

# Welcome Attendees

- Please place your devices on mute to avoid any background noise or other audio interference.
- When it is your turn to speak, please unmute yourselves and make sure no other devices have their audio turned up, again to avoid audio interference.
  - We may also mute your lines if background noise is detected.
  - To unmute, simply hit the spacebar.
  - You can re-mute by hitting the spacebar once again.
- Should you have any technical difficulties within WebEx, please log off and try logging back into the meeting or let us know via the chat box if you'll be dialing in through the meeting line instead.

***Our meeting will begin momentarily. You will be notified when we're going live.  
Thank you.***

# NORTHERN VIRGINIA JOINT TRANSPORTATION MEETING

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December 8, 2020



# Welcome



- Meeting Purpose and Virtual Meeting Guidelines
- Introduction of Agency Representatives and Attending Elected Officials
- Remarks from Virginia Secretary of Transportation Shannon Valentine
- Presentations
- Public Comment
- Closing Remarks

To learn more visit [virginiadot.org/novatransportationmeeting](https://virginiadot.org/novatransportationmeeting)

# Virtual Meeting

g. 1. Notwithstanding any other provision of law, any public body, including any state, local, regional, or regulatory body, or a governing board as defined in § 54.1-2345 of the Code of Virginia, *or any joint meeting of such entities*, may meet by electronic communication means without a quorum of the public body or any member of the governing board physically assembled at one location when the Governor has declared a state of emergency in accordance with § 44-146.17, provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body or governing board to assemble in a single location; (ii) the purpose of meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body or common interest community association as defined in § 54.1-2345 of the Code of Virginia and the discharge of its lawful purposes, duties, and responsibilities; (iii) a public body shall make available a recording or transcript of the meeting on its website in accordance with the timeframes established in §§ 2.2-3707 and 2.2-3707.1 of the Code of Virginia; and (iv) the governing board shall distribute minutes of a meeting held pursuant to this subdivision to common interest community association members by the same method used to provide notice of the meeting.]

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# Welcome

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**Ms. Maria Sinner**  
**VDOT**  
**4975 Alliance Drive**  
**Fairfax, VA 22030**

Visit: [viriniadot.org/novatransportationmeeting](http://viriniadot.org/novatransportationmeeting) for more information

# Agency Representatives



Shannon Valentine

[Virginia Secretary of Transportation](#)  
Chair, [Commonwealth Transportation Board](#)



Mary Hynes

Northern Virginia District  
[Commonwealth Transportation Board](#)



Jennifer Mitchell

Director  
[Department of Rail and Public Transportation](#)



Monica Backmon

Executive Director  
[Northern Virginia Transportation Authority](#)



Kate Mattice

Executive Director  
[Northern Virginia Transportation Commission](#)



Rich Dalton

CEO  
[Virginia Railway Express](#)

# Presenters



**Ronique Day**

Deputy Director

[Office of Intermodal Planning and Investment](#)



**Monica Backmon**

Executive Director

[Northern Virginia  
Transportation Authority](#)



**Jennifer Mitchell**

Director

[Department of Rail and Public Transportation](#)



**Kate Mattice**

Executive Director

[Northern Virginia  
Transportation Commission](#)



**Kim Pryor**

Infrastructure Investment Division Director

[Virginia Department of Transportation](#)



**Rich Dalton**

CEO

[Virginia Railway Express](#)





COMMONWEALTH *of* VIRGINIA

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*Office of the*

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SECRETARY *of* TRANSPORTATION

**VTrans**

December 8, 2020  
Ronique Day, Deputy Director  
Office of Intermodal Planning and Investment





# VTrans Overview



- **Commonwealth's multimodal transportation plan**
- **Guided by the Commonwealth Transportation Board's (CTB) vision and goals for transportation**
  - Assistance from Office of Intermodal Planning and Investment (OIPI)
- **Five overarching goals**
  - Economic Competitiveness and Prosperity
  - Accessible and Connected Places
  - Safety for All Users
  - Proactive System Management
  - Healthy and Sustainable communities
- **Updated once every four years**

# VTrans Mid-Term Needs

- Purpose is to identify critical transportation issues for the next 10 years
  - Corridors of statewide significance
  - Regional accessibility
  - Urban development areas
  - Safety
- CTB adopted VTrans vision, goals and objectives, and mid-term needs in January 2020
- Adopted mid-term needs feed the SMART SCALE program
  - SMART SCALE projects must address an identified mid-term need

# VTrans Mid-Term Needs Prioritization

- **Prioritized needs will inform future planning efforts and the multimodal project study pipeline**
  - Directs where VDOT and DRPT use planning dollars
- **Two sets of priorities**
  - Statewide Priority
  - Construction District Priority
- **Prioritization considers**
  - Severity of the need
  - Confluence of multiple needs in a location
  - Risk associated with sea-level rise and flooding
  - Board input, local input, and public engagement

# VTrans Next Steps

---

- **Early 2021**
  - Refine approach
  - Finalize prioritization
- **Seek action from CTB on draft policy for prioritization**
  - February 2021
- **Fall 2021**
  - Develop potential solutions to the most critical prioritized needs
  - Use state resources to develop projects
  - Provide a new pool of projects for Round 5 of SMART SCALE

# Thank You!

---

Ronique Day  
Deputy Director  
[Ronique.Day@oipi.virginia.gov](mailto:Ronique.Day@oipi.virginia.gov)

[www.oipi.virginia.gov](http://www.oipi.virginia.gov)



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# DRPT FY21 Update

December 8, 2020

Jennifer Mitchell, Director  
Department of Rail and Public Transportation



# 2020 General Assembly COVID-19 Response

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- Allow FY20 SYIP remain in effect until a new SYIP is adopted based on the official revenue forecast reflecting the impacts of the COVID-19 pandemic
- Provide CTB flexibility in allocating funding with the Commonwealth Transportation Fund and the Commonwealth Mass Transit Fund
  - Allowed DRPT to shift funds from transit capital, special programs, and TRIP to support statewide operating and WMATA-NVTC
- Allow DRPT to maintain its agency budget at FY 2020 spending levels

# DRPT FY 2021 Priorities

- Transforming Rail in Virginia Initiative
- Supporting Essential Transit and Rail Services Statewide
  - Focus on transit operating assistance and critical capital projects
  - Returning ridership transit and passenger rail
- **\$708M in transit and rail allocations for FY21**



# Transforming Rail in Virginia

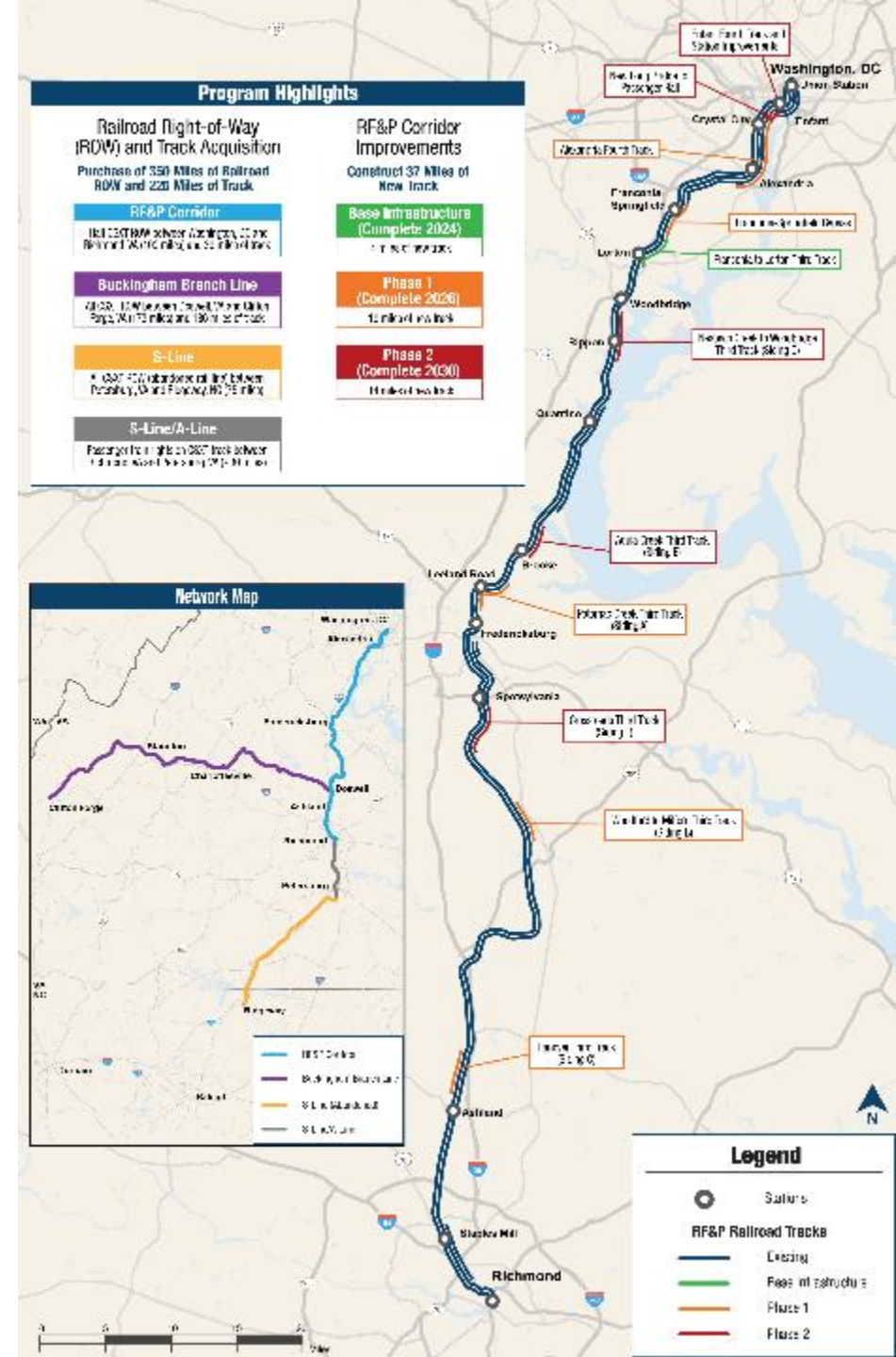


- On December 19, Governor Northam and CSX announced a landmark **\$3.7B** partnership
- Amtrak funding support of 25% of program to begin separating passenger and freight rail in Virginia
- Program will be implemented by new Virginia Passenger Rail Authority



# Transforming Rail

- Paradigm shift in rail transportation
  - VA will own active railroad tracks and railroad ROW, and the new Long Bridge
  - Construct and maintain a growing rail network with regional benefits
  - Innovative public/private partnership with VA, Class I Railroad (CSX), Amtrak and VRE



# Transforming Rail in Virginia Elements

1

## Right of Way/ Track Acquisition

- 350 miles of right of way
- 39 miles of track from Washington to Richmond
- Over 170 miles of track on the east-west Buckingham Branch corridor between Doswell and Clifton Forge
- 75 miles of abandoned track between Petersburg and Ridgeway, North Carolina

2

## Infrastructure Upgrades

- Construction of a second Long Bridge and 4th track in the District of Columbia
- 4th track in Arlington and Alexandria
- 3rd track from Franconia to Lorton
- Franconia- Springfield Bypass
- Sidling at Potomac Creek, Woodford-Milford, Hanover, Neabsco, Creek-Woodbridge, Aquia Creek, and Crossroads

3

## Additional Service

- Doubling of state sponsored Amtrak service with nearly hour service from Washington-Richmond
- An additional train to Norfolk and mid-day arrive and departure
- A new round-trip service to Newport News
- Increase VRE service by 75 percent along the Fredericksburg line
- Allows future ability to increase Roanoke Amtrak service and VRE Manassas line service

# FY21 Transit Operating Assistance



- COVID has significantly increased operating expenses and decreased revenues for transit agencies
- Total FY21 Funding Level: \$101.6M
  - Slight Increase from FY20
  - Includes approximately \$4.7M in CARES Act funding
  - NOVA transit agencies: \$47.6M
- Most agencies will see an increase over FY20 funding
  - 33 out of 41 agencies
  - PRTC and Fairfax had decline of less than one percent

# FY21 Transit Capital Funding

- Focus on critical state of good repair projects and projects “ready to go” in FY21 with local match in place
- Capital recommendations reflect both prioritization and updated readiness evaluation
  - OmniRide: 4 buses
  - Loudoun County: 5 buses
  - Fairfax Connector: Rehab of 37 buses
  - NVTC: Route 7 BRT Phase IV Study
- VRE Track Lease Payments moved out of transit capital to VPRA budget





# WMATA Operating and Capital Funding

- Maintain \$50M for PRIIA Match
- \$173.6M to support WMATA operating and capital needs in FY21
  - Increase of \$14.6M from FY20
- Maintain \$154.5M in dedicated capital funding, part of \$500M regional commitment including MD and DC
  - ***If this commitment is not met by DC, MD, and VD, WMATA's total capital program would be reduced proportionally***





# DRPT FY21 Update

December 8, 2020

Jennifer Mitchell, Director  
Department of Rail and Public Transportation  
Contact: [drptpr@drpt.virginia.gov](mailto:drptpr@drpt.virginia.gov)



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# **FY 2021-2026 SYIP COVID-19 UPDATE PLAN**

 Kimberly Pryor, Infrastructure Investment Director

December 8, 2020

# Background

- **General Assembly Special Session ended November 9, 2020**
- **Governor Northam signed the Budget November 18, 2020**
  - **Approved budget includes provisions for certain flexibilities related to virtual public meetings, the Six-Year Improvement Program, and mitigating impacts of the revenue reductions resulting from the COVID-19 pandemic**
- **During this unprecedented time, we are striving to be as efficient as possible**
- **Our goal is to keep projects moving on-time and on-budget**

# Background

- **Flexibility language provided by Item 430 of Chapter 56 of the 2020 Acts of Assembly (Special Session 1)**
  - The FY2020-2025 SYIP adopted June 19, 2019, and as amended may remain in effect through June 30, 2021, or until a new SYIP is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic
  - Assistance provided for fiscal year 2021 may be maintained up to the levels allocated in the FY2020-2025 SYIP until a new SYIP is adopted
  - CTB may use previously allocated funds not currently needed to support project delivery to mitigate impacts from revenue reductions resulting from the COVID-19 pandemic and replace those allocations in the year needed to support current project schedules

# Background

- **Flexibility language provided by Item 430 of Chapter 56 of the 2020 Acts of Assembly (Special Session 1)**
  - The CTB shall take all actions necessary to ensure appropriate coverage ratios for debt backed by the Transportation Trust Fund and distribute funds to the modal programs and Highway Maintenance and Operating Fund in such a manner as to protect core programs, services, and existing projects
  - The Secretary shall report to the Governor and Chairs of the House Appropriations and Senate Finance and Appropriations Committees on the funding actions planned to be taken under this authority, including a listing of the programs and projects impacted as well as any deviation from the proposed plan



# FY2021-2026 SYIP COVID-19 Update Plan

- **Recommendation**

1. Build upon actions approved to date to amend and modify the FY2020-2025 SYIP
2. Execute a targeted approach focused on updating specific funding programs
3. Defer certain processes and procedures of a typical SYIP update

# FY2021-2026 SYIP COVID-19 Update Plan

1. **Build upon actions approved to date to amend and modify the FY2020-2025 SYIP based on funding levels in the FY2020-2025 SYIP**
  - ✓ Updated various federal and state funding programs through amendment and transfer actions approved by the CTB through November 2020
  - ✓ Continued to advance approved projects according existing schedules

# FY2021-2026 SYIP COVID-19 Update Plan

## 2. Execute a targeted approach focused on updating specific funding programs based on funding levels in the FY2020-2025 SYIP

- **Current Solicitation Cycles for SGR Local and VDOT Bridges and Revenue Sharing**
  - Add new FY2021 selected Local and VDOT bridges, leaving FY2026 un-programmed
  - Add new FY2021/2022 selected Revenue Sharing projects using FY2025-2026 allocations
  - CTB Action planned for December 2020
- **Existing Revenue Sharing Projects**
  - Implement an allocation strategy utilizing previously allocated funds not currently needed to support project delivery to mitigate impacts from revenue reductions resulting from the COVID-19 pandemic and replace those allocations in FY2021-2024 as necessary to support current project schedules
  - No funding commitments will be reduced and no projects will be delayed due to the proposed allocation restructuring strategy
  - Biennial solicitation cycle will continue with awards in the last two years of the SYIP

# FY2021-2026 SYIP COVID-19 Update Plan

## 3. **Defer certain processes and procedures of a typical SYIP update**

- **Retain the existing structure of the FY2020-2025 SYIP and reflect adjustments to the new transportation funding formula and distribution factors in the FY2022-2027 SYIP Update**
- **Defer adjustments to the I-81 program to reflect adjustments to the revised tax structure and debt financing until the FY2022-2027 Update**
  - Project schedules will not be impacted by this delay
- **Defer traditional Spring and Fall Public Meetings until the FY2022-2027 Update**
  - Hold a single virtual public hearing November 24, 2020

# Targeted SYIP Update

## Summary of Revenue Sharing Allocations Used to Mitigate COVID-19 Revenue Reductions

	Number of Projects	State Match in Previous to be Provided by FY24
Bristol	6	\$8.2
Culpeper	18	\$16.9
Fredericksburg	12	\$27.2
Hampton Roads	55	\$144.9
Lynchburg	14	\$10.3
Northern Virginia	65	\$142.5
Richmond	55	\$51.8
Salem	36	\$18.9
Staunton	29	\$24.3
Deallocations		\$49.9
<b>Grand Total</b>	<b>290</b>	<b>\$495.0</b>

- Funding actions planned to be taken were presented to the CTB and posted online in October 2020
- Adjustments to preliminary strategy will reflect changes based on project activity since March 2020
- No project schedules will be delayed
- No funding commitments will be reduced

# Next Steps

## Report to the Governor and General Assembly Committees

- Within 5 days of November presentation to the CTB report funding actions taken using the flexibility language in the state budget
- Within 5 days of CTB action in December report changes from previously proposed funding actions

## CTB Actions

- **December 2020**
  - Approval of FY2021 recommended SGR Local and VDOT Bridge projects
  - Approval of FY2021/2022 recommended Revenue Sharing projects using FY2025-2026 allocations
  - Adoption of the FY2021-2026 SYIP COVID-19 Update
- **Early 2021**
  - Begin development of a full FY2022-2027 SYIP Update



# SMART SCALE Round 4

- Round 4 of SMART SCALE project prioritization currently underway
- Total number of applications received for NoVA – 31
- Distribution of applications by principal improvement type:
  - Bike / Pedestrian Improvement – 4
  - Highway – 23
  - Bus Transit – 3
  - Rail Transit – 1
- Total cost for submitted applications - \$2.6 B
- Total amount of SMART SCALE funds requested – \$1.6 B
- Next steps:
  - Scores and staff recommendations to be provided to the Commonwealth Transportation Board (CTB) – January 2021
  - Adoption of projects into the SYIP by CTB – June 2021

# Thank You!

**Kimberly Pryor, AICP**  
**Director, Infrastructure Investment Division**  
**Virginia Department of Transportation**  
1401 East Broad Street, Richmond, VA 23219  
Phone 804.786.2543  
[kimberly.pryor@vdot.virginia.gov](mailto:kimberly.pryor@vdot.virginia.gov)

[www.virginiadot.org](http://www.virginiadot.org) | [www.smartscale.org](http://www.smartscale.org) | [www.ctb.virginia.gov](http://www.ctb.virginia.gov)

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# ***Northern Virginia Joint Transportation Meeting***

*December 8, 2020*

Presented by:

**Monica Backmon**

Executive Director, Northern Virginia Transportation Authority





# FY2020-2025 Six Year Program

## Planning & Prioritizing for the Region



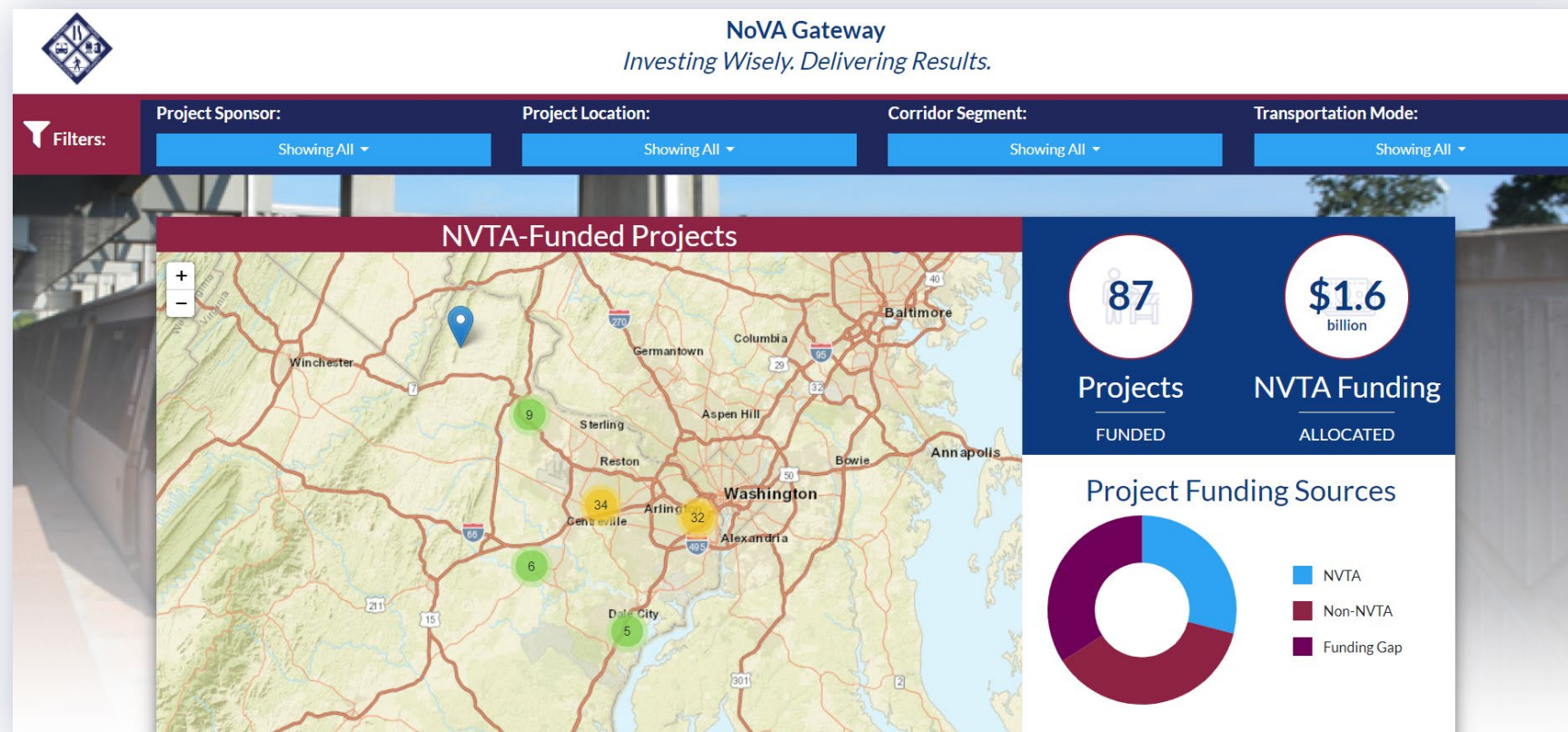
**\*\*Six Year Program Update Adopted, July 9, 2020\*\***

- **Authority's 5<sup>th</sup> Funding Program** – Most competitive to date
- **\$539 Million** in Authority regional revenues programmed on **21** transportation projects encompassing various modes
  - Roadway/Intersection/Interchange; Rail; BRT/Bus Facility; and Bike/Pedestrian Facility
- **\$1.44 Billion** in regional revenue funds requested for **41 projects**
- To date, **the Authority** is **advancing 106 regional multimodal transportation projects, totaling \$2.5 billion**, for congestion reduction throughout the region

**\*\*Despite COVID-19 impacts on revenue, the Authority is able to preserve all project funding programs.**



# Get Real-Time Project Status Updates NoVA Gateway



[novagateway.org](http://novagateway.org)

- Newly launched tool that allows searches by project location, transportation mode, corridor segment and project sponsor – with just a click of a button!

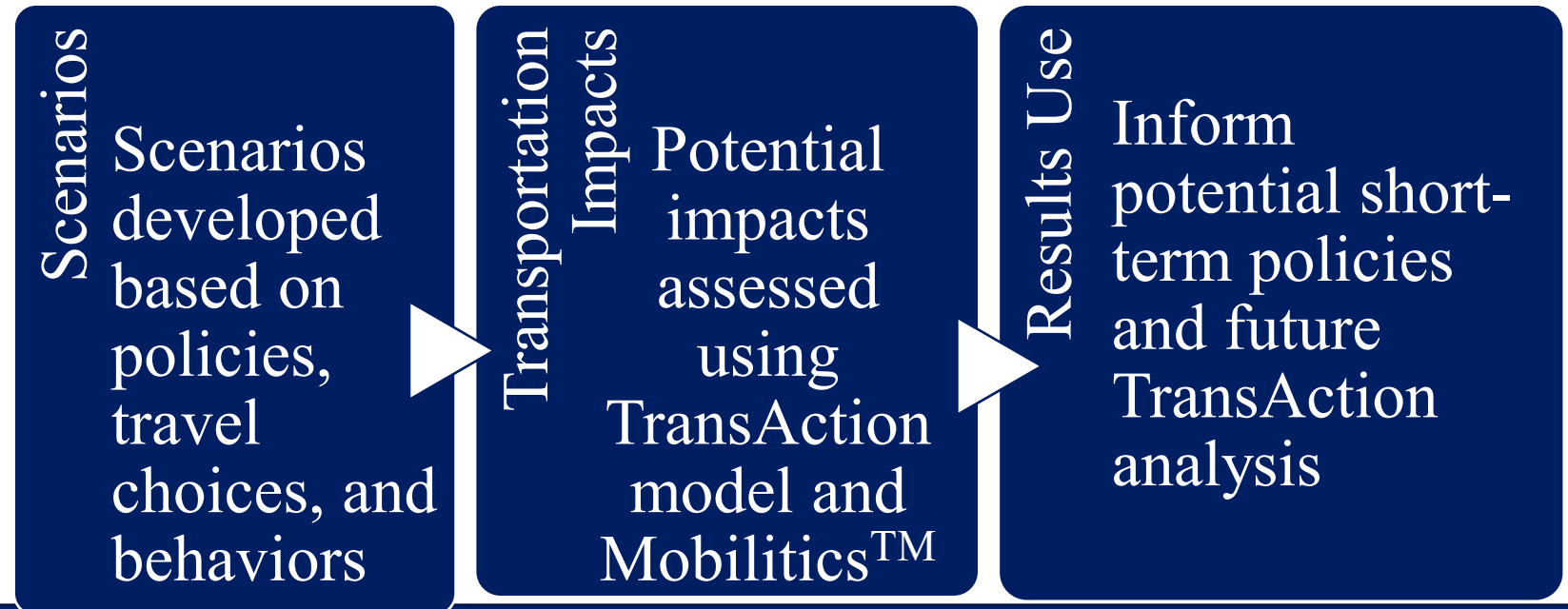




# COVID-19: Transportation Impacts and Opportunities



- **Analysis and updates of change in travel behavior due to COVID-19 (Authority conducted with AECOM)**
  - **GOAL:** Explore impacts to operating conditions and future transportation project investment considerations
  - **SCENARIOS & IMPACTS:** Analyze plausible possible future scenarios, not intended to predict the future or imply any preferences





# NVTA Analysis Scenario Comparison: Assumptions



	Quick Recovery		Active Transportation		Second Wave		Cautious Recovery	
	Short Term	New Normal	Short Term	New Normal	Short Term	New Normal	Short Term	New Normal
<b>Telework*</b>	10%	10%	20%	15%	50%	10%	25%	15%
<b>Jobs Lost*</b>	3%	0.5%	5%	1%	10%	6%	8%	2%
<b>School Attendance</b>	90%	95%	90%	95%	0%	100%	40%	90%
<b>Transit Safety Perception</b>	85%	100%	75%	95%	25%	95%	40%	100%
<b>Active Transportation</b>	Pre-COVID Mode Share		60% trips <5 mi are walk/bike. Mode share increases 30%.		Pre-COVID Mode Share		Pre-COVID Mode Share	

\*Compared to pre-COVID levels (Telework % noted: Increase in telework; Jobs Lost % noted: Fewer jobs)



# Looking Ahead: What Does This Mean?



- **Transportation Silver Linings**
  - Reduced driving, less congestion, lower emissions
  - Recovery of local bus services
- **Areas of Potential Concern**
  - Rate of transit recovery, especially rail/longer distance bus commutes
  - Perception of transit safety
- **Unknowns (short-term)**
  - K-12 return to in-classroom instruction
- **Unknowns (long-term)**
  - Work-from-home practices/preferences
  - E-commerce trends (click versus brick)
  - Commercial/residential real estate trends
- **Additional Considerations**
  - 24% NoVA population increase (2016 – 2040)
  - 37% NoVA employment increase (2016 – 2040)

\*based on analysis in TransAction



# TransAction Update



- **Region's long-range transportation plan updated every five years**
  - **Current plan adopted October 2017**
- **Projects required to be in TransAction for eligibility of 70% revenues**
- **Include assessment of COVID impacts on transportation**
- **3 Goals: Improve Mobility; Increase Accessibility; and Build Resiliency**
- **Public Engagement throughout all three phases of update**
- **TransAction update anticipated for Fall of 2022 adoption**





## Virginia Regional Multi-Modal Mobility Program (RM3P)

RM3P is a collaborative program to improve safety, reliability, and mobility for travelers in the Northern Virginia region. Through the RM3P initiative, public and private sector transportation safety and service providers across Northern Virginia will adopt technologies to improve multi-modal travel conditions. Funded under the Commonwealth of Virginia's Innovative Technology and Transportation Fund (ITTF), the RM3P is led by the Virginia Department of Transportation (VDOT), the Northern Virginia Transportation Authority (NVTA), and the Virginia Department of Rail and Public Transportation (DRPT).



### Data-Exchange Platform



The Data-Exchange Platform (DEP) will be a reliable, continuously updated, cloud-based data storage and exchange system. It will be used by regional partners and third-party providers to capture, process, and exchange information on real-time and historic multi-modal travel conditions. This platform will feed necessary data to other RM3P program elements and disseminate value-added and full-grown data produced by these elements.

### AI-Based Decision Support System



The AI-Based Decision Support System (AI-DSS) will help predict the impact of disruptions to the transportation network and provide coordinated response options to agencies. The automated tool for operators will use travel data to monitor emerging conditions and recommend plans for coordinated, multi-agency responses to congestion, incidents, and events.

### Commuter Parking Information System



The Commuter Parking Information System (CPIS) will entail a real-time, app-based parking availability information system that provides reliable information about parking space availability at lots serving bus, vanpool, and carpool commuters.

### Multi-Modal Analytical Planner

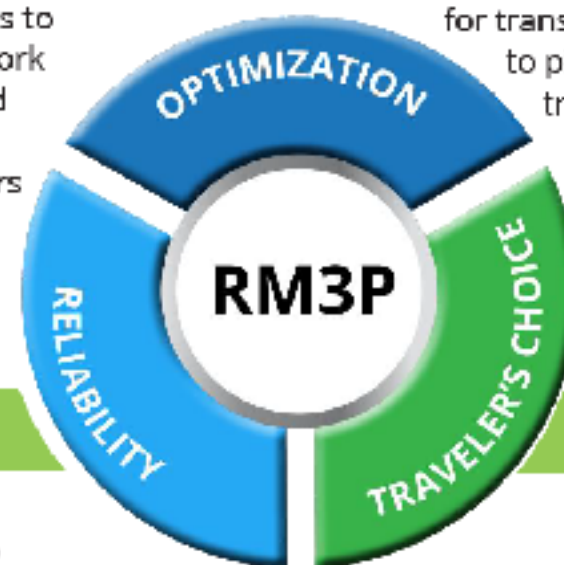


The Multi-Modal Analytical Planner (MMAP) will be a collaboration tool for transportation service providers to pinpoint unmet needs in the transportation network. This highly interactive tool will enable mobility providers to study the impacts of "what-if" scenarios and better plan for travel demand by identifying underserved areas, especially during disruptive events.

### Dynamic Incentivization



Dynamic Incentivization (DI) will be a data-driven system offering the public incentives to modify their travel choices and behaviors in response to real-time travel conditions. The incentives will be offered by regional agencies and third-party providers.





# Thank you!



[TheNoVaAuthority.org](http://TheNoVaAuthority.org) and  
[NVTATransAction.org](http://NVTATransAction.org)



Northern Virginia  
Transportation Authority



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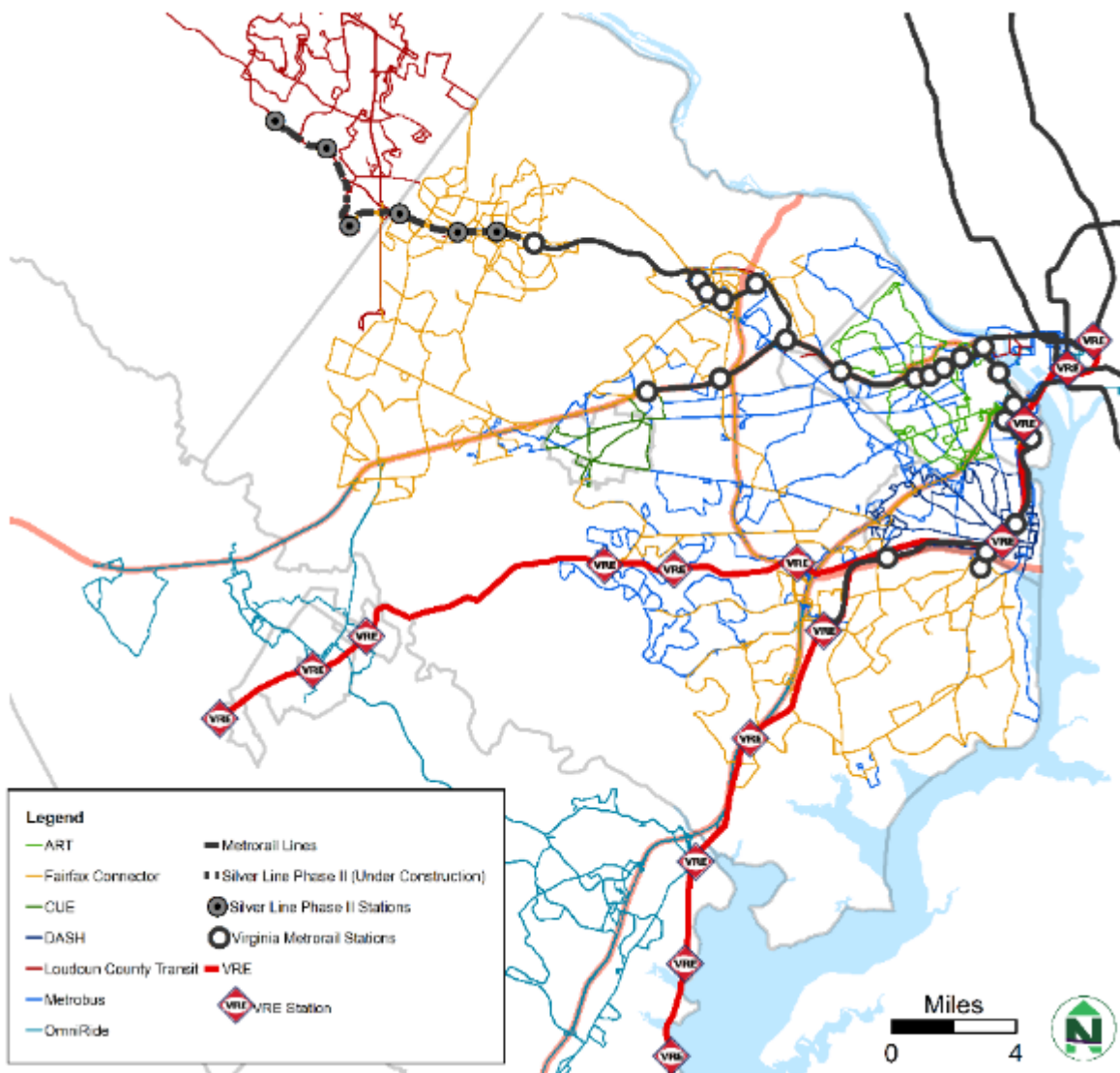
# Commuter Choice Update: Northern Virginia Joint Transportation Meeting

December 8, 2020

**Kate Mattice**  
*Executive Director*



# Northern Virginia Transportation Commission



Funding and stewardship of WMATA (Metrorail, Metrobus, MetroAccess) and Virginia Railway Express



Managing state and regional funding for five jurisdictional bus systems

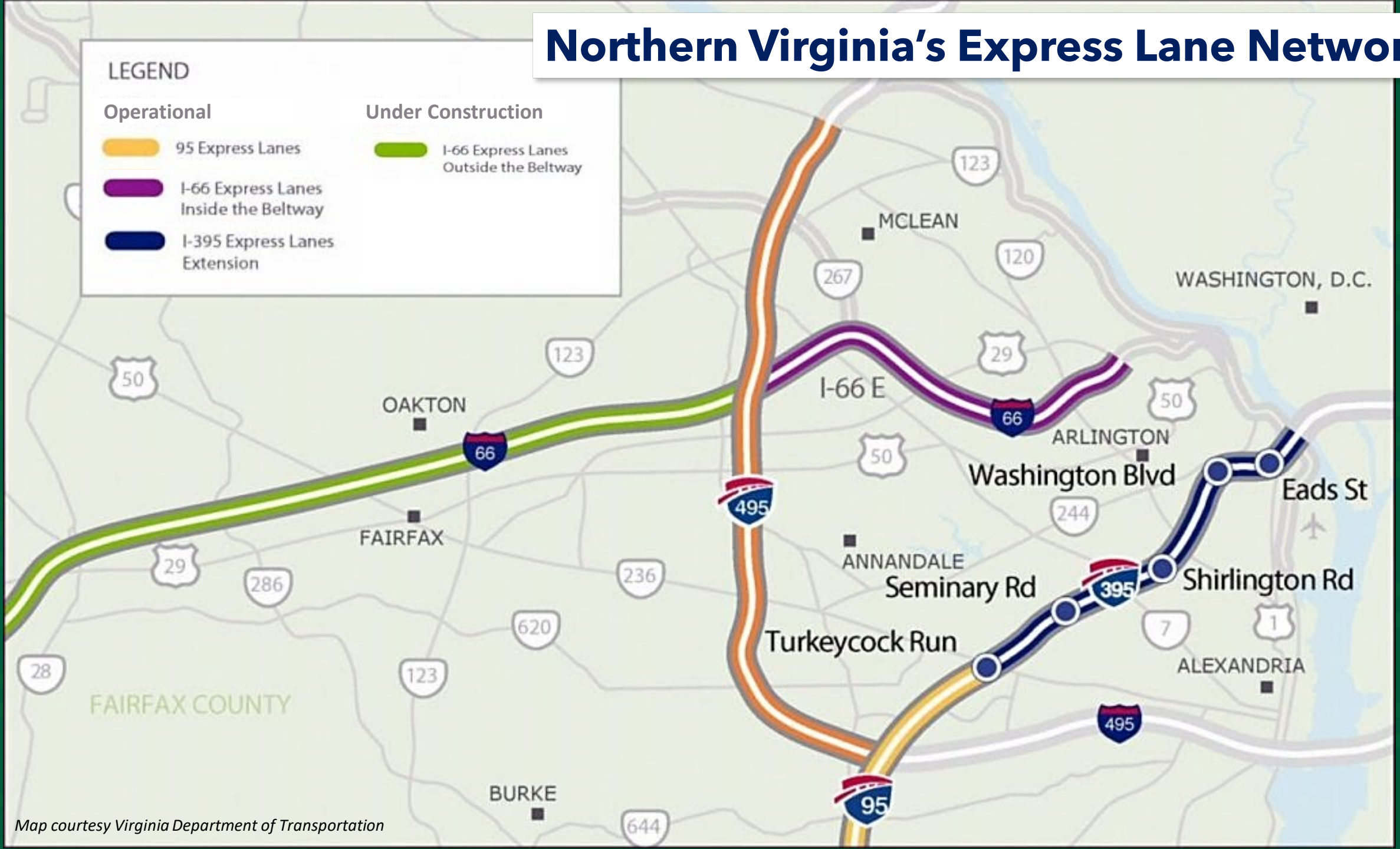


Working across jurisdictional boundaries to coordinate transit service



Administering Commuter Choice (I-66 Inside the Beltway and I-395/95)

# Northern Virginia's Express Lane Network








# Commuter Choice

## LEGEND

### Operational

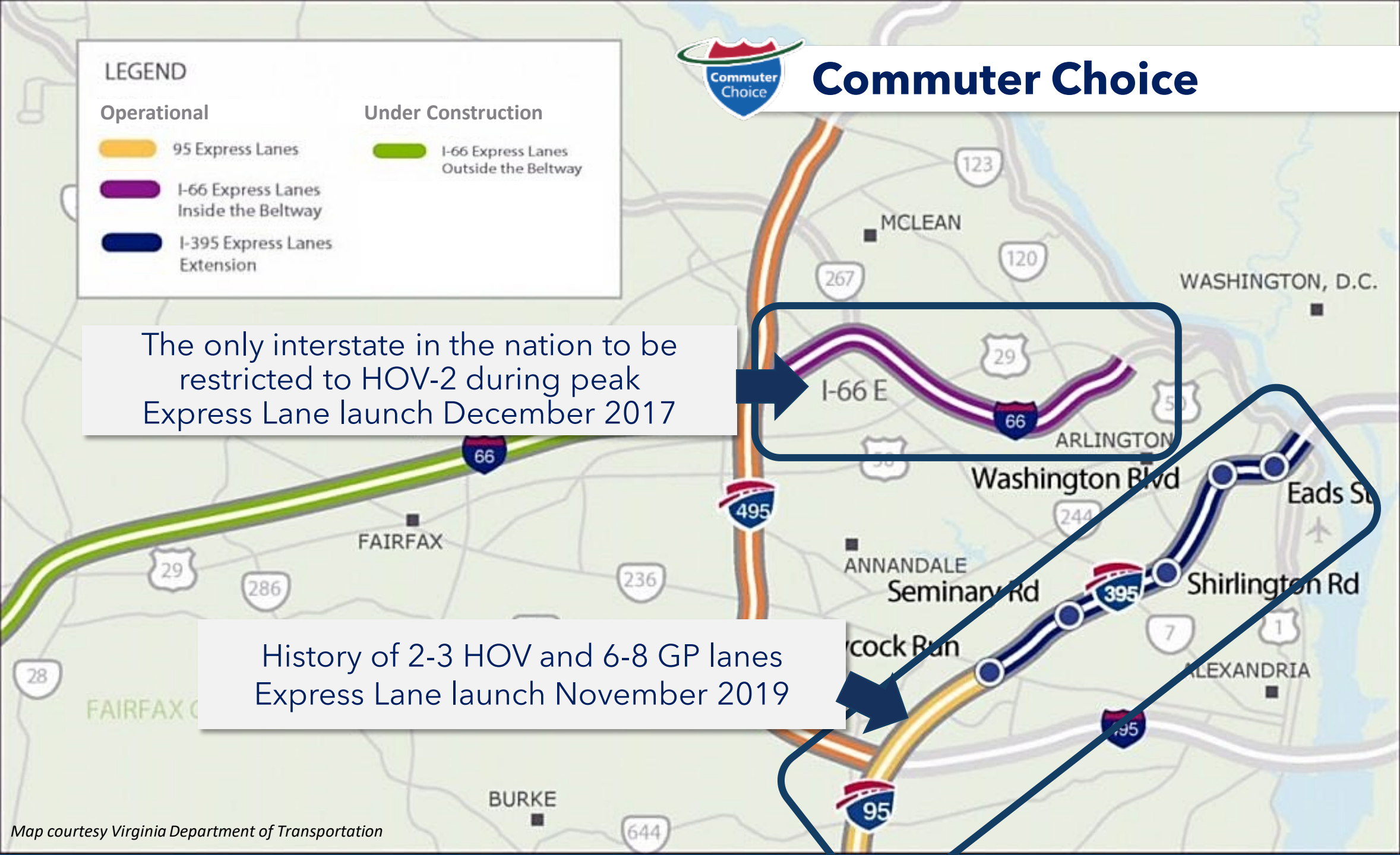
-  95 Express Lanes
-  I-66 Express Lanes Inside the Beltway
-  I-395 Express Lanes Extension

### Under Construction

-  I-66 Express Lanes Outside the Beltway

The only interstate in the nation to be restricted to HOV-2 during peak Express Lane launch December 2017

History of 2-3 HOV and 6-8 GP lanes Express Lane launch November 2019



# About Commuter Choice

**Maximize Person Throughput + Implement Multimodal Improvements**



Improve  
mobility



Support new,  
diverse travel  
choices



Enhance  
transportation  
safety and  
travel reliability

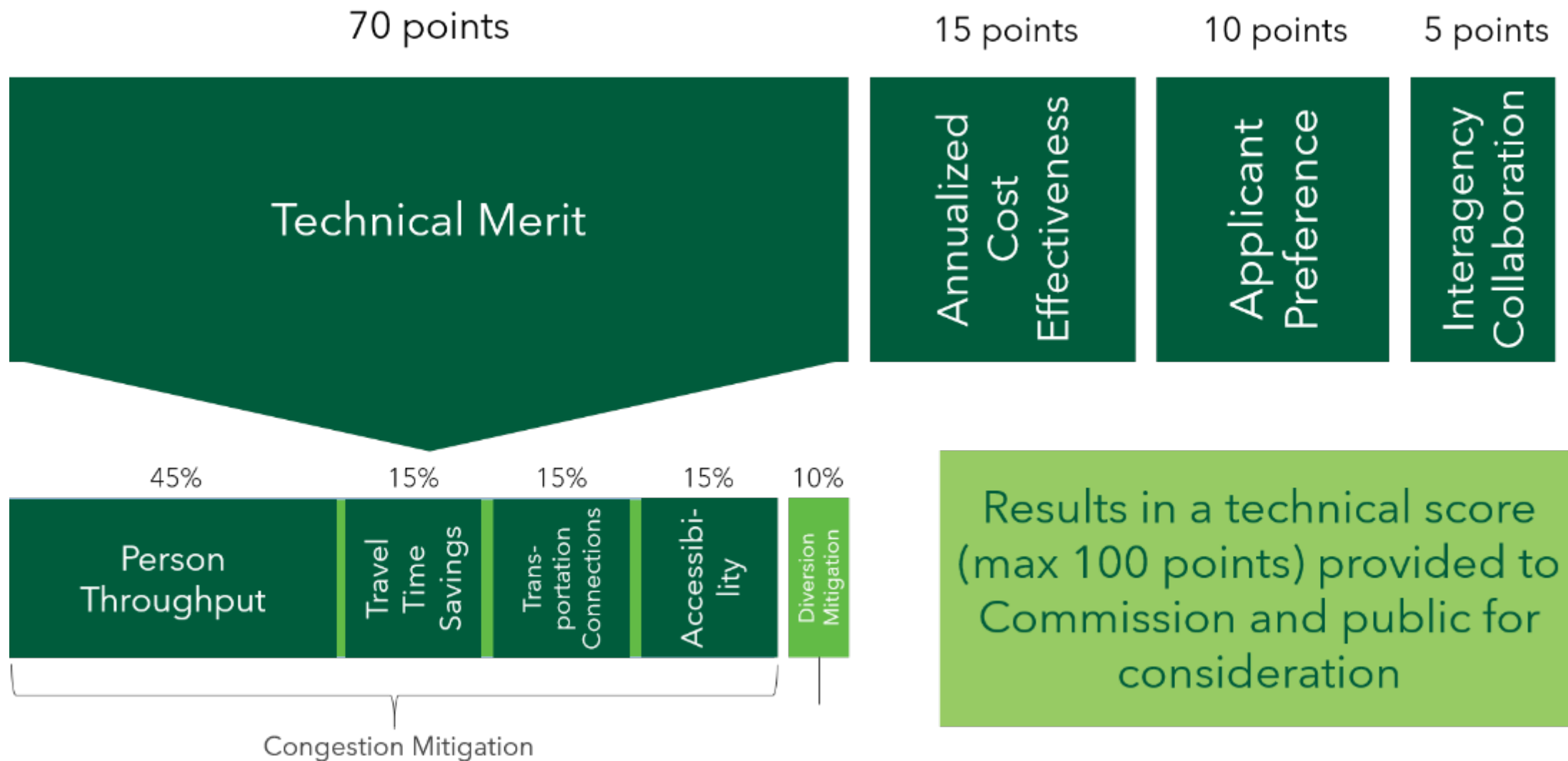
## At-a-Glance

- Competitive transit / TDM program
- Metric-based project selection process
- Regionally-selected projects
- Multi-decade commitment for portion toll revenues
- Projects operated by local governments/transit systems

## Eligible types of project include:

- Expanded transit services and related capital improvements
- Roadway improvements specific to the corridor
- Access to transit improvements
- Transportation system management strategies
- Transportation demand management (TDM) efforts

# Technical evaluation process



**35 Projects**

**\$41.5 Million  
Investment**



**Nine new express  
bus routes**

**Added service to  
seven bus routes**



**Park and Ride Lot**

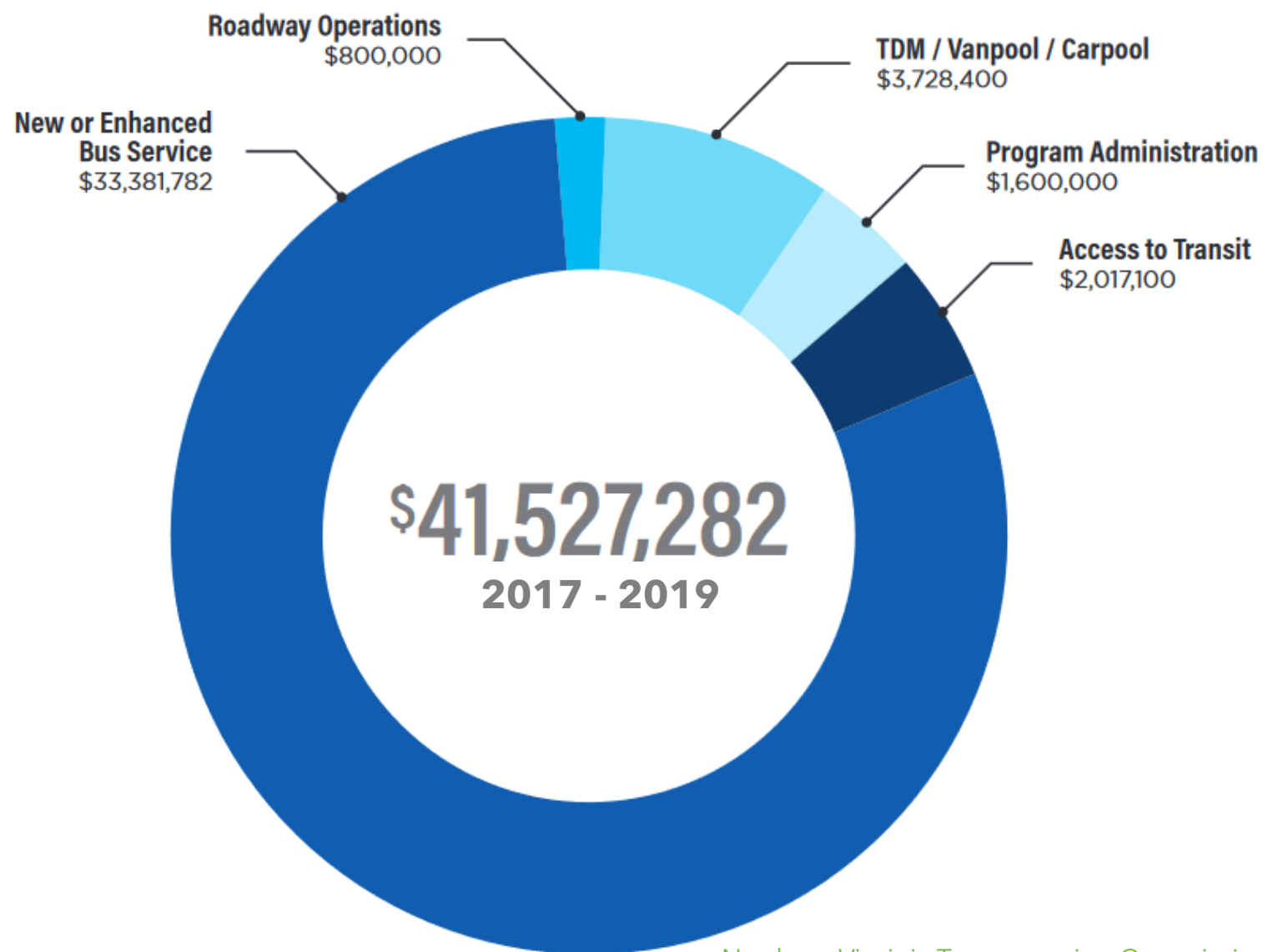
**Bus Stop  
improvements**

**Bikeshare  
operations**

**Carpool and  
Vanpool incentives**

**ITS/Traveler  
information**

## Commuter Choice on the I-66 corridor





**10 Projects**

**\$19 Million**  
Investment



### Eight New or Enhanced Bus Services

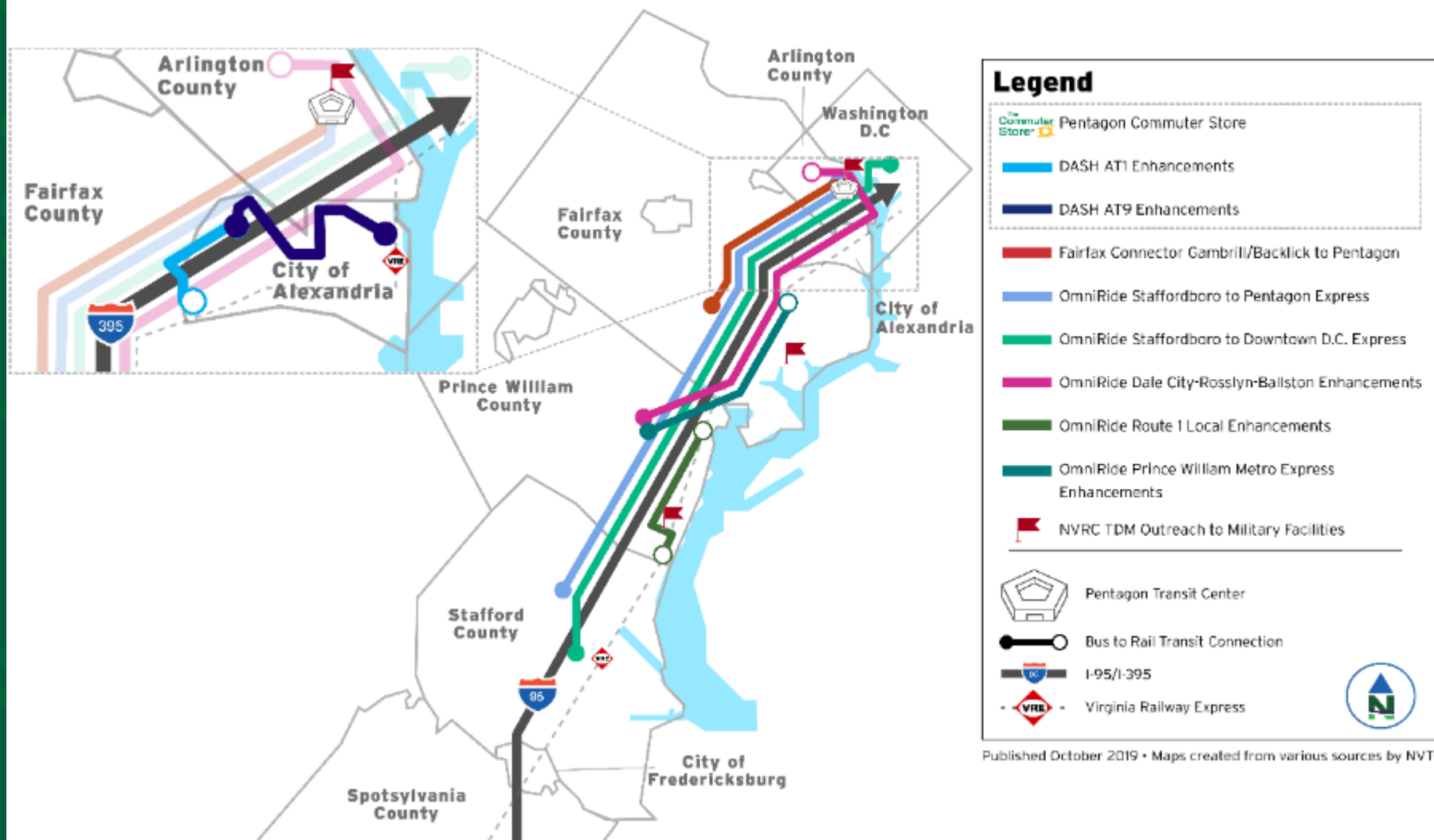
Including capital expenses (buses, stop improvements)



### Two Transportation Demand Management Campaigns

Providing information and incentives to commuters to choose non-drive alone modes

## Commuter Choice on the I-395/95 corridor



Since Commuter Choice funding began in 2017 on the I-66 corridor Inside the Beltway, more people have moved in fewer vehicles.



**+26% Growth**  
In commuter bus ridership since 2015

# Performance to Date



**1500**  
PEOPLE

In the **I-66 corridor**, 16 projects move almost **1,500 people each morning**, within a reasonable range (77%) of their target.

**69%**   
meet or exceed  
the target

Eleven of the 16 projects in the **I-66 corridor** meet (within 30%) or exceed their ridership targets.



**700**  
PEOPLE

In the **I-395/95 corridor**, eight projects move about **700 people each morning**, substantially outperforming their target (117%).

**75%**   
meet or exceed  
the target

Six of the eight projects in the **I-395/95 corridor** meet (within 30%) or exceed their ridership targets.

# Current Projects

## Project Type

- Bus Service
- Access to Transit
- Roadway Operations
- TDM



OmniRide provides local and commuter transit services in Prince William County, Stafford County, the City of Manassas and the City of Manassas Park.

- 15 16 17 18 19
- 20 21 22 34
- 23 24

City of Fredericksburg\*

Spotsylvania County

City of Manassas Park

City of Manassas

28

Town of Purcellville

Loudoun County

- 10 11 12 13 14

Town of Leesburg

Town of Herndon

City of Fairfax

25

Town of Vienna

Arlington County

- 1 2 29 30
- 31 32 33

City of Falls Church

9 27

Fairfax County

- 5 6 7 8 26

Prince William County

36

City of Alexandria

3 4

Town of Dumfries

Stafford County



NVRC, a regional council, provides TDM services to the three major military bases in the I-395/95 corridor to promote ridesharing, carpooling, vanpooling and other alternatives to driving alone.

35



NVTC was able to continue funding existing Commuter Choice projects despite the COVID-19 impacts on toll revenues.



## I-66 Corridor

- Restricted revenue source
  - Peak period tolls only
  - 11-mile corridor
- April-June 2020 revenue collection at 17% of budgeted levels, rebounding slowly
- Reduced \$15 M program to <\$4 Million
- Changed program selection approach to clear “wins”

## I-395/95 Corridor

- Less restricted revenue source
  - Full time tolling
  - 37-mile corridor
- Two-year Call for Projects underway with full funding of about \$30M expected





# Improving the transportation network

**Commuter Choice moves more people and provides people with commuting options.**

Adding transit and multimodal projects on both the I-66 corridor and the I-395/95 corridor makes it easier for commuters, including transit riders and toll road users, to get to the places they want to go.



# Thank You.

**Kate Mattice**

*Executive Director,  
Northern Virginia Transportation Commission*

[katemattice@novatransit.org](mailto:katemattice@novatransit.org)

[novatransit.org](http://novatransit.org)



# *Live testimony will follow the six agency presentations.*

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**Ms. Maria Sinner  
VDOT  
4975 Alliance Drive  
Fairfax, VA 22030**



# Transforming the Virginia Railway Express

## Capital Projects Overview



Presented by  
Rich Dalton  
Chief Executive Officer

December 8, 2020  
via Webex



# Transforming Rail in Virginia

Virginia's visionary \$3.7 billion infrastructure improvement program will separate freight and passenger rail, enhancing VRE service reliability and allowing for longer and more frequent trains.



# Second Rail Crossing Over the Potomac

---

Virginia will build a \$1.9 billion bridge across the Potomac, primarily for the use of passenger trains, eliminating one of the most significant rail bottlenecks on the East Coast.

VRE will partially fund the new Long Bridge and other key infrastructure projects.



# Six-Year Capital Improvements Program

Program	Projects	Cost	Funded	Unfunded
Asset Management/State of Good Repair	07	\$76,483,806	\$77,584,551	
Information Technology	02	\$3,076,033	\$3,750,000	
Passenger Station Facilities	12	\$292,822,091	\$264,971,812	\$27,850,279
Rolling Stock Equipment	02	\$79,864,562	\$62,414,442	\$17,450,120
Station Parking	02	35,952,681	\$32,180,942	\$3,771,739
Train Maintenance and Storage Facilities	04	\$328,299,971	\$253,697,234	\$74,602,737
Miscellaneous	01	\$290,146	\$290,146	
<b>Six-Year Capital Improvements Program Total</b>	<b>30</b>	<b>\$816,789,290</b>	<b>\$694,889, 126</b>	<b>\$123,674,875</b>



# Proposed Six-Year Capital Improvements Program

VRE's FY 2022-2027 Capital Improvements Program includes improvement projects at 13 stations, many of which involve platform extensions to handle longer trains. Moving beyond 2027, improvements are planned for five additional stations.





# Crystal City



## Anticipated Project Schedule

Phase	Start Date	Finish Date
Development	12/01/2016	06/30/2021
Property Acquisition	07/01/2020	06/30/2021
Final Design	11/02/2020	06/10/2022
Construction	11/01/2022	10/31/2024

## Funding Sources

Entity	Funding
NVTA	\$20,200,000
State*	\$2,897,154
CROC	\$15,000,000
Federal	\$10,950,770
VRE*	\$1,066,695
<b>Project Cost</b>	<b>\$50,114,619</b>

\*Funds come from more than one program.

# Franconia-Springfield



CONCEPT

DEVELOPMENT  
(PE)

PHASE

FINAL  
DESIGN

CONSTRUCTION



## Anticipated Project Schedule

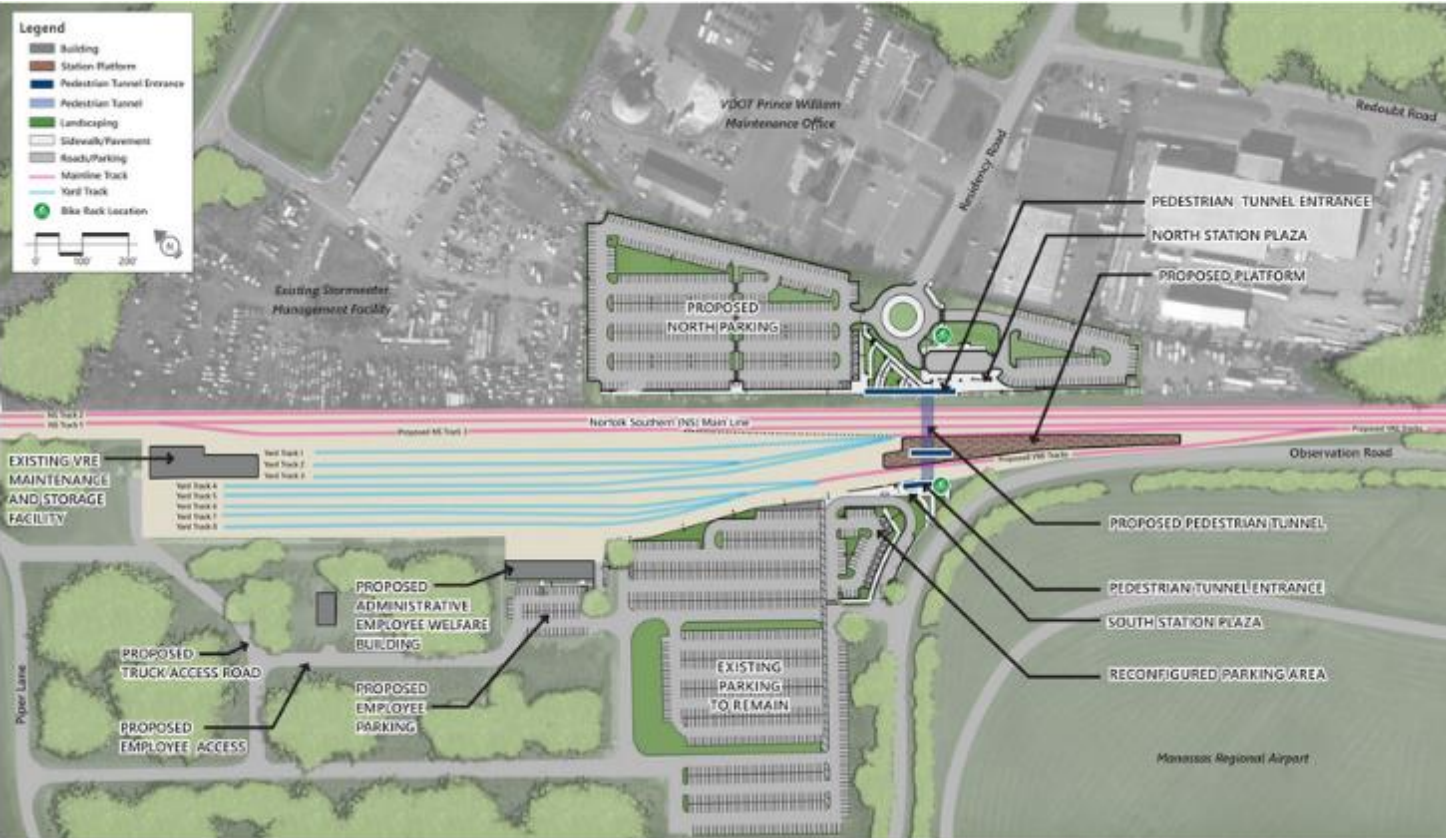
Phase	Start Date	Finish Date
Development	08/04/2016	11/30/2018
Final Design	10/22/2018	04/21/2021
Construction	03/10/2021	06/21/2023

## Funding Sources

Entity	Funding
NVTA	\$13,000,000
Project Cost	\$13,000,000



# Broad Run Expansion



## Anticipated Project Schedule

Phase	Start Date	Finish Date
Development	08/21/2017	09/11/2020
Property Acquisition	08/21/2017	08/27/2021
Final Design	07/19/2019	06/20/2022
Construction	01/24/2022	02/17/2025

## Funding Sources

Entity	Funding
NVTA	\$1,500,000
State*	\$7,800,538
I-66 OTB Concessionaire	\$64,287,000
Federal	\$18,644,498
VRE	\$1,294,362
<b>Project Cost</b>	<b>\$164,419,065</b>

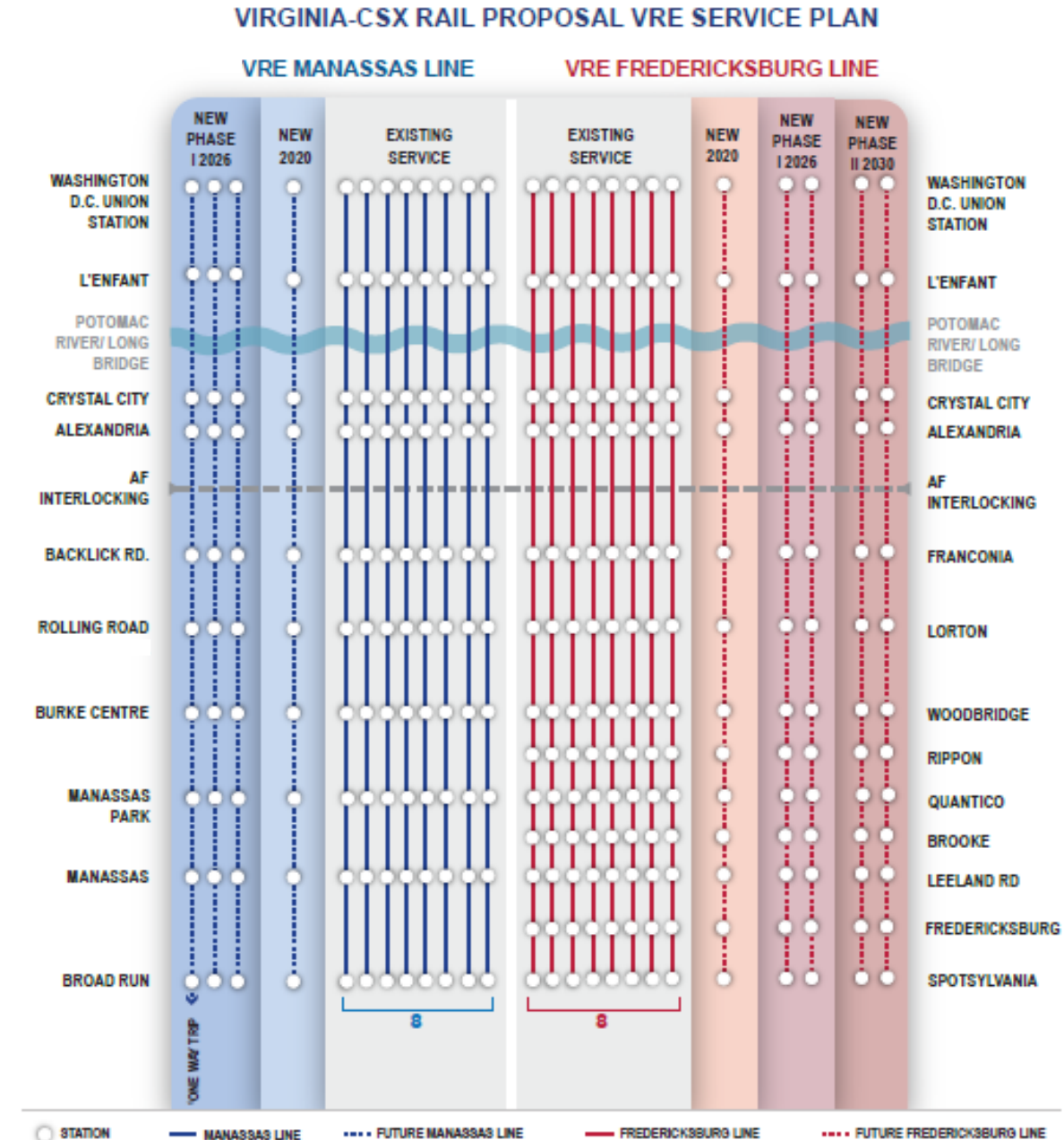
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# A Bright Future

- Expanded capacity and increased reliability
- Longer and more frequent trains
- Bi-directional service
- Late night and weekend service
- Complementary passenger and commuter service
- Separate freight and passenger trains





## For More Information

Visit:

[www.vre.org](http://www.vre.org)

Email:

[gotrains@vre.org](mailto:gotrains@vre.org)

Call:

800-743-3873

Write:

1500 King Street, Suite 202  
Alexandria, VA 22314

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VDOT  
4975 Alliance Drive  
Fairfax, VA 22030**



# Agency Representatives



Shannon Valentine

[Virginia Secretary of Transportation](#)  
Chair, [Commonwealth Transportation Board](#)



Mary Hynes

Northern Virginia District  
[Commonwealth Transportation Board](#)



Jennifer Mitchell

Director  
[Department of Rail and Public Transportation](#)



Monica Backmon

Executive Director  
[Northern Virginia Transportation Authority](#)



Kate Mattice

Executive Director  
[Northern Virginia Transportation Commission](#)

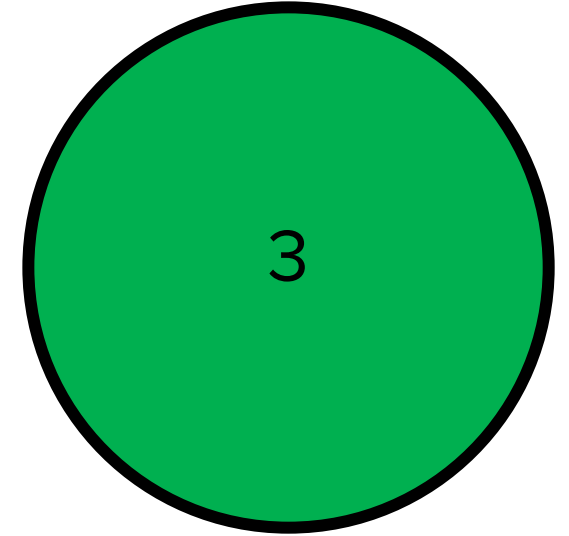


Rich Dalton

CEO  
[Virginia Railway Express](#)

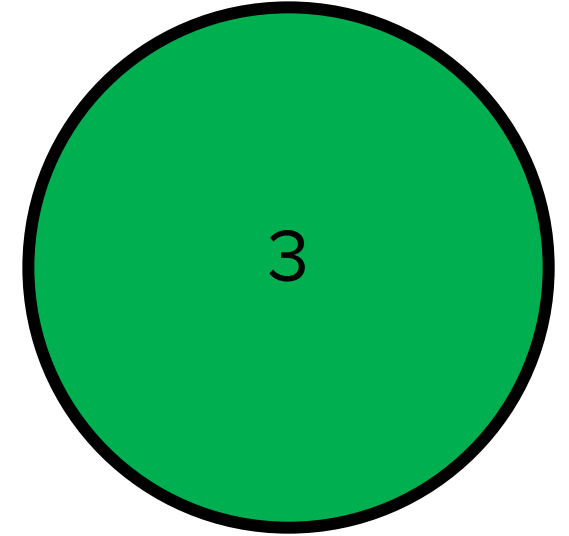
# Live Public Call-In

- Call-in #: **1-415-655-0001**
- Meeting Number/Access code: **126 518 6536 #**
- Attendee ID/Password: **3543 3735 #**
- **\*3** to Raise Hand
- Will be prompted to hit **\*6** to unmute when ready to be called upon
- *Mute all other devices to avoid audio interference*
- Skip the line. Leave a voicemail now at (703) 718-6368 or complete the online form by visiting [virginiadot.org/novatransportationmeeting](http://virginiadot.org/novatransportationmeeting)



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# Thank you!

We appreciate your participation in the Northern Virginia Joint Transportation Meeting!

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