NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NVTC JOINT WMATA COMMITTEE/LEGISLATIVE AND POLICY COMMITTEE MEETING
THURSDAY, NOVEMBER 19, 2026
NVTC Conference Room, Suite #230
2300 Wilson Blvd., Arlington, Virginia
Public Streaming Via YouTube
6:00 p.m.

AGENDA

5:45 p.m. Boxed Dinners Available for Committee Members
6:00 p.m. Joint WMATA Committee/Legislative and Policy Committee Meeting – NVTC Suite #230

If the meeting method is changed, NVTC will provide a new meeting notice, in accordance of VA Code §2.2-3707.

1. Welcome and Opening Remarks
   - **ACTION: Approve Commissioners Participating Electronically (if needed)**
2. Meeting Summary of the October 15, 2026 NVTC WMATA Committee Meeting
3. 2026 Report on the Performance and Condition of WMATA
4. Department of Rail and Public Transportation (DRPT) Presentations
   A. Private-Public Transit Labor Study
   B. Northern Virginia Regional Bus Consolidation Feasibility Study
5. 2027 NVTC Legislative and Policy Agenda and General Assembly Strategy
6. Other Items
   - Next Joint Committee Meeting: Thursday, January 21, 2027, 6:00 p.m., Suite #230

WMATA Committee Members:
Matt de Ferranti, Chair
Matt Letourneau, Vice-Chair
Canek Aguirre
Walter Alcorn
Kate Burns
Justine Underhill (David Snyder/Alternate)

Legislative and Policy Committee Members:
Canek Aguirre, Chair
James Bierman, Vice-Chair
Maureen Coffey
Matt Letourneau
Catherine Read
Saddam Azlan Salim
Justine Underhill (David Snyder/Alternate)

MEETING SUMMARY
NVTC WMATA COMMITTEE
NVTC Suite #230 Conference Room
2300 Wilson Blvd., Arlington, Virginia
Public Livestreaming via YouTube
October 15, 2026

WMATA Committee Members Present:
- Matt de Ferranti, Chair
- Walter Alcorn
- Canek Aguirre (via e*lectronic participation*)
- Kate Burns
- David Snyder (Alternate, Falls Church)

WMATA Committee Members Absent:
- Matt Letourneau, Vice-Chair
- Justine Underhill

Other Commissioners Present:
- James Bierman *(via electronic participation)*
- Maureen Coffey
- Catherine Read
- Kannan Srinivasan

Staff and Others Present:
- Kate Mattice, Executive Director
- Rhonda Gilchrest
- Adam Hager
- Ann McGrane
- Tenley O'Hara
- Amanda Sink
- Sophie Spiliotopoulos
- Owen Williams
- Aimee Perron Seibert *(via electronic participation)*
- Henry Watkins *(via electronic participation)*
- Jenner Foster *(via electronic participation)*
- Kirk Dand (Arlington County)
- Brent Riddle (Fairfax County)
- Jen Monaco (DRPT)
- Bill Pugh (CSG)
- Kathleen Silbaugh (WMSC)
- Peter Johnson (WMSC)

WMATA Committee Chair Matt de Ferranti called the meeting to order at 6:09 p.m. He explained that the meeting was being streamed live via NVTC's YouTube channel. He confirmed that the WMATA Committee had reached quorum. Although the meeting was scheduled as a joint meeting of the WMATA Committee and the Legislative and Policy Committee, the Legislative and Policy Committee did not reach quorum, so those members present would be participating in the discussion in their role as a NVTC Commissioner. He also welcomed Senator Kannan Srinivasan.

Chair de Ferranti noted that Mr. Aguirre requested to participate electronically for a personal reason as he is in Denver attending a conference. Mr. Bierman also requested to participate electronically for a personal reason from Herndon as he has a scheduling conflict with another meeting. Ms. Burns moved, with a second by Mr. Snyder, to approve Mr. Aguirre's and Mr. Bierman's requests for electronic participation. The vote in favor was cast by Committee Members Alcorn, Burns, de Ferranti and Snyder.

Chair de Ferranti noted that the Meeting Summary of the June 18, 2026 Joint WMATA Committee/Legislative and Policy Committee meeting was included in the meeting materials. There were no changes requested by committee members.

2026 General Assembly Recap

Director of Programs and Policy Ann McGrane reviewed outstanding legislative and budget issues following the 2026 General Assembly Session. She highlighted the need for sustainable funding for WMATA operations, Virginia Railway Express (VRE) capital and operations, and local bus systems. Ms. McGrane noted that VRE faces an immediate operating funding shortfall of approximately $13 million as its remaining federal pandemic relief funding will be exhausted by FY 2028, with additional longer-term funding needs associated with future service expansion and the opening of the Long Bridge. Mr. Alcorn asked about the distinction between VRE's immediate funding request and its longer-term funding needs, with Ms. McGrane noting the importance of including VRE in a comprehensive regional funding solution.

Ms. McGrane also discussed the potential fiscal impacts of HB 547 and SB 731, legislation concerning compensation for employees of private companies providing public transportation services. She explained that the Department of Rail and Public Transportation (DRPT) is studying implementation of the legislation, which would require reenactment during the 2027 General Assembly Session and could significantly increase operating costs for transit agencies across Virginia. She also discussed the new NVTC jurisdictional commitment to WMATA capital funding as outlined in DMV*Moves*.

WMATA Program Manager Adam Hager then reviewed the outstanding funding commitments associated with the DMV*Moves* initiative and actions taken during the 2026 General Assembly Session. He explained that the Commonwealth provided an additional $153 million in General Fund support for WMATA operations through FY 2028 but has not identified a permanent revenue source to sustain that investment beginning in FY 2029. He also reviewed the requirement that Northern Virginia localities collectively contribute an additional $136 million annually for WMATA capital needs beginning in FY 2029, growing by 3% each year.

Mr. Hager presented estimates of the potential impacts on individual Northern Virginia jurisdictions if additional state funding is not secured. Under a scenario in which localities are required to assume the full cost of the additional operating and capital commitments,

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WMATA obligations could increase by approximately 45% to 50% in FY 2029 relative to what would have otherwise been anticipated without needing to meet these commitments.

Mr. Bierman asked how the projected increases in required WMATA contributions could affect local general funds and associated funding streams such as property tax rates. Staff explained that localities use different revenue sources to support their WMATA obligations and that additional coordination with jurisdictional staff would be necessary to estimate potential impacts on local tax rates. Mr. Bierman requested additional information illustrating these impacts. Mr. Srinivasan sought clarification on the ongoing nature of the $136 million capital commitment and the relationship between state and local funding responsibilities for WMATA. Ms. McGrane discussed the importance of maintaining a balance between state and local contributions as part of a permanent funding solution. Ms. Burns also asked about localities' ability to raise additional revenues to meet their transit funding obligations and committee members discussed the ways in which WMATA payments are currently made.

2026 Report on the Performance and Condition of WMATA Update

Mr. Hager and Program Analyst Owen Williams provided an update on NVTC's draft 2026 Report on the Performance and Condition of WMATA. Mr. Williams reviewed the report's structure, including WMATA's performance during FY 2026 and progress toward a long-term funding solution. Mr. Williams highlighted continued ridership recovery, improvements in safety and strong customer satisfaction. He also noted continuing challenges related to bus fare evasion, service reliability and operating costs.

Mr. Williams also reviewed the status of efforts to establish a long-term regional funding solution for WMATA. Although Virginia made additional operating and capital funding commitments during the 2026 General Assembly session, permanent operating revenues remain unidentified, and Maryland and the District of Columbia have not yet enacted their respective shares of the broader regional capital funding solution.

Chair de Ferranti asked about the need for Maryland and the District of Columbia to meet their shares of the additional regional capital funding commitment. Mr. Alcorn discussed the budgetary pressures facing both jurisdictions, including fiscal challenges in Maryland and the potential implications of a new mayoral administration in the District.

Mr. Srinivasan asked about the new local-option sales tax authority established by the General Assembly. Ms. Read noted that the City of Fairfax was the only Northern Virginia jurisdiction currently pursuing the option, in keeping with their multi-year effort to get more funding for school construction. Commissioners discussed the political context regarding possible local sales tax referenda and the challenges associated with passing such measures.

Mr. Bierman departed the meeting at 6:51 p.m.

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Mr. Hager then reviewed the report's draft recommendations, which address establishing a permanent regional funding solution, managing jurisdictional subsidy growth, controlling labor and overtime costs, fare policy and strengthening fare enforcement, and initiating a coordinated audit of jurisdictional subsidy allocations.

Commissioners discussed opportunities to improve WMATA's long-term financial sustainability. Mr. Snyder asked about opportunities for greater private sector investment in WMATA. Mr. Alcorn and Ms. Burns discussed ways in which the private sector plays a role with WMATA through joint development and by other means.

Staff noted that the draft report would be presented to the full Commission in November, with final adoption anticipated in December before submission to Governor Spanberger and the General Assembly.

Draft 2027 NVTC Legislative and Policy Agenda

Director of Programs and Policy Ann McGrane presented the draft 2027 NVTC Legislative and Policy Agenda, outlining proposed updates to the Commission's state and federal legislative priorities. She explained that the draft builds upon the 2026 agenda while reflecting the funding commitments and policy changes enacted during the most recent General Assembly Session.

Ms. McGrane highlighted proposed changes reaffirming the need for long-term sustainable transit funding, ensuring that legislatively directed transit studies reflect Northern Virginia's funding, governance and service needs, and supporting policies that prioritize bus movement. At the federal level, the proposed changes include opposing reductions in or the diversion of federal transit revenues and supporting the timely administration of federal transit grant programs.

Executive Director Kate Mattice spoke to NVTC's desire to identify a legislative fix to HB 1285 (2018) to reduce duplicative public meeting requirements that do not meaningfully support the ability of the general public to engage.

Commissioners reviewed the draft legislative agenda, discussing proposed additions and revisions to individual priorities. The discussion also considered how the Commission's 2027 legislative priorities could support preparations for a comprehensive transit funding proposal during the 2028 General Assembly Session.

Staff noted that the draft agenda would be presented to the full Commission in November, with final adoption scheduled for December 3.

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2027 General Assembly Strategy

Ms. McGrane and NVTC Legislative Liaison Aimee Perron Seibert led a discussion of NVTC's legislative strategy for the 2027 General Assembly Session. They explained that a comprehensive transit funding solution is unlikely to advance during the 2027 Session, given competing statewide transportation priorities and the significant funding challenges facing the Commonwealth.

Ms. Perron Seibert discussed the legislative outlook in Richmond, including growing highway maintenance funding needs and other demands on state transportation revenues. She emphasized that the 2028 legislative session provides a more likely opportunity for a comprehensive funding fix, aligning with the biennial budget cycle and the HJ 28 study of transit needs in Hampton Roads.

Staff outlined a proposed strategy focused on securing immediate operating assistance for VRE during the 2027 Session, educating legislators about Northern Virginia's transit funding needs and building support for a more comprehensive funding solution in 2028. Mr. Alcorn expressed his desire to not defer legislative asks on WMATA funding until the 2028 Session, given WMATA's budget cycle and the time associated with acquiring needed revenues. Commissioners discussed timelines for localities, which may necessitate a referendum no later than 2027 for revenues to be collected by the FY 2029 deadline.

Chair de Ferranti reflected on the outcomes of the 2026 General Assembly Session and the importance of continuing to build on the progress made in securing additional WMATA funding. Commissioners discussed how NVTC could position its legislative priorities for success in 2028 and what advocacy and outreach efforts would be most effective during the intervening year. The discussion also addressed the importance of continued engagement with other state policymakers involved in transportation funding decisions.

Commissioners also discussed the importance of communicating the potential fiscal consequences of inaction, including substantial increases in local WMATA contributions, and developing a coordinated regional approach to securing additional state support and communicating the importance of transit funding to affordability for residents. Mr. Snyder asked for a more comprehensive legislative strategy for 2027 and beyond with additional financial resources identified if needed. Ms. Mattice emphasized the importance of NVTC's legislative strategy closely mirroring that of NVTC's local jurisdictions. Mr. Srinivasan shared his perspective both as a newer Commissioner and a member of the General Assembly as to how Northern Virginia localities can successfully communicate their transit funding needs to the General Assembly.

Mr. Aguirre and Ms. Read departed the meeting at 7:51 p.m.

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Other Items

Chair de Ferranti noted that the planned discussion of WMATA's proposed FY 2028 fare concepts would be deferred to a future meeting to allow additional time for Commissioner input.

The next Joint WMATA Committee and Legislative and Policy Committee meeting is scheduled for Thursday, November 19, at 6:00 p.m. The meeting will include updates from DRPT staff on the Northern Virginia Bus Consolidation Study and the Private Transit Workforce Study.

WMATA Committee Chair de Ferranti adjourned the meeting at 7:53 p.m.

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