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.
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
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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12/08/2020 Northern Virginia Joint Transportation Meeting 4
Welcome

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Other Ways to Comment: Now – January 4, 2021

• By using the online form: https://cutt.ly/ChxYfby
• By leaving a voicemail message here: 703-718-6368
• By sending a letter to the address below:
  Ms. Maria Sinner
  VDOT
  4975 Alliance Drive
  Fairfax, VA 22030

Visit: virginiadot.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
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

www.oipi.virginia.gov
Live testimony will follow the six agency presentations.

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2020 General Assembly COVID-19 Response

• 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

<table>
<thead>
<tr>
<th></th>
<th>Right of Way/ Track Acquisition</th>
<th>Infrastructure Upgrades</th>
<th>Additional Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>350 miles of right of way</td>
<td>Construction of a second Long Bridge and 4th track in the District of Columbia</td>
<td>Doubling of state sponsored Amtrak service with nearly hour service from Washington-Richmond</td>
</tr>
<tr>
<td></td>
<td>39 miles of track from Washington to Richmond</td>
<td>4th track in Arlington and Alexandria</td>
<td>An additional train to Norfolk and mid-day arrive and departure</td>
</tr>
<tr>
<td></td>
<td>Over 170 miles of track on the east-west Buckingham Branch corridor between Doswell and Clifton Forge</td>
<td>3rd track from Franconia to Lorton</td>
<td>A new round-trip service to Newport News</td>
</tr>
<tr>
<td></td>
<td>75 miles of abandoned track between Petersburg and Ridgeway, North Carolina</td>
<td>Franconia- Springfield Bypass</td>
<td>Increase VRE service by 75 percent along the Fredericksburg line</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Siding at Potomac Creek, Woodford-Milford, Hanover, Neabsco, Creek-Woodbridge, Aquia Creek, and Crossroads</td>
<td>Allows future ability to increase Roanoke Amtrak service and VRE Manassas line service</td>
</tr>
</tbody>
</table>
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
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VDOT
4975 Alliance Drive
Fairfax, VA 22030
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
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

<table>
<thead>
<tr>
<th>Number of Projects</th>
<th>State Match in Previous to be Provided by FY24</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bristol</td>
<td>6</td>
</tr>
<tr>
<td>Culpeper</td>
<td>18</td>
</tr>
<tr>
<td>Fredericksburg</td>
<td>12</td>
</tr>
<tr>
<td>Hampton Roads</td>
<td>55</td>
</tr>
<tr>
<td>Lynchburg</td>
<td>14</td>
</tr>
<tr>
<td>Northern Virginia</td>
<td>65</td>
</tr>
<tr>
<td>Richmond</td>
<td>55</td>
</tr>
<tr>
<td>Salem</td>
<td>36</td>
</tr>
<tr>
<td>Staunton</td>
<td>29</td>
</tr>
<tr>
<td>Deallocations</td>
<td></td>
</tr>
<tr>
<td>Grand Total</td>
<td>290</td>
</tr>
</tbody>
</table>

- 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

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**VDOT**  
**4975 Alliance Drive**  
**Fairfax, VA 22030**
Northern Virginia Joint Transportation Meeting

December 8, 2020

Presented by:
Monica Backmon
Executive Director, Northern Virginia Transportation Authority
**Six Year Program Update Adopted, July 9, 2020**

- Authority’s 5th 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

- 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

Scenarios: Scenarios developed based on policies, travel choices, and behaviors
Transportation Impacts: Potential impacts assessed using TransAction model and Mobilitics™
Results Use: Inform potential short-term policies and future TransAction analysis
## NVTA Analysis

### Scenario Comparison: Assumptions

<table>
<thead>
<tr>
<th></th>
<th>Quick Recovery</th>
<th>Active Transportation</th>
<th>Second Wave</th>
<th>Cautious Recovery</th>
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<tbody>
<tr>
<td></td>
<td>Short Term</td>
<td>New Normal</td>
<td>Short Term</td>
<td>New Normal</td>
</tr>
<tr>
<td>Telework*</td>
<td>10%</td>
<td>10%</td>
<td>20%</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jobs Lost*</td>
<td>3%</td>
<td>0.5%</td>
<td>5%</td>
<td>1%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>School Attendance</td>
<td>90%</td>
<td>95%</td>
<td>90%</td>
<td>95%</td>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Safety</td>
<td>85%</td>
<td>100%</td>
<td>75%</td>
<td>95%</td>
<td>25%</td>
<td>95%</td>
</tr>
<tr>
<td>Perception</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40%</td>
<td>100%</td>
</tr>
</tbody>
</table>

|                     | Pre-COVID Mode  | 60% trips <5 mi are walk/bike. Mode share increases 30%. | Pre-COVID Mode Share | Pre-COVID Mode Share |
| Active Transportation| 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

Phase 1
Identification of Needs/Priorities
March 2021 – October 2021

Phase 2
Analysis of Corridor/Segment Packages
November 2021 – April 2022

Phase 3
Reporting, Review, and Finalization
May 2022 – November 2022
Innovation in Transportation

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.

Multi-Modal Analytical Planner

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

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.

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 multimodal 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).
Thank you!

TheNoVaAuthority.org and NVTATransAction.org

@TheNVTA

@NVTAAuthority and @NVTATransAction

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)
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

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

70 points

Technical Merit

15 points
Annualized Cost Effectiveness

10 points
Applicant Preference

5 points
Interagency Collaboration

45%
Person Throughput

15%
Travel Time Savings

15%
Transportation Connections

15%
Accessibility

10%
Congestion Mitigation

Results in a technical score (max 100 points) provided to Commission and public for consideration
### Commuter Choice on the I-66 corridor

- **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

![Pie chart showing allocations of the investment](chart)

- Roadway Operations: $800,000
- New or Enhanced Bus Service: $33,381,782
- TDM / Vanpool / Carpool: $3,728,400
- Program Administration: $1,600,000
- Access to Transit: $2,017,100

**Total Investment:** $41,527,282

**Period:** 2017 - 2019
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.

**Performance to Date**

1,500 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.

750 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.

700 more people

750 fewer vehicles

+26% Growth

in commuter bus ridership since 2015
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.

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

NVTC was able to continue funding existing Commuter Choice projects despite the COVID-19 impacts on toll revenues.
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
novatransit.org
Live testimony will follow the six agency presentations.

Watch Live and Provide Testimony after Presentations:
https://www.youtube.com/channel/UC9uvU8vO09umEWldES2Ivow

Other Ways to Comment: Now – January 4, 2021

By using the online form: https://cutt.ly/ChxYfby
By leaving a voicemail message here: 703-718-6368
By sending a letter to the address below:

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
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.
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

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start Date</th>
<th>Finish Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development</td>
<td>12/01/2016</td>
<td>06/30/2021</td>
</tr>
<tr>
<td>Property Acquisition</td>
<td>07/01/2020</td>
<td>06/30/2021</td>
</tr>
<tr>
<td>Final Design</td>
<td>11/02/2020</td>
<td>06/10/2022</td>
</tr>
<tr>
<td>Construction</td>
<td>11/01/2022</td>
<td>10/31/2024</td>
</tr>
</tbody>
</table>

Funding Sources

<table>
<thead>
<tr>
<th>Entity</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>NVTA</td>
<td>$20,200,000</td>
</tr>
<tr>
<td>State*</td>
<td>$2,897,154</td>
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<tr>
<td>CROC</td>
<td>$15,000,000</td>
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<tr>
<td>Federal</td>
<td>$10,950,770</td>
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<tr>
<td>VRE*</td>
<td>$1,066,695</td>
</tr>
<tr>
<td>Project Cost</td>
<td>$50,114,619</td>
</tr>
</tbody>
</table>

*Funds come from more than one program.
Franconia-Springfield

**Anticipated Project Schedule**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start Date</th>
<th>Finish Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development</td>
<td>08/04/2016</td>
<td>11/30/2018</td>
</tr>
<tr>
<td>Final Design</td>
<td>10/22/2018</td>
<td>04/21/2021</td>
</tr>
<tr>
<td>Construction</td>
<td>03/10/2021</td>
<td>06/21/2023</td>
</tr>
</tbody>
</table>

**Funding Sources**

<table>
<thead>
<tr>
<th>Entity</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>NVTA</td>
<td>$13,000,000</td>
</tr>
<tr>
<td>Project Cost</td>
<td>$13,000,000</td>
</tr>
</tbody>
</table>
Broad Run Expansion

**Anticipated Project Schedule**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start Date</th>
<th>Finish Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development</td>
<td>08/21/2017</td>
<td>09/11/2020</td>
</tr>
<tr>
<td>Property Acquisition</td>
<td>08/21/2017</td>
<td>08/27/2021</td>
</tr>
<tr>
<td>Final Design</td>
<td>07/19/2019</td>
<td>06/20/2022</td>
</tr>
<tr>
<td>Construction</td>
<td>01/24/2022</td>
<td>02/17/2025</td>
</tr>
</tbody>
</table>

**Funding Sources**

<table>
<thead>
<tr>
<th>Entity</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>NVTA</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>State</td>
<td>$7,800,538</td>
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<tr>
<td>I-66 OTB Concessionaire</td>
<td>$64,287,000</td>
</tr>
<tr>
<td>Federal</td>
<td>$18,644,498</td>
</tr>
<tr>
<td>VRE</td>
<td>$1,294,362</td>
</tr>
<tr>
<td>Project Cost</td>
<td>$164,419,065</td>
</tr>
</tbody>
</table>

*Funds come from more than one program.*
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

Email: 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
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