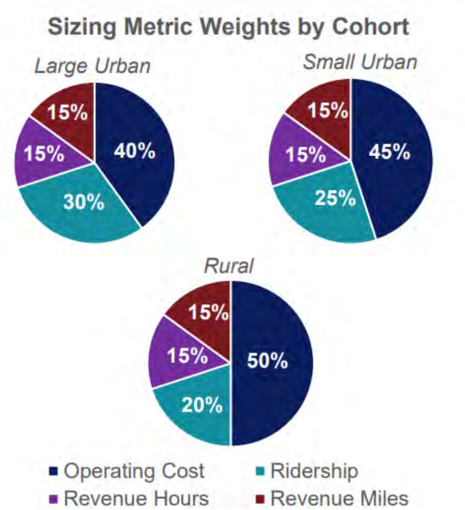
The Transit Service Delivery Advisory Committee (TSDAC) concluded its review of proposed changes to the MERIT Operating Assistance formula and the Transit Ridership Incentive Program (TRIP) at its July 7 meeting. TSDAC endorsed DRPT's final policy recommendations for both programs, marking a major milestone in the update of two of the Commonwealth's primary transit funding programs.

- <u>MERIT Operating Changes</u>

For MERIT Operating, the recommended formula would move from a single statewide formula to a cohort-based structure that groups agencies into large urban, small urban and rural cohorts based on the census area where each agency primarily operates. Northern Virginia's local transit systems would be included in the large urban cohort, which would receive 81% of operating revenues. Cohort funding levels are based on historic allocation patterns. The formula would distribute 95% of operating assistance dollars through a base allocation using a three-year average of operating costs, ridership, revenue hours and revenue mile data. For large urban agencies, the base formula would be weighted at 40% operating cost, 30% ridership, 15% revenue hours and 15% revenue miles.

Figure 1: MERIT Operating Policy Recommendations – Cohort Sizing Metrics

#	Policy Recommendations – MERIT Operating
2a	Use a three (3) year average dataset for operating costs, vehicle revenue miles (VRM), vehicle revenue hours (VRH), and ridership in the Sizing Metric.
2b	Sizing Metric Weights for Rural Cohort: 50% Operating Cost, 20% Ridership, 15% Revenue Miles, 15% Revenue Hours
2c	Sizing Metric Weights for Small Urban Cohort: 45% Operating Cost, 25% Ridership, 15% Revenue Miles, 15% Revenue Hours
2d	Sizing Metric Weights for Large Urban Cohort: 40% Operating Cost, 30% Ridership, 15% Revenue Miles, 15% Revenue Hours



Source: [*July 7, 2026, Transit Service Delivery Advisory Committee Meeting*]

The recommendations also establish a separate Performance Fund, with agency performance evaluated against peers in the same cohort. For large urban agencies, performance would be measured using the following productivity and service utilization metrics: passengers per hour, passengers per mile, passenger miles traveled per hour and passenger miles traveled per mile, with a 60th percentile target applied to each metric. Agencies would receive a boost in performance funding for each metric hitting the threshold. DRPT would also retain a stability fund to address significant formula anomalies and, when appropriate, make limited adjustments at the discretion of the DRPT Director, to be reported to TSDAC and the CTB.

- Transit Ridership Incentive Program (TRIP) Policy Changes

TSDAC also endorsed DRPT's recommended Transit Ridership Incentive Program (TRIP) policy changes. The recommendations would broaden eligible recipients to include local governments and federally or state-recognized tribes, clarify guidance for regional connectivity and zero/reduced fare projects, create a new Enhanced Mobility Innovation project category and provide greater flexibility across TRIP funding categories. For transit agencies and localities, these changes are intended to support a broader range of project-based transit improvements, including regional service improvements, passenger facilities, subsidized fare programs, micromobility and paratransit.

- Approval Process

DRPT's next steps are to draft written Commonwealth Transportation Board (CTB) policies for the TRIP, MERIT Capital and MERIT Operating programs, brief CTB members on the proposed policy changes and receive public comments for a 45-day window ending September 18. DRPT is scheduled to present the draft policies at the September 15 CTB workshop meeting and seek final CTB approval at the October 15 action meeting.

C. Federal Update

Prospects for Congress to pass a multiyear surface transportation reauthorization bill before surface transportation program authorities under the Infrastructure Investment and Jobs Act (IIJA) expire on September 30 have continued to diminish. The bipartisan, five-year BUILD America 250 Act has been approved by the House Transportation and Infrastructure Committee but has not received House floor consideration, while the Senate committees with jurisdiction have yet to introduce their own reauthorization proposal. The Senate has instead passed a short-term extension of current surface transportation programs through December 11 as part of a continuing resolution, which now awaits House action. These developments reinforce expectations that Congress will extend current law rather than complete a multiyear reauthorization before the deadline.

On July 22, U.S. Department of Transportation Secretary Sean Duffy transmitted the administration's reauthorization priorities to Senate committee leaders. The proposal calls for eliminating the Mass Transit Account of the Highway Trust Fund and discontinuing IIJA advanced appropriations, which would remove the dedicated funding sources supporting transit formula grants and many transit and passenger rail discretionary programs. The American Public Transportation Association (APTA) estimates that these changes would place more than 85% of federal transit and passenger rail investment at risk. The administration also proposed allowing the Federal Transit Administration (FTA) to withhold up to 100% of an agency's formula funding based on progress reducing crime and fare evasion and establishing a mandatory set-aside for safety and crime-prevention projects.

Other administration proposals would consolidate the Grants for Buses and Bus Facilities and Low or No Emission Vehicle programs into a single competitive bus program without dedicated low- and zero-emission set-asides. The proposal would also eliminate the SMART Grants and several climate, electric vehicle and active transportation programs; remove transit and commuter bus eligibility from the Congestion Relief Program; and consolidate several multimodal discretionary programs. The administration urged Congress to include these priorities even if lawmakers enact only a temporary extension, although major policy changes are generally not included in short-term authorization extensions.

The FY 2027 appropriations process also remains unresolved. The House Appropriations Committee-approved Transportation, Housing and Urban Development (THUD) bill would provide $16.5 billion for public transit, $4.6 billion below FY 2026 enacted levels, including $737 million for Capital Investment Grants (CIG) and no new funding for the Federal-State Partnership for Intercity Passenger Rail Program. The bill would avoid an additional across-the-board reduction in transit formula funding and provide $30 million for WMATA safety, security and major-event operating costs.

Separately, the House passed a continuing resolution that would maintain most federal programs at FY 2026 funding rates through December 4. Unlike the Senate-passed measure, the House bill does not include a surface transportation authorization extension or provide prorated FY 2027 Highway Trust Fund contract authority and obligation limitation. It also does not continue the IIJA advance appropriations that provided $36.8 billion annually for transportation programs from FY 2022 through FY 2026, including significant transit, rail and multimodal funding. On August 2, Senate Appropriations Committee leaders released an alternative continuing resolution that would fund the federal government through December 11 and extend Highway Trust Fund-supported surface transportation programs at FY 2026 levels for 72 days. The Senate passed the measure 90–6 on August 8 before adjourning for its August recess. The Senate-passed bill now awaits House consideration when the chamber returns from its August recess.

Like the House measure, the Senate-passed proposal would not continue the IIJA advance appropriations that have provided $4.25 billion annually for public transit and $13.2 billion annually for passenger rail. APTA estimates that the loss of this funding would reduce overall federal public transit investment by 20% and passenger rail investment by 83% compared with FY 2026 levels. The Senate proposal would, however, extend the availability of certain prior-year CIG appropriations and temporarily prevent implementation of a proposed Office of Management and Budget (OMB) rule governing federal financial assistance. Because the Senate-passed measure differs from the House-passed continuing resolution, the House will need to act on the Senate version or otherwise resolve the differences before the September 30 funding deadline.

NVTC will continue to monitor congressional consideration of surface transportation reauthorization, the BUILD America 250 Act and the FY 2027 appropriations process.

D. Save the Date for 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 Northern Virginia's transit leaders, elected officials and members of the Northern Virginia business community to discuss the region's transit priorities and the value of transit ahead of the 2027 Virginia General Assembly legislative Session. We hope to see you there!

Agenda Item #4C

TO: Chair Bagley and NVTC Commissioners

FROM: Kate Mattice, Ann McGrane, Amanda Sink, Daniel Knickelbein, Jason Adle and Vikram Sinha

DATE: August 27, 2026

SUBJECT: Report from the Program Advisory Committee Chair

At the September 3 meeting, the Commission will receive an update from Program Advisory Committee Chair Dalia Palchik regarding progress made on Commuter Choice, Envision Route 7 and zero-emission bus technical assistance during the August break, as well as a preview of the September 17 Joint Commission Working Group and Program Advisory Committee meeting.

A. Commuter Choice Program Update

Funding for the FY 2027-2028 I-66 Commuter Choice Program of Projects was approved by the Commonwealth Transportation Board (CTB) at its June meeting and the funding for those projects became effective on July 1. Standard Project Agreements for the 14 projects awarded funding were transmitted to grantees over the summer.

The I-395/95 Commuter Choice FY 2028-2029 Call for Projects will open later this year. This is the fifth round of Commuter Choice funding for the I-395/95 corridor. Staff anticipate between $45 and $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 with funding for new projects available on July 1, 2027. The online portal for applications will open in early October and applications will close in early December. The Commission will be asked to authorize the Call for Projects at the October meeting.

Staff are also currently preparing the Commuter Choice FY 2026 Annual Report. This report provides a review of Commuter Choice-funded projects and the impact of the Commuter Choice program. In recognition of the 10th anniversary of the Commuter Choice program, this year's edition of the report will include additional content on the history of the program. The Annual Report is prepared as part of a requirement in the Memoranda of Agreement for I-66 and I-395/95 to provide a yearly accounting of the program. The Commission will be asked to authorize transmittal of the report to the CTB at the October meeting.

B. Envision Route 7

NVTC staff have been working with consultants and key project partners over the summer to put the final touches on the Phase 4-2: Seven Corners to Mark Center report, which the Commission will receive a presentation on in October. The final report will go to the Commission for approval in November and staff are planning to present to partner jurisdictions on the results of the study to ensure concurrence on next steps to advance bus priority along Route 7.

The focus of the study was to model future regional growth and its impact to Route 7 by comparing a scenario with no bus-related changes on the roadway to a scenario with center-running bus lanes and another scenario with curb-running bus lanes. Preliminary results of the data reveal that as the region grows, traffic delay for all vehicles increases compared to existing conditions, and each bus lane configuration has different pros and cons depending on the location. Senior Program Manager Vikram Sinha will present the results to the Program Advisory Committee (PAC) on September 17, followed by the full Commission on October 1.

- Envision Route 7 Bus Tour

On Wednesday, October 28, NVTC staff are leading a bus tour for Commissioners of the Envision Route 7 corridor starting from Southern Towers and ending at the East Falls Church Metro Station, with stops along the way at Bailey's Crossroads and along Leesburg Pike to illustrate what can be done to help improve the pedestrian and bus rider experience along one of the highest traveled bus corridors in Virginia. If Commissioners are interested in attending, please email Board Administrator Rhonda Gilchrest.

C. Zero Emission Bus Technical Assistance

NVTC staff continue to advance the Zero-Emission Bus (ZEB) Technical Assistance program by engaging the ZEB Working Group and conducting research to develop targeted technical memos that will provide actionable guidance for agencies operating ZEB fleets.

In December 2025, the Commission approved a technical assistance contract with AECOM funded through NVTC's research budget and a DRPT Technical Assistance grant. The contract outlines support of NVTC's ZEB Working Group and includes the development of at least three technical memos addressing safety, operations, procurement and charging costs to support agencies in their transition to and operation of ZEBs.

NVTC held its second ZEB Working Group meeting of 2026 on June 22. During the meeting, NVTC's consultant team presented lessons learned related to battery electric bus fires, discussing specific protocols and the need for documented emergency procedures to provide clear guidance for incident response and assessment. Working Group members then provided agency updates on the status of their ZEB fleets and facilities and discussed operational specifics. The ZEB Working Group will continue to meet quarterly with the next meeting scheduled for September 14.

Over the summer, work began on the first technical memo which will focus on lithium-ion battery risks and mitigation strategies. The memo will outline important considerations and industry best practices for facility safety, vehicle battery health monitoring and key standard operating procedures. In July, NVTC staff and the consultant team met one-on-one with agencies to better understand their current safety practices and challenges to best tailor the memo to agency needs. A draft of the first technical memo is currently under NVTC staff review.

Agenda Item #5

TO: Chair Bagley and NVTC Commissioners

FROM: Kate Mattice

DATE: August 27, 2026

SUBJECT: Executive Director Wrap-Up

At the September 3 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 September 2026 Executive Director Newsletter will be provided to Commissioners at the Commission meeting and posted online at https://novatransit.org/news-and-media/newsletter/.

B. Communications Metrics Report

The Q2 2026 Communications Metrics Report covers NVTC's media coverage, paid and organic social media and email marketing results from the second quarter of this year.

C. Crystal City Shutdown Marketing Campaign

NVTC will launch a marketing campaign on Tuesday, September 8 to promote the use of public transit along Metro's Blue/Yellow Line corridor in Northern Virginia. The campaign will encourage people to ride transit following a multi-weekend shutdown of multiple Metro stations to allow for construction of a second entrance for the Crystal City Station.

The 10-week campaign is funded by the Department of Rail and Public Transportation, with a local match provided by NVTC and managed by Sensis, through a contract approved by the Commission in June. The campaign will include advertising on Facebook, Instagram and Reddit, online display ads and audio streaming, along with paid search results. Sensis will also rebrand novarides.org to match the campaign assets. At the completion of the campaign, staff will provide Commissioners with a report on its performance.

D. NVTC Letter of Support

At the request of The Potomac and Rappahannock Transportation Commission (PRTC), a letter was sent to the Federal Transit Administration (FTA) expressing NVTC's support for PRTC's application for funding under FTA's Grants for Buses and Bus Facilities Infrastructure Programs. PRTC's Diesel-Electric Hybrid Bus Project will benefit residents of Prince William County and the cities of Manassas and Manassas Park by improving the safety, reliability, accessibility and sustainability of public transportation. PRTC is seeking funding to purchase up to 13 new 40-foot diesel-electric hybrid buses to replace vehicles that have reached the end of their useful service life. The total funding request, including federal and state contributions, is $16,900,000, which includes the purchase of the buses and training.

E. NVTC Financial Reports

The June 2026 Financial Reports and the July 2026 Financial Reports are provided as information.

Communications Metrics Report

Q2 2026
(April 1 – June 30, 2026)

Introduction

NVTC's social media presence continues to grow, topping 6,000 for the first time. LinkedIn remains our most-followed platform, with the audience growing over 24% in the last year. That translates to strong performance of posts on LinkedIn, with four of the top five posts during the second quarter coming from LinkedIn.

Media Coverage

NVTC received 10 substantive media mentions during second three months of the year led by coverage of the I-66 Commuter Choice Program of Projects and Envision Route 7 open house and survey period.

News releases presented the Commission meeting agendas, the Envision Route 7 open house and final approval of the I-66 Commuter Choice Program of Projects by the Commonwealth Transportation Board.

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

Social Media Metrics

NVTC's relied wholly on organic social media posts during the second quarter and achieved strong results without using paid posts.

NVTC had 6,014 followers across all social media platforms at the end of the second quarter and demonstrated year-over-year audience growth of just over 5% (excluding Bluesky and Threads).

Organic Social Media Posts

Organic social media posts are those that spread "organically" and are not paid advertising. Top performing posts of Q2 2026:

- NVTC was pleased to host a WTS-DC Chapter Coffee Chat featuring NVTC Executive Director Kate Mattice this Tuesday. Thank you to WTS-DC Chapter President Shelley Wynne for facilitating an insightful conservation with Kate on mentorship, leadership and the current state of transit. View on LinkedIn.
- Did you know that Columbia Pike, running east to west across Arlington County, is one of the most-traveled arteries in our region? The local bus lines serving the area

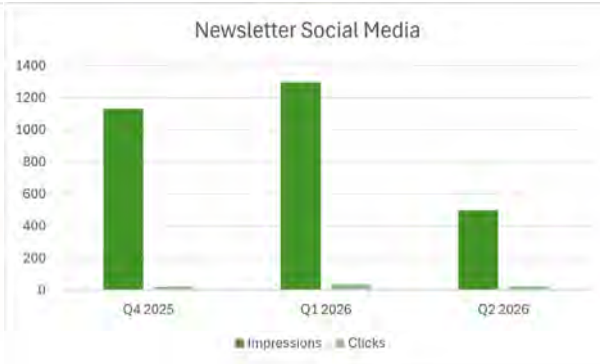
move so many people with such high collective frequency that the Pike has become Northern Virginia's busiest transit corridor. The ART and Metro buses along Columbia Pike help Northern Virginians travel to work, home, doctor's appointments, restaurants and recreation, as well as connect them to the broader regional transit network--and the places beyond it. View on LinkedIn.

- NVTC is heading to Fredericksburg! Join us at the Virginia Transit Association Conference on May 19–20 as we explore the future of public transportation in the Commonwealth. Stop by and connect with our team during sessions featuring NVTC! Learn more: https://hubs.la/Q04g8jKy0. View on LinkedIn.
- From the morning commute to late-night rides home, let's celebrate every journey. On #WorldPublicTransportDay, we're shining a light on public transportation and how it connects us — to work, to life, to each other. View on Instagram.

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

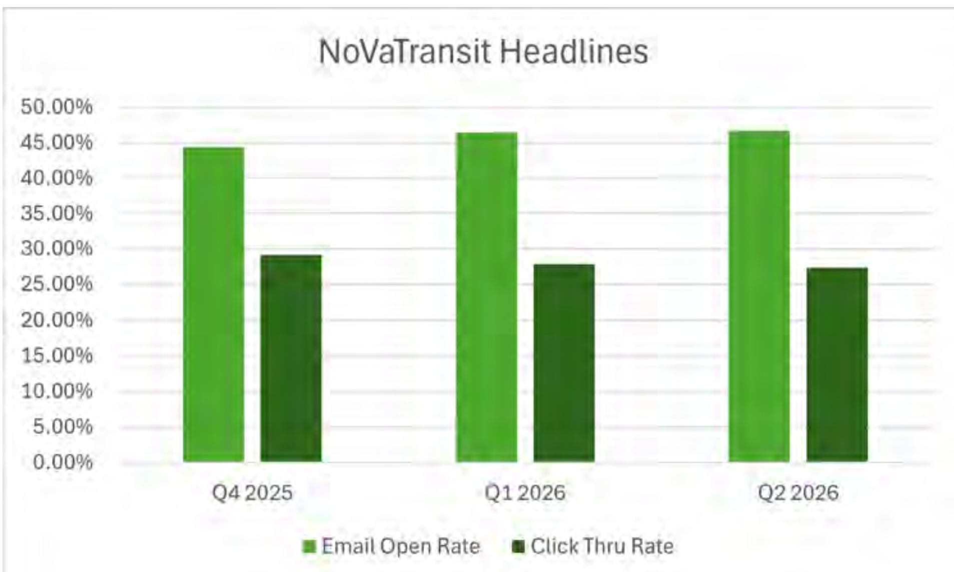
Executive Director Reports

We share the monthly Executive Director Reports by email and on social media. The newsletter received an average email open rate of 30.45% in Q2, a dip of 2.2 percentage points compared to the previous quarter. The April, May and June newsletters recorded a total of 496 impressions and 24 clicks on LinkedIn, Facebook and X, reflecting an unexpected fall from the previous quarter. Starting with Q3 of 2026, the Communications team is experimenting with new ways to share the newsletters on social media to increase engagement.



NoVaTransit Headlines

NVTC's compiles news stories highlighting public transit and other transportation topics and delivers them by email every Monday through Friday. During Q2 NoVaTransit Headlines received an average open rate of 46.61%, nearly identical to the previous quarter and on the high end of benchmark rates. Headlines emails received an average 27.38% click-through rate, meaning the percentage of people who opened the email and clicked on the enclosed links, which was just a half-point dip from Q1.



Website Analytics

The top web pages continue to be the novatransit.org homepage and project pages for Commuter Choice and Envision Route 7. We saw an increase of 1,400 visitors compared to the same quarter last year. Virginia Railway Express and the Virginia Department of Transportation were the highest drivers of traffic to the site, outside of direct searches. NVTC is trying new ways of reaching our community with program specific blog posts and quick transit facts in Charting Transit.

Key Takeaways & Next Steps

Strengths:

NVTC manages a diverse social media presence which allows us to effectively share important information about the Commission and its operations, as well as relevant information about public transit in Northern Virginia and the work of our jurisdictional and transit agency partners.

NoVaTransit Headlines demonstrates continued strength with a dedicated audience that frequently opens the emails and clicks on the included links.

Challenges:

Email open rates and social media performance for the monthly Executive Director newsletters slid unexpectedly. The slide could be related to algorithmic changes or less-than-perfect subject lines or calls to action.

Next Actions:

The Communications Team is experimenting with more engaging ways to share the Executive Director newsletters on social media and will continue to refine email subject lines to return to previous performance levels.

We are also planning engaging content to celebrate the 10th anniversary of the Commuter Choice program with posts and videos designed to showcase how the program has benefitted the region.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

August 24, 2026

The Honorable Sean Duffy
U.S. Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for PRTC's Application to the FTA Grants for Buses and Bus Facilities Competitive Program

Dear Secretary Duffy:

On behalf of the Northern Virginia Transportation Commission (NVTC), I am writing to express our strong support for the Potomac and Rappahannock Transportation Commission's (PRTC) application for funding through the Federal Transit Administration's (FTA) Grants for Buses and Bus Facilities Competitive Program.

PRTC's Diesel-Electric Hybrid Bus Project will support safe, reliable and sustainable public transportation throughout Prince William County and the cities of Manassas and Manassas Park. The project proposes the purchase of 13 new 40-foot diesel-electric hybrid buses, which will replace vehicles that are reaching or will have reached the end of their useful life. The new buses will help improve service reliability, reduce fuel consumption and emissions, and provide a more efficient and dependable transit fleet for the communities PRTC serves.

The total project cost is estimated at $16.9 million, based on an estimated cost of $1.3 million per diesel-electric hybrid bus, including associated training. This investment will help PRTC maintain a safe and dependable transit fleet while supporting the region's continued commitment to efficient and sustainable public transportation.

NVTC appreciates your consideration of PRTC's application and respectfully encourages the U.S. Department of Transportation and FTA to support this important project. If PRTC is selected for funding, we look forward to continuing to work with PRTC to strengthen public transportation and improve mobility throughout our community and region.

2300 Wilson Boulevard, Suite 230 · Arlington, VA 22201
Tel (703) 524-3322 · Fax (703) 524-1756
www.novatransit.org · X @NoVaTransit · Facebook @NoVaTransit · Instagram @novatransit_ig

If you have any questions regarding this letter of support, please contact me at katemattice@novatransit.org or (571) 483-3224. If you have any questions or comments regarding the project, please contact PRTC's Director of Planning and Service Delivery Perrin Palistrant at ppalistrant@omniride.com or at 703-580-6162.

Thank you for your time and consideration of PRTC's application.

Best regards,

Kath. A Mattice

Katherine A. Mattice
Executive Director

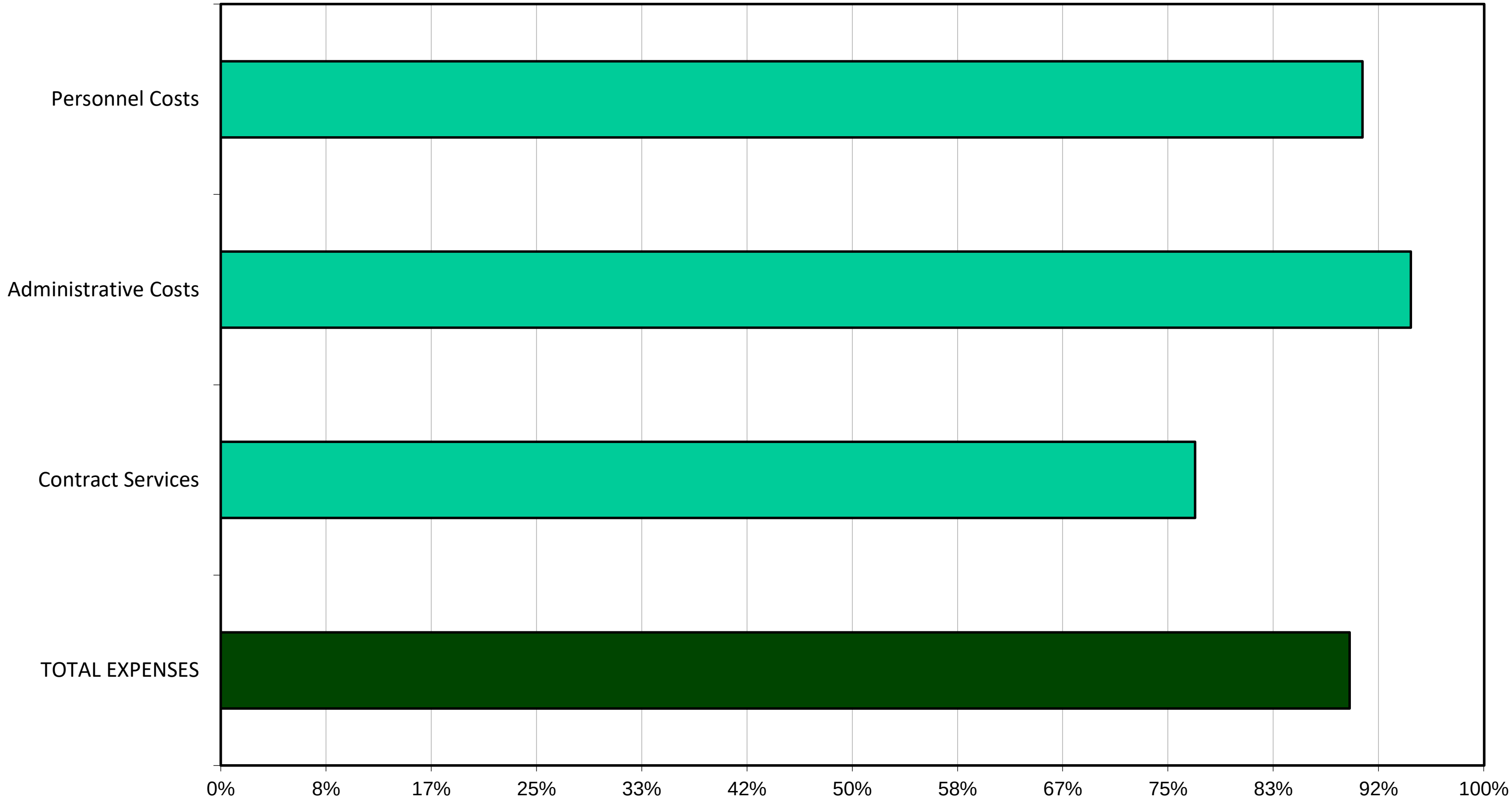
Attachment #5E

Northern Virginia Transportation Commission

Financial Reports

June 2026

PERCENTAGE OF FY 2026 NVTC ADMINISTRATIVE BUDGET USED
June 2026
(TARGET 100% OR LESS)



Note: Refer to pages 2 and 3 for details

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries and Wages	$ 226,272.54	$ 2,665,705.37	$ 2,934,000.00	$ 268,294.63	9.1%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	226,272.54	2,665,705.37	2,934,000.00	268,294.63	9.1%
Benefits					
Employer's Contributions:					
FICA	18,335.32	189,873.70	205,000.00	15,126.30	7.4%
Group Health Insurance	15,035.51	187,593.59	255,000.00	67,406.41	26.4%
Retirement	20,423.45	247,083.45	238,000.00	(9,083.45)	-3.8%
Workmans & Unemployment Compensation	(926.88)	428.55	6,400.00	5,971.45	93.3%
Life Insurance	806.67	3,020.60	6,700.00	3,679.40	54.9%
Long Term Disability Insurance	1,470.95	16,863.80	18,800.00	1,936.20	10.3%
Total Benefit Costs	55,145.02	644,863.69	729,900.00	85,036.31	11.7%
Administrative Costs					
Commissioners Per Diem	1,400.00	11,050.00	15,000.00	3,950.00	26.3%
Rents:	*30,165.03*	*451,823.17*	*474,500.00*	*22,676.83*	*4.8%*
Office Rent	27,380.80	433,964.05	454,000.00	20,035.95	4.4%
Parking & Transit Benefits	2,784.23	17,859.12	20,500.00	2,640.88	12.9%
Insurance:	*234.11*	*6,689.11*	*8,900.00*	*2,210.89*	*24.8%*
Public Official Bonds	100.00	2,710.00	2,600.00	(110.00)	-4.2%
Liability and Property	134.11	3,979.11	6,300.00	2,320.89	36.8%
Travel:	*12,534.74*	*70,350.33*	*76,500.00*	*6,149.67*	*8.0%*
Conference / Professional Development	7,780.72	48,580.05	54,500.00	5,919.95	*10.9%*
Non-Local Travel	471.21	4,616.64	2,500.00	(2,116.64)	-84.7%
Local Travel, Meetings and Related Expenses	4,282.81	17,153.64	19,500.00	2,346.36	12.0%

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Communication:	*1,720.80*	*17,934.96*	*19,400.00*	*1,465.04*	*7.6%*
Postage	473.04	1,341.76	1,400.00	58.24	4.2%
Telephone and Data	1,247.76	16,593.20	18,000.00	1,406.80	7.8%
Publications & Supplies	*2,317.54*	*34,736.92*	*35,700.00*	*963.08*	*2.7%*
Office Supplies	650.57	2,756.25	2,000.00	(756.25)	-37.8%
Duplication and Paper	(512.58)	8,236.91	8,700.00	463.09	5.3%
Public Engagement	2,179.55	23,743.76	25,000.00	1,256.24	5.0%
Operations:	*4,788.51*	*49,984.21*	*55,900.00*	*5,915.79*	*10.6%*
Furniture and Equipment (Capital)	869.35	9,010.70	18,400.00	9,389.30	*51.0%*
Repairs and Maintenance	283.09	716.31	1,000.00	283.69	28.4%
Computer Operations	3,636.07	40,257.20	36,500.00	(3,757.20)	-10.3%
Other General and Administrative:	*782.16*	*14,735.55*	*11,900.00*	*(2,835.55)*	*-23.8%*
Memberships	110.36	1,311.19	1,600.00	288.81	18.1%
Fees and Miscellaneous	671.80	10,724.36	8,800.00	(1,924.36)	-21.9%
Advertising (Personnel/Procurement)	-	2,700.00	1,500.00	(1,200.00)	-80.0%
Total Administrative Costs	53,942.89	657,304.25	697,800.00	40,495.75	5.8%
Contracting Services					
Auditing	7,920.00	33,820.00	26,400.00	(7,420.00)	-28.1%
Contract Services and Support					
Commuter Choice	23,778.46	203,915.82	146,500.00	(57,415.82)	-39.2%
Research Support (excludes carryover)	(6,757.68)	62,345.98	250,000.00	187,654.02	75.1%
Other Technical	10,375.00	111,670.00	120,000.00	8,330.00	6.9%
Legal	2,500.00	30,000.00	30,000.00	-	0.0%
Total Contract Services	37,815.78	441,751.80	572,900.00	131,148.20	22.9%
Total Gross G&A Expenses	$ 373,176.23	$ 4,409,625.11	$ 4,934,600.00	$ 524,974.89	10.6%

NVTC
RECEIPTS and DISBURSEMENTS
June 2026

Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	Virginia LGIP NVTC G&A / Project	Virginia LGIP Commuter Choice	Virginia LGIP Trusts
	RECEIPTS						
4	DRPT	Capital grants receipts - Arlington					$ 566,782.43
5	FTA	Grant receipt - Alexandria			7,739.00		
5	DRPT	Capital grant receipt - Fairfax					6,788.40
5	DRPT	Capital grant receipt - City of Fairfax					8,812.80
5	DRPT	Capital grant receipt - Arlington					83,769.50
9	PRTC	Expense reimbursement		3,831.51			
12	DRPT	Capital grant receipt - City of Fairfax					20,485.58
12	DRPT	Capital grant receipt - Alexandria			1,934.80		
15	Alexandria	G&A contribution		14,254.00			
18	DRPT	Capital grant receipt - Arlington					1,651,229.97
25	DRPT	Capital and operating assistance - WMATA					19,786,064.37
29	DMV	Motor Vehicle Fuels Sales tax					3,866,844.05
29	DMV	CROC			1,250,000.00		
30	Banks	Interest earnings		149.34	4,014.87	439,749.26	1,367,968.55
	TOTAL RECEIPTS		-	18,234.85	1,263,688.67	439,749.26	27,358,745.65

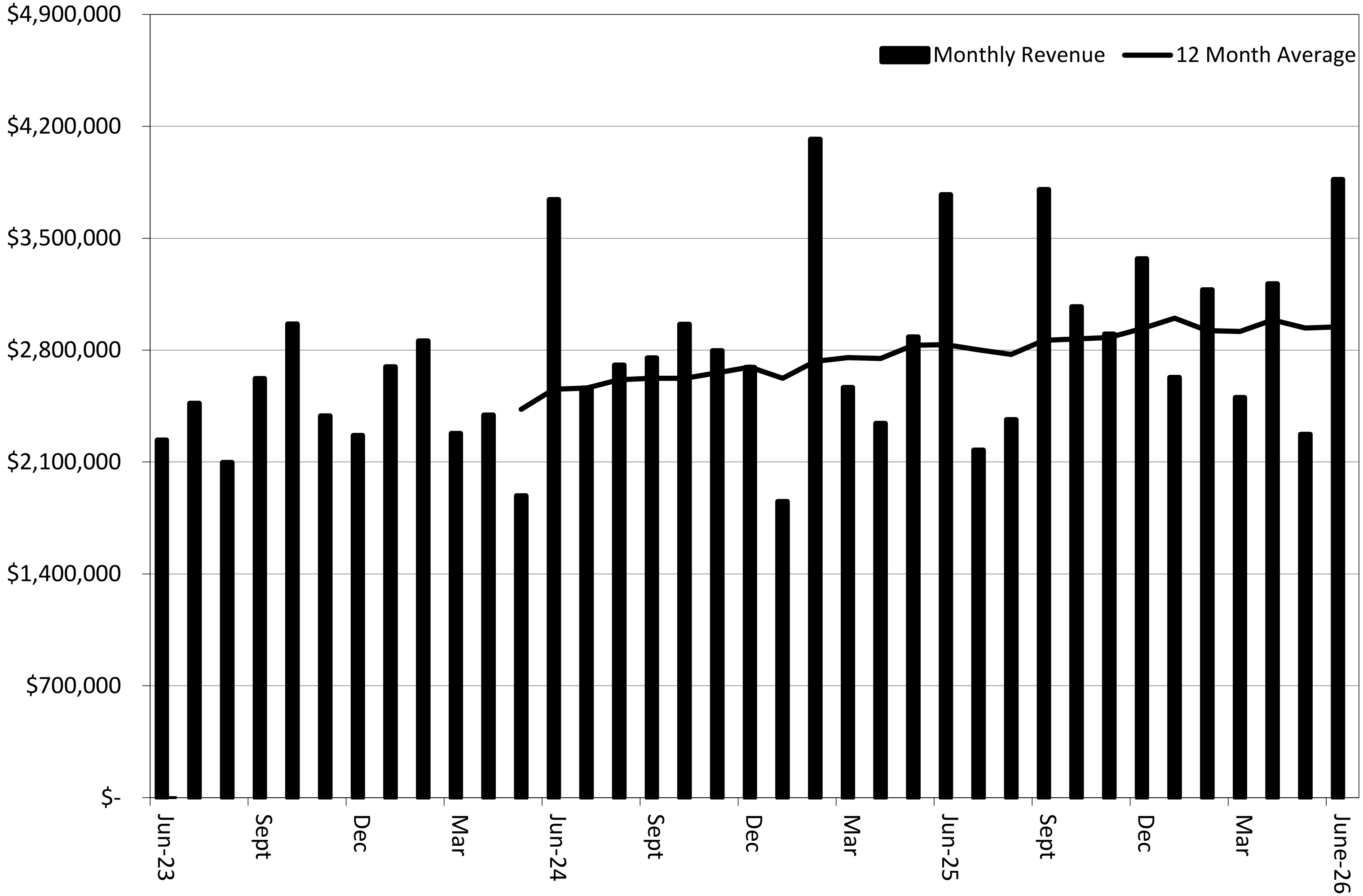
NVTC
RECEIPTS and DISBURSEMENTS
June 2026

Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	Virginia LGIP: NVTC G&A / Project	Virginia LGIP: Commuter Choice	Virginia LGIP: Trusts
	DISBURSEMENTS						
1-30	Various	G&A expenses	(417,471.14)				
5	City of Fairfax	Other capital					(8,812.80)
5	Alexandria	Costs incurred			(9,674.00)		
16	Fairfax	Other capital					(48,085.24)
16	City of Fairfax	Other capital					(25,160.00)
24	Kimley-Horn	Consulting - Envision Route 7	(86,185.37)				
24	Kimley-Horn	Consulting - NTD project	(21,979.63)				
24	Kimley-Horn	Consulting - Commuter Choice	(8,467.79)				
24	Kimley-Horn	Consulting - SJ 28 support	(9,409.57)				
25	Kimley-Horn	Consulting - Envision Route 7	(51,579.11)				
25	Arlington	Other operating					(4,802,246.00)
25	Arlington	Other capital					(19,255,329.00)
29	Fairfax	I-66 Commuter Choice reimbursement				(1,630,079.00)	
29	PRTC	I-66 Commuter Choice reimbursement				(203,073.00)	
29	Fairfax	I-395/95 Commuter Choice reimbursement				(369,504.00)	
29	PRTC	I-395/95 Commuter Choice reimbursement				(364,693.00)	
29	VRE	CROC			(1,250,000.00)		
30	Banks	Bank charge	(137.56)	(163.89)			
	TOTAL DISBURSEMENTS		(595,230.17)	(163.89)	(1,259,674.00)	(2,567,349.00)	(24,139,633.04)
	TRANSFERS						
12	Transfer	From LGIP to checking	150,000.00		(150,000.00)		
25	Transfer	From LGIP to checking	300,000.00		(300,000.00)		
25	Transfer	From LGIP to LGIP (NTD project)			21,979.63		(21,979.63)
	NET TRANSFERS		450,000.00	-	(428,020.37)	-	(21,979.63)
	NET INCREASE (DECREASE) FOR MONTH		$ (145,230.17)	$ 18,070.96	$ (424,005.70)	$ (2,127,599.74)	$ 3,197,132.98

NVTC
INVESTMENT REPORT
June 2026

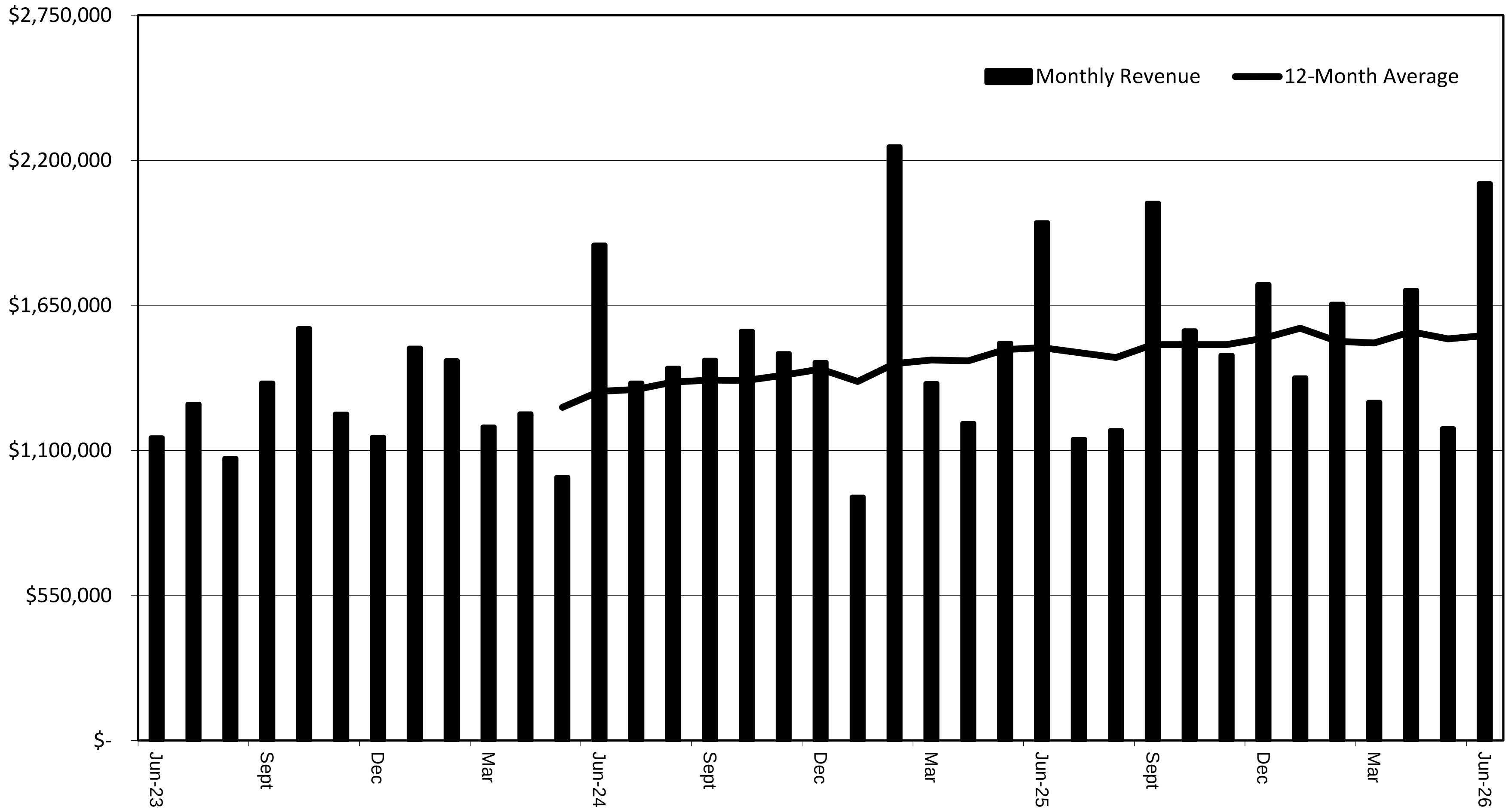
Type	Rate	Balance 5/31/2026	Increase (Decrease)	Balance 6/30/2026	Balance: NVTC G&A/Project	Balance: Commuter Choice	Balance: Jurisdiction Trust Fund	Balance: Loudoun Tax Trust Fund
Cash Deposits								
Wells Fargo: NVTC Checking	N/A	$ 180,470.79	$ (145,230.17)	$ 35,240.62	$ 35,240.62	$ -	$ -	$ -
Wells Fargo: NVTC Savings	0.480%	368,276.99	18,070.96	386,347.95	386,347.95	-	-	-
Investments								
Bank of America: Virginia Local Government Investment Pool (LGIP)	3.834%	583,667,868.02	645,527.54	584,313,395.56	999,436.32	139,937,822.23	407,915,112.00	35,461,025.01
		$ 584,216,615.80	$ 518,368.33	$ 584,734,984.13	$ 1,421,024.89	$ 139,937,822.23	$ 407,915,112.00	$ 35,461,025.01

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



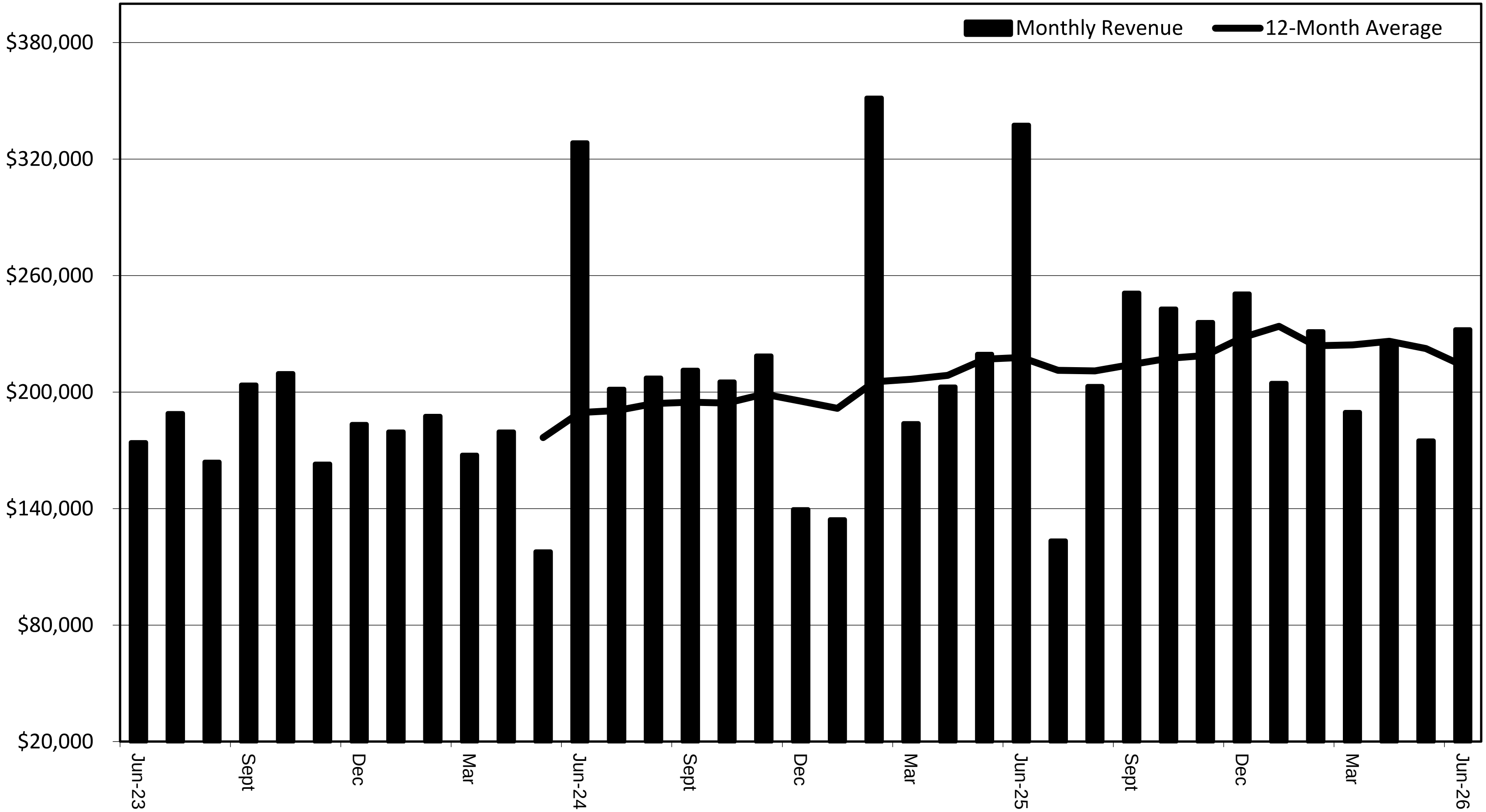
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



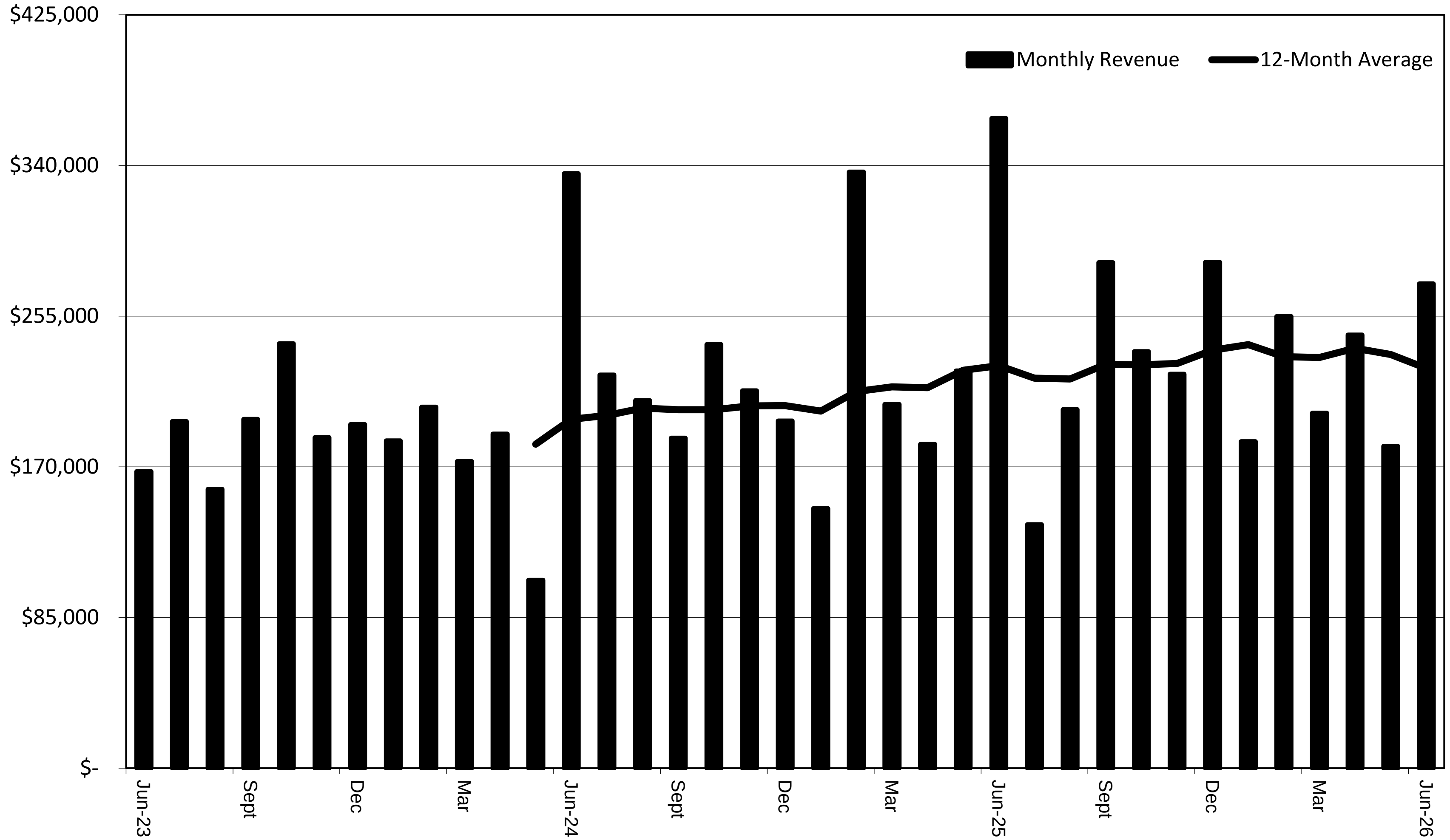
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



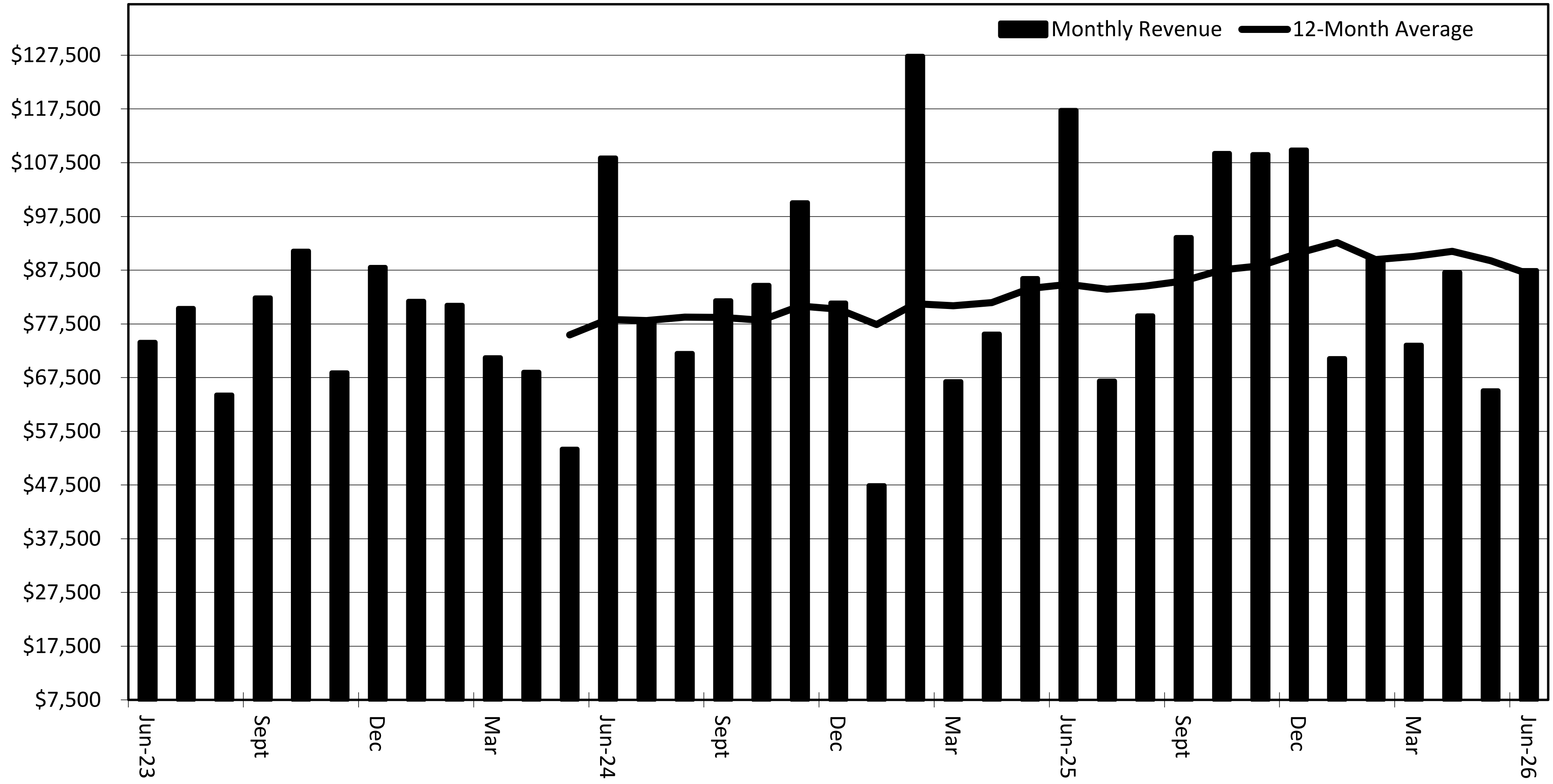
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



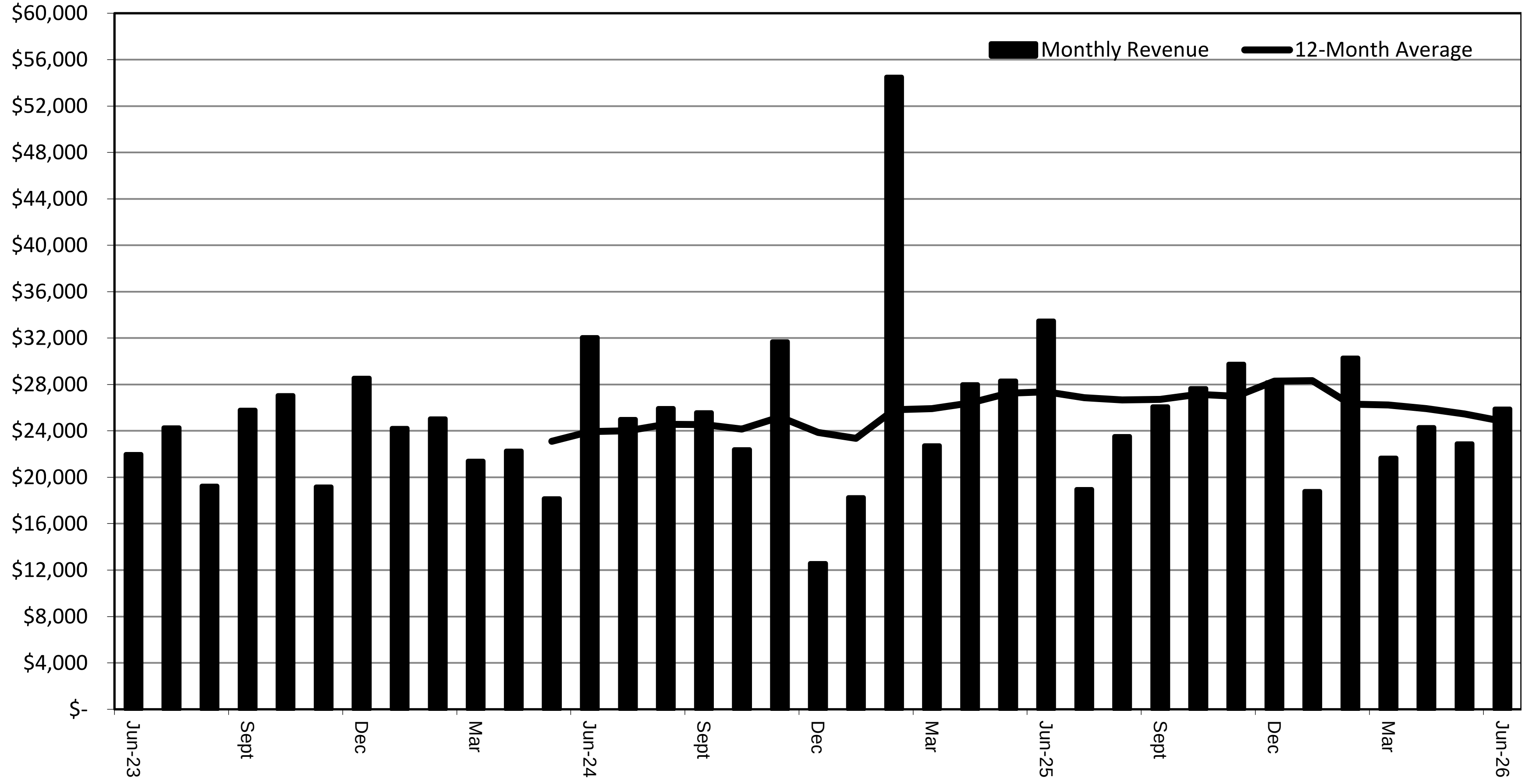
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



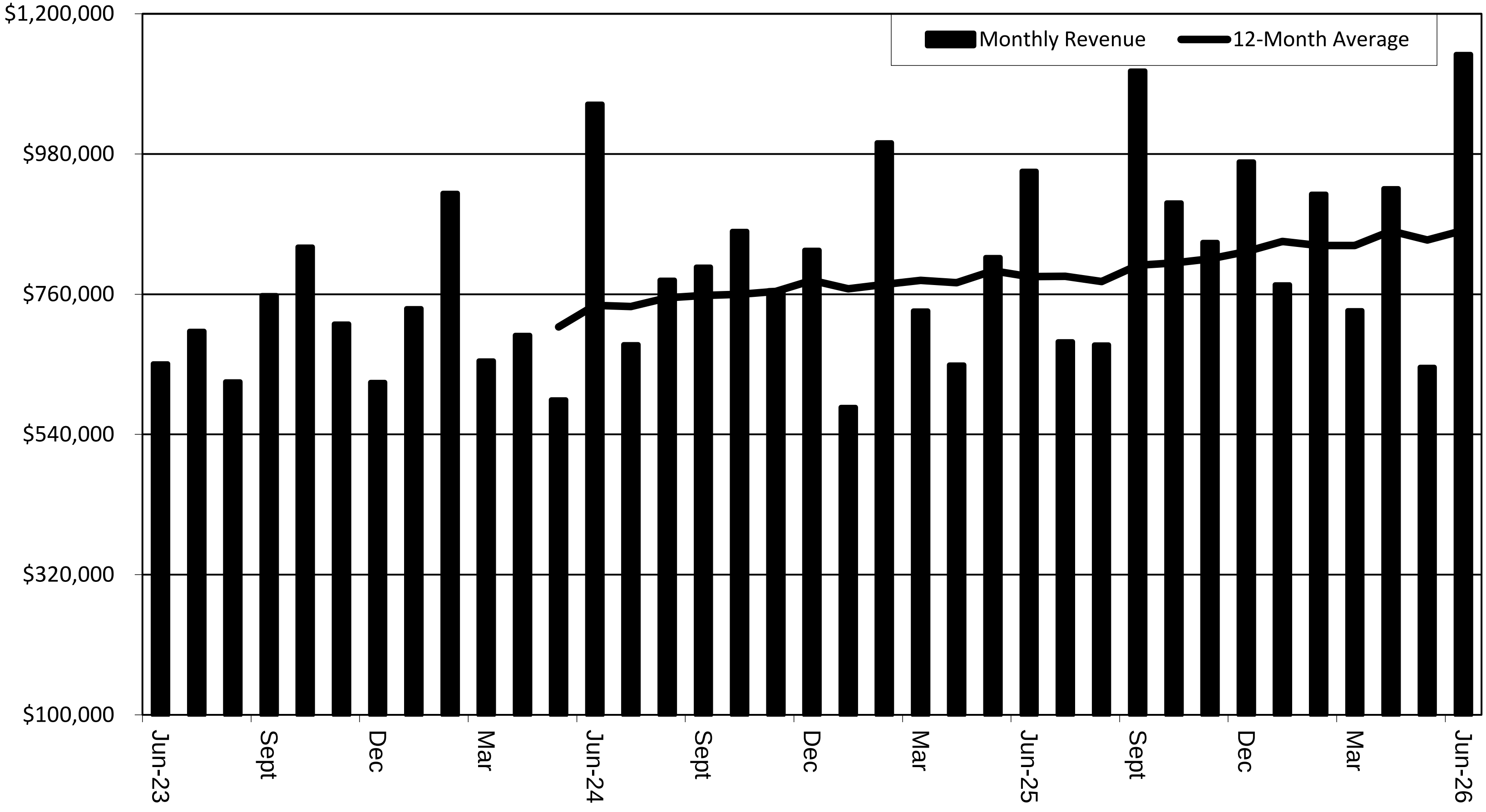
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE
CITY OF FALLS CHURCH
FISCAL YEARS 2023-2026



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

NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2023-2026



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

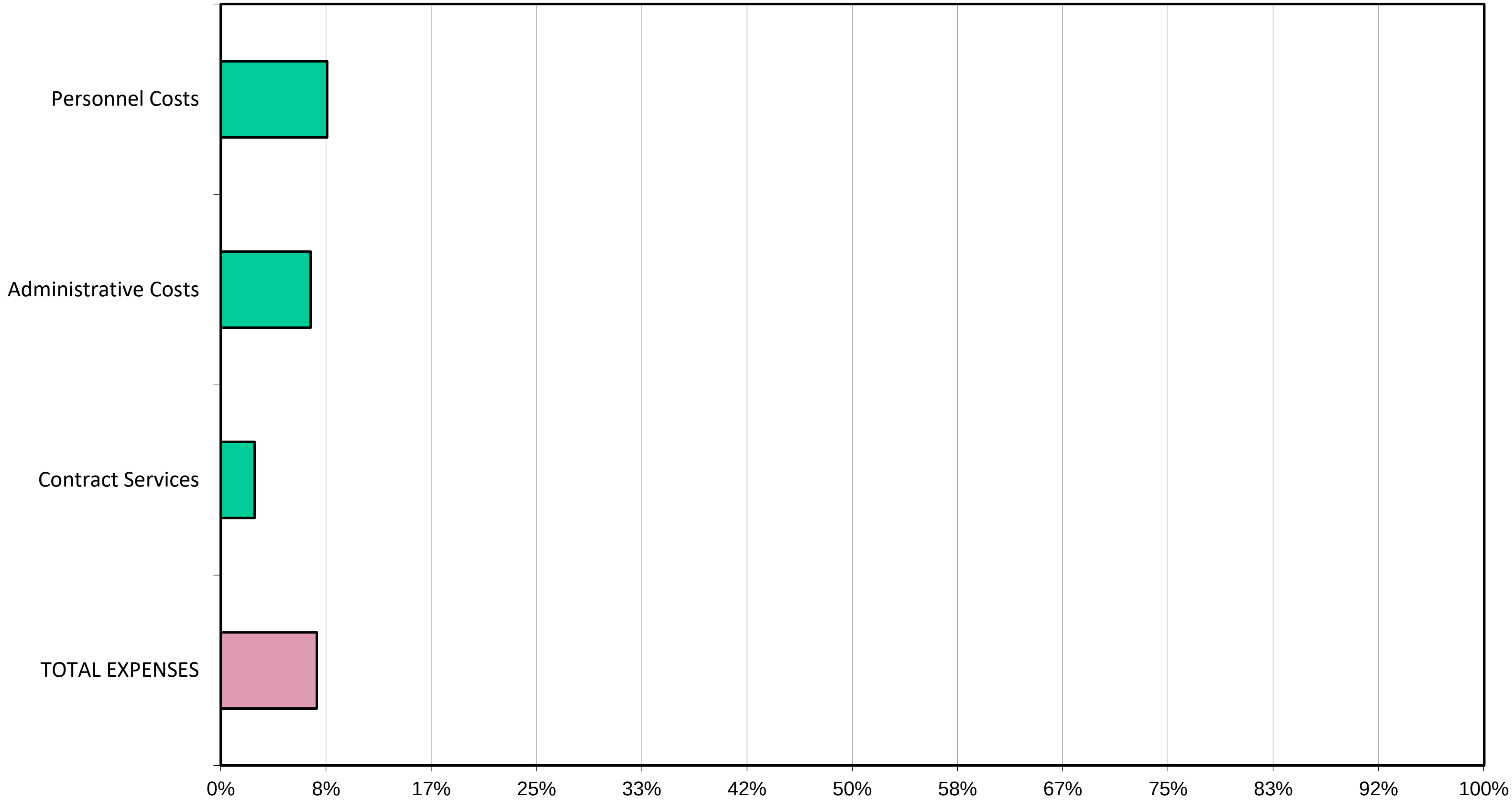
Attachment #5E

Northern Virginia Transportation Commission

Financial Reports

July 2026

PERCENTAGE OF FY 2027 NVTC ADMINISTRATIVE BUDGET USED
July 2026
(TARGET 8.3% OR LESS)



Note: Refer to pages 2 and 3 for details

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries and Wages	$ 264,388.65	$ 264,388.65	$ 3,014,000.00	$ 2,749,611.35	91.2%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	264,388.65	264,388.65	3,014,000.00	2,749,611.35	91.2%
Benefits					
Employer's Contributions:					
FICA	16,755.29	16,755.29	208,000.00	191,244.71	91.9%
Group Health Insurance	15,865.93	15,865.93	273,000.00	257,134.07	94.2%
Retirement	20,420.00	20,420.00	265,000.00	244,580.00	92.3%
Workmans & Unemployment Compensation	186.25	186.25	2,800.00	2,613.75	93.3%
Life Insurance	23.26	23.26	6,600.00	6,576.74	99.6%
Long Term Disability Insurance	1,470.95	1,470.95	19,500.00	18,029.05	92.5%
Total Benefit Costs	54,721.68	54,721.68	774,900.00	720,178.32	92.9%
Administrative Costs					
Commissioners Per Diem	950.00	950.00	14,500.00	13,550.00	93.4%
Rents:	*41,009.85*	*41,009.85*	*493,400.00*	*452,390.15*	*91.7%*
Office Rent	40,026.70	40,026.70	471,400.00	431,373.30	91.5%
Parking & Transit Benefits	983.15	983.15	22,000.00	21,016.85	95.5%
Insurance:	*495.00*	*495.00*	*8,800.00*	*8,305.00*	*94.4%*
Public Official Bonds	170.00	170.00	2,500.00	2,330.00	93.2%
Liability and Property	325.00	325.00	6,300.00	5,975.00	94.8%
Travel:	*1,434.76*	*1,434.76*	*79,200.00*	*77,765.24*	*98.2%*
Conference / Professional Development	966.50	966.50	58,200.00	57,233.50	*98.3%*
Non-Local Travel	-	-	2,500.00	2,500.00	100.0%
Local Travel, Meetings and Related Expenses	468.26	468.26	18,500.00	18,031.74	97.5%

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Communication:	*823.41*	*823.41*	*18,400.00*	*17,576.59*	*95.5%*
Postage	-	-	1,400.00	1,400.00	100.0%
Telephone and Data	823.41	823.41	17,000.00	16,176.59	95.2%
Publications & Supplies	*1,625.07*	*1,625.07*	*37,300.00*	*35,674.93*	*95.6%*
Office Supplies	32.50	32.50	3,000.00	2,967.50	98.9%
Duplication and Paper	1,000.00	1,000.00	9,300.00	8,300.00	89.2%
Public Engagement	592.57	592.57	25,000.00	24,407.43	97.6%
Operations:	*3,956.84*	*3,956.84*	*59,300.00*	*55,343.16*	*93.3%*
Furniture and Equipment (Capital)	-	-	19,200.00	19,200.00	*100.0%*
Repairs and Maintenance	57.97	57.97	1,000.00	942.03	94.2%
Computer Operations	3,898.87	3,898.87	39,100.00	35,201.13	90.0%
Other General and Administrative:	*1,141.13*	*1,141.13*	*11,900.00*	*10,758.87*	*90.4%*
Memberships	106.25	106.25	1,600.00	1,493.75	93.4%
Fees and Miscellaneous	1,034.88	1,034.88	8,800.00	7,765.12	88.2%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	51,436.06	51,436.06	722,800.00	671,363.94	92.9%
Contracting Services					
Auditing	-	-	26,900.00	26,900.00	100.0%
Contract Services and Support					
Commuter Choice	693.40	693.40	136,250.00	135,556.60	99.5%
Research Support (excludes carryover)	-	-	250,000.00	250,000.00	100.0%
Other Technical	11,916.67	11,916.67	120,000.00	108,083.33	90.1%
Legal	2,500.00	2,500.00	30,000.00	27,500.00	91.7%
Total Contract Services	15,110.07	15,110.07	563,150.00	548,039.93	97.3%
Total Gross G&A Expenses	$ 385,656.46	$ 385,656.46	$ 5,074,850.00	$ 4,689,193.54	92.4%

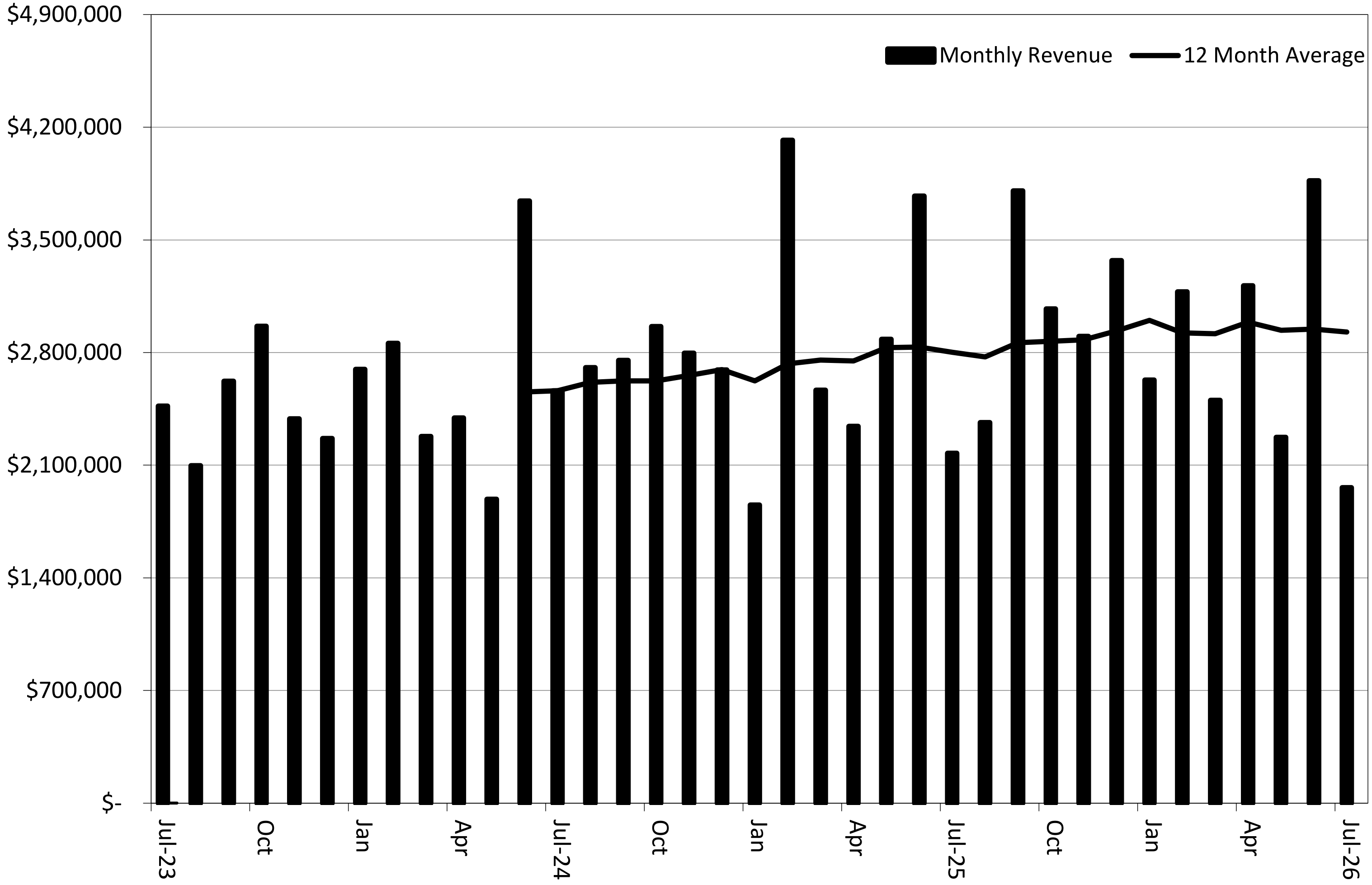
NVTC
RECEIPTS and DISBURSEMENTS
July 2026

Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	Virginia LGIP NVTC G&A / Project	Virginia LGIP Commuter Choice	Virginia LGIP Trusts
	RECEIPTS						
1	Alexandria	G&A contribution		$ 10,221.75			
9	Fairfax	G&A contribution		155,458.00			
9	City of Fairfax	G&A contribution		4,278.00			
13	DRPT	Capital grants receipts - Fairfax					11,282,817.36
13	VRE	Expense reimbursement		3,831.51			
14	DRPT	Capital grant receipt - VRE			670,944.00		
15	DRPT	Capital grants receipts - Fairfax					262,573.16
15	NVTC	Commuter Choice reimbursements			184,299.00		
16	Loudoun	G&A contribution		19,006.00			
16	Arlington	G&A contribution		62,334.00			
27	FTA	Grant receipt - Alexandria			3,741.00		
27	FTA	Grant receipt - Envision Route 7			110,212.00		
29	DRPT	Capital grant receipt - City of Fairfax					37,066.50
31	Banks	Interest earnings		223.89	2,852.29	449,246.54	917,524.24
	TOTAL RECEIPTS		-	255,353.15	972,048.29	449,246.54	12,499,981.26

NVTC
RECEIPTS and DISBURSEMENTS
July 2026

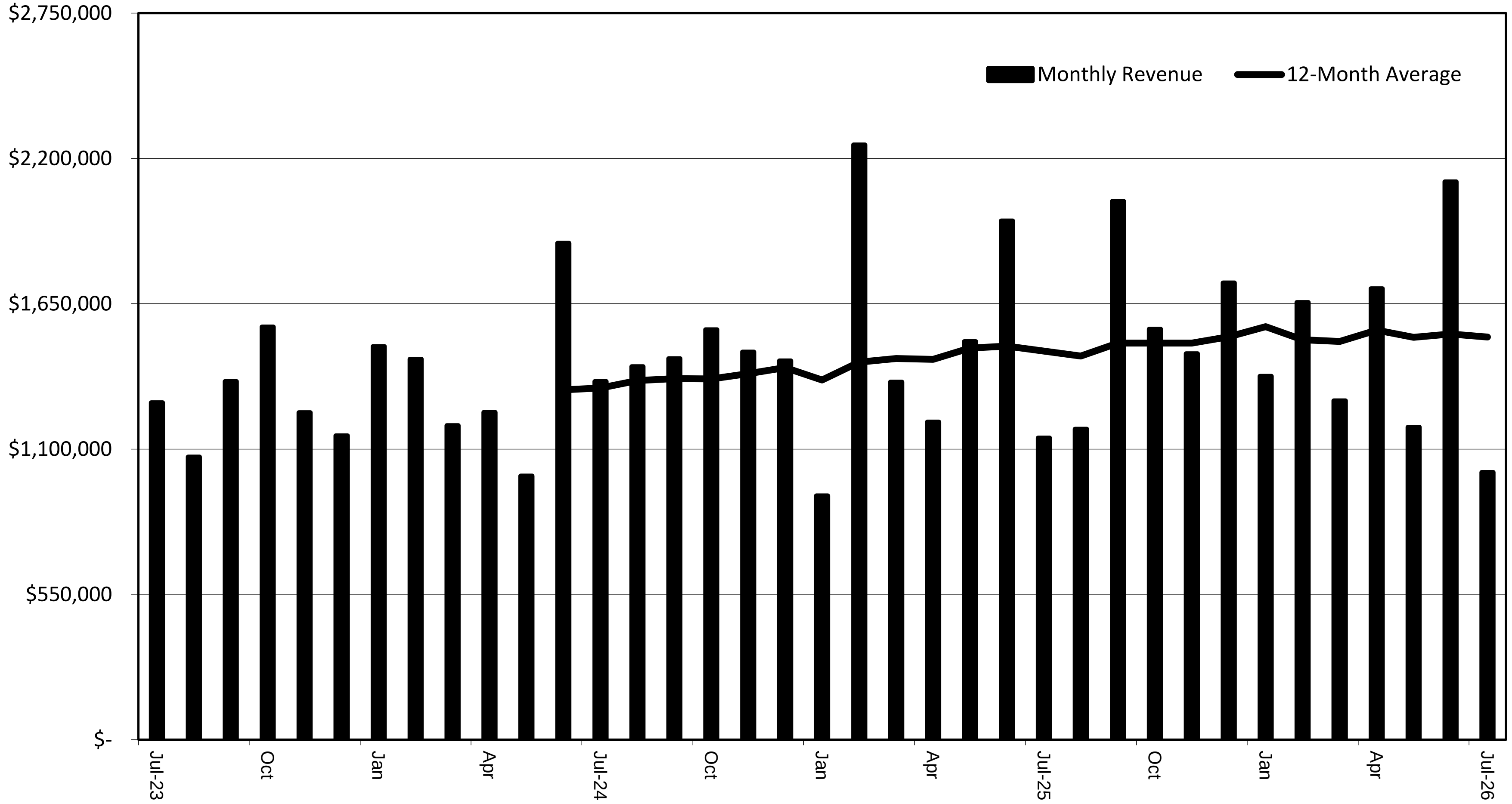
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	Virginia LGIP NVTC G&A / Project	Virginia LGIP Commuter Choice	Virginia LGIP Trusts
	DISBURSEMENTS						
1-31	Various	G&A expenses	(355,711.73)				
1	WMATA	Metrobus operating					(28,170,104.00)
1	WMATA	Metrorail operating					(54,740,394.00)
1	WMATA	MetroAcess operating					(5,005,418.00)
1	WMATA	CIP					(211,743.00)
1	WMATA	Project Planning					(124,598.00)
1	Fairfax	Other operating					(35,604,894.00)
1	Fairfax	Other capital					(38,371,617.00)
8	Arlington	Other operating					(235,677.00)
9	Stantec	Consulting - NTD project	(67,618.58)				
13	WMATA	Metrorail operating					(4,102,890.00)
14	VRE	Grant revenue			(670,944.00)		
15	NVTC	I-395/95 Commuter Choice reimbursement				(40,700.00)	
15	NVTC	I-66 Commuter Choice reimbursement				(143,599.00)	
16	Kimley-Horn	Consulting - NTD project	(26,088.78)				
23	Sensis	Regional marketing campaign	(2,662.50)				
27	Alexandria	Costs incurred		(3,741.00)			
28	WMATA	I-395/95 Commuter Choice reimbursement				(601,819.00)	
29	City of Fairfax	Other capital					(37,066.50)
31	Banks	Bank charge	(132.13)	(187.02)			
	TOTAL DISBURSEMENTS		(452,213.72)	(3,928.02)	(670,944.00)	(786,118.00)	(166,604,401.50)
	TRANSFERS						
9	Transfer	LGIP to checking	240,000.00		(240,000.00)		
13	Transfer	LGIP to LGIP - NTD project			21,979.63		(21,979.63)
16	Transfer	LGIP to LGIP - NTD project			26,088.78		(26,088.78)
16	Transfer	LGIP to checking	80,000.00		(80,000.00)		
24	Transfer	LGIP to checking	160,000.00		(160,000.00)		
	NET TRANSFERS		480,000.00	-	(431,931.59)	-	(48,068.41)
	NET INCREASE (DECREASE) FOR MONTH		$ 27,786.28	$ 251,425.13	$ (130,827.30)	$ (336,871.46)	$ (154,152,488.65)

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



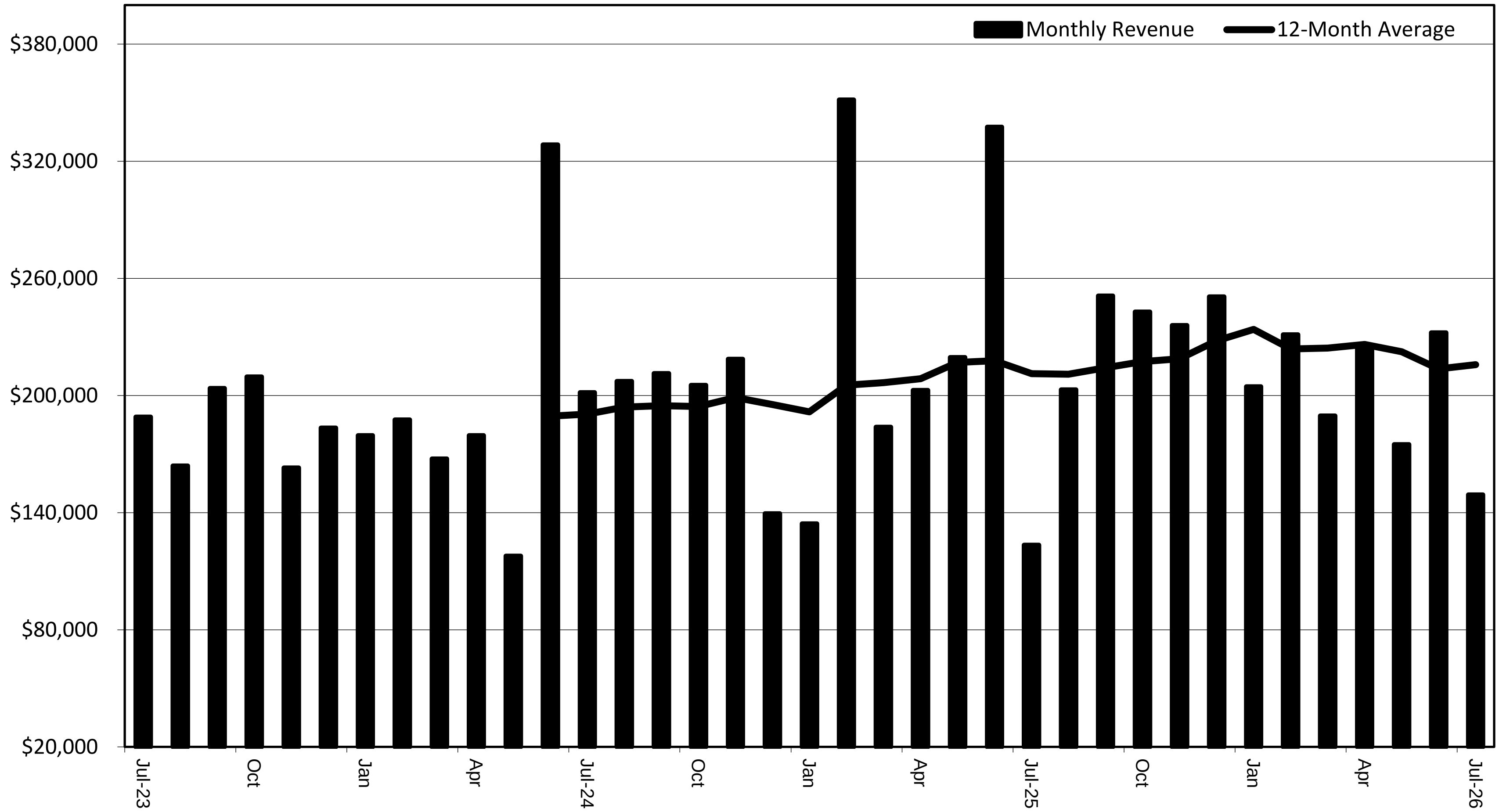
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



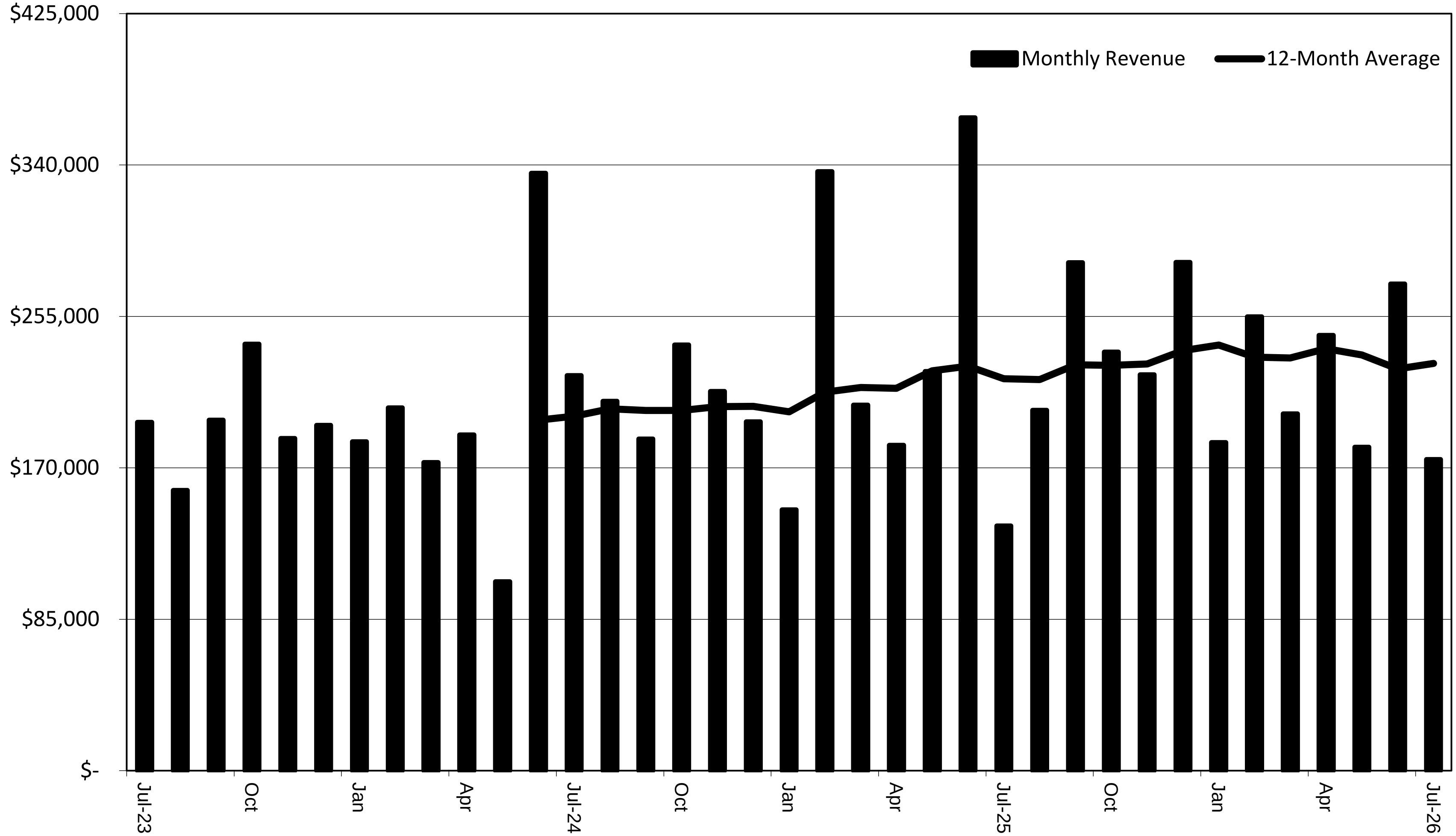
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



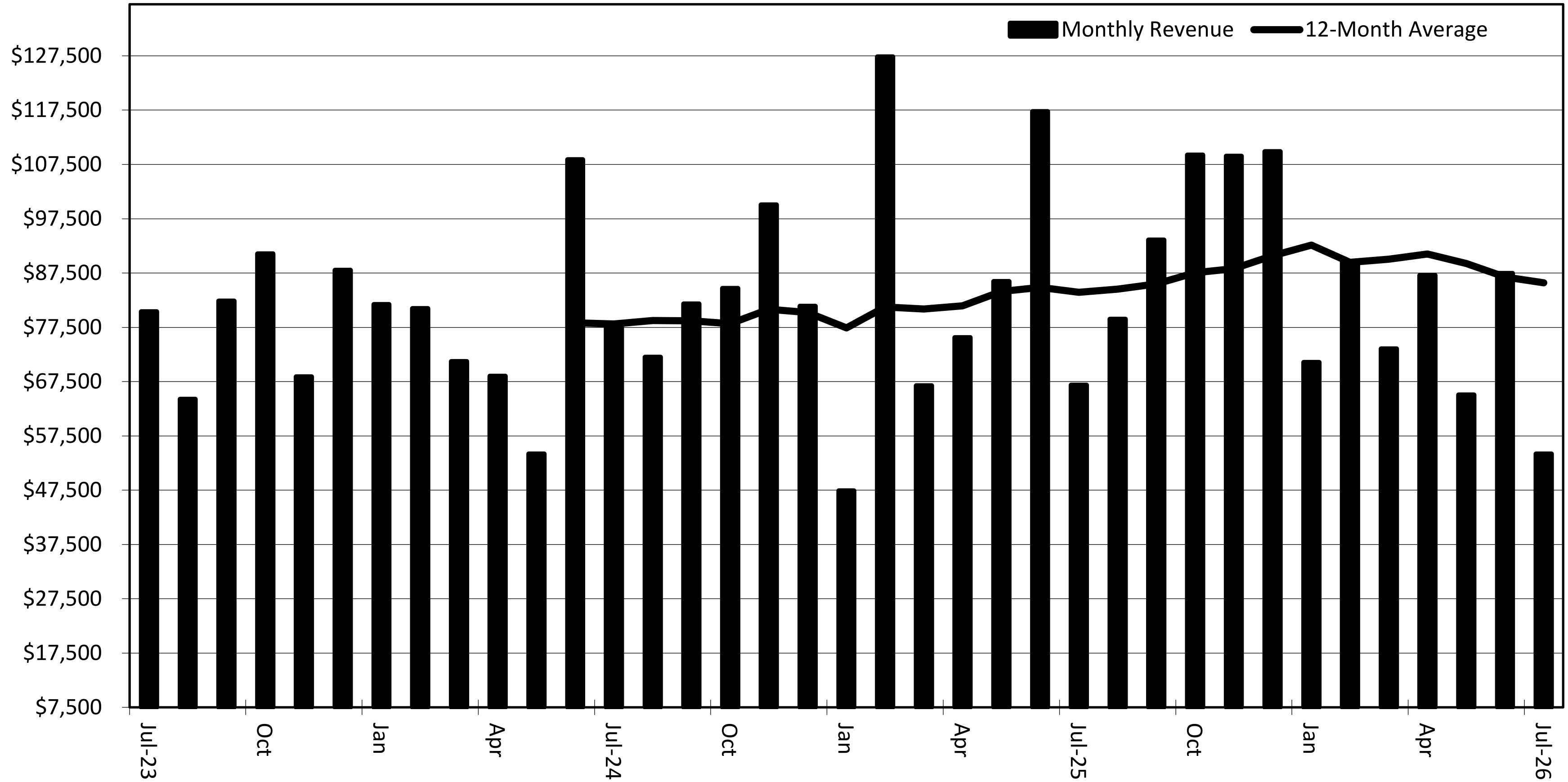
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



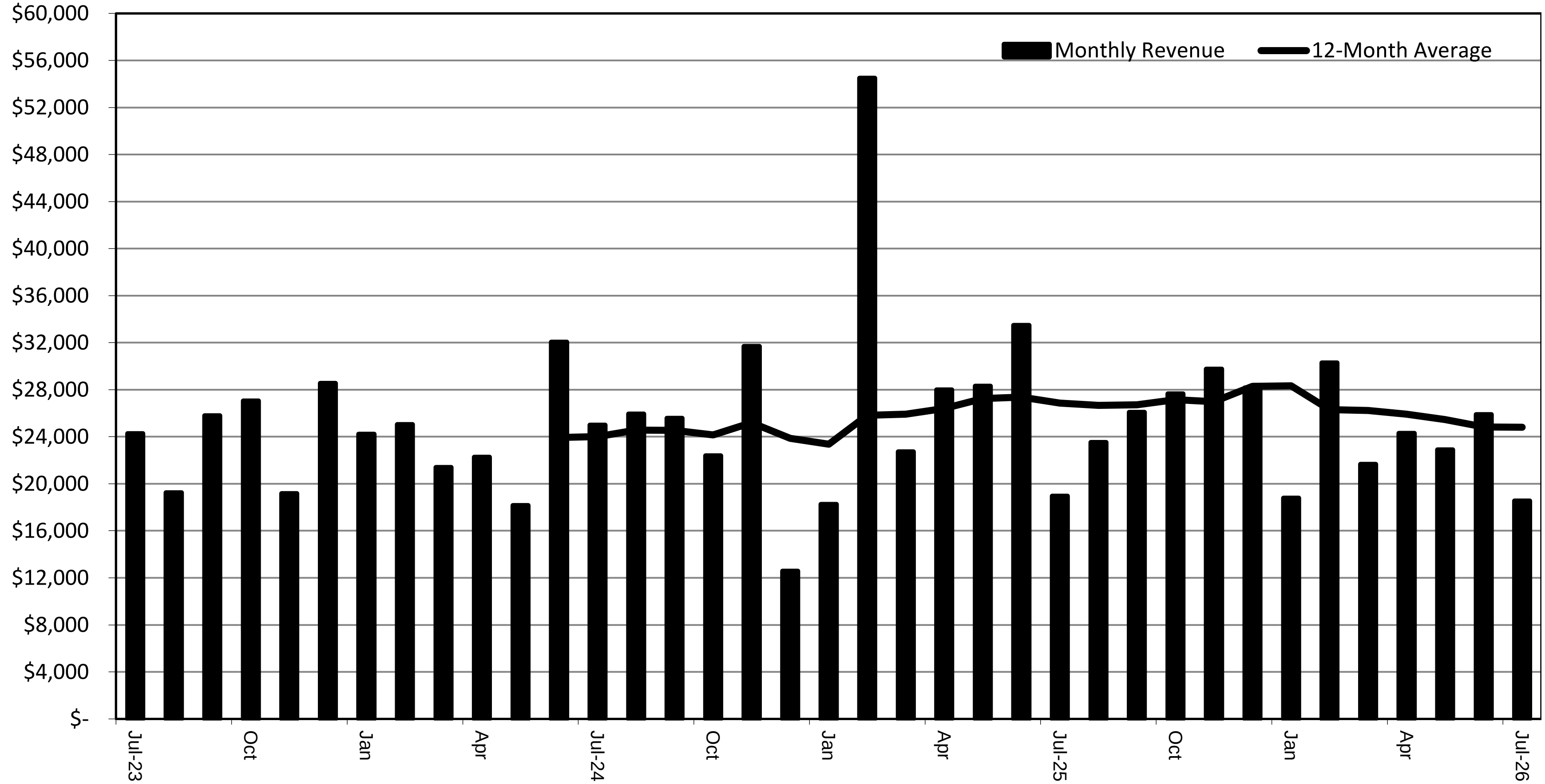
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



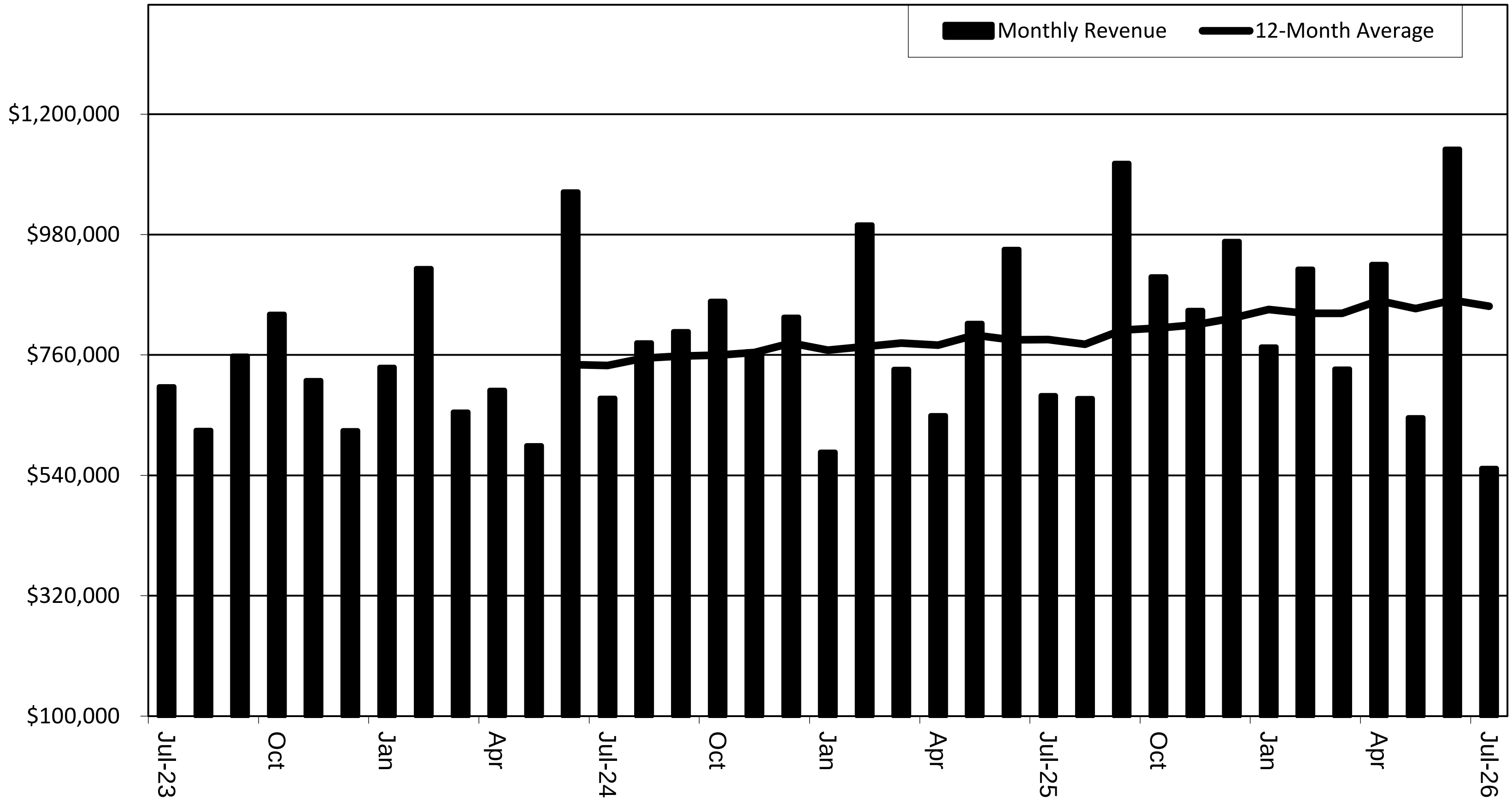
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Agenda Item #6

TO: Chair Bagley and NVTC Commissioners

FROM: Kate Mattice

DATE: August 27, 2026

SUBJECT: Closed Session

At the September 3 meeting, the Commission will convene a Closed Session to discuss a VRE matter.

Motion to Enter into Closed Session:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A(7)) of the Code of Virginia, I move that the Commission convene a closed meeting 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.

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.