

VIRGINIA DEPARTMENT OF TRANSPORTATION
NORTHERN VIRGINIA JOINT TRANSPORTATION MEETING
via the WebEx Module and YouTube

Tuesday, December 8, 2020

6:00 p.m. to 8:00 p.m.

PRESENTERS

SHANNON VALENTINE

Commonwealth Secretary of Transportation

RONIQUE DAY

Deputy Director, Office of Intermodal Planning
and Investment

JENNIFER MITCHELL

Director of the Department of Rail and Public
Transportation

KIM PRYOR,

VDOT, Infrastructure and Investment

MONICA BACKMON

Northern Virginia Transportation Authority

KATE MATTICE

Executive Director, Northern Virginia Transportation
Commission

RICH DALTON

CEO Virginia Railway Express

ELECTED OFFICIALS

DELEGATE DANICA ROEM, 13th District

DAVID SNYDER, Falls Church City Council

KRISTEN UMSTATTD, Loudoun County Supervisor

KATHY SMITH, Fairfax County Supervisor, Sully District

COMMENTS

ROB WHITFIELD, Fairfax County Taxpayers Alliance

P R O C E E D I N G

1
2 MS. HYNES: All right. With that, I'm going
3 to just start with our housekeeping. I want to welcome
4 everybody to the Second Annual Northern Virginia Joint
5 Transportation Meeting, and thank you for taking the time
6 to join us and participating this evening.

7 Some housekeeping notes we'd like to address
8 before we get started are, that tonight's meeting is going
9 to be streaming live on DRPT's YouTube channel, and that
10 will start momentarily, right around 6:00 o'clock. A
11 recording will be available on the channel tomorrow, as
12 well as posted at
13 Virginiadot.org/novatransportationmeeting.

14 We encourage all non-active participants to
15 utilize the YouTube stream to help mitigate bandwidth
16 issues tonight.

17 Please place your devices on mute to avoid any
18 background noise or other audio interference. When it's
19 your turn to speak, please un-mute yourself and make sure
20 no other devices have their audio turned up, again to
21 avoid audio interference.

22 We may also mute your line if background noise
23 is detected. To do so, to un-mute yourself if we do so,

1 simply hit the space bar, and then you can re-mute by
2 hitting the space bar once again.

3 Should you have any technical difficulties
4 within WebEx, please log off and try logging back into the
5 meeting again, or let us know via the chat box if you'll
6 be dialing in through the meeting line instead.

7 Our meeting will begin momentarily, and you'll
8 be notified when we're going live. Thanks again for
9 joining us this evening.

10 (Brief pause.)

11 MS. HYNES: Well, good evening, everyone, and
12 welcome to the second annual Northern Virginia Joint
13 Transportation Meeting. My name is Mary Hynes. I serve
14 as Northern Virginia's member of the Commonwealth
15 Transportation Board.

16 I want to thank you very much for taking the
17 time to join us this evening. We all wish we could be
18 here in person like last year, but we are so glad that
19 many of you have made the choice to join us virtually this
20 time around.

21 Tonight's meeting is hosted on WebEx, and it's
22 streaming live on DRPT's YouTube channel. This virtual
23 meeting is being held in compliance with Virginia Code

1 Section 33.2-214.3 for purposes of presenting to the
2 public and receiving comments on transportation projects
3 proposed and conducted by each entity in Planning District
4 8 that are hosting this evening's meeting.

5 Over the next hour, you will hear a number of
6 presentations from transportation entities, all designed
7 to allow you to learn more about the transportation plans
8 and projects proposed or underway that affect our region,
9 and the collaboration that it takes to keep our region
10 moving.

11 In a moment, I'll introduce the expert panel
12 who will be presenting information and receiving your
13 testimony this evening.

14 On November 19th, Governor Ralph Northam
15 signed House Bill 5005, which is Virginia's revised bi-
16 annual budget, and it includes new language regarding
17 meeting electronically.

18 In light of the continuing state of emergency
19 declared by Governor Northam, we are conducting this
20 meeting in a remote setting, keeping safety top of mind,
21 and mitigating the impacts and spread of COVID19.

22 I'm now going to turn it over to Karen Finucan
23 Clarkson, who will go over some housekeeping items and the

1 information on how you can provide public comment and when
2 in the meeting those options will be available. Thank
3 you. Over to you, Karen.

4 MS. CLARKSON: Thank you, Mary. As you can
5 see, there are several ways to provide public comment.
6 Whether providing feedback live tonight or post-event
7 through January 4th, we are looking forward to hearing
8 from you.

9 If you're not testifying live tonight, but
10 would like to provide public comment, you can do so in the
11 following ways; via an online comment form available at
12 virginiadot.org/novatransportationmeeting, by voicemail to
13 703-718-6368, or by mail to Ms. Maria Sinner, VDOT, 4975
14 Alliance Drive, Fairfax, Virginia 22030. All comments are
15 due by January 4th, 2021.

16 To participants watching on YouTube tonight,
17 provide comments in the channels chat box. Their feedback
18 will be noted for the record along with all other comments
19 this evening. However chat box comments will not be read
20 aloud to the panelists nor directly addressed during
21 tonight's meeting.

22 If you've already left a voicemail in our
23 public comment inbox, we will record your feedback for the

1 public record, but will not be playing back those messages
2 tonight for our panel. Anyone interested in providing
3 feedback before the panelists this evening will be
4 provided a call-in information number after each agency
5 presents on their transportation initiatives.

6 After all agencies are done presenting, we
7 will begin taking public comment. With that, I pass the
8 baton back to this evening's moderator, Mary Hynes.

9 MS. HYNES: Thanks so much, Karen. We are so
10 very pleased to be joined once again this year by our
11 Commonwealth Secretary of Transportation Shannon
12 Valentine, who serves as the chair of the Commonwealth
13 Transportation Board.

14 To kick things off, Shannon, we are hoping
15 that you will say a few words this evening.

16 MS. VALENTINE: Thank you, Mary. Can you hear
17 me? It's so funny, we all ask just in case. It's really
18 great to be with you. I've started every meeting this
19 past week by saying I know this isn't normal.

20 And I know this is not a normal joint meeting
21 with our Northern Virginia partners, but I really thank
22 you, Mary, a fellow CTB member, for helping to orchestrate
23 this, all the teams across the Board, from NVTC, NVTA,

1 VRE, and CTB, all of us coming together.

2 It's hard to start off without acknowledging
3 the unprecedented time in which we are living. From the
4 beginning of this pandemic, we at the state level have
5 been focused on the health and safety of our employees,
6 our customers, our partners.

7 There has been a sincere commitment across the
8 entire secretariat, from the Port of Virginia, barges,
9 trucking, transit, aviation, rail, all working together to
10 transport critical goods and to connect people to
11 essential work, medicine, food, PPE and opportunity.

12 As health and safety continues to be our
13 focus, we are also facing the financial implications of
14 this pandemic. Back in August, the governor announced to
15 the money committees that the Commonwealth in
16 transportation was going to be down about \$870 million
17 dollars through FY '22.

18 And for those of you participating or
19 listening this evening, that is a significant amount of
20 money. For those who understand and know SMART Scale,
21 which is our prioritization process, for two years the
22 entire state, we had in the most recent round of SMART
23 Scale \$850 million dollars.

1 So that kind of reduction is serious. And
2 unlike many other states who have had to cancel contracts
3 and delay projects and lay off workers, our focus has been
4 on how do we maintain our infrastructure priorities,
5 maintain our pipeline of projects, secure our workforce,
6 and contribute to the Commonwealth's economic recovery.

7 That has been our focus through this period.
8 And working with the governor and our general assembly --
9 many I think, I believe are actually participating this
10 evening -- in special session, a budget amendment was
11 passed.

12 And the budget amendment is very limited, but
13 it did give the CTB, the Commonwealth Transportation
14 Board, the flexibility over the next two years, the
15 biennium, to allocate and reallocate our funding structure
16 in a manner so that those projects that received dollars
17 in the early year of our six-year improvement plan, years
18 one and two, but do not require those funds until years
19 three, four, five and six, we are able to put those
20 dollars to work today.

21 And through this cash-management solution, we
22 are able to at this point, at least knowing what we know
23 today, we are able to maintain the projects that are in

1 our six-year improvement plan, we are able to secure our
2 workforce, and we are able to help stabilize and grow our
3 economy here in Virginia.

4 Tonight, Kim Pryor, who is head of our
5 infrastructure and investment division, is going to be
6 presenting a six-year improvement program update to you.
7 You'll be able to see how we've been able to implement
8 that flexibility.

9 You will also hear from Ronique Day, who is
10 the Assistant Director of our Office for Intermodal
11 Planning and Investment, letting you know the priorities
12 that we're putting in place to make sure that we're
13 creating a transportation system and an economic
14 opportunity for all people, and from Director Jennifer
15 Mitchell, who is going to be giving you an overview of our
16 FY '21 program update on rail and transit.

17 As always, I look forward to listening to all
18 the participants this evening. I'll be looking forward to
19 listening and reading the public comment. And to assure
20 you, my door is always open, and look forward to managing
21 this period and managing what '21 may look like for all of
22 us.

23 So with that, Mary, thank you so much.

1 MS. HYNES: Thank you, Shannon. We are so
2 happy that you are here, and we very much appreciate the
3 time that you are taking to join us.

4 I do want to take a moment now to introduce
5 all of our viewers to the folks who make up the panel of
6 experts who will be listening to testimony this evening,
7 and many of them will also be presenting.

8 Again, my name is Mary Hynes, and I represent
9 the Commonwealth Transportation Board here in Northern
10 Virginia, and so I'll be playing that role. You just
11 heard from our wonderful Secretary of Transportation
12 Shannon Valentine, who chairs the Commonwealth
13 Transportation Board.

14 With us also this evening, we have Jennifer
15 Mitchell, who is the Director of The Department of Rail
16 and Public Transportation, Monica Backmon, who is the
17 Executive Director of the Northern Virginia Transportation
18 Authority, Kate Mattice, who is the Executive Director of
19 the Northern Virginia Transportation Commission, and Rich
20 Dalton, who is the CEO of the Virginia Railway Express.
21 So we want to thank them all for joining us.

22 And as Secretary Valentine, there are a couple
23 of other presenters who we will be meeting in a moment.

1 We have been joined by several elected
2 officials this morning, Senator Jennifer Boysko, Delegate
3 Kathleen Murphy, Delegate Danica Roem, Loudoun Supervisor
4 Caleb Kerschner, Falls Church Councilman Dave Snyder,
5 Loudoun Supervisor Kristen Umstattd, and the Town of
6 Leesburg Mayor Kelly Burk, as well as Fairfax County
7 Supervisor Kathy Smith.

8 So we thank them all for joining us. You will
9 hear from some of them later I believe who will give
10 public testimony.

11 So we'll now move into the presentation part
12 of our agenda. And each of our representatives will have
13 about five minutes to present their transportation
14 initiatives and coordination efforts that they're doing to
15 keep our region moving.

16 Our presenters this evening will include
17 Ronique Day, who is the Deputy Director from the Office of
18 Intermodal Planning and Investment; Jennifer Mitchell,
19 Director of the Department of Rail and Public
20 Transportation; Kim Pryor, Infrastructure Investment
21 Division Director for the Department of Transportation;
22 Monica Backmon, as you all know, from NVTVA; Kate Mattice
23 from NVTC; and Rich Dalton, with VRE.

1 So thank you all for agreeing to present, and
2 we're looking forward to the information that you are
3 going to share with us. And with that, we'll begin with
4 Ronique Day, who is the Deputy Director of OIPI.

5 Ronique, you're up.

6 MS. DAY: Good evening, and thank you for
7 that, Ms. Hynes. Hopefully, everyone can hear me okay.
8 As Ms. Hynes said, my name is Ronique Day. I'm the Deputy
9 Director of the Office of Intermodal Planning and
10 Investment.

11 And tonight, I'll share some information with
12 you about VTrans, which is our multi-modal transportation
13 plan, and where we are today. Next slide, please.

14 So VTrans is the Commonwealth's multi-modal
15 transportation plan. At its core, it really is what the
16 Board believes transportation in Virginia should look
17 like, and a framework to which we are able to advance the
18 Board's vision.

19 It really is a tool that strengthens the
20 connection between planning, project development, and
21 programming. VTrans is centered on five over-arching
22 goals that focus on economic competitiveness, which
23 considers congestion and reliability of the network,

1 assessable places and connective places, which also
2 includes disadvantaged communities.

3 And, you know, I'm going to pause a little bit
4 right here. You know, for me, I grew up in the City of
5 Fairfax on a small street called West Drive in Fairfax.
6 And one of the things that was really important to me is
7 that the CUE Bus was running and it could get me to the
8 mall and to work.

9 And so this is an example of how disadvantaged
10 communities are very important in making sure that there
11 is access to transit. And then safety obviously continues
12 to be of great importance, as fatalities and speed-
13 related crashes continue to be an issue.

14 Proactive System Management is focusing on
15 improving bridges and pavements, as well as ensuring that
16 transit vehicles are in good condition. And then healthy
17 and sustainable transportation communities, which I think
18 now with COVID, many of us are looking for ways to get out
19 of the house and bike as well as walk.

20 And so this is looking at the opportunity to
21 decrease trips by increasing travel by biking and walking.
22 And as well, we'll look at passenger fleet vehicles and
23 how many of them are hybrid and fully electric.

1 So essentially VTrans is what of the problems
2 that we are trying to solve for? Next slide, please.

3 So in January of this year, the Board adopted
4 the mid-term needs. And those mid-term needs were built
5 upon the last VTrans update, and many of you may have
6 heard of it as VTrans 20/40. And what we did is we
7 refined the approach and needs and made it more data-
8 driven.

9 The purpose of the mid-term needs is to
10 identify the most critical transportation issues over the
11 next ten years. And there are four areas that the needs
12 are developed for, quarters of state-wide significance
13 which serve long-distance inter-regional travel, regional
14 networks which serve commuters and local travel, urban
15 development areas, or UDAs, which are locally designated
16 areas that promote walkable more dense communities.

17 And then also there's a companion to the UDA,
18 the industrial economic development areas, which was new
19 this year, and working with the VEDP as well as locally
20 identified sites. These are sites that have potential for
21 development, and then safety.

22 The key take-away here is that the adopted
23 mid-term needs are really what feeds the SMART Scale

1 Program. In order for a project to be considered for
2 SMART Scale, it must first meet a VTrans need. Next
3 slide, please.

4 So I'll move a little bit into prioritization
5 and right now what those efforts look like. So
6 prioritization ultimately is looking at the degree to
7 which our problem exists. It helps us to identify which
8 ones we in the state, DRPT and VDOT, want to spend our
9 limited planning dollars to study and then further develop
10 solutions for.

11 Prioritization is a multi-step process. It
12 establishes two sets of priorities, state-wide priority,
13 which is based on the needs identified on the quarters of
14 state-wide significance.

15 So here we're talking about Route 66, for
16 example, I-95 or I-64, and then district priorities, which
17 is based on regional networks that facilitate connectivity
18 and mode choice.

19 We then look at criteria to prioritize those
20 needs and those four items that you see here on the slide.
21 First, you know, how severe is the need, how many are
22 impacted, and, you know, for example, how delayed are you
23 when you're traveling to work.

1 I remember when I was living in Woodbridge,
2 and I used to have to travel to Chantilly for work, and if
3 I timed it just right, I would get out of the house right
4 on time to arrive at work with a bit of ease, relatively
5 speaking.

6 But if I was off by just a few minutes, I
7 would end up sitting in traffic. So this particular
8 criteria looks at the severity and the number of people
9 that are impacted.

10 Next are their improvements that are already
11 in the program, in the six-year improvement program, that
12 address a need. So this is something that we are looking
13 into in our furthering work on.

14 Obviously, if there are improvements that are
15 already planned where construction will be coming, we want
16 to look at it and see the degree to which that improvement
17 impacts or creates a situation where that need gets better
18 or improves.

19 Next, we'll consider locations that have
20 multiple transportation needs identified. So we may see
21 where there's a location where there is a lot of
22 congestion. There may also be a transit need that exists,
23 and possibly there could be a safety need all in the same

1 area. And so we would like to look where there is
2 multiple needs as well.

3 And then from there, we take those needs,
4 weighted and aggregated. And then, last, we'll also look
5 at associated risks for recurrent flooding and sea-level
6 rise. Next slide, please.

7 So over the past month, our team has held
8 several virtual workshops, four to be exact, and have
9 sought comments on the approach to prioritization. All of
10 this information is available online.

11 Certainly, we're continuing to take comments,
12 and in January coming up, 2021, in the new year, we plan
13 to present draft policy to the CTB for consideration. And
14 then at that time, staff will make policy recommendations
15 and also get feedback from the Board on those next steps.

16 And then after that, we will go back to the
17 Board in February to seek action. And so before we get to
18 that point, I do want to take the time to stress the
19 importance of providing comments back to us so that we can
20 certainly walk those through with CTB and provide them
21 with that valuable feedback.

22 And then building on these steps, we will be
23 working on the multi-modal projects pipeline, and that

1 pipeline really is seeking to identify the most cost-
2 effective solutions to addressing those most challenging
3 transportation issues.

4 From that, there are state resources that we
5 are using to help create a new pool of projects that can
6 be considered for the next round of SMART Scale and other
7 programs.

8 Development of these projects are going to be
9 overseen by an executive work group that's been put
10 together, and that includes our Deputy Secretary of
11 Transportation, Nick Donahue, executives at VDOT and DRPT.
12 There will definitely be more to come on the project
13 pipeline in coming months.

14 And with that, that concludes my presentation.
15 Thank you very much.

16 MS. HYNES: Thanks so much, Ronique. Let's go
17 next to Jennifer Mitchell.

18 MS. MITCHELL: Great, thank you, Mary, for the
19 introduction. I'm very pleased to be here today and be
20 giving you all an update on the DRPT six-year plan for FY
21 '21, and again the changes that have been implemented or
22 introduced over the last six months. Next slide, please.

23 So as Secretary Valentine described, in the

1 special session, the General Assembly provided the CTB
2 with more flexibility to be able to adapt and utilize its
3 funds in order to meet our highest priorities.

4 Back in the original budget that was passed by
5 the General Assembly in April, the budget included
6 language that would also allow DRPT to be able to use
7 funds from other programs to be able to support our
8 highest priorities, including state-wide operating
9 systems, which is very critical to the transit agencies
10 across the state in Virginia.

11 We also wanted to make sure that we would be
12 able to maintain our commitments to WMATA over the next
13 fiscal year as well, and as well a budget amendment that
14 allowed us to maintain our agency's operating budget pre-
15 COVID needs. Next slide, please.

16 So our priorities for FY '21 reflect all of
17 those trends. We are focusing on our Transforming rail
18 and Virginia Initiative. We also are going to be focusing
19 our resources this year on being able to support essential
20 transit and rail services, including state-wide operating
21 assistance, WMATA, and still being able to fund critical
22 transit capital needs at agencies across the state,
23 particularly high-priority state of (indiscernible)

1 requirements.

2 Overall, this year we'll be allocating \$708
3 million in transit and rail funding across the state for
4 this fiscal year. Next slide.

5 So our Transforming Rail and Virginia
6 Initiative was announced originally back in December,
7 almost a year ago, of last year. The Commonwealth is
8 going to be entering into a partnership with CSX and with
9 Amtrak to build out infrastructure, to acquire right-of-
10 way, and then also to significantly increase passenger
11 rail service on our Fredericksburg line, and also doubling
12 state-supported service for Amtrak between D.C. and
13 Richmond.

14 This will be implemented by the new Virginia
15 Passenger Rail Authority, which was created in the 2020
16 General Assembly Session, and we'll be receiving about 25
17 percent of the funding from Amtrak. Next slide.

18 So this is a true paradigm shift for
19 transportation, for passenger rail transportation. In the
20 Commonwealth today, we operate all of our Amtrak service
21 on privately-owned tracks that are owned by either CSX or
22 Norfolk Southern.

23 We will be acquiring as part of this over 350

1 miles of right-of-way and 225 miles of track in order to
2 be able to support passenger rail service in the future.

3 We will be constructing another 37 miles of
4 infrastructure between Richmond and Washington, D.C. And
5 we will also be constructing a new expansion of the long
6 bridge, which is a \$1.9 billion expansion of the long
7 bridge that's currently owned by CSX between Virginia and
8 D.C., which is currently one of the biggest rail
9 bottlenecks on the entire East Coast.

10 We are not able to expand anymore passenger
11 rail service or VRE until that bridge is expanded. It is
12 at 98 percent of capacity today, so this is extremely high
13 priority for the Commonwealth. Next slide, please.

14 So, again, there's three major elements of
15 this. We will be acquiring right-of-way of track. We
16 will be building infrastructure upgrades, including the
17 new long bridge expansion, and we will be getting
18 additional service.

19 The entire objective of this program is to be
20 able to add new service, not just to purchase right-of-way
21 or build infrastructure. We will be doubling state-
22 supported service between Richmond and Washington, D.C.

23 We will also be expanding a new round trip to

1 Norfolk and another round trip to Newport News. And this
2 will also provide us with the capacity to be able to add a
3 future round trip -- second round trip to Roanoke as well.

4 In addition to that, we'll be expanding VRE
5 service by 75 percent on the Fredericksburg line,
6 including adding some weekend service and adding late-
7 night VRE service as well. Next slide.

8 On the transit side, our goal has really been
9 to be able to provide a steady level of operating support
10 to our transit agencies across the state. As we know,
11 COVID has been very devastating for transit ridership.

12 However, transit continues to be a major
13 lifeline service and an essential service, particularly
14 for getting healthcare workers and other essential workers
15 to where they need to go.

16 So in order to do that, we wanted to make sure
17 that we could continue to maintain our statewide operating
18 assistance, even in light of any revenue decreases which
19 Secretary Valentine alluded to earlier.

20 So with that, we were actually able to
21 maintain and slightly increase the amount of funding we
22 have provided to our transit agencies for operating
23 assistance this year to \$101.6 million.

1 That would also include some Federal Cares Act
2 funding that we'll be distributing to rail systems across
3 the state as part of that Federal Cares Act package. That
4 does not include Federal Cares Act funding that urban
5 agencies have received directly from the Federal Transit
6 Administration.

7 In addition to that, of the operating funding,
8 we're providing about \$47.6 million in operating
9 assistance to the Northern Virginia transit Agencies.
10 That includes Arlington Regional Transit, the Fairfax
11 Connector, Loudoun Service, and Alexandria Dash as well.

12 So most agencies are going to see an increase
13 of their operating funding over levels in FY '20. That
14 may not be true for everybody. We may see some slight
15 decreases because we use performance metrics to allocate
16 funding every year. And so some distributions may change
17 based on those performance metrics.

18 But 33 out of the 41 agencies across the state
19 are actually seeing an increase in their overall operating
20 assistance between FY '20 and FY '21. Next slide, please.

21 On the capital side, we wanted to make sure
22 that we could continue to fund very critical state of good
23 repair projects, and that includes critical vehicle

1 replacements for bus replacements across the state.

2 There are also some very important facility
3 upgrades needed as well that we'll be funding. All of our
4 allocations reflect both an assessment of readiness and of
5 urgency for those projects, as well as whether or not they
6 meet our merit scoring criteria as well.

7 OMNI Ride for PRTC we'll be providing four
8 buses. In Loudoun County we'll be providing funding for
9 five buses. Fairfax Connector will receive funding for
10 the rehabilitation of 37 buses, and then for NVTC we will
11 also be providing funding for the Route 7 BRT study.

12 The VRE track lease payments, a shift that we
13 have in our six-year plan, where we used to fund these out
14 of our transit program, these are now going to be funded
15 out of our rail program with the Virginia Passenger Rail
16 Authority. Next slide.

17 And for WMATA, it's very important that we
18 also were able to maintain our commitments both to the
19 Northern Virginia Transportation Commission localities,
20 but also our commitments to WMATA in our partnership with
21 D.C. and Maryland for the region.

22 So we'll be maintaining our \$50 million match
23 for PRIIA funding. This is a match to \$150 million that

1 WMATA receives every year from the Federal Government for
2 capital funding.

3 In addition to that, we'll be providing \$173.6
4 million in support to WMATA for both operating and capital
5 needs. These are funds that we provide directly to NVTC
6 that are then used to help offset the subsidies of the
7 local jurisdictions. And I should note that's actually a
8 \$14.6 million increase over the levels we provided in FY
9 '20.

10 In addition, we'll be providing funding to
11 maintain our commitment in dedicated capital funding.
12 This is a commitment again that we have with D.C. and
13 Maryland to provide \$500 million a year to WMATA in
14 capital funding for critical needs.

15 To the degree that any one partner has to
16 reduce their contribution, it affects the contributions of
17 the other two partners as well. So very important for us
18 to be able to maintain that funding level to WMATA for
19 next year. Next slide, please.

20 And that is it. And I look forward to hearing
21 your comments and questions later. Thanks.

22 MS. HYNES: Thanks so much, Jennifer. Next up
23 is Kim Pryor from VDOT to talk to us about infrastructure

1 investment.

2 MS. PRYOR: Good evening and thank you, Ms.
3 Hynes. Tonight I'll be presenting to you information on
4 the department's strategy for updating the FY 2021 to 2026
5 six-year improvement program. Next slide, please. Next
6 slide.

7 Thank you. As you all are most likely aware,
8 the General Assembly Special Session ended November 9th,
9 and the governor signed the budget on November 18th. The
10 budget provides certain flexibilities related to the six-
11 year program and mitigating the impacts of the revenue
12 reductions resulting from the COVID pandemic.
13 Specifically, the budget provides that the fiscal year
14 2020 to 2025 six-year improvement program adopted by the
15 Board in June of 2019 could essentially be carried forward
16 and remain in effect through June 30th of 2021, or until a
17 new six-year program is adopted based on a revenue
18 forecast that reflects the impacts of the pandemic.

19 It further provides that assistance for fiscal
20 year 2021 may be maintained up to the level in the 2020 to
21 2025 six-year program until a new program is adopted.

22 And, third, it also provides that the Board
23 may use previously allocated funds that aren't currently

1 needed to support a project scheduled to mitigate the
2 impact from the revenue reduction, and replace those
3 allocations in the year needed to support the current
4 project schedule. Next slide.

5 The flexibility language further provides that
6 the CTB must take all actions necessary to ensure
7 appropriate debt coverage ratios as well as distribute
8 funds to the modal programs and the HMO Act in such
9 a manner as to protect core program services and existing
10 projects.

11 And then, finally, the secretary must report
12 to the governor and chairs of the House Appropriation and
13 Senate Finance and Appropriation Committees on the funding
14 actions both planned to be taken under this authority, as
15 well as the list of projects and programs impacted and any
16 deviation from the proposed plan. Next slide.

17 Our approach to updating the fiscal year 2021
18 to 2026 six-year improvement program has three components
19 to it. Next slide, please.

20 The first component is really about building
21 upon actions approved by the Board to date to amend and
22 modify the FY 2020 to 2025 program. We have updated
23 various federal and state funding programs through

1 amendment and transfer actions approved by the Board
2 through November of 2020.

3 We've continued to advance approved projects
4 according to their existing schedule. Next slide.

5 The second component is to execute a targeted
6 approach focused on updating specific funding programs
7 based on funding levels in the FY 2020 to 2025 six-year
8 program.

9 In the six-year program presented to the
10 Board, that will be presented to the Board tomorrow. We
11 are proposing adding newly selected local and VDOT bridges
12 to our state of good repair program, as well as awards
13 from the current solicitation cycle for revenue sharing.

14 There's a slight change to the revenue sharing
15 awards, in that those allocations will now be provided in
16 the last two years of the six-year improvement program.
17 And, again, those will be presented to the Board tomorrow
18 morning for action with its adoption of the 2021 to 2026
19 six-year program.

20 There is also an allocation strategy for
21 revenue sharing projects, wherein we will be utilizing
22 previously allocated funds that aren't currently needed to
23 support project delivery to mitigate those impacts from

1 revenue reduction resulting from the pandemic, and replace
2 those same allocations in fiscal years 2021 through 2024
3 as necessary to support the project schedule.

4 It's important to note that no funding
5 commitments will be reduced and no projects are being
6 delayed from their current schedule due to this allocation
7 restructuring strategy.

8 There is also a change moving forward to the
9 revenue sharing program, where the bi-annual solicitation
10 will continue every other year, but the awards will be for
11 funding in the last two years of the six-year improvement
12 program. Next slide, please.

13 The third component of this strategy is to
14 defer certain processes and procedures of the typical six-
15 year program update. Hopefully, this program has been
16 anything but typical, and hopefully it will be a one of a
17 kind.

18 But for this update, we are retaining the
19 existing structure of the FY 2020 to 2025 six-year
20 program, and reflecting adjustments to the new
21 transportation funding formula and distribution factors in
22 the update that will begin in early 2021 for the FY 2022
23 six-year program update.

1 We will defer adjustments also to the
2 Interstate 81 program to reflect adjustments to the
3 revised tax structure recently passed by the legislature
4 and debt financing. This is not anticipated to negatively
5 impact project schedules.

6 And then, finally, we were unable to hold our
7 typical fall and spring public meetings this year. We did
8 hold a virtual public hearing in November, and hopefully
9 we will return to our normal fall and spring public
10 meetings next calendar year. Next slide.

11 This slide shows a table of the revenue
12 sharing projects included in the allocation restructuring
13 strategy. 290 projects across the Commonwealth have had
14 previously allocated revenue sharing funds released and
15 then repaid in FY '21 through '24 to the amounts shown in
16 the table.

17 This table reflects a plan that was presented
18 to the Board back in October. There have been some
19 adjustments to that in what will be presented to the Board
20 tomorrow for adoption based on project activity that has
21 occurred over the last several months.

22 Again, no project schedules are being
23 negatively impacted, and no funding commitments are being

1 reduced. Next slide.

2 So our next steps include some of those
3 reporting requirements that were included in the budget
4 language. Within five days of our presentation to the
5 Board in November regarding the plan to execute this six-
6 year program update, we did submit the required reporting
7 to the General Assembly Committee and governor.

8 After the Board adopts the program tomorrow,
9 we will be submitting another report to the Governor and
10 General Assembly, reporting any changes to those
11 previously planned funding actions.

12 And, again, tomorrow we anticipate that the
13 Board will approve recommended state of good repair local
14 and VDOT bridge projects, as well as recently selected,
15 awarded revenue sharing projects from the current
16 solicitation cycle, as well as adoption of the FY 2021 to
17 2026 six-year improvement COVID19 update.

18 And then beginning early 2021, we will begin
19 the development of the next six-year improvement program.

20 Looking forward to the next six-year
21 improvement program, round four of SMART Scale will be a
22 major component of that program update. Round four is
23 currently underway. I'm sorry, I forgot to tell you to go

1 to the next slide, please.

2 There are 31 applications that have been
3 submitted for the Northern Virginia District. They span
4 the spectrum of the types of projects eligible for SMART
5 Scale funding.

6 There are four bike/ped projects, 23 highway-
7 improvement projects, three bus transit, and one rail
8 transit. The total cost for the submitted applications is
9 estimated to be around \$2.6 billion. The total amount of
10 the SMART Scale funding requested is about \$1.6 billion.

11 We are currently scoring those projects, and
12 in January a staff recommendation will be presented to the
13 Commonwealth Transportation Board based on their rankings
14 and the scores of those submitted projects, and then
15 ultimately, adoption of the selected projects into the
16 six-year program approved by the Board in June of 2021.

17 And that is the end of my presentation. Thank
18 you for your time.

19 MS. HYNES: Thank you so much, Kim. Really
20 appreciate it. We'll move on now to NVTB and Monica
21 Backmon.

22 MS. BACKMON: Thank you. Next slide, please.

23 So I would like to note that this past July

1 the authority adopted a six-year program update
2 encompassing fiscal years 2020 to 2025. This six-year
3 program update was the authority's fifth funding program,
4 and it was our most competitive to date.

5 The authority, we were able to allocate \$539
6 million in regional revenues on 21 transportation projects
7 throughout the region. And I will also note that the
8 modes that we cover are various. We are multi-modal,
9 roadway, intersection, interchanges, rail, bus rapid
10 transportation, bus facilities, and bike and pedestrian
11 facilities as well.

12 Additionally, there was \$1.44 billion in
13 regional revenue funds requested for 41 projects. So
14 while we were in a position to fund \$539 million, we
15 received \$1.44 billion in requests.

16 And I have to note the impacts of COVID. The
17 authority, like every other regional entity, like the
18 local government, Federal Government, and what have you,
19 we were impacted by COVID. COVID revenue reduction meant
20 a loss of \$245 million in regional revenue funds for the
21 life of this six-year program.

22 So even though we experienced that loss, we
23 were still able to fund a program update valued at \$539

1 million, but we were also able to honor every single
2 funding commitment on the four previous funding programs,
3 and that's critically important.

4 Because of the policies, the tools that the
5 authority has in place, we did not have to go in and make
6 any program reductions, delay projects, or things of that
7 nature. Next slide.

8 So a tool that the authority released earlier
9 this year is called the NOVA Gateway Tool. This NOVA
10 Gateway is a dashboard that allows anyone to get real-time
11 project status updates on projects that the authority is
12 funding with regional revenues.

13 The newly launched tool allows searches by
14 project location, transportation mode, corridor segment,
15 and project sponsor with just a click of a button. So if
16 you're interested in a project that's located in Prince
17 William or Fairfax or Loudoun County, you can go in, click
18 on the project sponsor and the location.

19 And even though this tool is used for projects
20 that the authority is funding, we also note that projects
21 have other funds on them as well. As we are all too
22 familiar here in this region, it takes more than one
23 revenue source to really see projects come to fruition.

1 So you can access this tool on novagateway.org
2 or by going to the authority's website at
3 thenovaauthority.org. Next slide.

4 Because of COVID and what we were seeing in
5 regards to the transportation network, the authority
6 contracted with AECOM to get an idea and to assess the
7 transportation impacts and opportunities that COVID19 was
8 having on the transportation network.

9 We wanted to look at commuting patterns,
10 changes of behavior, especially when we were at almost 100
11 percent lockdown, with the exception of essential workers.
12 Our goal was to explore impacts to operating conditions
13 and future transportation project investment
14 considerations.

15 We looked at scenarios and impacts, and we
16 looked at analyzing plausible, possible future scenarios.
17 Let me say that again, plausible, possible, future
18 scenarios. Plausible, it doesn't mean that this is what
19 is going to happen, but what could happen.

20 And also I must note that these scenarios were
21 not intended to predict the future, but just give us some
22 point of reference on things we need to consider as we
23 continue to make funding investments.

1 So we looked at scenarios to develop things on
2 policies, travel choices and behavior, potential impacts
3 that we looked that used transportation models, and then
4 the results will inform potential short-term policies and
5 future transaction analysis, transaction, which is the
6 region's long-range transportation plan -- and I'll speak
7 to that a little later. Next slide.

8 So with the analysis and the scenario
9 assumptions, we've looked at a quick recovery active
10 transportation, second wave, which we are currently in,
11 and then the cautious recovery. We looked at teleworking.
12 And of course, initially, when everyone was teleworking,
13 we saw commuting travel drop, and it was almost
14 nonexistent.

15 But now, just in a few short months, we are
16 seeing, especially on the roadways, that we're at about 90
17 percent pre-COVID levels. But transportation and bus
18 travel has also measured up, and we are back to nearly
19 pre-COVID level.

20 Rail isn't doing as well, and we want to make
21 sure that we continue investing in rail. Even though it's
22 not doing as well at this particular point in time, it
23 doesn't mean that it will continue to lose ridership.

1 Because one of the things that we note in our analysis is
2 that school attendance has a direct impact for those who
3 are continuing to telework.

4 As schools continue to open up, as we see
5 these vaccines coming on board, and as people get
6 vaccinated, we will probably see more people commuting to
7 work.

8 And then there's the issue of transit safety
9 perception. Do people feel their transit is safe? One of
10 the things that we know, and we got this information doing
11 various surveys, was that people feel a little more
12 comfortable traveling alone in their car, because there is
13 a perception of safety, compared to traveling in transit
14 vehicles with others.

15 But I will note -- and I have to give my hats
16 off to Rich Dalton, Paul Wiedefeld, Bob Snyder, and the
17 other operators. They're doing an excellent job in
18 messaging that transit is indeed safe. Next slide.

19 So looking ahead, what does the COVID impact
20 analysis mean for us? So there's some transportation
21 silver linings. Of course we saw reduced driving, less
22 congestion, lower emissions, and we also noted recovery of
23 local bus service.

1 However, the reduction in commuting traffic
2 did allow some of the projects, the major mega projects in
3 the region, to get on schedule, to continue to come to
4 fruition, because one thing that we do note is that this
5 is a moment in time.

6 It does not mean that we should stop making
7 infrastructure investments due to what we're seeing now,
8 due to COVID. As I noted earlier, the vaccine's coming
9 online, as schools open up, things of that nature, we have
10 to make sure we're paying attention to this, because the
11 region's population and employment increases are projected
12 to be 24 percent increase in population and 37 percent
13 increase in employment.

14 And we want to make sure that we have the
15 adequate infrastructure investments necessary to handle
16 the increased population and employment.

17 In looking at the COVID impact analysis, there
18 were some areas of potential concern. Again, as I noted,
19 the rate of transit recovery and the perception of transit
20 safety. And, again, the transit agencies are doing a
21 wonderful job trying to get that message out that transit
22 is indeed safe.

23 I think I saw one of the messages from one of

1 the CDC experts saying that, you know, you're probably
2 safer on transit than going into some of these stores.
3 However, the messaging is very important.

4 Some of the unknowns, I noted that the return
5 for schools, kindergarten through 12th grade, when will
6 they return? Because you have a lot of people that are
7 continuing to telework, and fortunately in a position to
8 do so, because the kids are still doing virtual learning.

9 Additional long-term unknowns, work-from-home
10 practices and preferences. You know, a lot of employers
11 that we heard from are saying, hey, you know, we found
12 that our employees could be equally productive or as
13 productive as they were working from home compared to
14 being in an office.

15 What happens with e-commerce trends, click
16 versus brick? What happens with commercial and
17 residential real estate trends? These are the types of
18 things that we need to follow.

19 And, again, because we have a projected
20 increase in population and employment, it is important
21 that we continue to invest in the transportation network
22 and this infrastructure. Next slide, please.

23 So the TransAction update. As I noted,

1 TransAction is Northern Virginia's long-range
2 transportation plan. We update this long-range
3 transportation plan every five years. The current
4 transaction was adopted in October of 2017.

5 Projects that the authority funds with the
6 regional revenue, so that \$539 million, six-year program
7 that we just updated in July, those projects, every single
8 project must be in TransAction to be eligible for those
9 funds. This is what the Code of Virginia requires.

10 As we update TransAction, we will do a deeper
11 dive into the assessment of the COVID impacts on
12 transportation.

13 Again, while it's important to continue to
14 make infrastructure investments -- and I must note
15 infrastructure investments are multi-modal. We know here
16 in Northern Virginia that there is no single mode that
17 really solves the transportation woes, whether it's
18 transit, whether it's bus rapid transit, rail, roadway
19 facilities, trails, or what have you. We want to make
20 sure that we're making the proper investments to sustain
21 the network.

22 And then we have three goals for TransAction,
23 improve mobility, increase accessibility, build

1 resiliency. Public engagement will happen throughout all
2 phases of the TransAction update. So what that means is
3 we will not come to the public when we have a draft plan
4 and ask you what you think.

5 We want the citizens, we want the public to be
6 a part, a critical part, of the development of that plan.
7 And at this time, we anticipate that the authority will
8 adopt TransAction in the fall of 2022. Next slide.

9 Another initiative that I would like to speak
10 to briefly is the Virginia Regional Multi-Modal Mobility
11 Program. Try to say that quickly. We call that RM3P for
12 short. And RM3P is a collaborative program to improve
13 safety, reliability, and mobility for travelers in
14 Northern Virginia.

15 And when I say it's a collaborate program,
16 it's the authority, it's the Department of Rail and Public
17 Transportation, it's VDOT, it's the member localities,
18 it's the transit agencies. We all are working together to
19 try to improve safety reliability and mobility for
20 travelers.

21 I will note that the funding from this program
22 did come from the intermodal -- excuse me, I want to say
23 the Office of Intermodal Planning and Programming, but it

1 really came from the ITTF Fund, the Innovative
2 Transportation Technology Fund.

3 So I would like to thank Secretary Valentine
4 and her team for funding this program. So we are looking
5 for ways to look at some of the issues that I noted. You
6 will be hearing much more about the Virginia Multi-Modal,
7 Regional Multi-Modal Program in the coming future. Next
8 slide. Thank you.

9 MS. HYNES: Thank you so much, Monica. You
10 guys are busy. Everybody is busy. Our next speaker is
11 Kate Mattice with the Northern Virginia Transportation
12 Commission. Over to you, Kate.

13 MS. MATTICE: Good evening, everybody. And
14 thank you, Mary, for that introduction. Indeed, I am Kate
15 Mattice. I'm with the Northern Virginia Transportation
16 Commission. And I'm here today to talk, actually focused
17 on a program that's about moving commuters.

18 I'm so thankful. Jennifer Mitchell did a
19 fantastic overview of a lot of the transit things that we
20 have going on in partnership with the state, and so
21 they're obviously a huge funding partner.

22 I'm going to dive in and talk about a very
23 innovative program that's using some of the toll revenues

1 from our express lanes to help commuters move through
2 those corridors. Next slide, please.

3 So just a little bit of background about the
4 Northern Virginia Transportation Commission. Indeed, we
5 are responsible for a number of different things,
6 including funding and stewardship of a number of things
7 related to WMATA.

8 We are also the co-owners of the Virginia
9 Railway Express, and it's great that Rich Dalton is going
10 to give an overview of what's happening at VRE these days.

11 And we do manage state and regional funding on
12 behalf of our local transit agencies, and do a lot of work
13 to help our local transit agencies coordinate and take
14 advantage of a lot of information sharing from everything
15 from fair payment to, as Jennifer Mitchell mentioned
16 earlier, looking at a study for doing bus rapid transit
17 that can cross our areas in Northern Virginia.

18 So indeed we have a multi-decade agreement
19 with the Commonwealth to administer our Commuter Choice
20 Program. If you'd just jump to the next slide.

21 So I think we're all familiar with the express
22 lane network within Northern Virginia. Obviously, VDOT
23 has been very busy providing these transportation options.

1 And if we'd just jump to the next slide. What we've been
2 able to do with the Commuter Choice Program is take
3 advantage of a number of the more recent express lane
4 projects.

5 If you just want to click, I think this is
6 animated, so just click through. And so, there we go,
7 perfect. So both I-66 inside the beltway, when that
8 became a tolled facility in December of 2017.

9 And then just last year, when the additional
10 express lanes were added on 395, NVTC was a part of that
11 to make options available using those toll revenues and
12 creating a competitive program. So let me just jump to
13 the next slide, and I'll tell you about it. It's our
14 Commuter Choice Program.

15 So what it does, it's not a new transit
16 system. What we are doing is we're helping our local
17 transit providers, our local governments, do some very
18 innovative things that are going to move people through
19 these corridors.

20 It does invest these toll revenues through a
21 competitive program, and it's selected based upon how well
22 those projects can actually move more people, allow people
23 to access different job and other locations, and really

1 provide transportation options to those who would
2 otherwise pay the toll. So next slide, please.

3 We do we have a bus technical evaluation
4 process for those projects, where we are looking to see
5 the applications that come in, the tactical merit. Are
6 they moving people through the corridor? Are they helping
7 divert traffic that may go on side roads?

8 We also do look at cost effectiveness, how
9 well this fits for readiness. You know, with any of our
10 localities, when they look to apply, are they going to be
11 ready to go? And that's what that applicant references.

12 And then also, how well are they working with
13 their partners, whether they be a partner with WMATA, or
14 with VDOT, or also partners across jurisdictions. Next
15 slide.

16 So to date, the Commuter Choice Program and
17 the I-66 Corridor -- again, the one that's been going for
18 three years -- has funded 35 projects and connected 30
19 activity centers across Northern Virginia and into the
20 District of Columbia.

21 We have been able to provide both capital and
22 operating for nine new express bus routes and even
23 additional service for seven other bus routes. We've

1 helped construct a park and ride lot.

2 We've done improvements to bus stops, helped
3 set up bike-share operations, provided carpool/vanpool
4 incentives, and also traveler information across that are
5 again benefitting those folks who need to travel through
6 the I-66 Corridor. Next slide.

7 For 395 and 95, again we just started a year
8 ago. We were able to fund the day that the express lanes
9 opened. We had ten projects ready to go. We had eight
10 new or extra bus services that were being provided. And
11 then two regional transportation demand campaigns,
12 including one that was focused on helping our military
13 members at Fort Belvoir and the Pentagon to be able to
14 understand the options that they have to move through that
15 corridor. Next slide.

16 The program is very much focused on
17 performance. And to date, our project has demonstrated
18 the ability to move more people through these lanes, but
19 less vehicles, and that's really what we're getting at.

20 The idea is that if you get more people on a
21 bus or more people carpooling, it frees up those lanes so
22 they're less congested and there's more reliability in the
23 travel.

1 And so what we've actually seen, together with
2 all of our projects since the program started, is over
3 700,000 hours of average annual travel time savings for
4 these travelers in that corridor.

5 That is real time. That's the ability to get
6 back for the baseball game, or the rehearsal, or what have
7 you. So clearly we are seeing a lot of benefits to this
8 program.

9 And, again, all of this stuff is pre-COVID,
10 but as Monica Backmon was saying, we're also looking to
11 the future, because people will be getting back on these
12 corridors. Next slide, please.

13 So this is just a snapshot looking across our
14 region. We do have eligible applicants for our programs
15 from as far south as Spotsylvania County all the way out
16 to Loudoun County and Prince William County.

17 And what we've really done through this
18 competitive process is found projects that are benefitting
19 all of the folks that are traveling on these two major
20 corridors. So whether they'd be traveling in on Omni-Ride
21 or been working to get more information on bus service
22 from the Pentagon, we've been trying to cover the region
23 very well again for those folks who are traveling through

1 those corridors. Next slide, please.

2 So one of the things that I'm sure has been in
3 the back of your mind is all of a sudden COVID. And
4 anybody who has been anywhere near I-66 or even I-395 and
5 95, traffic volumes, especially in sort of April and May,
6 were down to almost nothing.

7 And so obviously, we are a toll-funded
8 program, so there are impacts. I'll just put it right out
9 there. And the impacts are actually a little bit
10 different between I-66 and 395.

11 So I-66 being a corridor that is only tolled
12 when folks are going inbound in the morning for a couple
13 of hours, and then outbound in the afternoon, has seen
14 honestly a more dramatic impact in the revenues. What
15 we're also being able to do is be more conservative in how
16 we're allocating that funding.

17 So all of the projects that we have funded to
18 date, they are keeping us in the loop of what's going on.
19 And what they've actually been able to do is they've
20 reduced their service, because they're matching demand,
21 but it means the funding that we have already funded and
22 promised to them, they're going to be able to extend that
23 out further.

1 Now, the 395 and 95 Corridor, that is a toll
2 facility 24/7, so we actually have been able to see a lot
3 of comfort in that. And as somebody who has traveled
4 that, there still is congestion on that corridor, and so
5 people are still taking advantage of those express lanes.

6 We do expect to be able to fully fund our
7 program, a \$30 million program over (indiscernible) years.
8 And the call for projects is open right now. So stay
9 tuned in the spring, when you'll be able to look at the
10 different projects that are being proposed, and we'll
11 provide those for public comment. Next slide, please.

12 So in summary, the Northern Virginia
13 Transportation Commission's Commuter Choice Program is a
14 unique and innovative way that we can move our commuters
15 through these corridors and provide them those options.

16 Over the past three years, we really have made
17 it possible to find new and expanded bus services, helping
18 with the park and rides, fixing the bus stops, and what
19 have you, things that are really benefitting those folks
20 who do need to commute in on those corridors.

21 So, obviously, things have been changing.
22 We're watching the space, but we do know that we want to
23 provide options to our commuters when they need to return

1 to those corridors. So thank you very much.

2 MS. HYNES: Thanks so much, Kate, really
3 appreciate it. Our final presentation comes from Rich
4 Dalton, who is the Executive Director of the Virginia
5 Railway Express. Rich, over to you.

6 MR. DALTON: Thank you, Ms. Hynes, and good
7 evening everyone. Again, I'm Rich Dalton. I'm the Chief
8 Executive Officer for the Virginia Railway Express. And
9 it's a pleasure to be here with everyone to share
10 information about our Capital Improvement Program. Next
11 slide.

12 Director Mitchell previously gave an overview
13 of transforming rail in Virginia, and the next couple of
14 slides are just intended to put an exclamation point on
15 how important that program is for VRE. Next slide.

16 As Director Mitchell indicated, the second
17 rail crossing over the Potomac, or the new long bridge is
18 critical, and I just wanted to point out that last week,
19 on December 3rd, VRE's parent commissions, both NVTC and
20 PRTC, approved agreements with the newly created Virginia
21 Passenger Rail Authority. One of those agreements will in
22 part assist with the funding of the new long bridge. Next
23 slide.

1 So VRE's Capital-Improvement Program will
2 compliment transforming rail in Virginia. Projects
3 include lengthening existing station platforms, adding new
4 platforms, expanding station parking, adding new rolling
5 stock equipment and technology.

6 And integral to a Capital-Improvement Program
7 is recognizing the need to maintain current and future
8 assets in a state of good repair, and at VRE this is no
9 exception.

10 VRE has a robust asset-management program
11 rooted in life cycle maintenance strategy for rolling
12 stock and passenger stations, parking lots, and
13 structures, track and other facilities.

14 To note, a new \$52 million life cycle overhaul
15 and maintenance facility is scheduled to start
16 construction next week at our Crossroads Maintenance and
17 Storage Facility in Spotsylvania County, which of course
18 will contribute to the safety and reliability throughout
19 our service area.

20 The total CIP or Capital-Improvement Program,
21 is approximately \$817 million dollars, with approximately
22 85 percent of the program fully funded. Next slide.

23 So across our system, we have projects in

1 various stages of implementation, from concept to
2 preliminary engineering, environmental review, final
3 design and construction. These projects continue to move
4 forward at this time.

5 For project-specific information, I'll just
6 point you to vre.org. We have a whole host of information
7 for all of the projects. But the next couple of slides, I
8 did want to highlight a few of these projects that are
9 transitioning into or completing the final design phase.
10 So next slide.

11 The Crystal City Station, located in Arlington
12 County. This project simply will relocate and expand the
13 current Crystal City Station to improve station access and
14 passenger convenience. Once completed, the station will
15 enable simultaneous boardings and arrivings of two full-
16 length trains.

17 This project is nearly completing the
18 preliminary engineering or the development phase and will
19 be headed into the final design phase soon. The project
20 is funded by NVT, which I will note is a key partner of
21 VRE, with funds also coming from the Commonwealth and
22 other federal sources. Next slide.

23 So at our Franconia-Springfield Station, which

1 also serves the Metro Rail System, this project will
2 expand platform lengths to minimize extended dwell times
3 with longer trains and accommodate a future third track.
4 This project is completing the final design phase. And
5 this particular project is funded entirely by NVTA. Next
6 slide.

7 So we have the Broad Run Station Expansion
8 Project out in Prince William County as well, and of
9 course this project has multiple elements. The current
10 station platform will be shifted and lengthened to the
11 east, creating the necessary alignments for additional
12 tracks in the maintenance and storage facility to the
13 west.

14 Additional tracks will enable longer and more
15 trains to be maintained and stored at this location. So
16 if you're looking at this slide, that light blue area in
17 the middle is essentially the maintenance and storage
18 facility. And then just to the right of that, in that
19 black shaded area, would be the new passenger station
20 platform.

21 And then an additional third main track will
22 be constructed to the east of the platform to minimize
23 conflicts with Amtrak and freight trains on the Manassas

1 line.

2 And then, finally, additional parking will be
3 constructed to add a net increase of approximately 300
4 vehicle parking spaces to this location. This project has
5 completed the preliminary engineering phase and will soon
6 enter final design.

7 And just a note, this project is funded by
8 many of our funding partners, including NVRTA, various
9 sources from the Commonwealth, and in addition to our
10 federal funding partners as well. Next slide.

11 So in summary, at VRE, we're very excited to
12 be at this point in our future. We have worked for many
13 years with our partners and stakeholders in the
14 Commonwealth in addition to our host railroads to get
15 here.

16 As our ridership behavior and commuting
17 patterns are likely to change over time, these projects
18 will continue to strengthen VRE and the Commonwealth's
19 ability to meet demand, maintain our assets in a state of
20 good repair, and provide a safe and healthy mobility
21 solution for our region and beyond now and for generations
22 to come. Thank you.

23 MS. HYNES: Rich, thanks so very much for that

1 great presentation. And I want to thank all six of our
2 presenters. Very useful, helpful information I'm sure for
3 the public.

4 We have been joined by a couple of staff folks
5 who carry great weight here in the Commonwealth. So Rob
6 Cary, who is the VDOT Deputy Commissioner; John Lawson,
7 who is the Deputy Secretary of Transportation; as well as
8 our own Helen Cuervo, who is the District Engineer here in
9 Northern Virginia, are also here listening tonight.

10 So we've finished the presentation part of the
11 agenda, and it's now time to begin the public comment.
12 And I'm going to turn it over to Karen Finucan Clarkson,
13 who is just going to walk everybody through the directions
14 again on how to participate in the public hearing.

15 Karen?

16 MS. CLARKSON: Thank you, Mary. For those
17 watching the live stream, you can now dial into our public
18 comment phone number. The number is 1-415-655-0001.
19 Then, you need to enter the meeting number or access code,
20 which is 1265186536. Then hit pound. And, lastly, the
21 numeric password or alternative ID, which is 35433735.

22 Once you're in, press star-3 to raise your
23 hand and be added to the queue to provide comment. We'll

1 announce when it's your turn to provide testimony, and
2 then we ask you to unmute your phone line. You will hear,
3 "Your line has been unmuted," after which you will be able
4 to provide your comment.

5 Please clearly state your name, and if you're
6 so inclined, your jurisdiction and/or affiliation. You
7 will have three minutes to provide your comment before the
8 timer goes off. And we then will move to the next person
9 in the queue to provide testimony.

10 A three-minute timer will appear on the
11 screen, which will turn white when your time has expired.
12 Once you complete your testimony, we ask you to hang up.
13 If you don't, we reserve the right to do so for you and
14 free up the queue.

15 We encourage you to continue watching the
16 meeting on DRPT's YouTube channel. If you're unable to
17 access the meeting due to a full queue, please try dialing
18 in again, and maybe again, because the queue will open up.

19 Please remember, any comments provided through
20 the YouTube live stream chat box will be noted for the
21 record, but not read aloud this evening.

22 If you wish to provide testimony post-event,
23 please visit virginiadot.org/novatransportationmeeting for

1 all the comment submission details. You have until
2 January 4th, 2021, to provide your feedback.

3 We ask that the elected officials who provide
4 comment via the WebEx platform tonight please mute any
5 devices not being utilized for live comment to avoid an
6 echo effect. And for those dialing in via the phone line,
7 mute your computer to avoid any audio interference. But
8 please make sure your telephone is unmuted on your end.

9 If using the call-in line, and you did not
10 pre-register to speak, you will be placed in the public
11 comment queue. Everyone utilizing the public comment
12 call-in line will automatically be placed on mute until
13 called upon. Please remember to hit star-3 to raise your
14 hand, but do not hit star-6 until prompted. If you do so
15 prematurely, you may be cut off.

16 Regarding public comment conduct, we really do
17 look forward to hearing your feedback and opinions. But
18 we kindly ask that all participants refrain from any type
19 of disturbance involving foul language or verbal abuse.
20 We do reserve the right to disconnect any call if
21 inappropriate behavior occurs.

22 Please do share your opinions and suggestions,
23 whether in agreement or opposition of the initiatives

1 presented this evening. All comments will be made public,
2 and, again, you have three minutes to speak.

3 Thank you, and we look forward to hearing your
4 feedback.

5 Now, let's begin with the elected officials
6 who would like to provide comment. When we call on you,
7 please unmute your computer's audio or phone line to
8 provide comment, and mute once again when you conclude.

9 If we don't call on you and you'd like to
10 provide testimony, please use the hand-raise feature in
11 the WebEx platform, so we know to call on you, or feel
12 free to speak up as well. As we call on you again, please
13 state your name and jurisdiction.

14 At this point, I'll turn it over to Jennie
15 McCord and Kathleen Leonard, who will assist with
16 testimony coordination.

17 MS. MCCORD: Thank you so much, Karen. The
18 first commenter that we have up tonight is Delegate Danica
19 Roem, representing the 13th District. Delegate Roem, you
20 can begin your comment.

21 MS. ROEM: Thank you very kindly, and thank
22 you so much for everyone who is putting this on tonight.
23 Again, just for everyone who's watching at home, my name

1 is Danica Roem.

2 I represent the 13th District of the Virginia
3 House of Delegates, which includes the City of Manassas
4 Park and the Western Prince William County portions of
5 Haymarket, Gainesville, and my life-long home in Manassas,
6 which is where I am right now.

7 And the City of Manassas right now is actually
8 carrying my application for the Route 28 Star Study that
9 we actually did, that VDOT completed back in May, to
10 basically look at innovative intersection designs along
11 the 28 Corridor between Bloom's Quarry Lane and Manassas
12 Park up to the Bull Run Bridge at the Prince
13 William/Centreville line.

14 So I just wanted to take these three minutes
15 basically to just kind of give the public an update about
16 what's been going on corridor-wide and also explain the
17 importance of that just going forward, given that the CTB
18 is going to be meeting soon.

19 And to Commissioner Hynes and Secretary
20 Valentine, I know you heard back in June from the SMART
21 Scale project manager about this project in particular,
22 which was super helpful.

23 But just so people know, we have had updates

1 throughout the corridor basically ongoing for a good
2 while.

3 In the City of Manassas, they've recently
4 completed an extension of the two left-hand turn lanes on
5 Southbound Route 28 to get onto Liberia, as well as on the
6 north side of Manassas Junction, turning the right turn
7 lanes into a through-put lane with a series of return
8 options.

9 At Manassas Park, they are basically looking
10 at right now reconnecting Connor Drive out to Northbound
11 Route 28 to actually create a third entrance point into
12 the City, which is actually good for first responders as
13 well as for residents.

14 Loudoun County, we've already seen earlier
15 this summer an improvement at the Greenway Dulles Toll
16 Road, basically for having an extension of the ramp that
17 actually connects to 28.

18 And there's a number of other Loudoun County
19 projects going on right now. We've seen the removal of
20 all of the traffic lights in Centreville at the Route
21 28/I-66 Interchange Project, with the last of those lights
22 at Braddock and Southbound 28 being removed back on I
23 believe it's November 9th.

1 And at this point, off-hours right now, you
2 can get from Dulles back to Manassas within 20 minutes,
3 which is really incredible. That's from the terminal at
4 Dulles, the top of that.

5 And, meanwhile, in Bristow and Nokesville,
6 we've actually seen widenings of 28. And we've even had a
7 couple of improvements over in Fauquier along the
8 corridor.

9 So this basically leave the last kind of major
10 part here that we have to address. On the one hand, we
11 are really fortunate that we've got the 28 Widening
12 Project going on in Centreville, that the DWTA has already
13 authorized, Fairfax County has authorized. It's going to
14 turn 28 from four to six lanes, so you'll have three north
15 and three south.

16 The last thing that the Star Study is really
17 looking at is operational improvements, so that we can
18 make your commutes quicker and safer along the 28 Corridor
19 in Yorkshire, along this 2.1 mile corridor.

20 And if we're able to get this done, especially
21 in front of CTB, if we have a raised median and restricted
22 cross U-turns, we're going to be able to cut traffic
23 accidents by about 50 percent in a year, and at the same

1 time, we'll be able to speed up your commute by about five
2 to ten minutes.

3 So thank you so much for having me on today,
4 and I really appreciate the opportunity just to give that
5 update about Route 28.

6 MS. MCCORD: Thank you for the update,
7 Delegate Roem. That was very helpful.

8 Okay, our second speaker that we have on
9 tonight is Falls Church City Council Member David Snyder.
10 Mr. Snyder, you can unmute and begin your comment.

11 MR. SNYDER: Well, good evening. Our state
12 and region is blessed with the agency leadership that
13 we've had on display again tonight. So it's been a great
14 honor and privilege to work with virtually everyone here
15 who has made a presentation or who is here in an official
16 capacity. The citizens and taxpayers could not be better
17 served. So I want to first of all thank you for that.

18 My comments are really going to be in three
19 general categories, first, some general observations,
20 second, a couple of comments about WMATA, and, third, a
21 few of the projects that are important to the City of
22 Falls Church and in fact the surrounding areas of
23 Arlington and Fairfax Counties.

1 First of all, a couple of observations. The
2 real challenge today is -- and it was mentioned in the
3 NVRTA presentation with a different analyses of recovery
4 from the pandemic -- that the situation is going to be
5 different from what it was before.

6 And so planning for this post-COVID reality,
7 which includes more telework and remote work, is going to
8 be a collective challenge. We're going to need to
9 reorient our transportation and transit systems, focusing
10 on the needs and demands as they have evolved during and
11 after the pandemic.

12 That may mean, for example, the old
13 destination and origin analyses have changed dramatically.
14 And so I think our collective challenge is to use all the
15 resources that we've heard tonight to address these new
16 realities.

17 Clearly, it will include focus on multi-modal
18 efforts, focus on preserving reliable bus service, because
19 that best serves vulnerable populations and essential
20 workers.

21 We have the additional challenges of
22 considering environmental impacts and reducing greenhouse
23 gases, and bringing our region into compliance of the very

1 ambitious goals set for the region by the Council of
2 Government's Board of Directors.

3 Encouraging innovations, and electrification
4 of the vehicle fleet is a huge challenge and a part and
5 parcel of meeting the environmental requirements.

6 Prioritizing technological advances. I think
7 we only begin to understand the advantages and the
8 benefits that technology can provide. And NVRTA has an
9 analysis going on that I think can lend a great deal of
10 support to us in the future.

11 And, finally, the continued focus on safety.
12 Here again, the Council of Government's Transportation
13 Planning Board has done some groundbreaking work on
14 highway safety issues, and they need to be embedded. That
15 work needs to be embedded in everything we do.

16 Enough with some general comments. With
17 regard to WMATA, it's our view that simply reducing
18 funding, making drastic cuts without strategic planning is
19 not an acceptable approach, i.e. bus cut by 45 percent,
20 rail with 30-minute headways, and closing whole Metro
21 stations, 19 of them, including East Falls Church.

22 In fact, in the case in Falls Church, we may
23 be paying a lot of money and getting absolutely no bus or

1 rail service. That's not an acceptable outcome. So I
2 think there's a lot of work that needs to be done on the
3 proposed Metro budget cuts.

4 They need to be significantly fine-tuned, and
5 a very careful analysis of what achieves the necessary
6 savings but also maximizes the essential services that the
7 public relies on.

8 MS. MCCORD: Mr. Snyder, can you wrap it up,
9 please.

10 MR. SNYDER: Yep, I sure can. Finally, the
11 projects that are most important to us are the South Oak
12 Street Bridge for state of good repair, the South
13 Washington Street Transit Center for the SMART Scale
14 Project and the Route 7 VRT, and finally, the additional
15 projects under the Route 66 Commuter Choice.

16 So thank you all very much again for your
17 service to all the citizens of this region.

18 MS. HYNES: Thank you, Mr. Snyder.

19 MS. MCCORD: Our next comment is from Loudoun
20 County Supervisor Kristen Umstattd, representing the
21 Leesburg District.

22 MS. UMSTATTD: Thank you very much. My name
23 is Kristen Umstattd. I represent the Leesburg District on

1 the Loudoun County Board of Supervisors. I am speaking on
2 behalf of the Town of Leesburg tonight on projects that
3 have the Board of Supervisors' support.

4 I very much appreciate Kimberly Pryor's
5 reassurances that projects won't be delayed even if
6 revenue-sharing funds are reallocated to future years.
7 This would affect, however, three projects in Leesburg
8 with recognized positive regional impacts and could
9 potentially delay delivery of those projects.

10 Our request is that VDOT District Staff work
11 closely with Town of Leesburg Staff to ensure that
12 Leesburg projects are not delayed by this reallocation to
13 future years. It is now clear right now to Leesburg Staff
14 how we can avoid delays in these projects, given the
15 reallocation.

16 The first project is Battlefield Parkway and
17 Route 7 or East Market Street, the interchange that is
18 currently under construction, with a projected completion
19 date of the fall of 2021, as long as there is no funding
20 delay. VDOT is proposing to move the revenue-sharing
21 funding out to FY '22 and FY '23.

22 The second project that we are concerned about
23 is the widening of Evergreen Mill Road. VDOT Is proposing

1 to move revenue-sharing funds out to FY '23, which we
2 believe will cause a delay for utility relocations.

3 The third project is Morgan Park Road. And on
4 that project, VDOT is proposing to move the revenue-
5 sharing funds out to FY '22 and FY '23, which we believe
6 would cause a significant delay in this project that is
7 scheduled for land acquisition after the first of the year
8 and construction in the upcoming summer.

9 Finally, the Town of Leesburg has submitted a
10 SMART Scale Project application for the Route 15 Bypass,
11 Edwards Ferry/Fort Evans Interchange that is currently in
12 review.

13 The Town is currently working with VDOT staff
14 to move the design forward to the field inspection plan
15 stage, utilizing the available \$5.4 million of NVTA
16 funding. The Town is requesting continued support of its
17 SMART Scale and future NVTA applications on this important
18 regional project.

19 And I'd like to close by saying we really
20 value our partners at VDOT and NVTA. They have just been
21 a joy to work with. But if we could request that VDOT
22 staff work closely with Town of Leesburg staff to ensure
23 there are no delays on these projects, we would deeply

1 appreciate it.

2 And we hope everyone has a wonderful holiday
3 season. Thank you so much.

4 MS. HYNES: Thank you, Supervisor Umstattd. I
5 suspect someone will be in touch about those projects.
6 Next up?

7 MS. MCCORD: Our next comment is from Fairfax
8 County Supervisor Kathy Smith from the Sully District.

9 MS. HYNES: Kathy, are you unmuted?

10 MS. SMITH: I'm unmuted. Sorry, thank you. I
11 want to thank everybody for their hard work on all these
12 projects, especially during this time of COVID. And I
13 know the comment was made about the six-year improvement
14 program and, you know, how you're going to move the
15 funding to be able to cover the projects.

16 And I appreciate the commitment to ensure that
17 these projects are covered. You know, we know from all of
18 your presentations that the needs are great in the region.
19 We have a lot of great transportation projects that will
20 benefit the community.

21 Delegate Roem mentioned things happening in
22 Fairfax County with Route 28 and the improvements there.

23 And so my comments are brief. I just

1 appreciate all the work, and I know we all need to
2 continue to advocate for increased funding so that we can
3 meet our needs with our transportation. Thank you so
4 much.

5 MS. HYNES: Thank you, Supervisor Smith.

6 MS. MCCORD: Ms. Hynes, I'm doing a quick scan
7 of the WebEx, and we do not have any additional elected
8 officials logged in to speak.

9 MS. HYNES: Well, great. Then I guess it's
10 time to take any speakers we have on the call-in line.

11 MS. MCCORD: Okay. So we'll go ahead and get
12 started with the callers that we have on the line. We are
13 asking that you remember to hit star-3 to raise your hand
14 so we know to call on you.

15 I will call out the last two digits of your
16 phone number to let you know that it is time to provide
17 your testimony. If there are multiple participants with
18 the same last two digits, you will hear a prompt to let
19 you know to unmute your phone line and that it is now your
20 turn to speak.

21 So with that, we will begin with the caller
22 ending in 46. You will hear a prompt to hit star-6 to
23 unmute your line. Please do so to join the event and

1 provide your testimony. Remember to unmute your line and
2 make sure all other devices are muted.

3 Hello? Kathleen, maybe you should say those
4 two digits again.

5 MS. MCCORD: Sure, we're going with the caller
6 ending in the last two digits of 46. Please remember to
7 unmute your line at this time.

8 MS. HYNES: Maybe we should go to the next
9 person, and we can come back at the end. Maybe they'll
10 have figured it out.

11 MS. MCCORD: I think that's actually the only
12 caller we have logged in at this time.

13 MS. HYNES: Oh, okay. Well, we did discuss
14 this, what to do. And our decision was that we would stay
15 here until 8:00, which is the advertised end of this
16 meeting, and so we will.

17 We do want to thank everybody who came to
18 watch and listen, encourage you if you want to leave
19 comments in any other way to go to
20 virginiadot.org/novatransportationmeeting, and it will
21 give you a number of ways to leave a comment.

22 But we'll be here for anyone who wants to call
23 in up till 8:00.

1 MS. MCCORD: So, again, with that, we will go
2 to caller ending in 46. You will hear a prompt, so hit
3 star-6 to unmute your line. Please do so to join the
4 event and provide your testimony now. Make sure that your
5 phone line is unmuted and that all other devices are on
6 mute.

7 MR. WHITFIELD: Can you hear me now? Can you
8 hear me? My apologies. I was hitting star-6 -- no, I was
9 hitting pound-6 instead of star-6, so operator error.

10 I'm Rob Whitfield with the Fairfax County
11 Taxpayers Alliance. Thank you for having this meeting
12 tonight. And I hope -- there were about 94 people online
13 when I got off to speak to you all.

14 My concern is that most of the public does not
15 know most of the details of the programs that you are
16 undertaking. And I don't know how best to suggest it, but
17 there needs to be in the print media or even TV something
18 to help popularize, more popularize what you're doing.
19 And I realize it's challenging in the COVID19 environment.

20 My main concern is that as to the composition
21 of the CTB. Two years ago I mentioned to Secretary
22 Valentine that over two million people are living outside
23 the beltway areas of Northern Virginia, and inside the

1 beltway is about 500,000. We need better representation
2 for the areas outside the beltway. That's obviously a
3 legislative action.

4 The other thing is that Nick Donahue has told
5 me that transit projects are not subject to the financial
6 plan requirements for projects valued at 100 million or
7 more which are required of highway projects. That
8 inequity needs to be resolved.

9 As to the projects themselves, my very biggest
10 concern is about the transforming rail projects in
11 Virginia, for which no financial plan of any kind --
12 obviously the long bridge is a huge priority, everybody
13 understands that.

14 But we certainly need a fair financing plan
15 that is not just loaded onto I-66 commuters. We need to
16 understand the funding coming from D.C., from Amtrak, and
17 from Arlington and Alexandria.

18 And so I've asked for these things several
19 times over the last year, and have not had any kind of
20 response on the financial plan. So please provide that to
21 us before the General Assembly starts.

22 And I have many other thoughts and questions,
23 but I do appreciate the efforts that you've made tonight.

1 Thank you.

2 MS. HYNES: Thank you, Mr. Whitfield, for your
3 comments.

4 MS. MCCORD: Again, if you'd like to make a
5 public comment this evening, please dial 1-415-655-0001,
6 enter the meeting number or access code 1265186536, and
7 then hit pound. And, likely enter the numeric password or
8 alternative ID 35433735.

9 You will then enter the queue on mute. Please
10 press star-3 to raise your hand and be added to the queue
11 to ask a question. We will then announce when it is your
12 turn to provide testimony tonight, and then you can unmute
13 your phone line.

14 You will then hear a prompt that lets you know
15 to hit star-6 to unmute your line. Please follow the
16 instructions to be looped into the meeting. You will then
17 be able to provide your comments. We ask that you do not
18 hit star-6 until you hear the prompt or unmute.
19 Otherwise, you will be cut off.

20 And it doesn't look like we have any other
21 folks in the queue at this time.

22 (Brief pause.)

23 Just mute it.

1 MS. HYNES: I'm guessing that some of our
2 YouTube watchers may be drifting off. And so before they
3 all leave, I did want to take a minute to thank everybody
4 who provided feedback and who attended today.

5 And I really want to thank the staff. We
6 could not have done this without an incredible array of
7 staff from every agency that participated. And we hope
8 that people have found the program to be informative and
9 beneficial.

10 And of course you can watch it tomorrow. And,
11 again, if you wake up in the middle of the night and you
12 have a pressing comment, don't forget you can leave it for
13 us at virginiadot.org/novatransportationmeeting, either in
14 a voicemail or on an email, or even by regular US Mail.

15 So we appreciate very much everybody's
16 attention and attendance this evening. And we'll be here
17 till 8:00 in case others call in.

18 (Pause.)

19 (Discussion off the record.)

20 MS. HYNES: Thanks again to those of you who
21 joined us for the Joint Northern Virginia Transportation
22 Meeting. We appreciate your attendance. I want to call
23 out and thank the incredible staff who made this all

1 possible, and without whom none of this would have worked.
2 It's been a real team effort, and it's been a great
3 presentation. So thanks to everybody, and we'll be
4 signing off here in a minute or so.

5 (Pause.)

6 Once again, this recording will be saved to
7 our DRPT YouTube channel and posted on the VDOT website.

8 MS. SINNER: Court Reporter, you're going to
9 submit the information ten days from the -- okay. Thank
10 you. And I will provide the final transcript to
11 everybody.

12 MS. HYNES: All right, thanks everyone.

13 MS. MCCORD: Thank you.

14 (Whereupon, at approximately 8:00 o'clock
15 p.m., the meeting and public comments were concluded.)
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CERTIFICATE OF REPORTER

I, MICHELLE L. DONATH, a Verbatim Reporter, do hereby certify that I took the stenographic notes of the foregoing proceedings which I thereafter reduced to typewriting; that the foregoing is a true record of said proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which these proceedings were held; and, further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action.

MICHELLE L. DONATH
Verbatim Reporter