

MINUTES
NVTC COMMISSION MEETING – SEPTEMBER 3, 2026
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

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

Members Present

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

Members Absent

Walter Alcorn
Juli Briskman
Takis Karantonis
David Reid

Staff and Others Present

Kate Mattice, Executive Director
Jason Adle
Genoveva Cutrell
Matt Friedman
Rhonda Gilchrest
Sarah Godfrey
Adam Hager
Scott Kalkwarf
Hwajung Kim
Ann McGrane
Tenley O'Hara
Vikram Sinha

Amanda Sink
Sophie Spiliotopoulos
Colie Touzel
Melissa Walker
Owen Williams
Henry Watkins (*via electronic participation*)
Jenner Foster (*via electronic participation*)
Katie Choe (VRE)
Dallas Richards (VRE)
MinhChau Corr (NVTC/VRE)
Joe Swartz (VRE)

Opening Remarks

Chair Bagley welcomed everyone to the September 3, 2026 NVTC meeting and noted that the meeting was being simultaneously broadcast to the public on YouTube. Board Administrator Rhonda Gilchrest confirmed a quorum.

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

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

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

Action Items

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Presentations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Committee Reports

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

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

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

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

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

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

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

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

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

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

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

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

Executive Director Wrap-Up

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

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

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

Ms. Mattice announced upcoming meetings:

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

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

Closed Session

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

Mr. Lopez moved, with a second by Ms. Palchik, the following motion:

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

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

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

Ms. Coffey moved, with a second by Mr. Aguirre, the following certification:

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

- 1) Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
- 2) Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.

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

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

Adjournment

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

Approved this 1st day of October 2026.

Sarah Bagley
Chair

Maureen Coffey
Secretary-Treasurer



RESOLUTION #2612

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

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

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

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

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

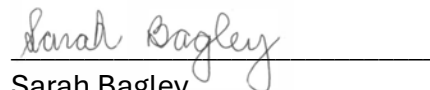
WHEREAS: The VRE Operations Board recommends the following action.

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

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

Approved this 3rd day of September, 2025.


Maureen Coffey
Secretary-Treasurer


Sarah Bagley
Chair



RESOLUTION #2613

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

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

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

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

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

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

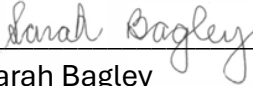
WHEREAS: The VRE Operations Board recommends the following action.

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

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

Approved this 3rd day of September, 2025.


Maureen Coffey
Secretary-Treasurer


Sarah Bagley
Chair