



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Transportation in Virginia

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Deputy Secretaries of Transportation
September 20, 2021



COVID-19 Pandemic

- **Transportation use declined dramatically with stay-at-home orders nationally**
- **Driving was down more than 60% in April 2020**
- **Transit use dropped by 40 to 90% depending on system**
- **Amtrak ridership went down more than 90%**

Opportunity Costs of COVID Pandemic

- From the start of the pandemic through FY27 state transportation revenues are down \$1.8 billion from March 2020 estimates
- General Assembly provided the Commonwealth Transportation Board with authority to take actions with the goals of-
 - Reducing impacts on then currently programmed projects fully funded in the SYIP
 - Allowing for phased implementation of the 2020 Governor's Omnibus Transportation Bill

Opportunity Costs of COVID Pandemic

- **Three-pronged approach to address significant reduction in anticipated revenues**
 - **Do not program increased revenues from December 2019 estimate in SYIP update**
 - **Reduce and phase-in new spending from Omnibus Transportation Bill**
 - **Use cash management strategy with Revenue Sharing Program balances**

Current Financial Picture

- **FY21 Commonwealth Transportation Fund revenue collections were \$365.8 million above of estimate**
- **Transportation is supposed to receive 2/3s of undesignated General Fund surplus – ~\$115.8M**
- **FY22 through FY27 state transportation revenue estimates will not be updated until December**
- **Federal infrastructure bill and ‘reauthorization’ proposal is pending in Congress**
 - **Passed the Senate in August and awaiting action in the House**

How does the Federal Surface Transportation Program Work?

- **Congress provides funding for federal-aid highways, transit, Amtrak and competitive grants**
- **Unlike state programs, these are not evergreen and must be 'reauthorized' every 5-6 years**
- **Majority of funds are provided through formula though there are a number of competitive grants**

How does the Federal Surface Transportation Program impact Virginia?

- **Virginia received over \$1.1 billion in formula funding through the federal-aid highway program in FY21**
 - **Vast majority of funds are used for maintenance purposes or distributed through the construction formula (33.2-358)**
- **Virginia and our larger transit agencies received more than \$220M in FY21**
 - **Majority of funds flow directly to transit operators in areas over 200,000**

Excludes any supplement appropriations from COVID relief legislation

Bipartisan Infrastructure Bill

- **Passed the Senate 69 to 30**
- **Provides \$579 billion in new spending over next 5-years**
- **Legislation includes funding for surface transportation, broadband and other infrastructure**
- **Includes both (i) reauthorization of existing surface transportation programs and (ii) supplemental appropriations**

Bipartisan Infrastructure Bill – Surface Transportation

- **\$55B to increase formula funds for the federal-aid highway program**
- **\$55B in supplemental advance highway appropriations**
 - **Bridge grants, other competitive grants, EV infrastructure**
- **\$66B for Amtrak and rail grants**
- **\$19B to increase formula funds for federal transit program**
- **\$20B in supplemental advance transit appropriations**
 - **State of good repair, New starts/Core capacity, Low-no emissions, and senior and disabilities services**

Next Steps on Federal Legislation

- **House consideration**
- **Budget reconciliation process**
- **Goal is to act on legislation before September 30th when existing surface transportation program authorizations expire**

COVID: Transit and Federal Support

- **WMATA has received \$2.45 billion in COVID relief funds**
- **Funds are anticipated to support WMATA through FY23/24 without major service cuts or subsidy increases**
- **Ridership is starting to recover on both rail and bus service with significant increases since January**
 - **Both services are still below pre-COVID ridership levels**

COVID: Transit and Federal Support

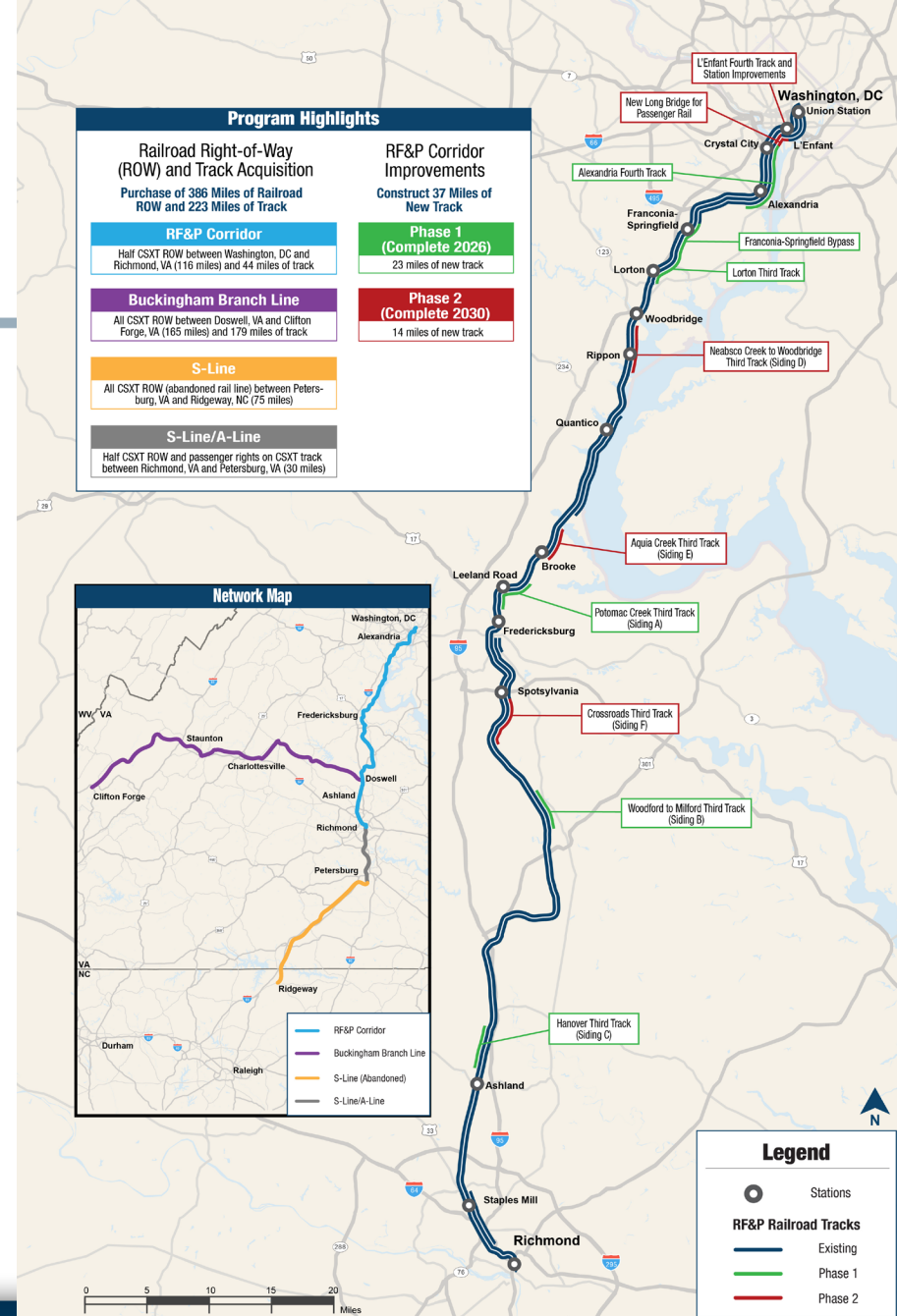
- **Federal relief funding provided approximately \$645M to help meet the needs of other transit providers**
- **The funds were utilized to offset operating losses and increased costs related to COVID**
- **Statewide transit ridership fell nearly 75% in April 2020 as compared to April 2019**
- **Ridership has been increasing, but overall remains about half of pre-pandemic levels**

Transforming Rail in Virginia

- **In April 2020 Commonwealth executed definitive agreements with CSX Transportation and Amtrak to advance \$3.7 billion initiative**
- **Purchase of 350 miles of right-of-way and 225 miles of track**
- **Construction of new Long Bridge over the Potomac River for passenger and commuter trains**
- **Construction of another 35/37 miles of track along the 95 corridor**

Transforming Rail in Virginia

- **\$525M right-of-way and track acquisition**
 - Half of rail corridor from DC to Petersburg
 - Buckingham Branch Railroad from Doswell to Clifton Forge
 - S-Line corridor from Petersburg to Ridgeway, NC
- **10-year infrastructure build-out between DC and Hanover**
 - \$1.9 billion for Long Bridge
 - \$1.3 billion in other track



Transforming Rail in Virginia

- **Provides Virginia with the opportunity to separate passenger and freight operations along the corridor**
- **Doubles state supported Amtrak service over 10-year period, resulting in almost hourly service between Richmond and DC**
- **Provides for a 75% increase in VRE service along the Fredericksburg including new weekend service**
- **Creates opportunity for additional service along the VRE Manassas line**

Transforming Rail in Virginia – Program Funding Sources

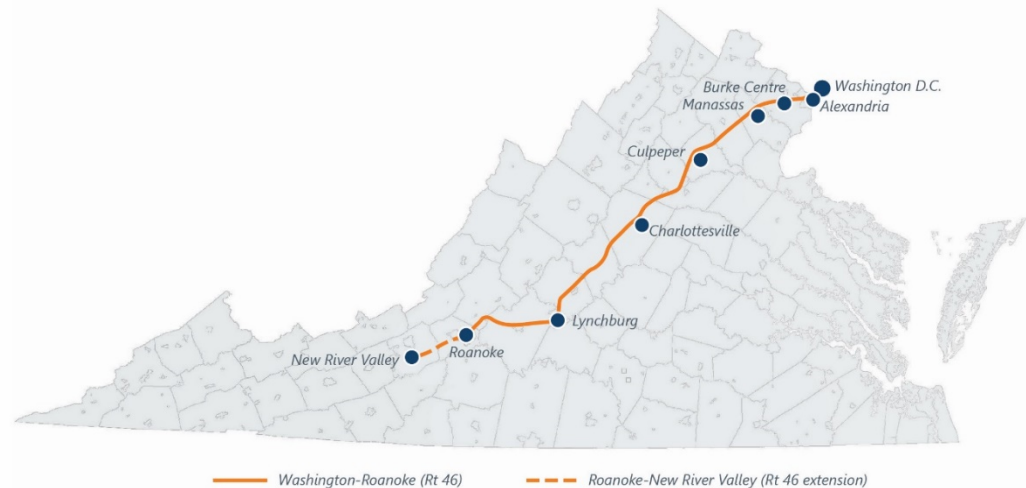
Preliminary \$3.7 billion financial plan includes state, regional and federal sources

- **Prior year IPROC and REF funds**
- **Priority Transportation Fund**
- **Commonwealth Rail Fund**
- **I-66 Inside the Beltway toll revenues**
- **VRE Commuter Rail Operating and Capital Fund**
- **NVTA funds**
- **Amtrak**

DRPT/VPRA will continue to apply for federal grants

Western Rail Initiative

- In May Governor Northam announced agreement with Norfolk-Southern for second train and extension of service to the New River Valley



Proposed Extension of Virginia Sponsored Amtrak Service to New River Valley

Western Rail Initiative

- **\$257.2 million total project costs**
 - **\$206.2 million in acquisition and capital improvements/maintenance**
 - **\$51M for a New River Valley station and service facility as well as track upgrades along the Virginian Line**
- **Sources of funding**
 - **\$83.5M from 2021 Transportation Initiative**
 - **\$50M from Round 4 of SMART SCALE**
 - **\$100M from I-81 Corridor Improvement Fund**
 - **Remaining amounts from the Commonwealth Rail Fund and New River Valley Station Authority**

Study of Passenger Rail to Bristol

- **Item 447.10 directs the Secretary of Transportation to examine expansion of passenger rail service to Bristol**
- **Study will examine potential ridership and estimated costs to implement service**
- **Report will be provided to the General Assembly in November 2021**

Hampton Roads Bridge Tunnel

- **At \$3.8 billion it is the largest project in VDOT's history**
- **Widens 10 miles of I-64 adding 2 express lanes in each direction including new tunnels**
- **Partnership with the Hampton Roads Accountability Commission**



Hampton Roads Bridge Tunnel

- **Notice to Proceed issued in September 2020**
- **Approximately \$1 billion expended through August 2021**
- **Construction activities in full operations**
 - **On land in Hampton and Norfolk**
 - **On the islands**
 - **And in the water**
- **Approximately 1,000 workers on the ground**
- **HRCP has exceeded work-force participation goals by achieving 11% female participation and 46% minority participation on the project to date**

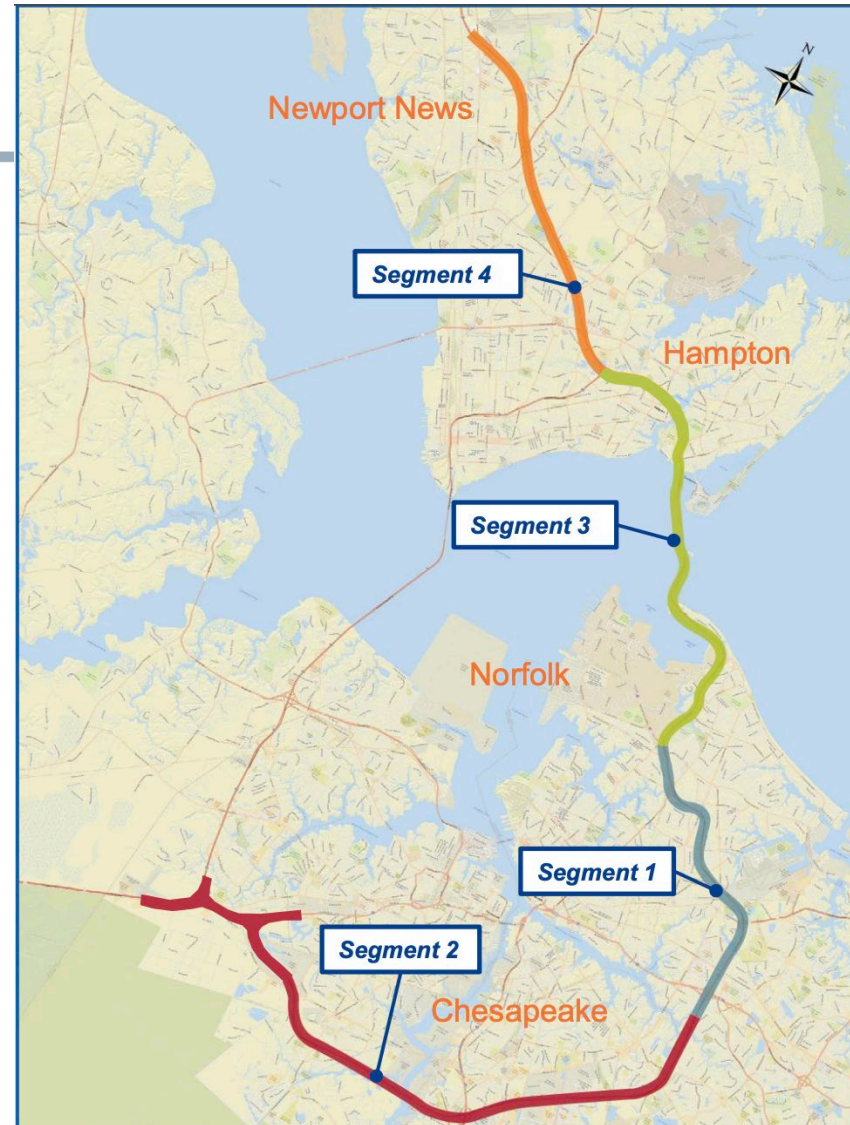
Hampton Roads Bridge Tunnel

- TBM scheduled to arrive fall 2021
- Boring operations should commence mid to late 2022
- On target for fall 2025 completion



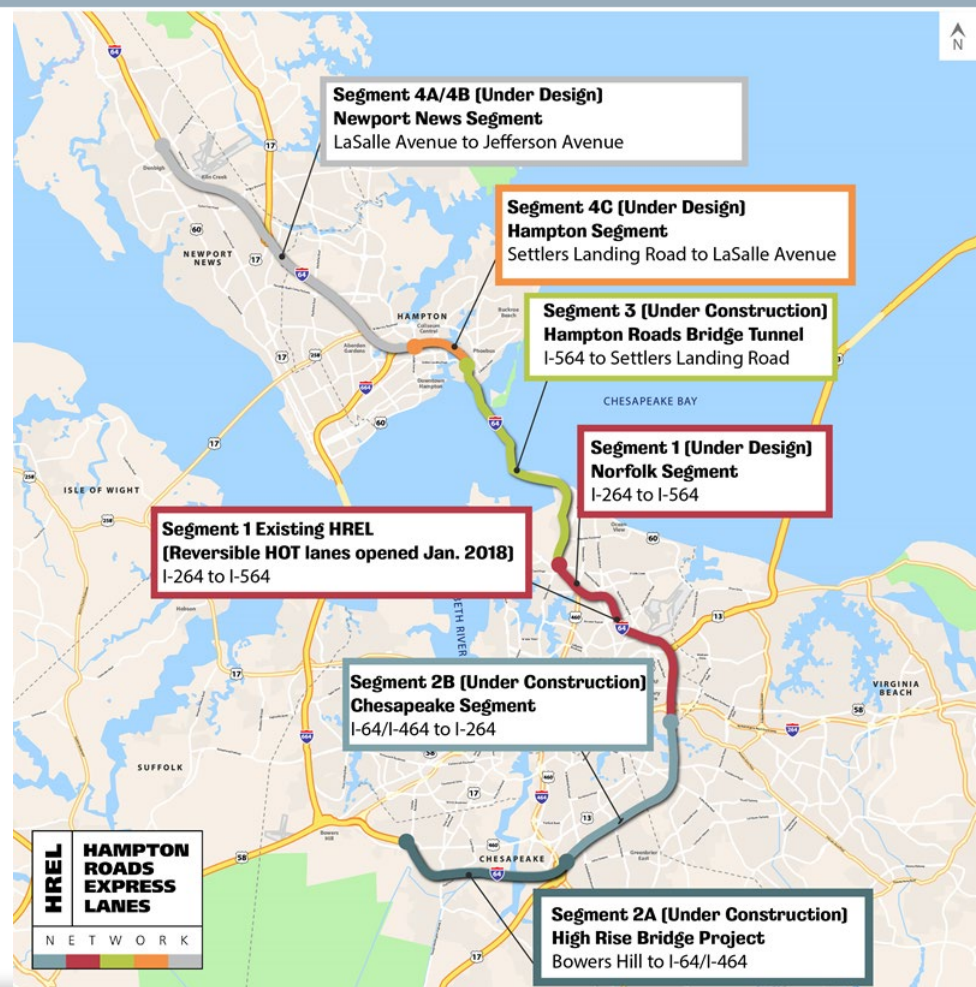
Hampton Road Express Lanes

- 45-mile network from Jefferson Avenue to Bower's Hill Interchange
- Partnership between CTB, HRTAC and VDOT through Master Tolling Agreement
- HRTAC establishes toll policy with oversight from CTB and review by VDOT Commissioner



Hampton Road Express Lanes Delivery









- Project will be delivered in two phases
- Phase I is under construction and consists of Segment 2, extending from the existing express lanes to the High Rise Bridge and Segment 3, the HRBT
- Phase II is in design and will complete the network
- The network expected to be operational in 2025



Interstate 81 Corridor Improvement Program

- **\$2.9 billion program of operational strategies and capital improvements**
- **Funded with dedicated regional fuels tax along the corridor and ~43% of the Interstate Operations and Enhancement Program**
- **Planned \$1 billion bond issuance backed by the regional fuels tax**
 - **Initial bond sale for \$102.9M completed in summer of 2021**

Interstate 81 Corridor Improvement Program – Status of Improvements

Activity	Status	Anticipated Completion
Curve improvements (8)	 Complete	Fall 2019
Initial accel/decel lane extensions (8)	 Complete	Fall 2020
Safety Service Patrol Expansion	 Complete	Summer 2019
Additional Cameras (51)	 Complete	Spring 2020
Additional Digital Message Signs	 Underway	Fall 2021
Arterial Upgrades	 Underway	Varies by project
Active Construction Projects (4)	 Underway	Varies by project
Remaining capital projects (28)	 Underway	Varies by project

Interstate 81 Corridor Improvement Program

- **11 project starting construction projects starting in 2021 including—**
 - **Widening in both directions from Exit 137 to Exit 141**
 - **Deceleration lane at NB Exit 19**
 - **Deceleration lane at SB Exit 39**
 - **Acceleration lane at SB Exit 44**
 - **Acceleration lane at SB Exit 47**
 - **Deceleration lane at NB Exit 67**



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