

NVTC Commission Meeting

July 2, 2026

The meeting will begin momentarily
Meeting materials available at www.novatransit.org

Regional Coordination on DMV*Moves* Initiatives

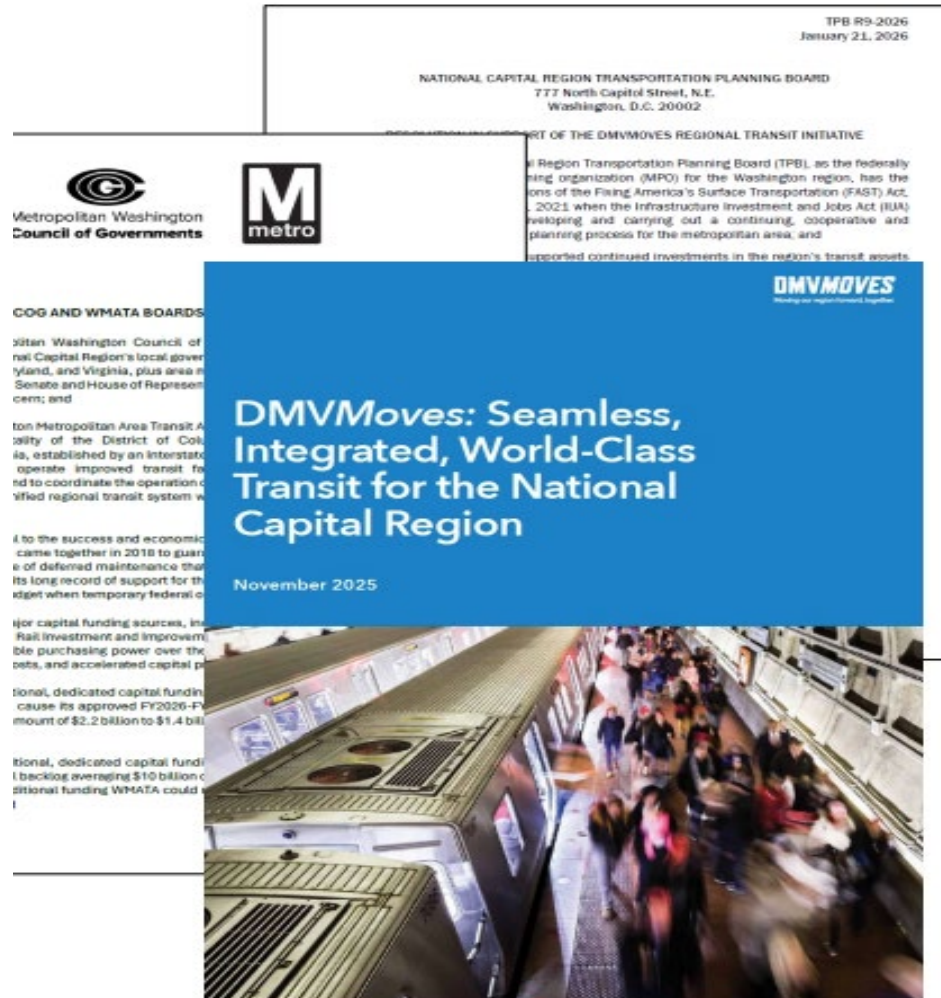
Amanda Sink, Deputy Director of
Programs and Policy



DMVMoves Plan

Endorsed by
COG/WMATA
Nov. 2025

Also endorsed by
13 jurisdictions
and 4 regional
organizations



Source: TPB April 2026 Presentation

DMVMOVES

Moving our region forward, together.

earning endorsements across the region...

VIRGINIA

- Arlington County
- Fairfax County
- Loudoun County
- City of Alexandria
- City of Fairfax
- City of Falls Church
- City of Manassas

MARYLAND

- Montgomery County
- Prince George's County
- City of College Park
- City of Gaithersburg
- City of Greenbelt
- City of Rockville
- City of Takoma Park

REGIONAL ORGANIZATIONS

- Metropolitan Washington Council of Governments
- Northern Virginia Transportation Authority
- Northern Virginia Transportation Commission
- Washington Metropolitan Area Transit Authority

dmvmoves.org

Endorsements as of 3/24/26

Source: DMVMoves.org

DMV Moves 3 Key Themes

**Reinvest &
Modernize
WMATA**



Capital Funding Request
(\$460M +3% per year)
& Rail Modernization

**Improve
Regional Bus
Service & Priority
Corridors**



Approach Outlined in
**Action Plan For
Transit Integration**

**Advance
Regional
Integration**



Action Plan For Transit Integration

Six Focus Areas

Regional Bus Priority

Outcome

Faster, more reliable and more cost-effective service in high demand corridors

Service Guidelines & Reporting

Outcome

Consistent service quality and transparent regional accountability

Customer Information & Facilities

Outcome

Easier wayfinding, clearing customer information and more uniform stop experience

Fare Integration

Outcome

Simpler, more equitable fare experience

Shared Resources

Outcome

Reduced duplication, lower procurement costs, stronger negotiating power

Consistent Training & Requirements

Outcome

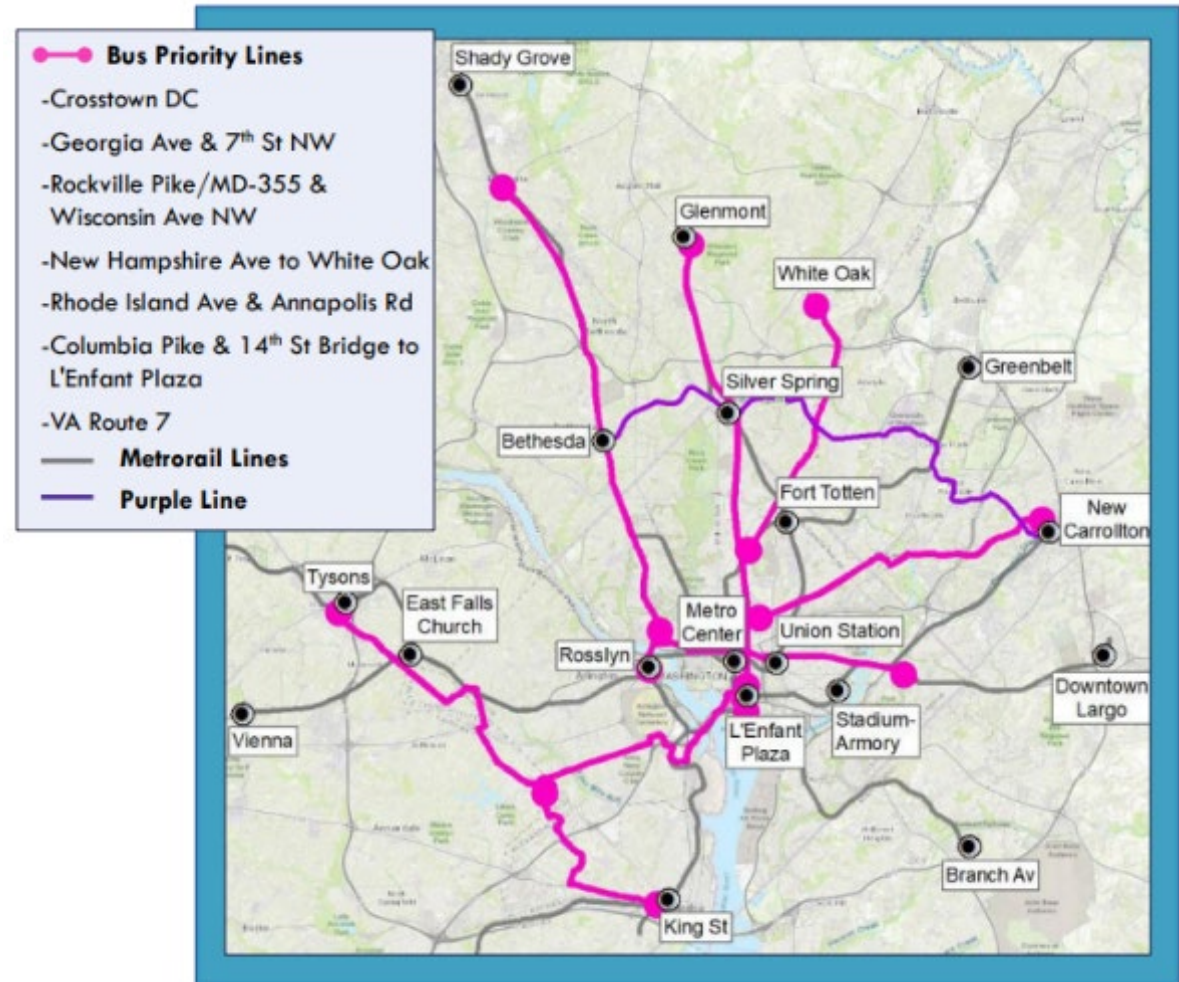
Strengthened regional workforce and reduced administrative burden

Bus Priority Network

Objective: **Faster, more reliable and cost-effective service in high-demand corridors**

Outputs and Deliverables:

1. Corridor Profiles
2. Documentation on:
 - Desired **outcome and performance targets** for the network
 - Identified **roles and responsibilities**
 - Summary of **implementation needs**
3. A study on system benefits and forecasted outcomes
(*Bus Network Impact Analysis*)



Source: TPB April 2026 Presentation

Service Guidelines and Performance

Objective: **Consistent service quality and transparent regional accountability**

Service Guidelines



DMV Moves Plan **established Regional Bus Service Guidelines** to create consistent expectations for customers across jurisdictions.

Service levels classified by **Activity Tier** (high, medium, low density) and **Route Class** (core, coverage, peak). They outline overall hours of operation and frequencies.

Next step: Agencies and jurisdictions to adopt regional guidelines

Performance Reporting



Establish a **common set of performance measures** and standard format for reporting.

Metrics **reported at the agency or regional level**. Includes metrics outlining **cost efficiency, ridership, service quality safety, and accessibility**.

To be reported as **an annex in the State of Public Transportation Report**.

Bus Stop and Customer Information

Objective: **Shared design guidelines for transit stations and stops**

Four Actions Identified:

1. **Universal set of bus stop design guidelines**
2. **Standardize bus stop signs**
3. **Consolidate bus stop ID numbering**
4. **Establish a unified customer service information phone number**

Progress to date:

- Building a **regional bus stop inventory** by location
- Gathering **input from agencies on bus stop signage design**
 - Targeting July for design concept review and feedback
- Metro “Summer Sprint”- **tackling outstanding bus stop needs** including amenity, signage and maintenance



Additional Group Actions

Fare Integration - focused on advancing:

- 18 & under ride free
- Universal transfer credit
- Expanded regional transit passes
- Low-Income discount

Regional Procurement

- Creating a list-serv of procurement officers and regional contract clearing house

Regional Shared Training & Certification

- Working Group to begin in summer 2026



Progress Report

An Implementation Progress Report is anticipated to be brought to the Transportation Planning Board (TPB) the end of this year.

The report will include actions on:

- Regional Bus Network Plan
- Bus Stops Signage, Condition, and Customer Information
- Fare Integration
- Training and Certification
- Joint Procurement



NVTC Advancing DMVMoves

Regional Coordination

Active participation in all DMVMoves working groups



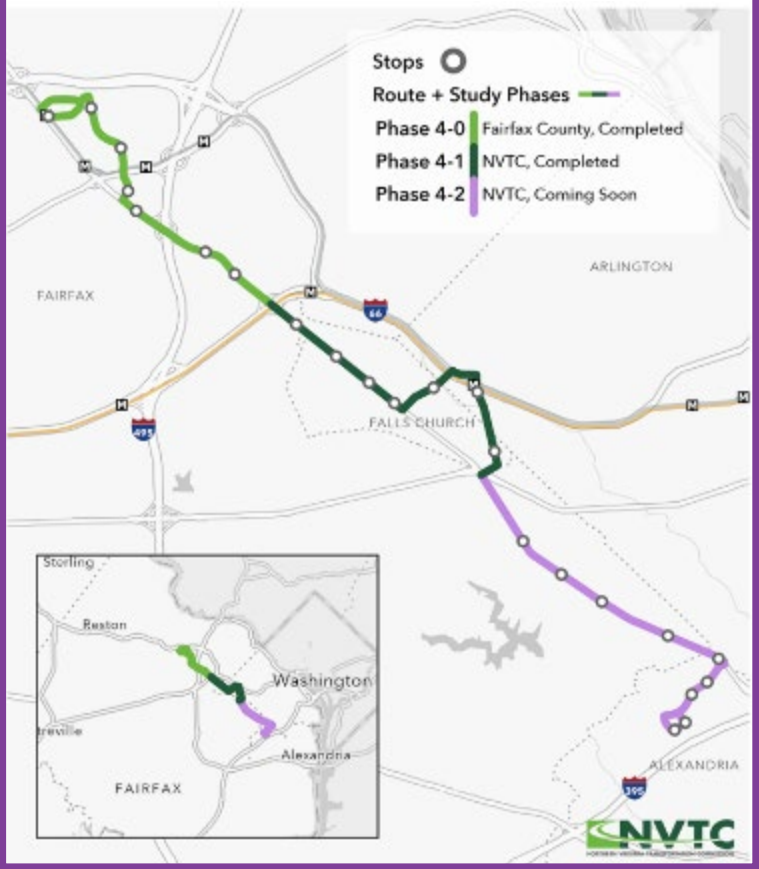
Analyzing transit data

Identifying high-impact bus priority opportunities



Envision Route 7

Planning one of the region's priority corridors



Clear Lanes

Supporting bus stop and bus lane accessibility



Bus Stop Coordination

Understanding agency practices, challenges and opportunities



Envision Route 7: Prioritizing Bus Riders

Vikram Sinha, Senior Program Manager



Route 7 Connects Northern Virginia

The Backbone of the Northern Virginia Transit System

The Route 7 Corridor

- Key transportation corridor
- **57K** people live along this route
- **12%** don't own a car



As the region grows, buses are a more efficient use of roadway space

Metrobus F20

- Carries **2.4M** people each year
- Busiest route in Virginia

Current Phase 4-2

- Falls Church to Alexandria Mark Center
- Outreach and determining corridor treatments

Phase 4-0

Phase 4-1

Phase 4-2



Phase 4-2: Outreach and Rider Preference Guides Decision Making

Traffic Modeling

Quantitative Analysis

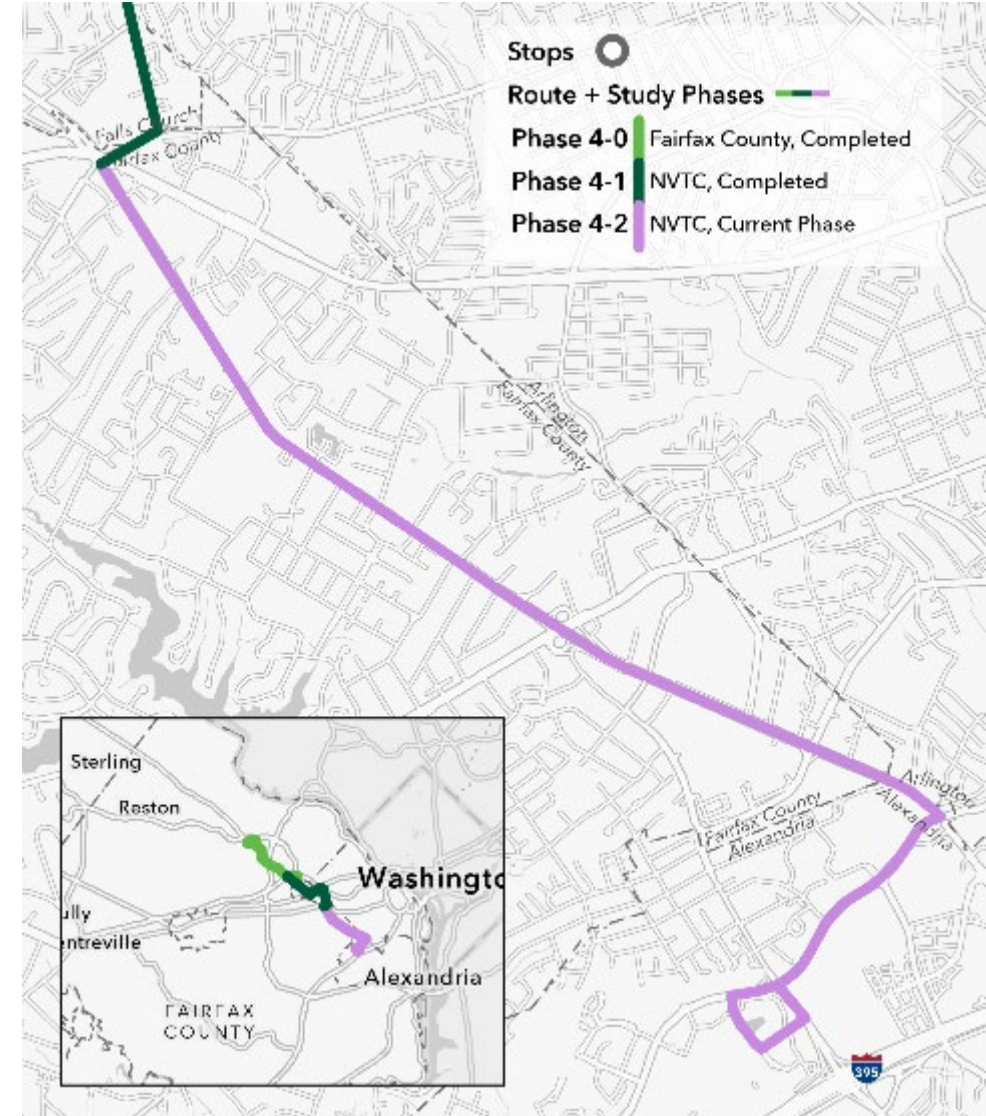
Comparing curb vs center running bus lanes



Outreach

Qualitative Analysis

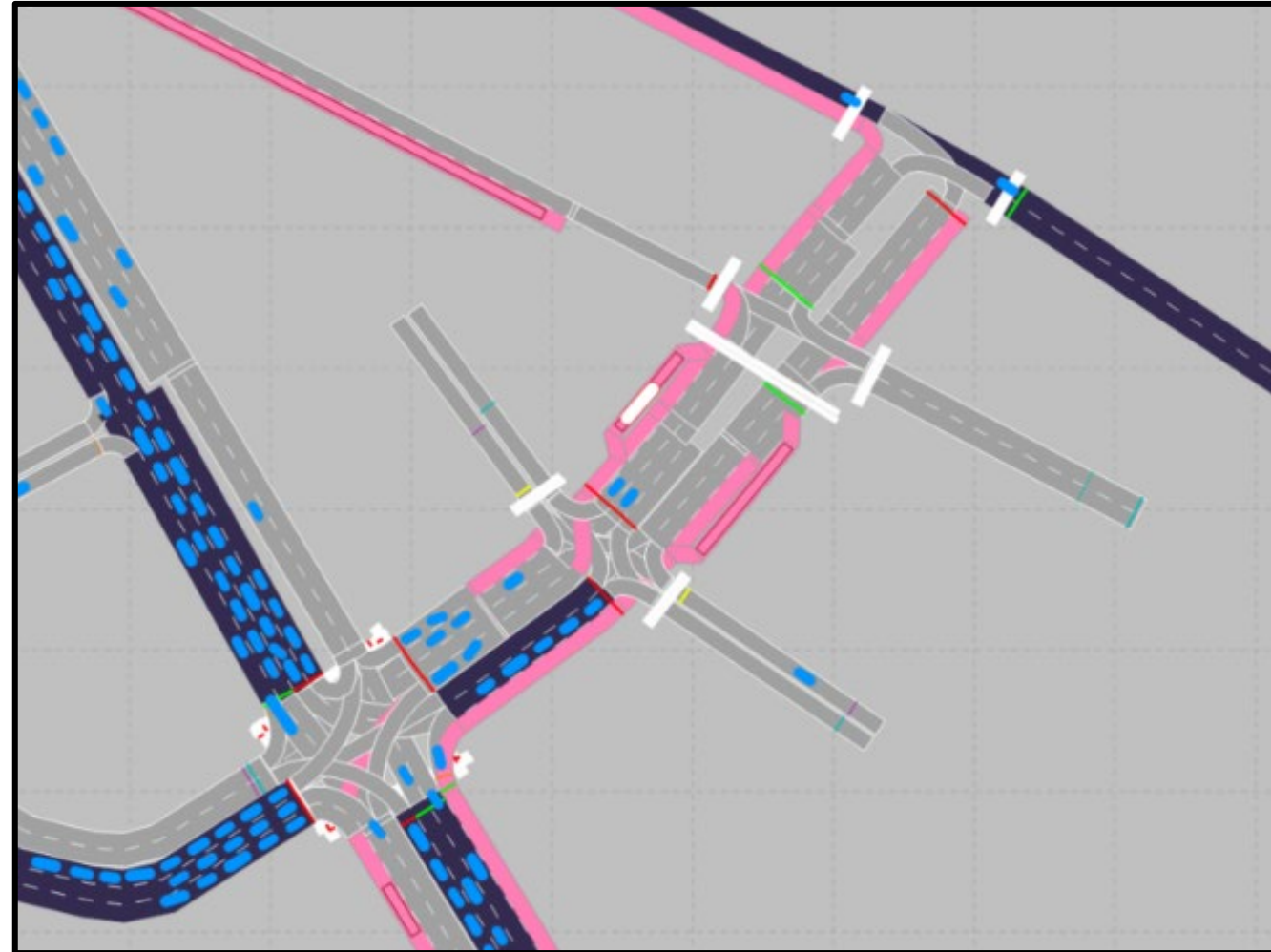
Gather feedback and educate on high level trade-offs



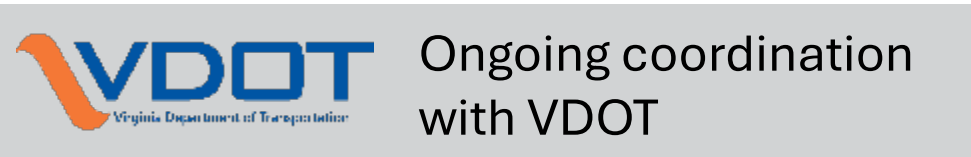
Traffic Modeling Identifies Design Tradeoffs

Comparing Future Scenarios

- No Build
- Alternative 1: Center-Running Bus Lanes
- Alternative 2: Curb-Running Bus Lanes



Modeling Concept





Spring Outreach



Reaching People in Their Daily Lives

Pop-Up Events

- ★ Global Foods
- ★ Eden Center
- ★ Mark Center
- ★ Southern Towers
- ★ Halalco Halal Meat Groceries

Business Outreach

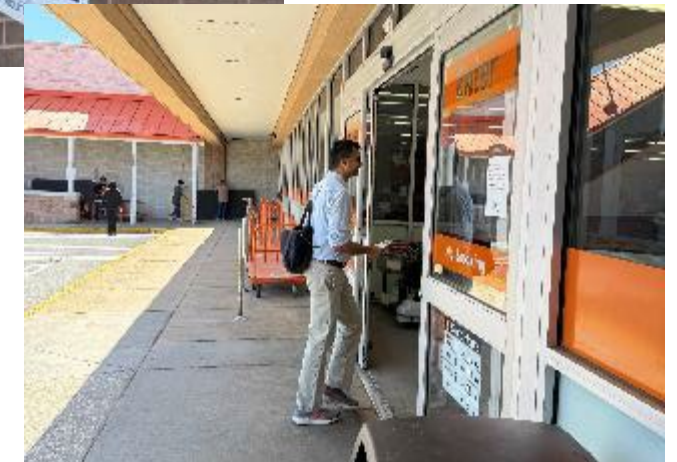
- ★ Seven Corners
- ★ Culmore
- ★ Bailey's Crossroads



Educating people about curb vs center running bus lanes

516 total interactions

- 263 in Spanish
- 214 in English
- 35 in Vietnamese
- 4 in Amharic



Visiting businesses

In-Depth Conversations With the Community

Envision Route 7 Open House

Tuesday, June 9

Ellen Coolidge Burke Branch Library

City of Alexandria



Gathering Insights With the Survey

Why ride the bus?

- + Save Money
- + No Car
- + Save Time

Why *not* ride the bus?

- × Inconvenient
- × Infrequent

How people are using the bus



77% to get to and from work



40% to run errands and shop

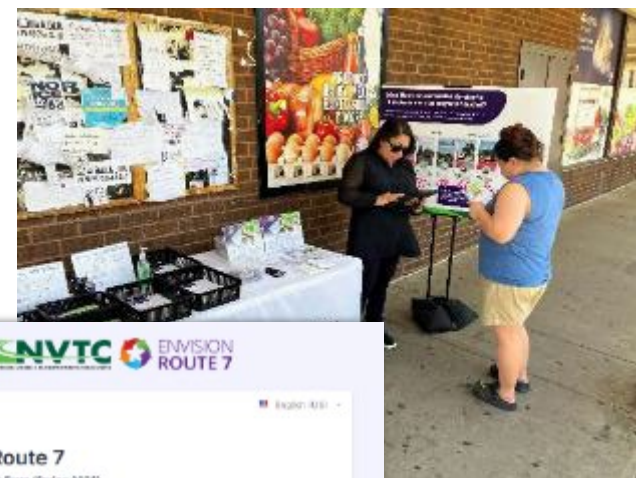
What people want from the bus



60% prefer to catch the bus from a curbside stop



88% prioritize bus stops near storefronts

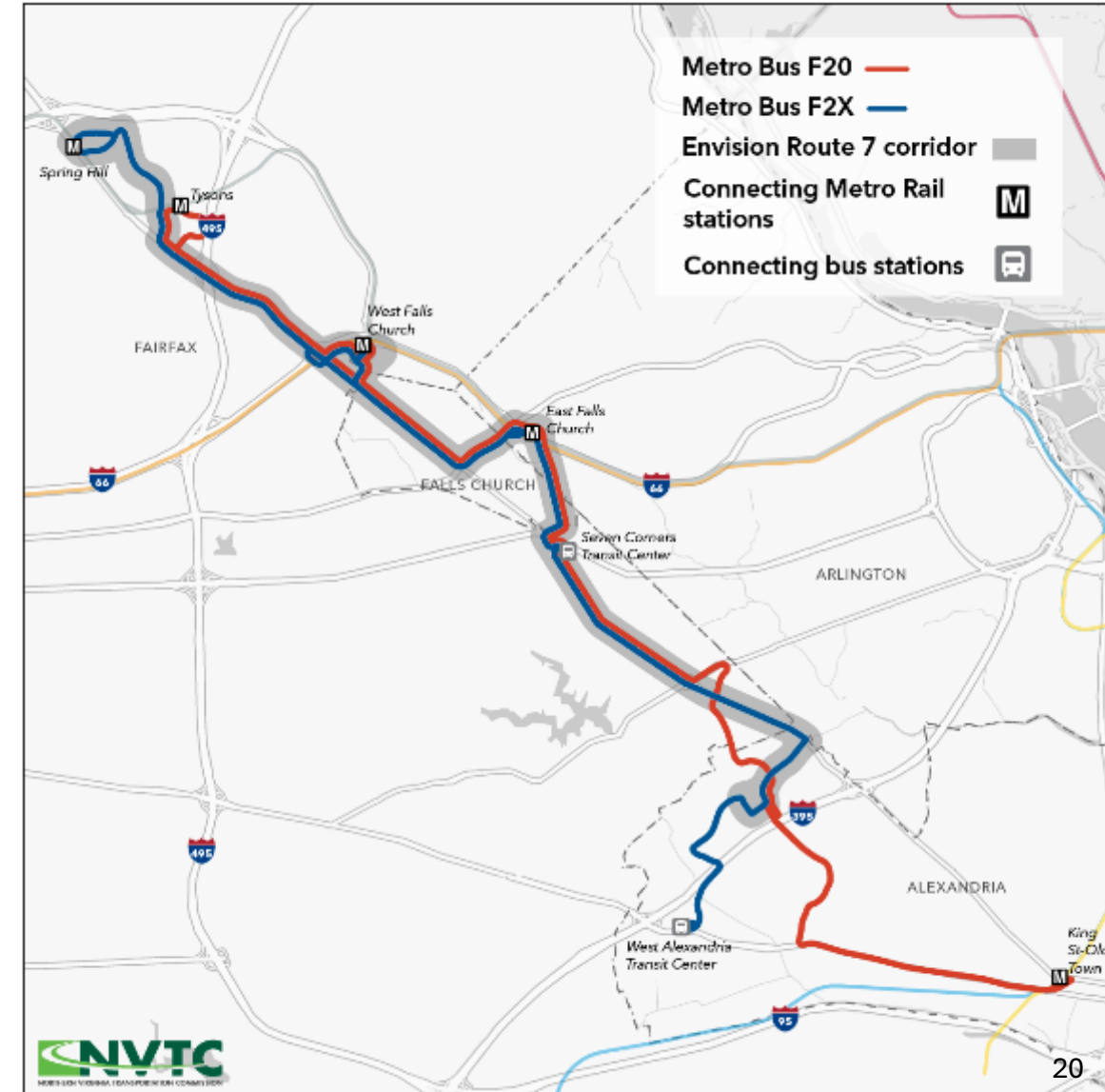


New Metrobus F2X Provides Immediate Benefits

- **Commuter Choice** funding enables more buses in peak hours
- More buses = less waiting
- Fewer stops = faster travel times



Begin operation in December 2026



Where We Are



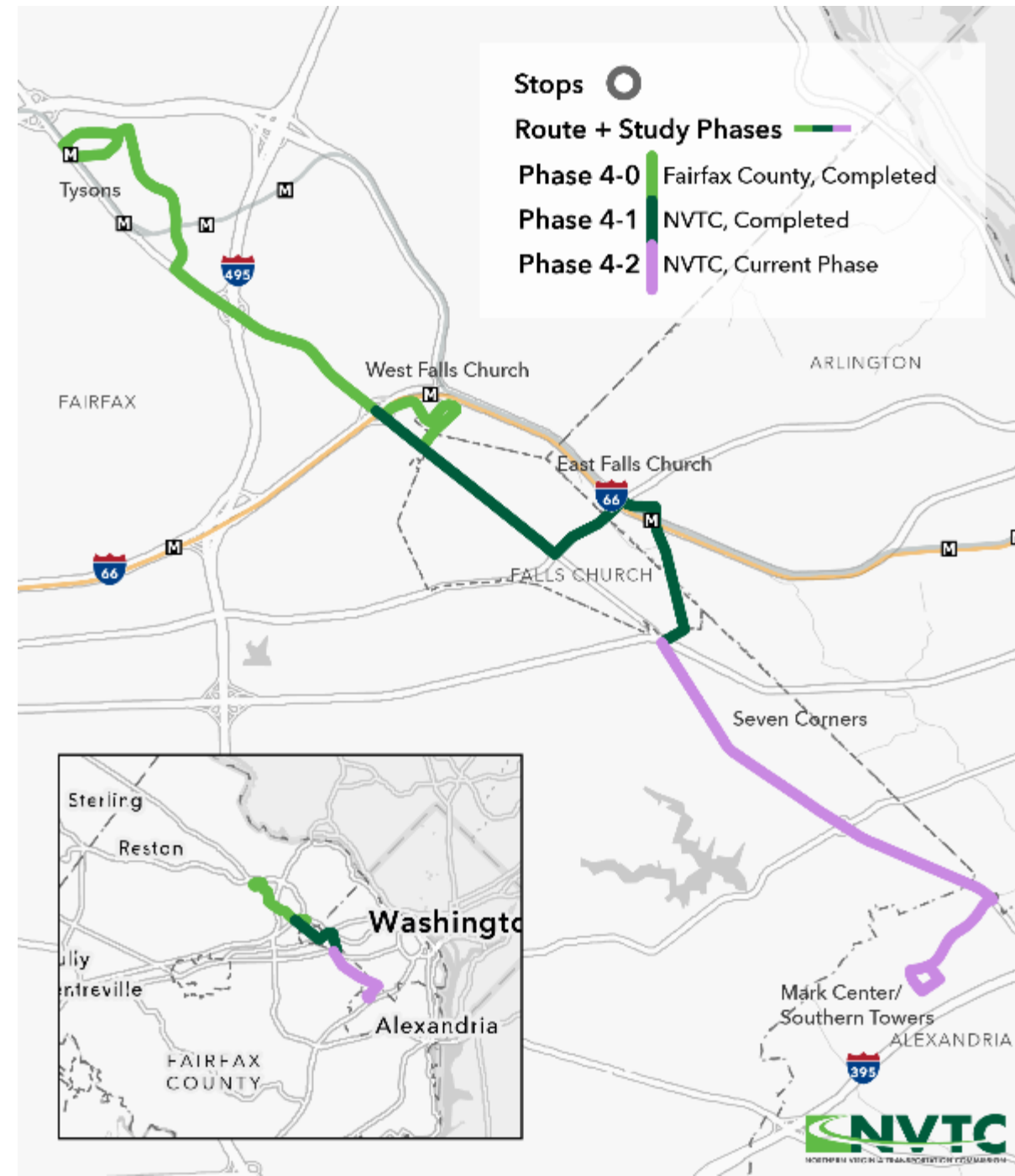
Studied the whole corridor for traffic impacts



Established Route 7 is priority corridor



Provide tangible benefits to riders



Coming This Fall



Share the final takeaways



**Build regional consensus
on path forward**



**Identify short- and
medium-term projects to
advance program goals**





VIRGINIA
RAILWAY
EXPRESS

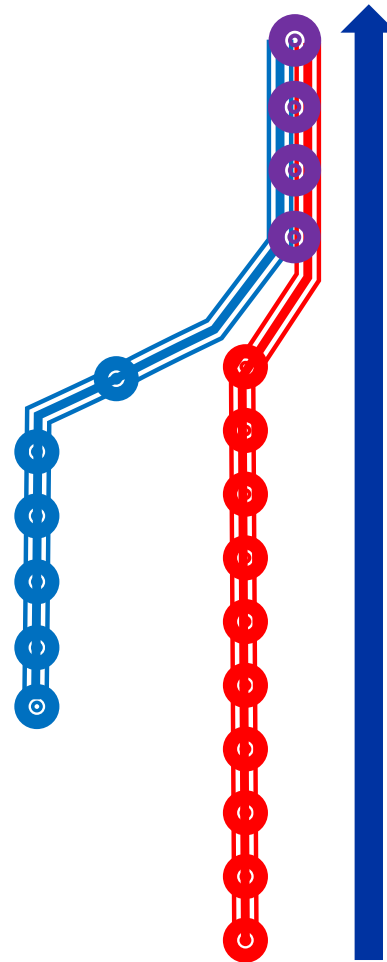
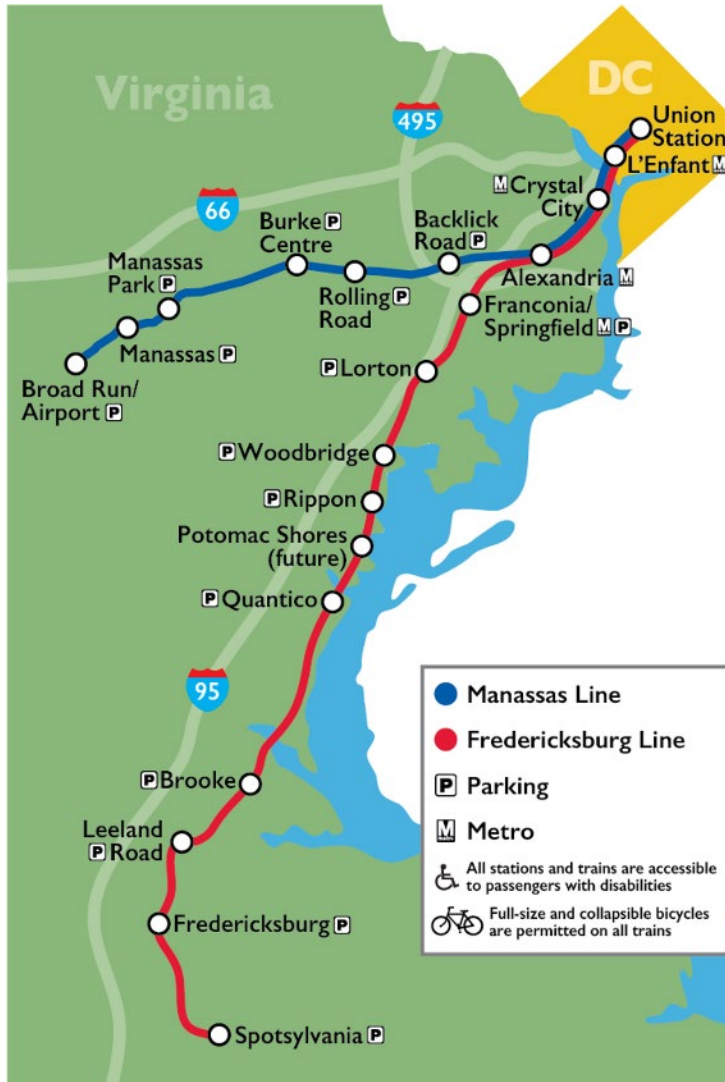
Virginia Railway Express (VRE) Commission Orientation

Katie J. Choe, CCM
VRE Chief Executive Officer

July 2, 2026



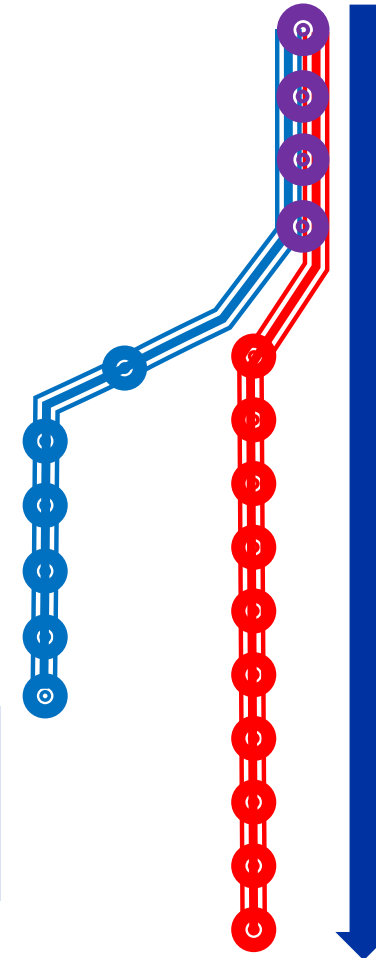
ABOUT VRE



AM Service:

- 15 northbound trains
- 1 reverse flow (Departing Union Station at 6:35 AM)
- 4:50 AM – 9:05 AM

Long Bridge Work
Window: 8:15 AM– 1:00 PM
Last four VRE trains of AM



PM Service:

- 15 southbound trains
- 1 reverse flow (Departing Broad Run at 3:28)
- 1:30 PM – 8:37 PM

VRE HISTORY



Service Launches
(1992)



Groundbreakings
for Lorton & Franconia-
Springfield Stations (1993)



First Santa Trains
(1997)



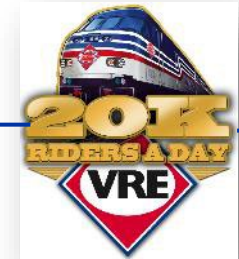
25 Million Riders
(1997)



Quantico Bridge Opens
(2007)



Ridership Record
(2011)



Spotsylvania Station
Opens (2015)



C-ROC Fund Established
(2018)



LOU Facility
Opens (2023)



Quantico Station Rehab
(2024)



Fredericksburg Station
Rehab (2024)



Manassas Park Parking
Garage (2025)



Return of Fireworks
Trains (2026)



100 Million Riders
Milestone (2025)



GOVERNANCE



GOVERNING DOCUMENTS



Master Agreement

- Details the roles and responsibilities of VRE's two parent commissions and the Operations Board
- Signed by six jurisdictions – four contributing and two participating – in 1989.
 - Amended in 1992, when the cities of Fredericksburg and Manassas Park joined PRTC, and in 2010, when Spotsylvania followed suit
 - Last amended in 2014

Bylaws

Stipulates Operations Board:

- Powers and duties
- Meetings
- Membership
- Administration
- Officers and duties
- Finances

Last amended in 2022 to reflect changes to Virginia law regarding electronic meetings.

VRE PARENT COMMISSIONS



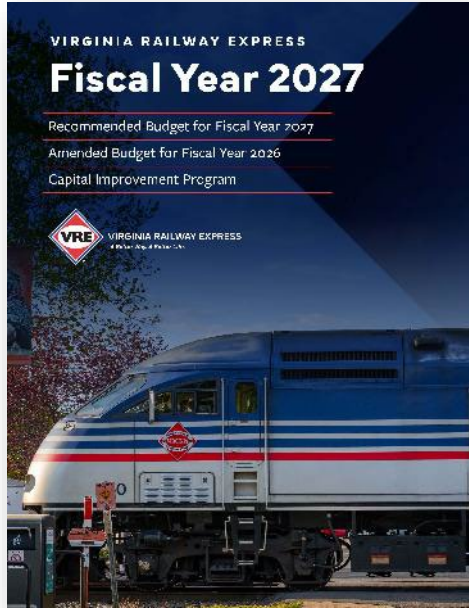
- VRE is a joint project of NVTC (established 1964) and PRTC (established 1986)
- Commissions own VRE, but delegate many actions to the Operations Board through a plan of delegation

RETAINED AUTHORITY

- 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



DELEGATION OF AUTHORITY



Operations Board

- 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, NS, VPRA and Amtrak) and insurance agreements

Chief Executive Officer

- Procurement authorization and contract award authority is up to \$200,000
- Procurement solicitation authority is under \$1 million



STATE OF VRE



THE FUTURE OF VRE



2030 Service Plan

- Utilizes TRV Phases I and II infrastructure
- Maximizes use of our existing rolling stock
- Market-driven timetable
- Requires moderate increase in operating funding

2050 Service Plan

- Aligned service to a reasonable future infrastructure
- No geographic service expansions by rail
- Responds to Plan's overarching vision for VRE
- Less market-constrained, more aspirational
- Requires significant increase in operating funding
- Requires significant new rolling stock investment

THE 2050 VISION: TRUE REGIONAL RAIL

From commuter rail to a world-class regional network



By 2050: A train every 20 minutes toward D.C. — every 30 minutes outbound — every hour off-peak and on weekends. All day. Every day.

TODAY		2030		2050	
Daily trains	32	Daily trains	52 (+63%)	Daily trains	116 (+263%)
Service days	Mon–Fri only	Service days	Mon–Sun	Service days	Mon–Sun
Peak frequency	~30–60 min	Peak frequency	~15–20 min	Peak frequency	20 min (inbound) 30 min (outbound)
Off-peak trains	1 per line	Off-peak trains	2–3 per line	Off-peak trains	Hourly all day
Reverse service	1 per line	Reverse service	2–3 per line	Reverse service	Full bi-directional
Weekend trains	None	Weekend trains	6–7 round trips	Weekend trains	Hourly service
Express trains	1 per line	Express trains	4–9 per line	Express trains	Integrated network

WHO BENEFITS — BEYOND THE COMMUTER



Expanded service opens VRE to constituencies legislators already care about

Families & Tourism



Weekend service transforms VRE into a family travel option. Civil War battlefields, Old Town Fredericksburg, the D.C. museums, and Manassas battlefield are all on the corridor. Today, you need a car to reach them. By 2026, you won't. Tourism dollars follow rail access — that's economic development your local chambers care about.

Business Community



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 makes the entire corridor a single, competitive labor market.

Equity Emphasis Communities



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.

Sustainability & Congestion Relief



Every rider on VRE is a car off I-95 and I-66. At full System Plan 2050 build-out, VRE would 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.

AN AFFORDABILITY SOLUTION



Fredericksburg Line:

VRE 5 days per week:

VRE from
Spotsylvania
to L'Enfant*



SAVINGS:
\$4,645

VRE 3 days per week:

VRE from
Spotsylvania
to L'Enfant



SAVINGS:
\$1,992

Manassas Line:

VRE 5 days per week:

VRE from
Broad Run to
L'Enfant



SAVINGS:
\$1,998

VRE 3 days per week:

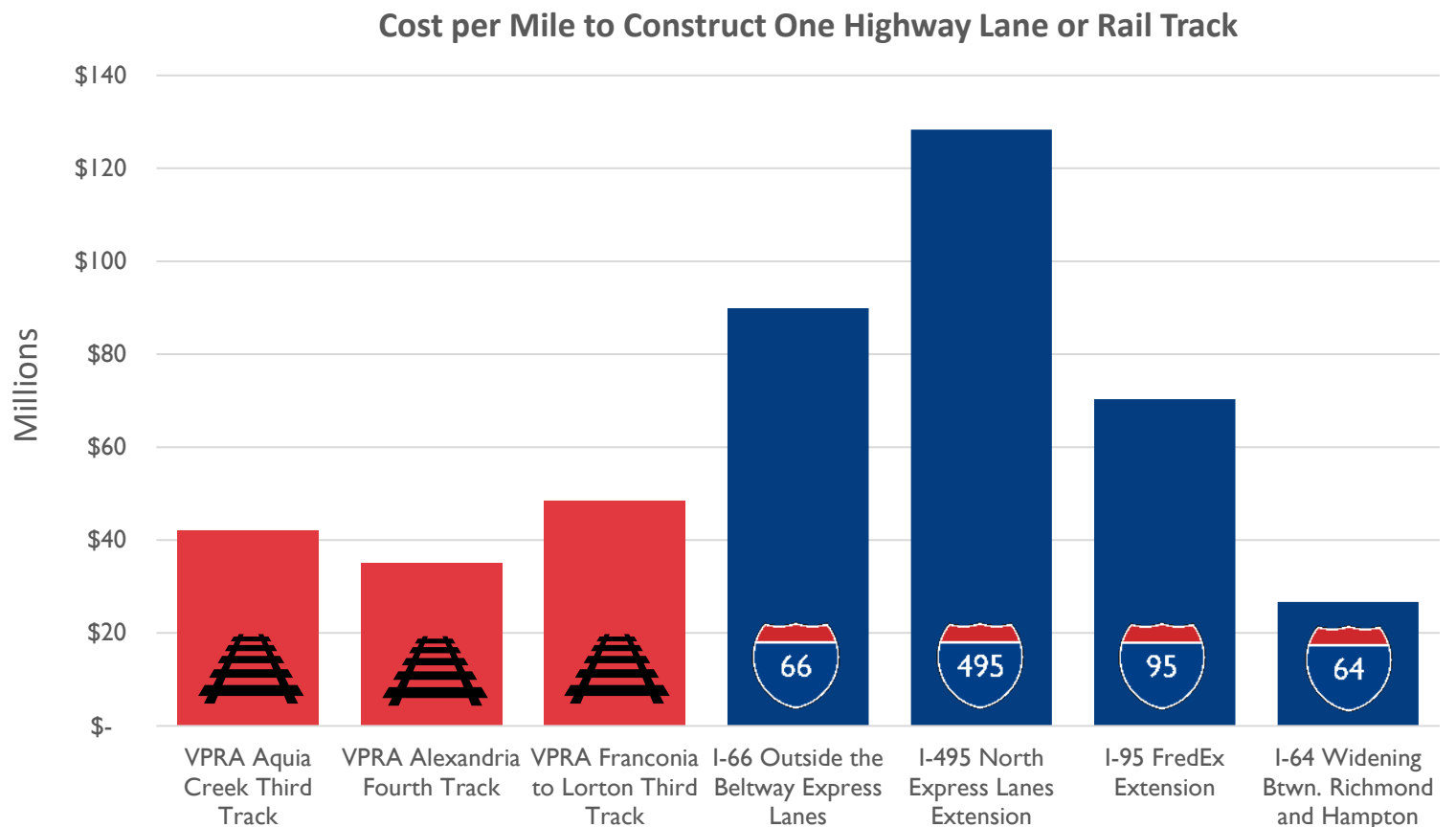
VRE from
Broad Run to
L'Enfant



SAVINGS:
\$545

*Annual savings calculated using 2025 gas prices and AAA data

VRE: A COST-EFFECTIVE WAY TO MOVE MORE PEOPLE



Source: Virginia Department of Transportation and Virginia Passenger Rail Authority

GREENHOUSE GAS EMISSIONS BY MODE

Commuter/Regional Rail

- ◆ 800 passengers per 8-car train
- ◆ 133 total grams CO₂/mile



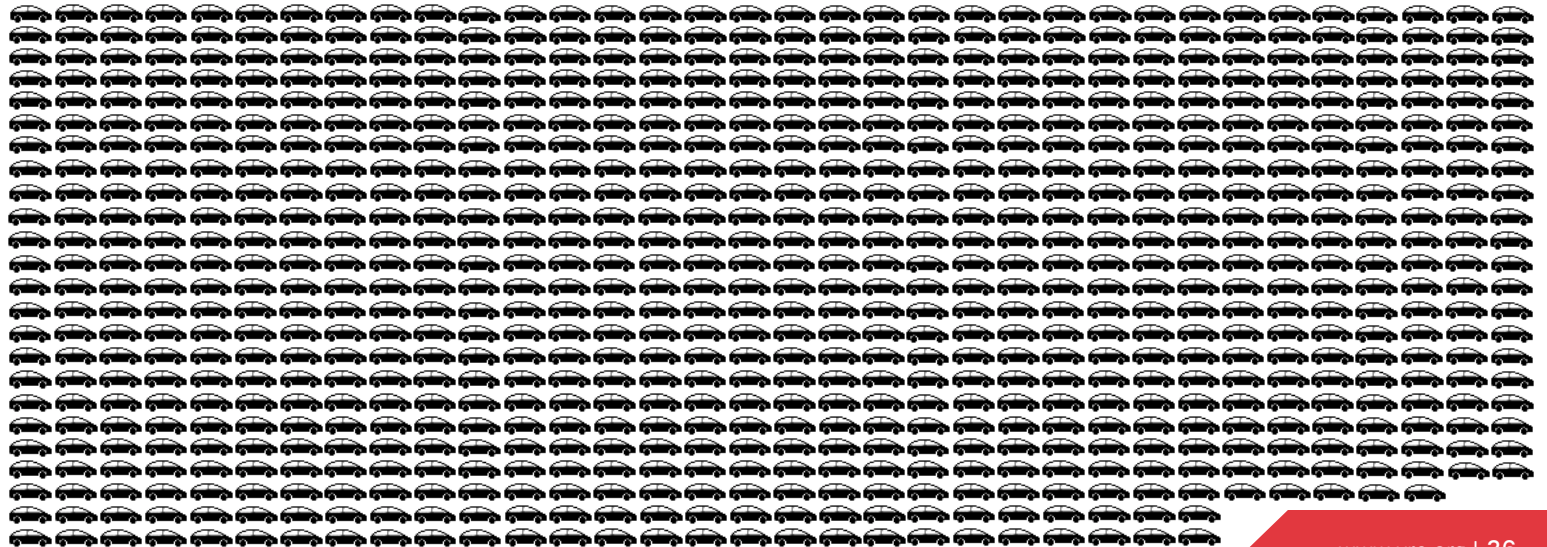
Commuter Bus

- ◆ 55 passengers/bus
- ◆ 66 grams CO₂/mile/bus
- ◆ 15 total buses
- ◆ 990 total grams CO₂/mile



Single-Occupancy Car

- ◆ 1 passenger/vehicle
- ◆ 400 grams CO₂/mile/vehicle
- ◆ 800 total vehicles
- ◆ 320,000 total grams CO₂/mile



Source: US EPA, [Greenhouse Gas Emissions from a Typical Passenger Vehicle](#)
and [GHG Emission Factors Hub](#)

PLANNING FOR 2030 AND 2050

VRE's evolution from commuter rail to regional service



Alexandria

Construction began Q1 2026
Completion est. 2028



L'Enfant and Fourth Track

Est. completion 2030



Crystal City

Est. completion Q1 2029



Franconia-Springfield

Est. completion 2028



Locomotives

Procurement to support 2030
plan



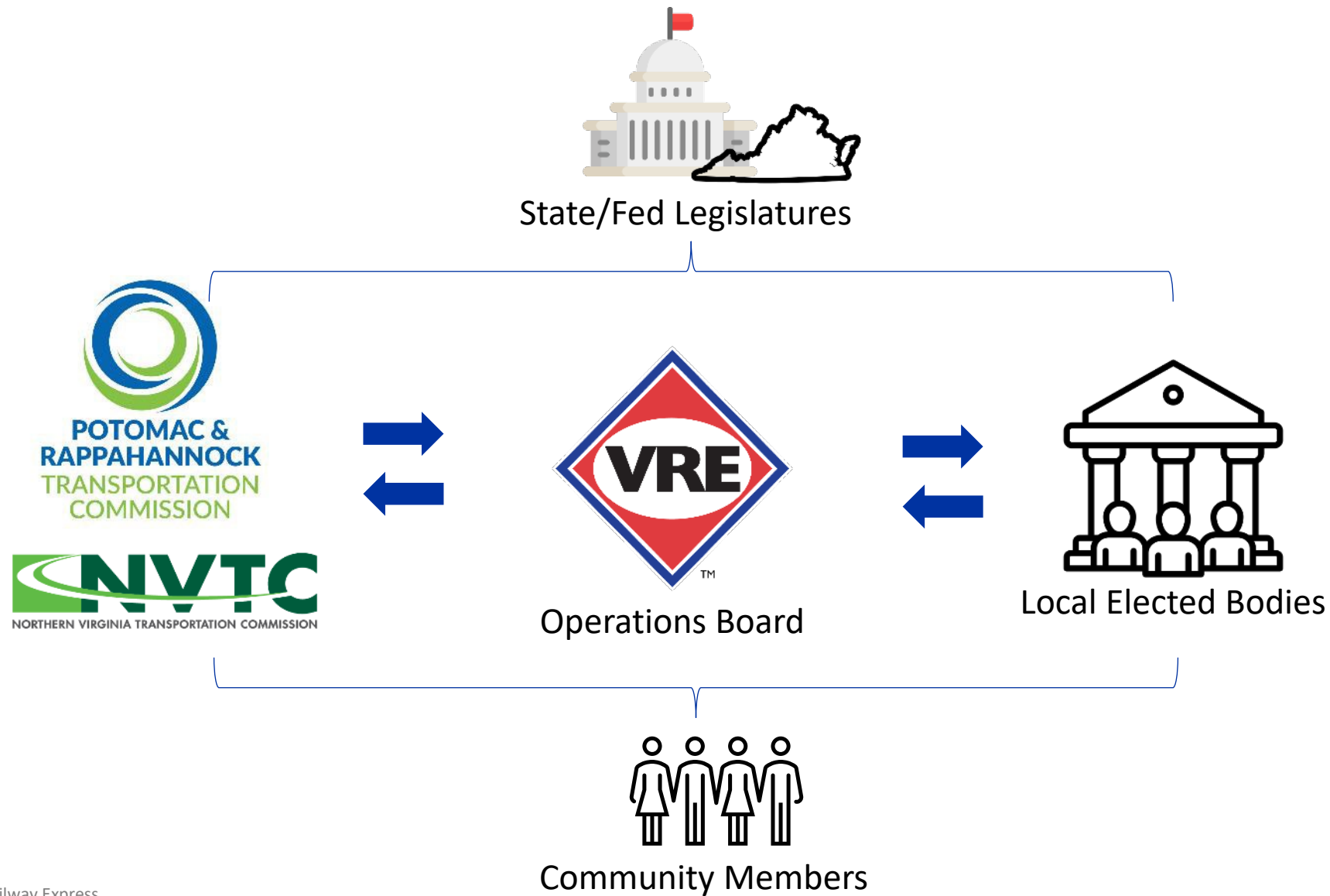
Railcars

Delivery in 2028

ADVOCACY



COMMUNICATION CHANNELS



VRE ADVOCACY IN ACTION



Four pillars for effective engagement with legislators

Build Relationships

Meet key legislators — in person, before session starts

Prioritize House & Senate Transportation Committee members with VRE stations in their districts: Delegates Torian, Sewell, Krizek, Herring, Tran, J. Cole, N. Cole — Senators Surovell, Favola, McPike, Stuart, Durant. Request district-office meetings in the fall, invite them to ride VRE or tour a station. The maps in this deck show exactly which stations and projects fall inside each district.

Educate on TRV & VRE

Tell the infrastructure story — most legislators don't know it yet

Virginia has already spent \$4.5B and acquired 500 miles of railroad right-of-way. Long Bridge (\$2.3B) 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 your most credible validators

The 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. See the Potential Business Allies slide for the full coalition strategy and talking points.

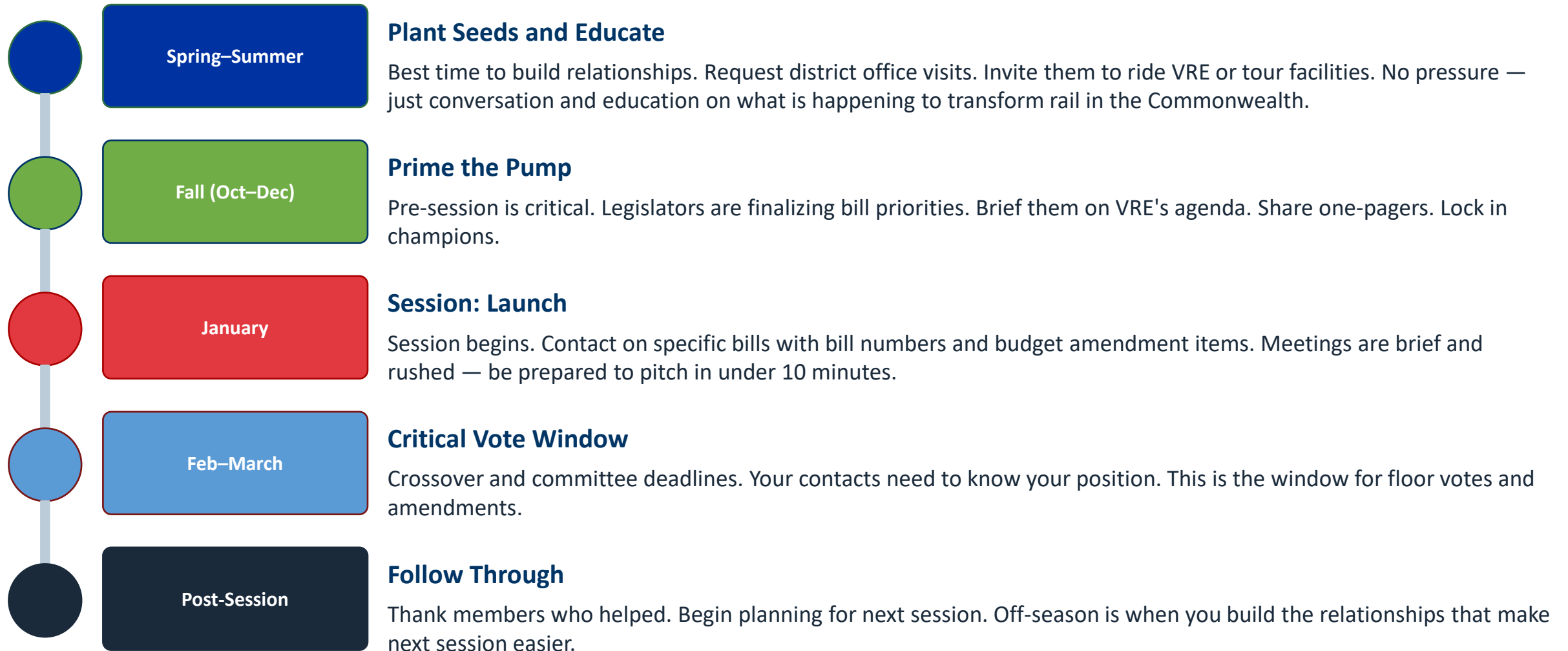
Craft the Ask

Back every ask with data, deliverables, and shared investment

Name the bill, the funding line, the dollar amount. Show legislators VRE is a shared investment — riders pay fares, local jurisdictions pay a ridership-based subsidy (up 8% in FY2026), and the state's 3.5% Mass Transit Fund share is the lever that needs to grow. Frame it as ROI: every state capital dollar leverages ~\$2 in federal match. Deliverables are real: 52 trains by 2030, weekend service 2026, 21 new railcars 2027.

TIMING IS EVERYTHING

Aligning with the Virginia legislative and budget cycle- Plan for 2026-2028



YOU ARE VRE AND REGIONAL TRANSIT'S GREATEST ADVOCATES





Welcome



VIRGINIA
RAILWAY
EXPRESS

Thank You!

Together, we're driving progress and building a stronger, more connected future for our community.

1500 King Street, Suite 202,
Alexandria, Virginia 22314



800-743-3873



Biennial State Budget



SJ 28 / DMVMoves Priorities in Budget Conference Agreement



WMATA Operating

- \$153M GF in FY 27 for the state share (50%) of additional WMATA operating assistance over FY 27-28.
 - Not a permanent solution.



WMATA Capital

- Requires NVTC jurisdictions to collectively contribute \$136M beginning in FY 29, growing 3% annually.
- Authorizes up to a 1% local option sales tax. In Planning District 8 can be used for school construction, public transportation or both, subject to referendum.
 - Continued use of the authority tied to compliance with the WMATA capital contribution requirement.
- Revenues may be used for other public transportation purposes (i.e., VRE, local bus) at local discretion.



WMATA 3% Cap / Unit-Cost Framework

- Amends the cap beginning in FY 29 to focus on WMATA rail and bus unit-cost growth.
 - Includes withholding provisions in FY 27-28 requiring WMATA to establish a new unit-cost growth calculation and reporting process.

The budget provides no additional statewide operating funding and only \$19M GF in FY 27 for one-time statewide transit capital investments.

Related Transportation Provisions

WMATA

- **DMVMoves Reporting:** Requires a 20-year conceptual capital plan beginning June 30, 2027, financial plans for projects over \$300M and annual performance reporting.
- **Efficiency Review:** Directs DRPT to review WMATA's cost-savings and efficiency efforts; report due Oct. 15, 2026.
- **Rail Automation Withholding:** Requires withholding 35% of state assistance in FY 29 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.

Studies

- **Regional Bus Consolidation:** Directs DRPT to evaluate consolidating DASH, Fairfax Connector, ART and CUE into a unified regional bus system; report due Dec. 15, 2026.
- **NVTC District Parking Tax:** Directs OIPI to study the feasibility and potential revenue of a tax on paid, nonresidential parking in NVTC jurisdictions; report due Nov. 15, 2026.
- **TOD:** Directs DRPT to identify transit-oriented development and funding opportunities around existing and proposed stations statewide; report due Dec. 15, 2026.

Provides up to \$10M for the Huntington Garage Demolition, contingent on local/regional matching funds.

Outstanding Legislative and Budget Issues

1. Long term sustainable funding for NVTC jurisdictional commitments to

- WMATA operations (post FY 27-28 GF transfer)
- VRE capital and operations (post-COVID revenue depletion and for Long Bridge opening)
- Local Bus Systems (issue is statewide)

2. Fiscal impact of HB547 and SB731 (relating to labor costs of private companies providing public transportation services)

- Could increase costs for majority of transit agencies in VA

3. NVTC jurisdictional commitment to WMATA DMVMoves Capital

- \$136M/year + 3% starting in FY 2029
- Budget provides authority for local sales tax referendum up to 1% for public transit and/or school construction