

NVTC JOINT WMATA COMMITTEE/LEGISLATIVE AND POLICY COMMITTEE MEETING

THURSDAY, JANUARY 29, 2026

Via Electronic Participation

[Public Streaming Via YouTube](#)

6:00 p.m.

AGENDA

*This meeting is an **ALL-VIRTUAL public meeting** as permitted under the Virginia Freedom of Information Act and NVTC's Electronic Participation Policy. The meetings may be viewed via the [NVTC YouTube Link](#). **If the livestream transmission fails, please contact NVTC staff via email at support@novatransit.org, which will be monitored during the meeting.** If the meeting method is changed, NVTC will provide a new meeting notice in accordance with the provisions of the Freedom of Information Act, and will notify Commissioners, staff and public at least 72 hours in advance of the meeting.*

1. Welcome and Opening Remarks
2. Meeting Summary of the October 16, 2025 Joint NVTC WMATA Committee/Legislative and Policy Committee Meeting
3. Joint Committee Overview and Work Plan
4. WMATA FY 2027 Proposed Budget and FY 2027-2032 Capital Improvement Program
 - A. NVTC Comment Letter
5. General Assembly Update
6. Other Items
 - Next Joint Committee Meeting: Thursday, February 19, 2026, 6:00 p.m., Suite #230

WMATA Committee Members:

Matt de Ferranti, Chair
Matt Letourneau, Vice-Chair
Walter Alcorn
Caneke Aguirre
Darien Flowers
David Snyder

Legislative and Policy Committee Members:

Caneke Aguirre, Chair
James Bierman, Vice-Chair
Maureen Coffey
Adam Ebbin
Matt Letourneau
Catherine Read
David Snyder

**MEETING SUMMARY
NVTC JOINT WMATA COMMITTEE / LEGISLATIVE AND POLICY COMMITTEE
NVTC Suite #230 Conference Room
2300 Wilson Blvd., Arlington, Virginia
Public Livestreaming via YouTube
October 16, 2025**

WMATA Committee Members Present:

Walter Alcorn
Canek Aguirre
Paul Smedberg
David Snyder

Legislative and Policy Committee Members Present:

Canek Aguirre, Chair
Maureen Coffey
Adam Ebbin
David Snyder
Catherine Read

WMATA Committee Members Absent:

Matt de Ferranti, Chair
Matt Letourneau

Legislative and Policy Committee Members Absent:

Matt Letourneau

Other Commissioners Present:

Mark Sickles

Staff and Others Present:

Kate Mattice, Executive Director
Shannon Bacon
Andrew D’huyvetter
Rhonda Gilchrest
Adam Hager
Scott Kalkwarf
Daniel Knickelbein
Ann McGrane
Sophie Spiliotopoulos

Melissa Walker
Aimee Perron Seibert (*via electronic participation*)
Henry Watkins (*via electronic participation*)
Sarah Husain (DRPT)
Jen Monaco (DRPT)
Greg Potts (WMATA)
Jamie Rosen (WMATA)
Kirk Dand (Arlington County)

Legislative and Policy Committee Chair Aguirre called the joint meeting of the WMATA Committee and the Legislative and Policy Committee to order at 7:11 p.m. He explained that the meeting is being streamed live via NVTC’s YouTube channel. He noted that WMATA Committee Chair Matt de Ferranti sent his regrets for not being able to attend the meeting. Chair Aguirre stated that each committee had reached quorum, and that Mr. Letourneau was expected to join shortly.

Chair Aguirre noted that the Meeting Summary of the September 18, 2025 Joint WMATA Committee/Legislative and Policy Committee meeting was included in the meeting materials. There were no changes requested from committee members. Chair Aguirre then postponed the third item on the agenda, Recognition of Matt Letourneau’s Service on the WMATA Board of Directors, until Mr. Letourneau could arrive.

Mr. Sickles arrived at 7:13 p.m.

WMATA Presentation on Strategic Transformation Plan

Chair Aguirre introduced Greg Potts and Jamie Rosen from WMATA to provide an overview of their Strategic Transformation Plan update. Chair Aguirre reminded committee members that Virginia requires WMATA to maintain a strategic plan and update it at least every three years to serve as a guide for WMATA's overall strategy and day-to-day decision making.

Mr. Potts and Ms. Rosen presented an overview of the Strategic Transformation Plan (STP), including changes since the most recent iteration. This update continues the theme of *Your Metro, The Way Forward*, setting goals to serve as both a long-term strategy and a tool for annual priorities. Ms. Rosen explained that, since the last iteration of the STP, WMATA has increased its focus on financial efficiency as a core, continuous goal rather than a reaction to fiscal challenges. She also explained that "Regional Partnership & Long-Term Transit Planning" has shifted from a goal to a cross-cutting enabler across all three primary goals. The three refreshed goals are "Service Excellence," "Talented Teams" and "Financial and Organizational Efficiency." Additionally, the updated STP elevates "Continuously Improving" as a new guiding value and centralizes customer service. Ms. Rosen mentioned the public comment period for the STP update lasts from October 11 through November 4. She also indicated that a public hearing would be held on October 30 and the WMATA Board is anticipated to adopt of the STP on December 11.

Mr. Snyder praised the team for their work on the STP and WMATA's service overall. He also asked if the "Energy Management" objective is new to this update. Ms. Rosen responded that, while environmental responsibility has been a priority in the past, this STP positions "Energy Management" as a core Financial Efficiency objective in order to prioritize improved service and fiscal responsibility. Mr. Snyder provided positive feedback about decreased levels of Metrorail fare evasion, system cleanliness and the Tap.Ride.Go. initiative and commended WMATA staff for the strong improvements in service and customer experience over the last several years.

Mr. Sickles asked how WMATA monitors improvement between each STP update, as part of the continuous improvement value set. Ms. Rosen responded that improvement metrics include many aspirational goals and regular reporting and reflection to stay on track. Mr. Potts highlighted that WMATA staff report to the WMATA Board quarterly regarding the STP metrics. Ms. Rosen added that staff assess improvement based on performance metrics at the goal and objective levels, as well as aspirational goals. Mr. Smedberg also referenced the business-like approach that assists in strong performance. Mr. Alcorn added the various improvements made in the past year at WMATA, and that capital investments are needed to sustain this momentum and accomplish the aspirations set forth in the plan.

Mr. Snyder proposed that bus stop infrastructure should be addressed and improved, noting that customers are not served well by the varying levels of infrastructure across WMATA's service area. Chair Aguirre noted the difficulty posed by WMATA's interjurisdictional service

and requirements but agreed the infrastructure should be addressed. Mr. Potts responded that DMVMoves and the Better Bus Network support these efforts. Ms. Rosen added that the Better Bus Network has helped to identify and track bus stop conditions.

Chair Aguirre then asked Mr. Smedberg and Mr. Alcorn about the forthcoming WMATA FY 2027 Budget and the FY 2027-3032 Capital Improvement Program (CIP). Mr. Alcorn explained that two CIP scenarios will be presented by staff in mid-December. The first is an austere funding scenario, which assumes no new dedicated capital funding, and the second includes new dedicated funding per DMVMoves. He also reminded the committee that WMATA will soon run out of bonding capacity because 2018 dedicated capital funding is not indexed to inflation. Mr. Alcorn added that the issue of finding additional Virginia operating funding for WMATA remains, which the SJ 28 Joint Subcommittee process is aiming to address. Mr. Smedberg added that he, Mr. Alcorn, General Manager Randy Clarke and WMATA Board Chair Valerie Santos presented an update to the Commonwealth Transportation Board (CTB) the week prior as required by Virginia Code and they were able to highlight progress made by WMATA. Mr. Smedberg and Ms. Mattice noted the positive feedback received from CTB members.

NVTC Work Towards Long-Term Sustainable Dedicated Funding

Chair Aguirre then turned to a series of items related to the Commission's work establishing long-term, sustainable funding for Northern Virginia public transit. He asked Director of Programs and Policy Andrew D'huyvetter, Deputy Director of Programs and Policy Ann McGrane, WMATA Program Manager Adam Hager and Program Analyst Shannon Bacon to give their presentations.

DMVMoves. Mr. D'huyvetter provided an update on DMVMoves, reporting that the next Task Force meeting will be on October 29. At that meeting, the Task Force will discuss WMATA investment concepts, a regional bus priority approach, and a Regional Integration Action Plan. He noted that outcomes of that meeting will be presented at the WMATA and Metropolitan Washington Council of Governments (MWCOG) Boards in November. He reminded committee members that the Commission approved resolutions laying out principles for Northern Virginia transit investment, and NVTC staff will be reviewing DMVMoves proposals with these principles in mind.

SJ 28: Northern Virginia Public Transit Joint Subcommittee. Mr. D'huyvetter gave an update on the progress of the SJ 28 Joint Subcommittee. He stated that the next meeting will be on October 21 at the WMATA Eisenhower Building and the group will have a discussion on cost containment strategies as well as WMATA, VRE and local bus agency needs. He also reminded committee members that revenue estimates for multiple funding strategies at the Subcommittee's June 2025 meeting, and their final meeting will take place on November 5, where final recommendations will be presented. Senator Ebbin thanked NVTC staff for their work and commented that he is hopeful that recommendations coming out of the SJ 28 process can be taken with some flexibility to the General Assembly Session beginning in January 2026.

2025 Report on the Performance and Condition of WMATA Update. Mr. Hager provided a final committee briefing on the *2025 Annual Report on the Performance and Condition of WMATA* before the draft report is presented to the Commission at their November meeting. He stated that the 2025 report will focus on a long-term, sustainable funding solution for WMATA, reactions to DMVMoves, support for SJ 28's work and continued focus on previous issues of importance to the Commission regarding WMATA. Mr. Hager briefly outlined key information included in the report, including the operating and capital funding needs from Virginia to support WMATA. Mr. Alcorn noted that there is an operating funding need in Virginia which will need to be filled beginning in FY 2027, in addition to the capital funding need identified by DMVMoves beginning in FY 2028. Mr. Sickles added that the operating funding need will not be able to be fully covered by gas tax revenues or the general fund, emphasizing the importance of finding new funding sources.

Mr. Hager then provided an overview of NVTC's position on key WMATA issues including reporting requirements and labor costs, among others. He then turned to Ms. Bacon who shared information from the report's data and capital program chapters. She shared that routine financial performance data provided through the Federal Transit Administration is not yet available but is expected by the November Commission meeting.

Draft 2026 NVTC Legislative and Policy Agenda

Chair Aguirre turned to Commuter Choice and Policy Program Manager Daniel Knickelbein to provide information on the 2026 Legislative and Policy Agenda. Mr. Knickelbein noted a few minor changes to the Legislative and Policy Agenda since the September 18 meeting. At the state level, these updates include a new item identifying the immediate funding need facing Virginia for WMATA operations in FY 2027 as well as the addition of language to ensure that a sustainable solution is funded through net new revenues and does not reduce funding from existing sources for transportation. On the federal level, changes include the priority of funding transit in a transportation reauthorization bill with growth rates equal to or greater than federal-aid highways, and continued support for federal investment in passenger rail that benefits the Commonwealth.

Mr. Knickelbein closed by reviewing key dates between this meeting and the beginning of the 2026 General Assembly Session on January 14, 2026, including the Joint NVTC/Potomac and Rappahannock Transportation Commission/Virginia Railway Express Legislative Forum on December 15, 2025.

Other Items

Ms. Mattice and Mr. Sickles noted other information important to the committee, including Ms. Mattice's upcoming presentations to the Virginia House Appropriations Committee on October 20 and to the Northern Virginia Transportation Alliance on October 24. These briefings will cover SJ 28 and other activities taking place regarding transit in Northern Virginia. Ms. Mattice also noted that recommendations are expected from the SJ 28 Joint

Subcommittee on November 5, to be discussed at the Commission meeting the following day.

Chair Aguirre stated that the committee was hoping to commend Mr. Letourneau's service on the WMATA Board during this meeting but that he was stuck in traffic. Committee members decided to postpone Mr. Letourneau's commendation to a later date, potentially at a full Commission meeting.

With no further discussion from committee members, Chair Aguirre reminded members that the next Joint WMATA Committee/Legislative and Policy Committee meeting will be in person at NVTC on Thursday, November 20 at 6:00 p.m. Due to conflicting meetings, some members noted that they may need to participate virtually, and Ms. Mattice stated that staff will work with members to guarantee a quorum. Ms. Mattice also mentioned that the Commission is planning to acknowledge James Walkinshaw, former NVTC Commissioner and newly elected U.S. Representative, at the November Commission meeting.

Chair Aguirre adjourned the meeting at 7:52 p.m.

DRAFT



February XX, 2026

- Chair**
Hon. Sarah Bagley
- Vice-Chair**
Hon. Matthew F. Letourneau
- Secretary-Treasurer**
Hon. Maureen Coffey
- City of Alexandria**
Hon. Canek Aguirre
Hon. Sarah Bagley
- Arlington County**
Hon. Maureen Coffey
Hon. Matt de Ferranti
Hon. Takis Karantonis
- Fairfax County**
Hon. Walter L. Alcorn
Hon. James N. Bierman, Jr.
Hon. Dalia A. Palchik
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Hon. Daniel G. Storck
- City of Fairfax**
Hon. Catherine S. Read
- City of Falls Church**
Hon. David F. Snyder
- Loudoun County**
Hon. Juli E. Briskman
Hon. Matthew F. Letourneau
- Commonwealth of Virginia**
Darren B. Flowers
- Virginia General Assembly**
- Senate**
Hon. Adam Ebbin
Hon. Saddam A. Salim
- House of Delegates**
Hon. Paul Krizek
Hon. Alfonso Lopez
Hon. David Reid
- Executive Director**
Katherine A. Mattice

Valerie Santos, Chair
 WMATA Board of Directors
 300 7th Street NW
 Washington, DC 20024

Re: Comments on Proposed Fiscal Year 2027 WMATA Budget
 (Docket B26-01 and B26-02)

Dear Chair Santos:

On behalf of the Northern Virginia Transportation Commission (NVTC) and its WMATA Committee, I write to convey our comments regarding WMATA’s proposed FY 2027 Operating Budget and FY 2027-2032 Capital Improvement Program (CIP). Over the past two years, WMATA has demonstrated its commitment to delivering safe, reliable and efficient service as the region worked to develop a long-term, sustainable funding solution through DMVMoves and Virginia’s Growing Needs of Public Transportation Joint Subcommittee (SJ 28). Ridership and revenue are up considerably; crime is at an eight-year low, WMATA has the best safety metrics in the nation and management has generated over \$500 million in cost savings and cost avoidance. These efforts led to recognition by the American Public Transportation Association as Agency of the Year for 2025. As the Virginia, Maryland and District of Columbia legislative bodies work toward a dedicated capital funding solution as recommended by DMVMoves, NVTC commends WMATA for reinvesting in better service through internally generated savings, maintaining fares at current levels and moving forward with the first phase of systemwide rail modernization in this proposed budget.

Support legislative efforts in Virginia, Maryland and the District of Columbia to advance the Capital Improvement Program (CIP) scenario that includes DMVMoves funding

NVTC supports the Capital Improvement Program (CIP) scenario that features additional capital funding as recommended by the DMVMoves Task Force. While WMATA has made great strides in system performance and safety from the \$500 million in annual dedicated capital funding established in 2018, these funds, along with Passenger Rail Investment and Improvement Act (PRIIA) funding since 2010, were not indexed to inflation and have lost significant purchasing power over time. The \$460 million in new, regional DMVMoves funding from Maryland, the District of Columbia and Virginia, annually indexed to inflation, would provide ongoing, predictable funding for WMATA’s capital program to maintain state of good repair and improve reliability and safety across the system. This new funding is also critical to advancing WMATA’s rail modernization program which offers the region a once-in-a-generation opportunity to bend WMATA’s long-term operating cost curve. NVTC

urges WMATA to work closely with partners in Virginia, Maryland and the District of Columbia to establish their respective shares of DMVMoves funding in addition to accountability, transparency and reporting measures.

Advance rail modernization on the Red Line and continue to refine the costs and benefits of a systemwide modernization program.

NVTC supports Metrorail modernization investments to improve reliability, capacity, safety and efficiency. Through the rail modernization program, WMATA anticipates a significant return on investment through communications-based train control (CBTC), a renewed signaling system, targeted platform screen doors and technology and infrastructure upgrades. In December 2025, WMATA unveiled conceptual plans for systemwide modernization and demonstrated the need to begin on the Red Line, largely due to the age of the infrastructure and the fact that it does not interline with other Metrorail lines. As work advances on rail modernization and automation, NVTC recommends further refining the costs and benefits and communicating those results to stakeholders and the public.

Ensure that funding is secured to allow Option 1 of the 8000-series railcar contract to be executed to avoid production disruptions or delays.

The 8000-series railcar acquisition program will improve the safety, efficiency and reliability of the Metrorail system with a renewed fleet and by replacing aging railcars. WMATA's contract with the railcar vendor includes multiple options above the base order of 256 railcars awarded in 2020; the first option would secure 104 additional railcars at \$324 million and all additional contract options would secure approximately 800 new railcars. The CIP scenario without additional capital funding does not include sufficient funding to execute Option 1, potentially resulting in price increases and inhibiting progress to overhaul the railcar fleet. NVTC recommends that WMATA either secure funding in the CIP to execute Option 1 by December 2026 or work with the vendor to enable greater flexibility in railcar acquisition timelines.

Until legislation obviates the need to address the current 3% cap on growth in Virginia's operating assistance to WMATA, ensure Virginia's proposed subsidy does not conflict with the 3% cap thereby causing the withholding of state aid to NVTC jurisdictions.

The proposed FY 2027 jurisdictional subsidy contributions were not publicized by December 2025. Virginia's cap on annual WMATA subsidy growth requires that Virginia's subsidy to WMATA does not increase by more than 3% year over year. If Virginia's operating subsidy in the FY 2027 budget exceeds the cap, Virginia law mandates that the Commonwealth withhold 35% of its operating assistance to NVTC jurisdictions which would place extraordinary financial pressure on local governments already facing economic headwinds. NVTC supported DMVMoves and SJ 28 recommendations to establish a revised cap in the 2026 General Assembly session. However, until Virginia law changes, NVTC encourages WMATA to proactively avoid any potential conflicts with the existing 3% cap.

Continue to look for opportunities to identify one-time and recurring cost savings in the operating and capital budgets.

NVTC is encouraged by WMATA's cost savings initiatives in the capital and operating budgets in recent years. Between FY 2023 and FY 2025, WMATA saved \$532 million through salary and wage freezes, reducing consulting services and digital modernization in addition to rail and bus service efficiencies. The launch of the Better Bus Network redesign and return to semi-automated train operations in FY 2025 and FY 2026 have

also resulted in higher quality service for the same cost across the system. Schedule optimizations, modernized fare payment technologies, continued investment in Automatic Train Operations and other planned service improvements in FY 2027 will allow WMATA to reinvest savings into the system. NVTC supports strategies to maximize cost savings and identifying further opportunities for system reinvestments.

We look forward to FY 2027 as we embark on the first stages of the rail modernization program, improve connectivity and continue serving the transportation needs of our region. Please reach out to me or NVTC Executive Director Kate Mattice should you have questions or concerns.

Best regards,

Matt de Ferranti
Chair, NVTC WMATA Committee

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