



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

## **COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA**

VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
July 20, 2021  
10:00 a.m.

\*Meeting will be conducted using Electronic Communication means

1. Year End Program Review: Project Development and Project Delivery  
*Bart Thrasher, Virginia Department of Transportation*
2. TIFIA Direct Agreement and Amendments to the Project Agreement for Funding and Administration for the Hampton Roads Bridge-Tunnel Expansion Project  
*Stephen Brich, Virginia Department of Transportation*  
*Ryan Pedraza, Hunton Andrews Kurth LLP*
3. FREIGHT Program  
*Michael Todd, Virginia Department of Rail and Public Transportation*
4. Overhead Signage Messaging  
*Rob Cary, Virginia Department of Transportation*
5. Interstate Operations and Enhancement Program Update  
*Nick Donohue, Deputy Secretary of Transportation*
6. Federal Reauthorization and Infrastructure Update  
*Nick Donohue, Deputy Secretary of Transportation*

\* This meeting will be conducted using electronic communications in accord with Section 2.2-3708.2(D) of the Code of Virginia, with the primary location being at the address listed on the agenda. Public access will not be provided at remote locations; however, members of the public may attend the meeting at the location on the agenda or may witness the meeting live stream by clicking the "View video" button at the following link: [http://www.ctb.virginia.gov/public\\_meetings/live\\_stream/default.asp](http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp). In the event there is an interruption in the broadcast of the meeting, please call (804) 729-6495.

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Agenda  
Meeting of the Commonwealth Transportation Board  
Workshop Session  
July 20, 2021  
Page 2

7. Passenger Rail Update  
*D. J. Stadtler, Virginia Passenger Rail Authority*
8. Director's Items  
*Jennifer Mitchell, Virginia Department of Rail and Public Transportation*
9. Commissioner's Items  
*Stephen Brich, Virginia Department of Transportation*
10. Secretary's Items  
*Shannon Valentine, Secretary of Transportation*

## #



# DEVELOPMENT AND DELIVERY RESULTS

Preliminary FY21 Data as of 7/1/2021



# Contents

## Project Development

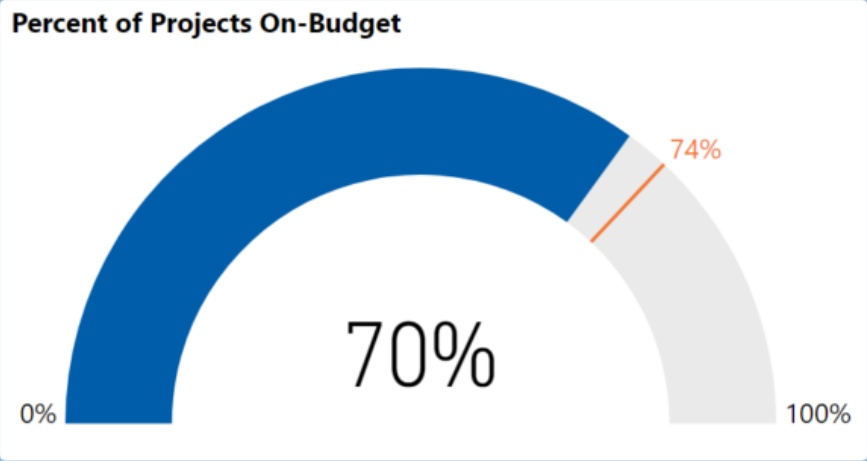
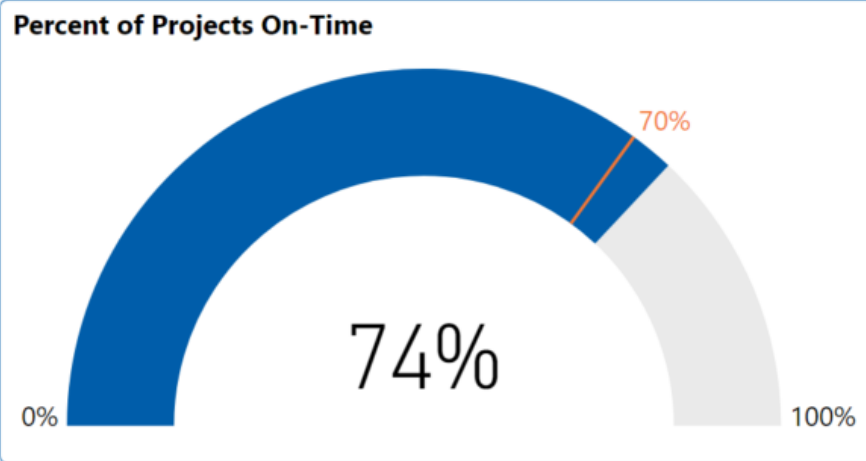
- FY21 Project Development Results
- FY19-21 Trends

## Project Delivery

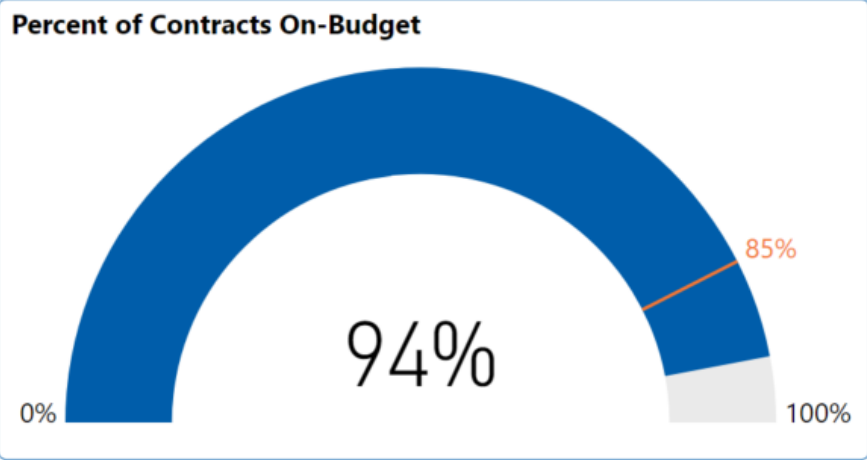
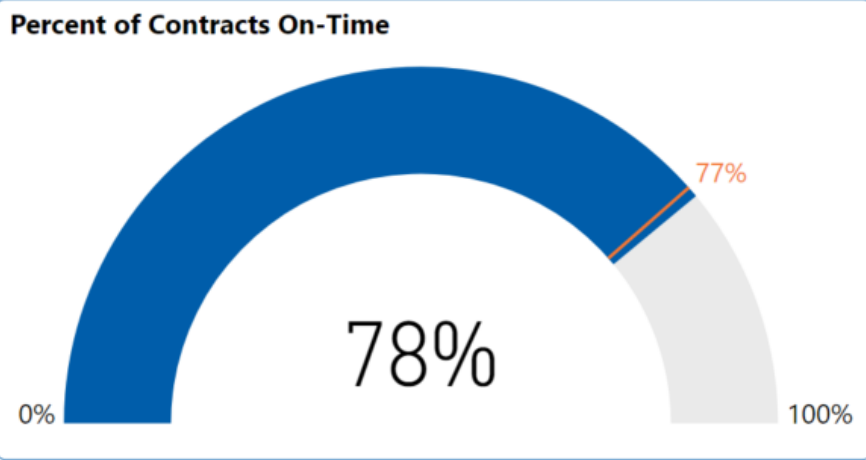
- FY21 Project Delivery Results
- FY19-21 Trends

# FY21 Statewide Results for Project Development and Delivery

## Project Development



## Project Delivery

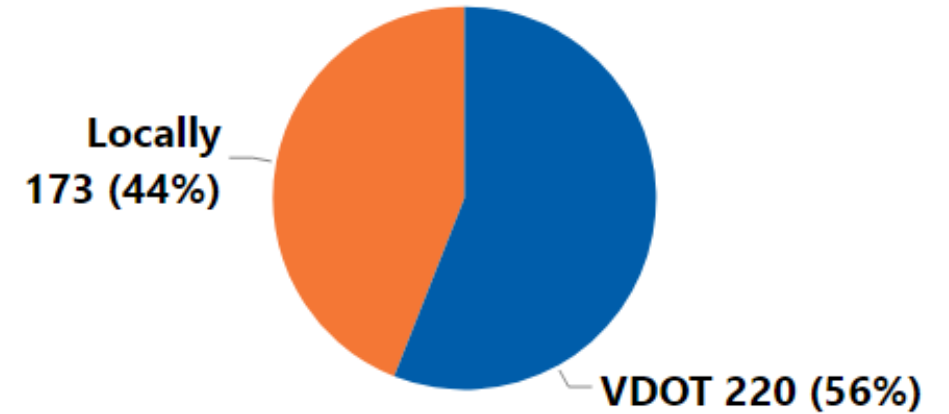


# Project Development

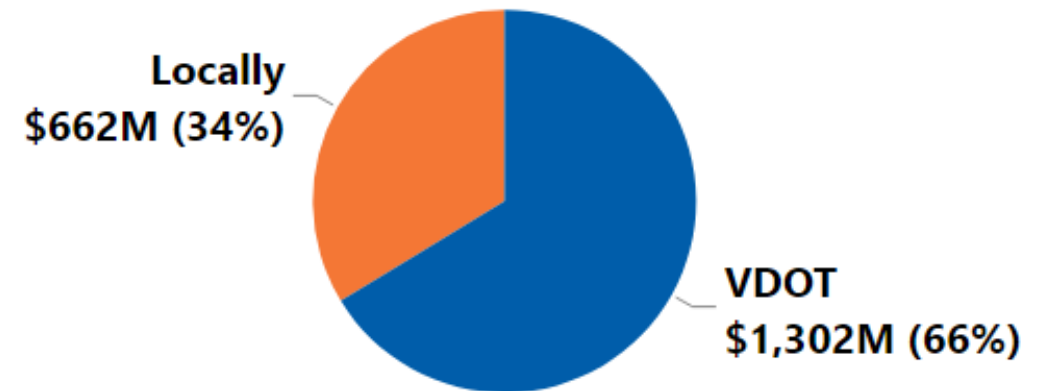
# FY21 Project Development

Administered By	Number of Projects	Total Budget
VDOT	220	\$1,301,709,614
Locally	173	\$662,089,246
DRPT	9	\$554,206,589
Other	3	\$3,532,000
Rail	3	\$409,820
<b>Total</b>	<b>408</b>	<b>\$2,521,947,269</b>

Number of Projects by Administration



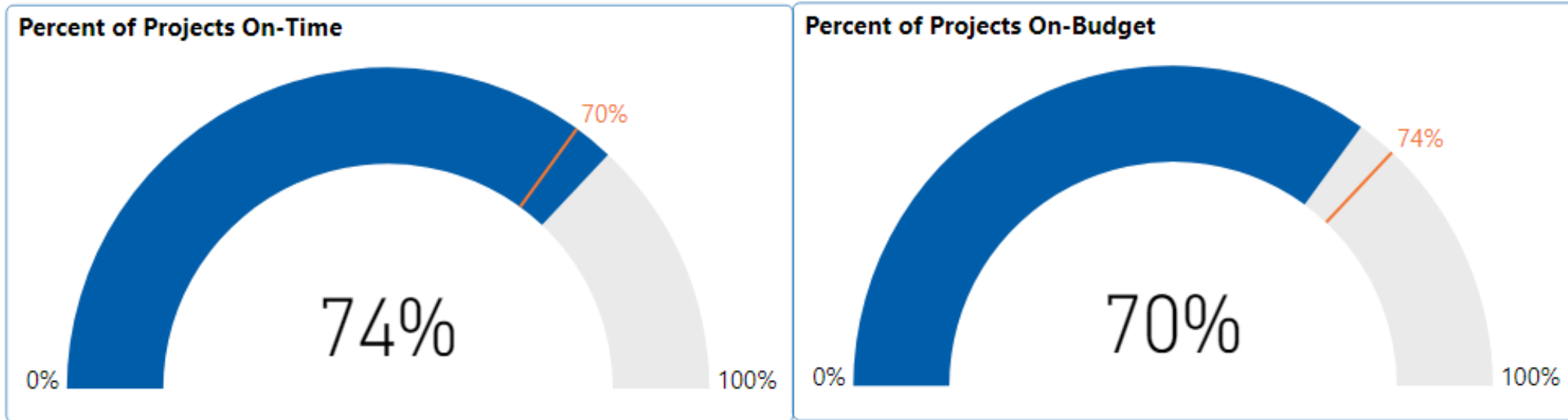
Budget Amounts by Administration





# Statewide Results for FY21 Project Development

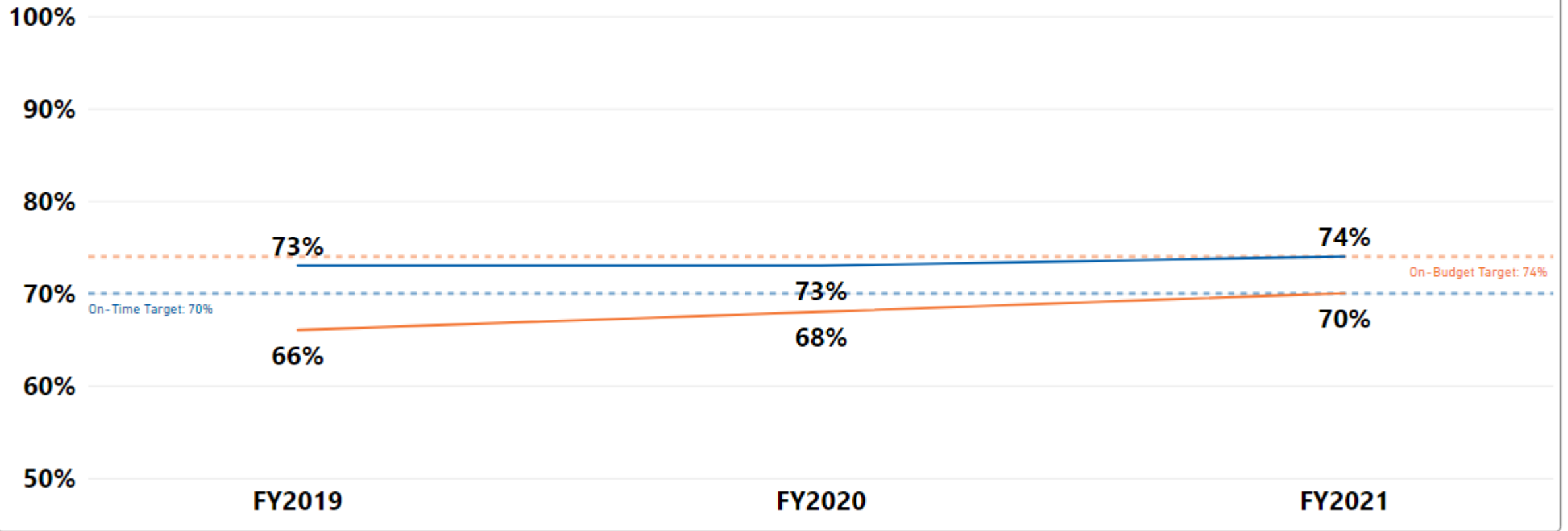
## Project Development



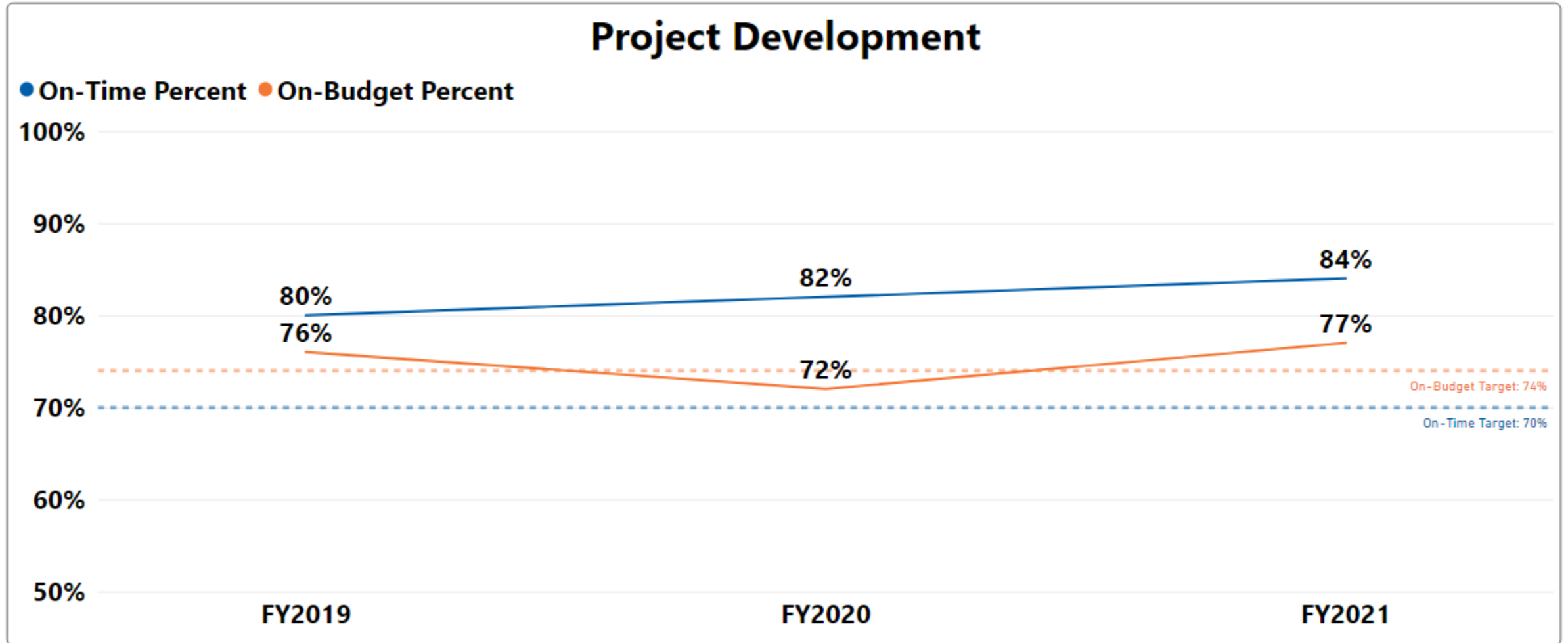
# Statewide Program Development Performance Trends

## Project Development

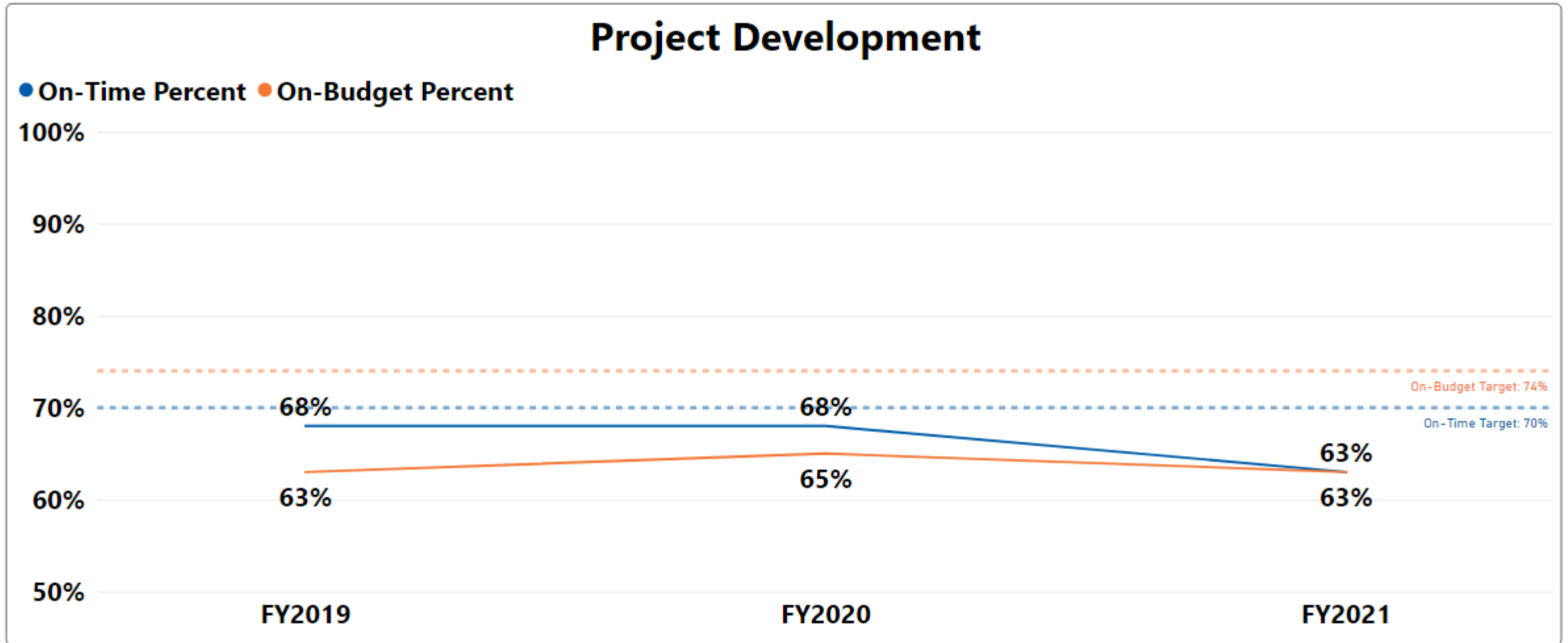
● On-Time Percent ● On-Budget Percent



# VDOT Program Development Performance Trends

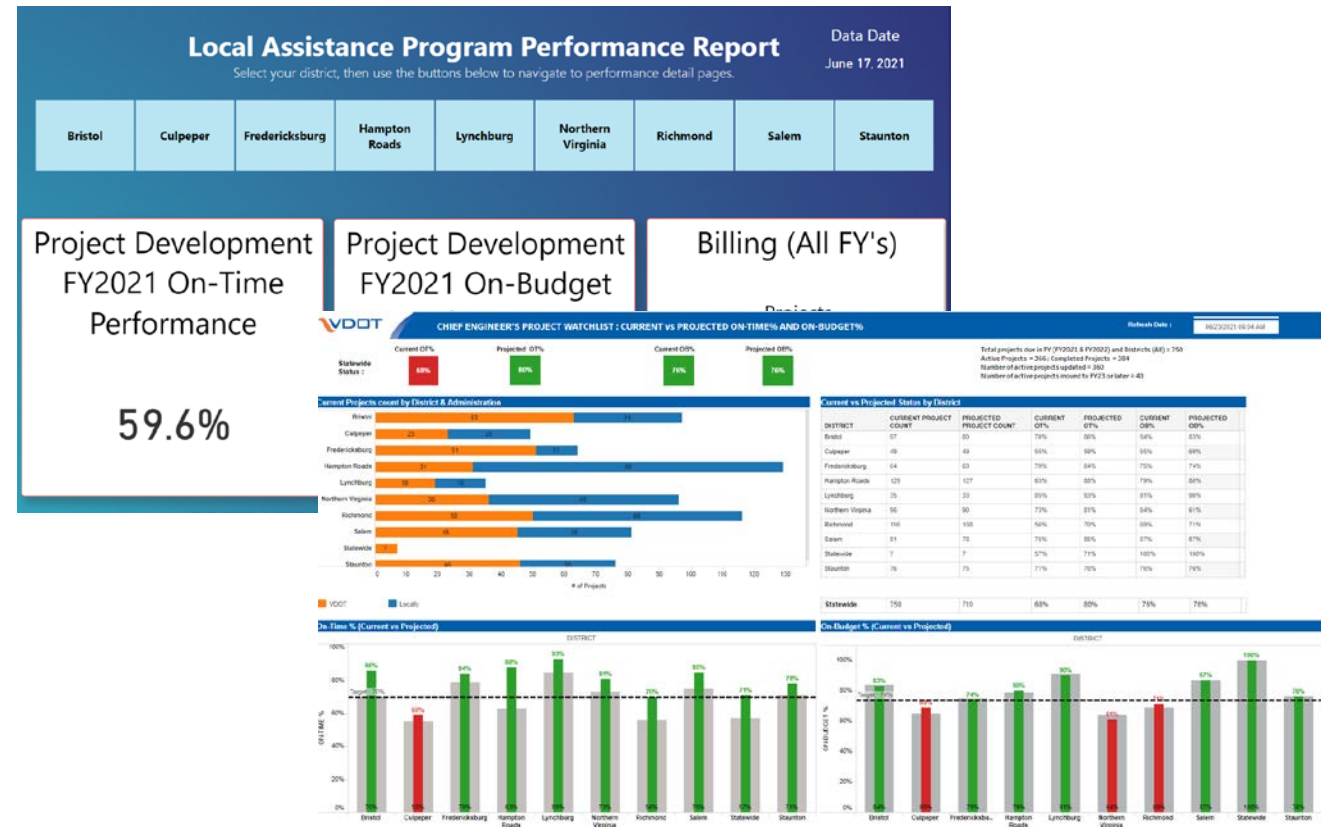
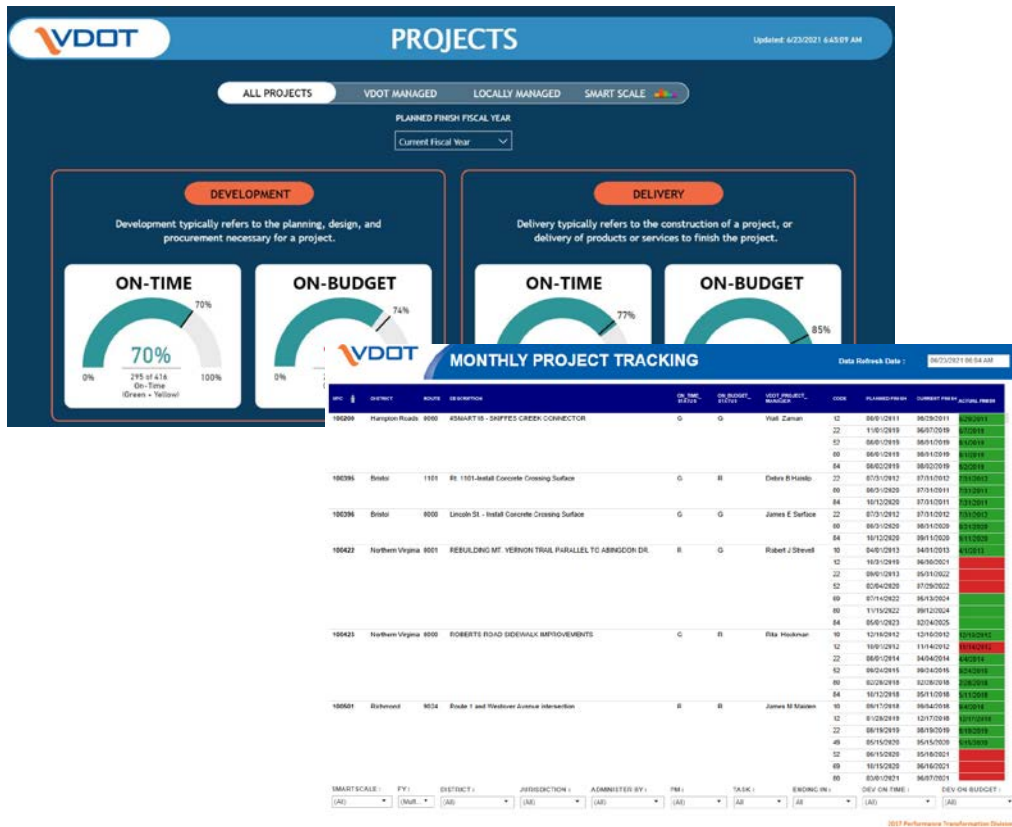


# Local Program Development Performance Trends



# Continuous Improvement

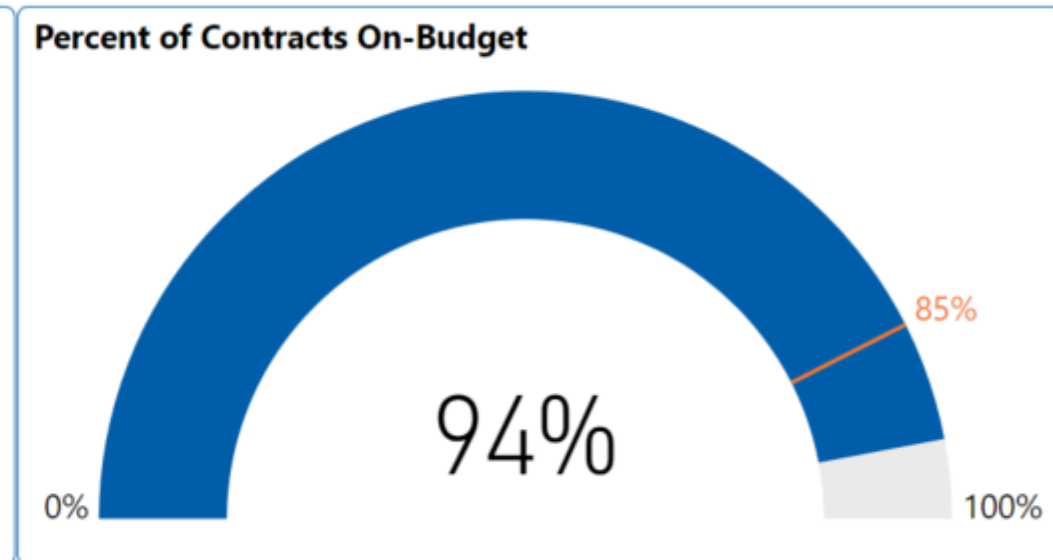
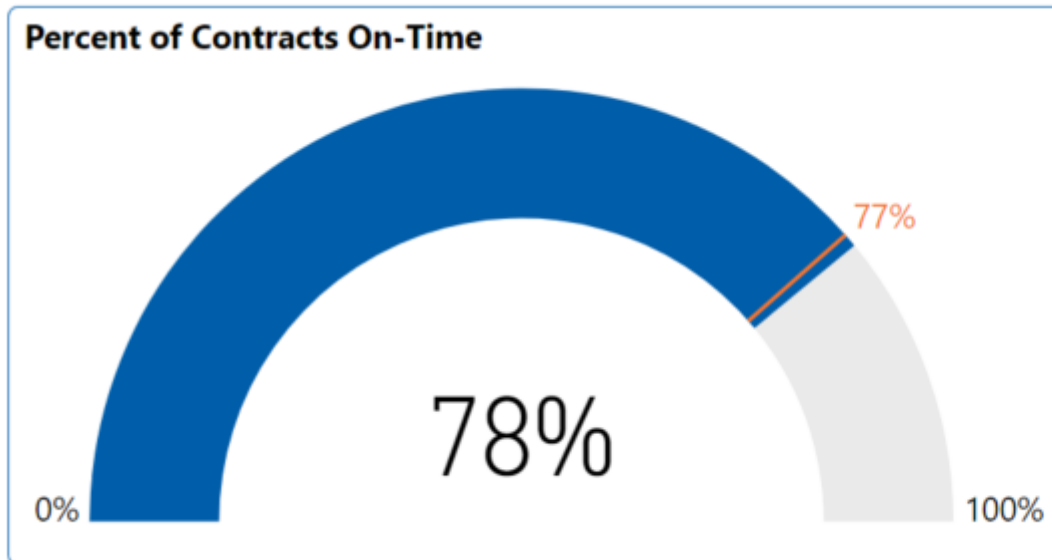
- Continued monitoring and reporting is critical to staying on schedule



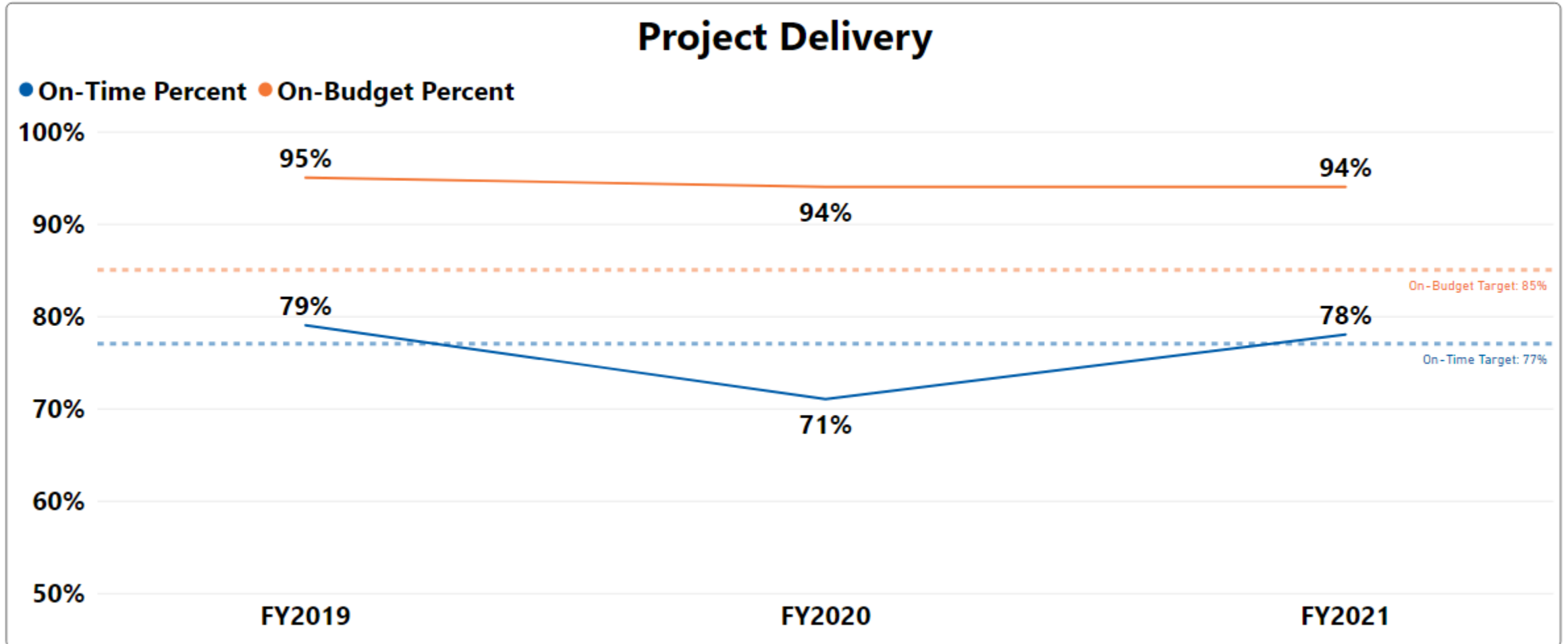
# Project Delivery / Construction

# Statewide Results for FY21 Project Delivery

## Project Delivery

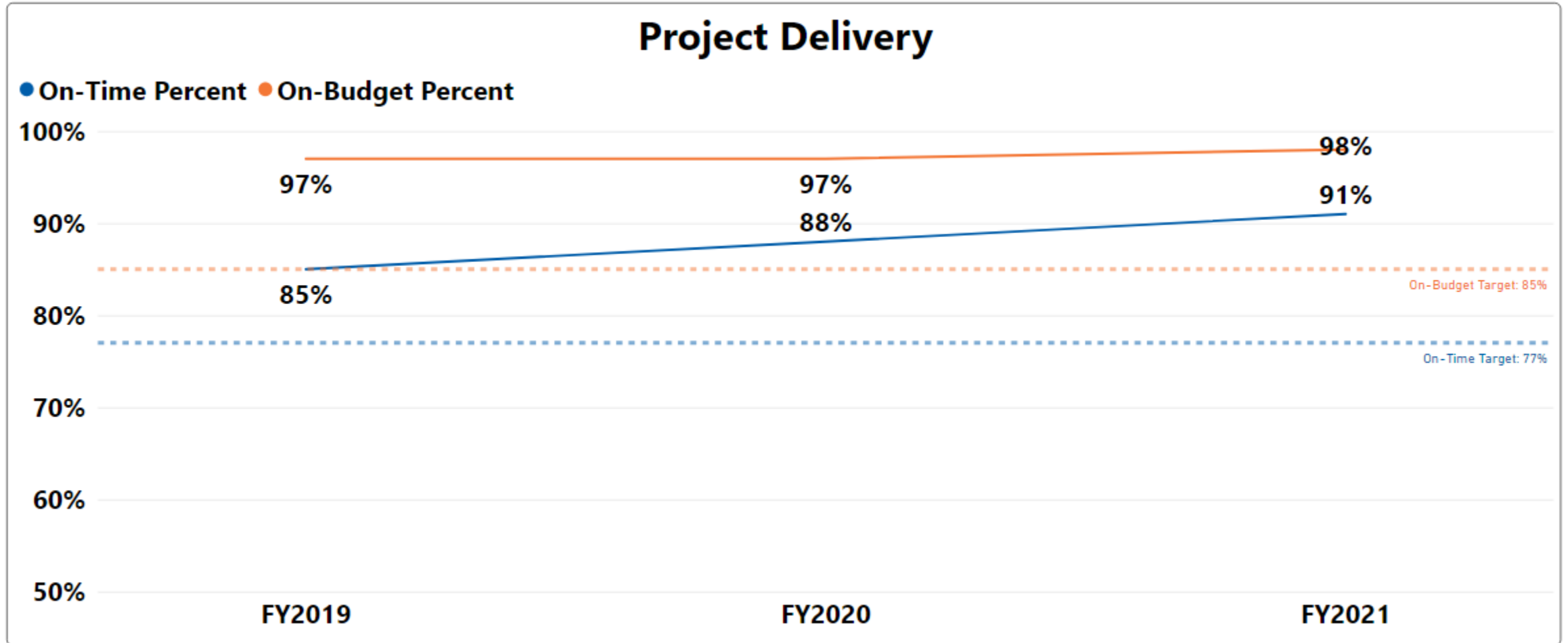


# Statewide Program Delivery Performance Trends

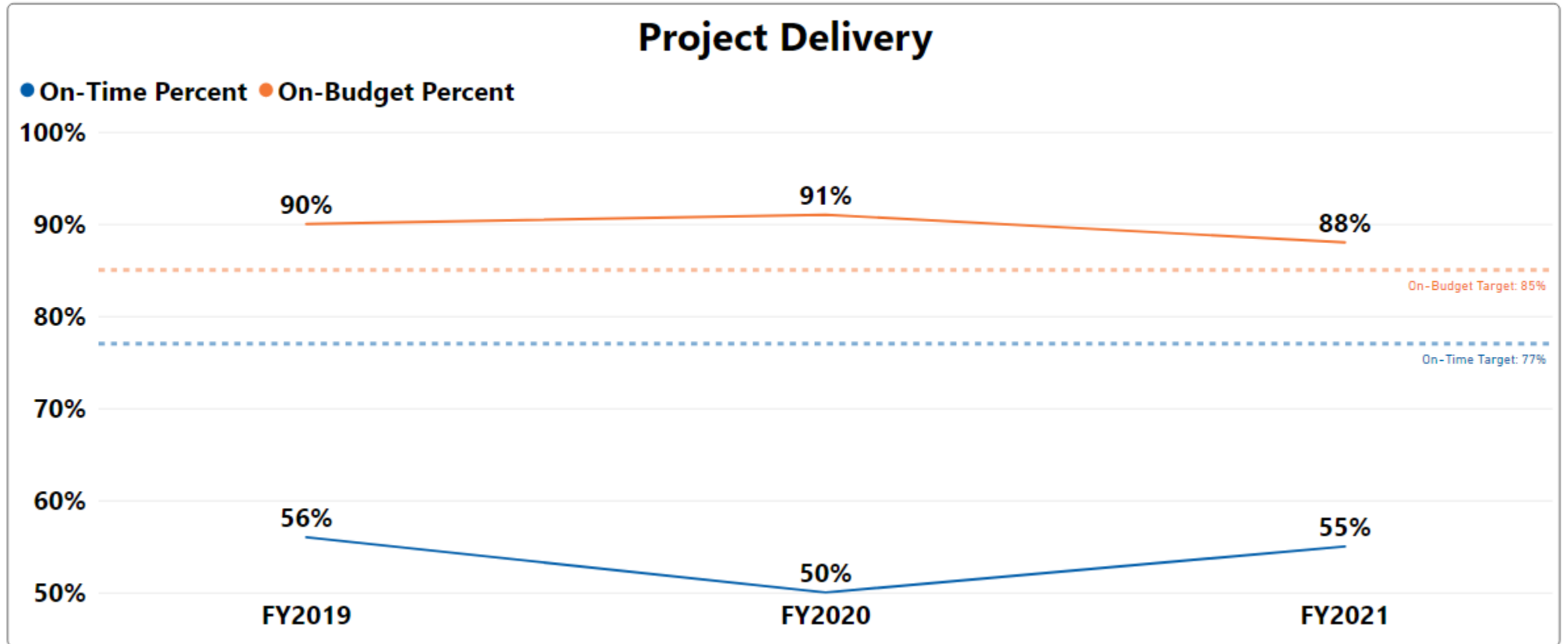




# VDOT Contract Delivery Trends



# Local Contract Delivery Trends



# Observations

- Overall, the project development and delivery programs are trending in the right direction.
  - Always room for improvement.
- VDOT actively monitors program.
  - Dashboard, Chief Engineer's Watchlist, District meetings with localities, Chief Engineer's quarterly meetings, Local Assistance Program Performance Report.
- Local partners are crucial to developing and delivering the program. VDOT is committed to working with localities to help administer projects that leverage each individual locality's unique strengths.
  - VDOT will continue working with our local partners to make them (and the overall team) as successful as possible.

# Ancillary Agreements to Support TIFIA Financing for HRBT Project and HRELN

Stephen C. Brich, Commissioner of Highways

Ryan Pedraza, VDOT Outside Counsel, Hunton Andrews Kurth LLP

July 20, 2021

# Direct Agreement: Why Needed

- **HRTAC is pursuing two TIFIA loans to support construction of the HRBT Expansion Project & HRELN**
  - **One loan to be repaid from HRELN toll revenues (~\$345 million)**
  - **Second loan to be repaid from HRTF revenues (~\$818 million)**
  - **VDOT not liable for repayment of either TIFIA loan**
- **Direct Agreement is a tri-party agreement among VDOT, HRTAC and USDOT (acting through the Build America Bureau)**
  - **VDOT provides certain customary representations and warranties to USDOT relating to HRBT Expansion Project and HRELN**
- **Per Section 3.06 of the Master Agreement for Development and Tolling of the Express Lanes (“MTA”), VDOT committed to negotiate and enter into the Direct Agreement to support HRTAC’s pursuit of TIFIA financing**

# Agreements to be Executed by VDOT

- **Direct Agreement**
- **Amendment to Project Agreement for Funding and Administration for the HRBT Expansion Project dated April 2, 2019 (“PAFA Amendment”)**
- **Standard Project Agreement for Funding and Administration for Segment 3 (Capital Improvements – Tolling Infrastructure) (“Segment 3 SPA”)**

# DIRECT AGREEMENT

# Direct Agreement: Key Terms

- **HRTAC is the borrower under each of the TIFIA Loans; the Direct Agreement does not make VDOT liable to repay either TIFIA Loan**
- **VDOT to make a series of usual and customary representations and warranties relating to the status of the agreements to which VDOT is a party that support construction of the HRBT Project, including:**
  - **Agreements remain in effect; no default(s)**
  - **VDOT is in compliance with applicable federal law (including environmental laws)**
  - **VDOT has and otherwise is in compliance with governmental approvals required to construct and operate the HRBT project**



# Direct Agreement: Key Terms (cont.)

- **VDOT to make a series of covenants relating to HRBT Project, including:**
  - Provide advance notice to USDOT before executing additional contracts relating to HRBT Project
  - Carry out construction work in accordance with construction schedule
  - Perform roadway O&M work in accordance with its obligations under MTA
  - Maintain insurance relating to HRBT Project pursuant to the terms of VDOT's existing contracts
  - Notify USDOT of the occurrence of specified events that could adversely impact delivery of the HRBT Project
- **Covenants generally confirm VDOT's existing contractual and legal obligations**

# Direct Agreement: Key Terms (cont.)

- **VDOT agrees to refrain from taking certain actions without USDOT's consent that could adversely impact USDOT, including:**
  - **Modifying or waiving provisions of HRBT Project-related contracts if such modifications or waivers could adversely impact USDOT**
  - **Creating liens (other than permitted liens) on the HRBT Project or HRELN**
  - **Entering into any additional HRBT Project-related contracts that commit HRTAC to expend additional funds in excess of specified thresholds**
  - **Selling or leasing the HRBT Project or HRELN**
- **These so-called negative covenants typically relate to legal or commercial matters that VDOT is unlikely to undertake in the ordinary course of administering its HRBT Project-related contracts**

# Direct Agreement: Key Terms (cont.)

- **VDOT agrees to undertake certain administrative tasks, including:**
  - **Maintaining files relating to HRBT Project and HRELN**
  - **Carrying out audits in accordance with applicable federal law**
  - **Providing information to HRTAC to assist with HRTAC's preparation of its financial plan and reports (required under the TIFIA Loan Agreements)**
- **Tasks are typical for a project receiving federal-aid funds and/or federal credit support**

# Direct Agreement: Key Terms (cont.)

- **Related to HRBT Project-related covenants, Direct Agreement requires VDOT and HRTAC to amend PAFA to make certain clarifications, including:**
  - **Design-Builder's termination of Comprehensive Agreement for VDOT default constitutes a material breach under the PAFA (except if such termination arises from events outside VDOT's control)**
  - **VDOT will not release Design-Builder's or Toll System Contractor's performance security without HRTAC's consent (except for step-downs provided for in Comprehensive Agreement or Toll System Contract, as applicable)**
  - **VDOT will not waive delay liquidated damages and other damages under the Comprehensive Agreement (which VDOT is required to share with HRTAC *pro rata* under the PAFA) without HRTAC's consent**

# Direct Agreement: Key Terms (cont.)

- **Related to HRBT Project-related covenants, Direct Agreement requires VDOT to make certain acknowledgments, including:**
  - **VDOT will use insurance proceeds received from insurance policies maintained under the Comprehensive Agreement to repair the HRBT Project**
  - **VDOT acknowledges the license to use the tolling infrastructure and to access the roadway to perform tolling O&M granted to HRTAC under the MTA is irrevocable during the terms of MTA**
  - **HRTAC is entitled to 100% of delay liquidated damages payable under the Toll System Contract**
- **Acknowledgements do not require amendments to other VDOT agreements**

# PAFA AMENDMENT

# PAFA Amendment: Why Needed

- **Address requirement from USDOT that certain PAFA terms be clarified in order to receive TIFIA Loans**
- **Provide additional flexibility to use Commission-Supported Contingency Funds to pay costs of Segment 3 tolling infrastructure**

# PAFA Amendment: Key Terms

- **USDOT-required amendments**
  - See summary on previous slides
- **Segment 3 tolling infrastructure**
  - Use portion of Commission-Supported Contingency Funds to pay for Segment 3 tolling infrastructure
  - Should additional costs be identified after Commission-Supported Contingency Funds are expended on Segment 3 tolling infrastructure, HRTAC to provide up to \$8,530,419 to fund such additional costs (until HRTAC has met its maximum financial commitment specified in the PAFA)
  - If additional costs remain, process set forth in Section 3.09 of PAFA will apply



# SEGMENT 3 SPA

# Segment 3 SPA: Key Terms

- **Segment 3 SPA based on standard form agreement used by VDOT and HRTAC to deliver other components of HRELN**
- **Scope of Work**
  - **Design and construction of tolling infrastructure for Segment 3 of HRELN (approx. 10-mile segment along I-64 in Hampton and Norfolk between Mallory Street and Patrol Road)**
  - **No additional ROW**
  - **Work required in order to toll HRBT Project**
  - **Toll system integration to be delivered via separate agreement**
- **Estimated total cost (including PE and construction) – \$18,789,474**
- **Schedule**
  - **Construction start – October 2022**
  - **Construction complete – March 2025**





# DRPT RAIL GRANT FUNDING & PROCEDURES

MICHAEL TODD | JULY 2021



# WHAT IS OUR PURPOSE TODAY?

Gather feedback and direction from CTB on the policy framework of existing and future rail projects funded by the Commonwealth Rail Fund.

01

## REF PROJECTS

EXISTING PROJECTS, APPLIED FOR UNDER REF GUIDELINES, WILL BE MANAGED PER REF GUIDANCE.

02

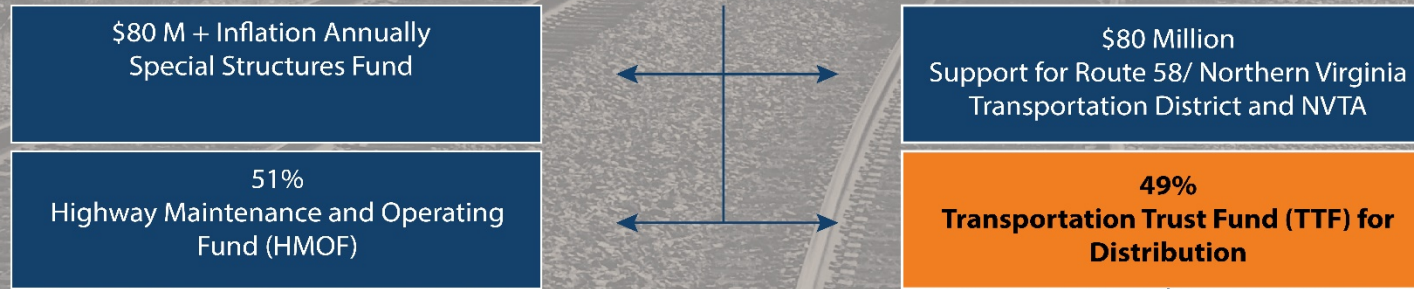
## NEW PROJECTS

MOVING FORWARD WE HAVE OUTLINED THE STRUCTURE OF A NEW GRANT PROGRAM.

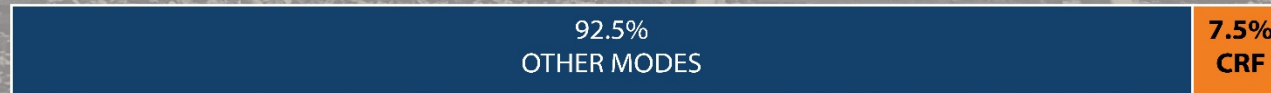
## MAJOR STATE REVENUES

International Registration Plan \$15 per trip	Motor Vehicle License Fees Base Car: \$20.75 CTF Share	Tax on Motor Fuels 26.2 cents/ gallon + CPI Gasoline 27 cents/ gallon + CPI Diesel	Highway Use Fee Fuel Economy	Motor Vehicle Sales and Use Tax 4.15%	Retail Sales and Use Tax 0.5% + 0.3% 0.1% GF Transfer	Recordation Taxes 3 of the 25 cents per \$100	Motor Vehicle Rental Tax 75% CTF 25% WMATA Capital Fund	Insurance Premium Taxes 1/3
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### COMMONWEALTH TRANSPORTATION FUND



### TRANSPORTATION TRUST FUND



### COMMONWEALTH RAIL FUND (CRF)



### DRPT RAIL FUNDS



# CRF REVENUE PROJECTIONS

	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
VPRA (93%)	\$136.6	\$122.2	\$137.6	\$141.6	\$145.7	\$146.3	\$830.0
DRPT (7%)	\$10.3	\$9.2	\$10.3	\$10.7	\$11.0	\$11.0	\$62.5

Dollar amounts represented in Millions

# PROGRAM IMPACTS



## REF

- Freight/Passenger Capacity
- 70/30 Split
- Robust BCA
- Performance Reporting

DRPT



## IPROC

- Passenger Capacity
- Passenger Operations
- No match/BCA Required
- DRPT Sponsored Projects

VPRA



## RPF

- Shortline State of Good Repair
- Class II Track Development
- 70/30 Split
- Multi-year Approach

DRPT



## RIA

- Economic Development
- Funding Based on Private Investment
- Spending Cap
- "Last Mile" Connectivity

DRPT



# DRPT F.R.E.I.G.H.T. FUND



**FREIGHT RAIL ENHANCEMENT  
TO INCREASE GOODS AND  
HIGHWAY THROUGHPUT**

A funding program of the Virginia  
Department of Rail and Public  
Transportation.

**BENEFIT VIRGINIA HIGHWAYS**

**IMPROVE ECONOMY**

**INCREASE GOODS MOVEMENT**

## § 33.2-1526.4. Commonwealth Rail Fund

“... The remaining seven percent shall remain in the Fund for the Department of Rail and Public Transportation for planning purposes and for grants for rail projects not administered by the Virginia Passenger Rail Authority.”

## SUMMER:

- ADOPT SYIP
- NOTIFY GRANTEES
- REVIEW GUIDANCE

# RAIL GRANT CYCLE

## SPRING:

- RECOMMEND APPS
- DRAFT SYIP
- NOTIFY GRANTEES

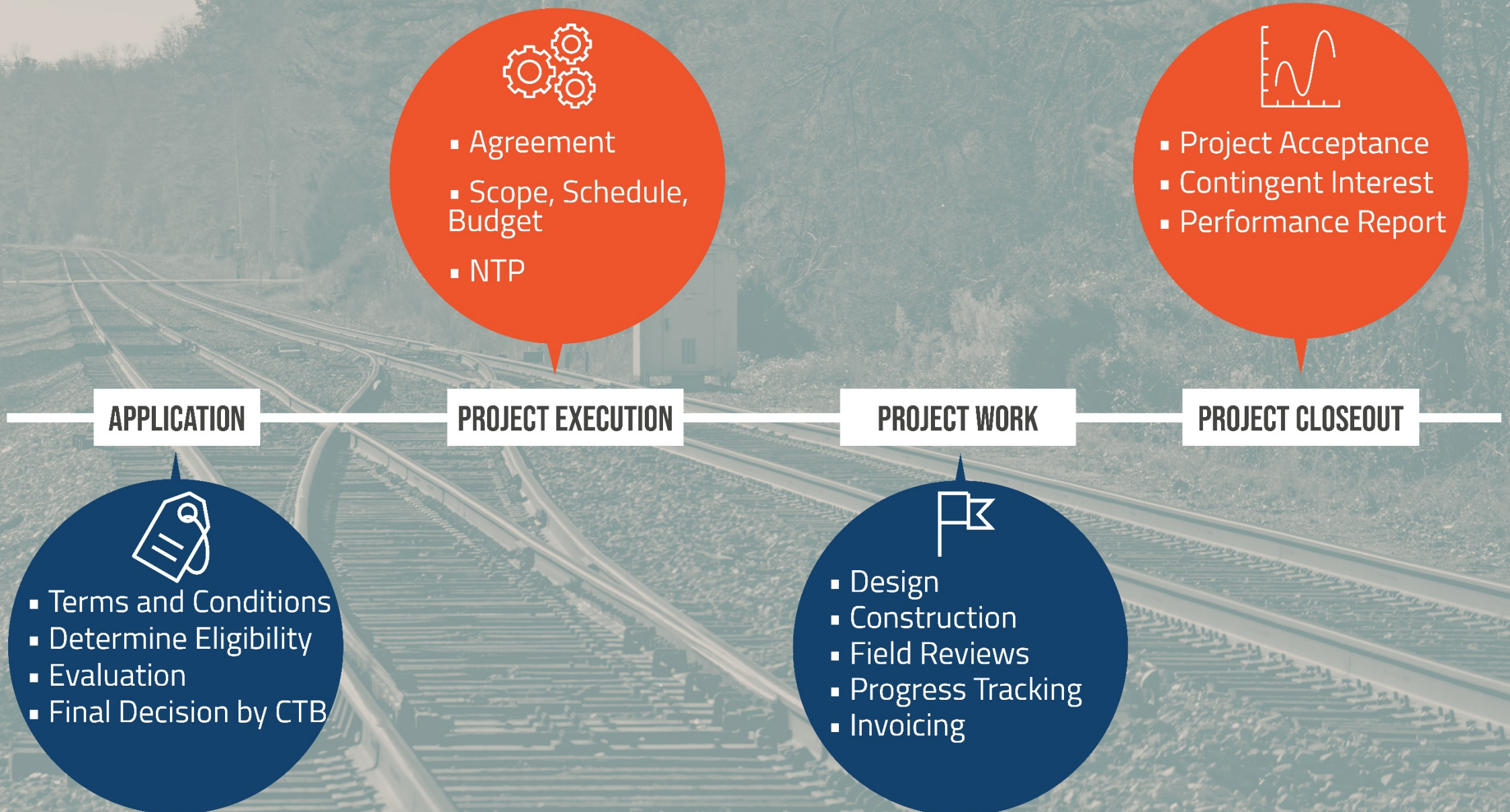
## FALL:

- UPDATE GUIDANCE
- NOTIFY GRANTEES
- UPDATE ADMIN PROCESS

## WINTER:

- OPEN APP. PORTAL
- NOTIFY GRANTEES
- REVIEW APPLICATIONS

# PROGRAM PROCESS



# ELIGIBILITY



ALIGN WITH STATE GOALS



NETWORK CAPACITY EXPANSION



MINIMUM OF 30% DESIGN COMPLETE

## Eligible Projects



Improvements to:

- Railways
- Railroad equipment
- Rolling stock
- Rights-of-way
- Rail facilities
- Engineering and design
- Environmental
- 30% Design Complete

## Eligible Recipients



- Freight rail operators
- Virginia Port Authority
- Local and Regional governments
- Non-profit organizations
- Private companies
- Any combination thereof

## Not Eligible



- Railroad operating expenses
- Passenger rail subsidies
- Passenger rail capacity expansion
- Equipment to handle, store, process, load or unload goods

# SCORING

All grant applications must meet the minimum threshold of eligibility.

## POINT VALUES

BENEFIT-COST ANALYSIS

7

MATCHING FUNDS

6

PROJECT READINESS

4

STATEWIDE GOALS

3

TOTAL

20



### BENEFIT-COST ANALYSIS

- 3 points = BCA score below 50th percentile of applications
- 6 points = BCA score 50th percentile, or above
- 7 points = project with highest BCA score



### MATCHING FUNDS

- 2 points = 30% match
- 3 points = 40% match
- 6 points = 50% match



### PROJECT READINESS

- 2 points = 60% design complete
- 4 points = 90% design complete



### STATEWIDE GOAL ALIGNMENT

- 1 point awarded for each goal met in Statewide Rail Plan (up to 3 points).

# GRANT MANAGEMENT



## AGREEMENTS

Once a project has been approved and funded, an agreement is executed, which allows the grantee to further develop a detailed scope, schedule, and budget.



## NOTICE TO PROCEED

The scope, schedule, and budget is used to request a notice to proceed for construction. DRPT must issue a notice to proceed before construction activities commence.

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## DRPT OVERSIGHT

DRPT will conduct routine site visits and gather progress reporting as the project moves forward. The grantee is responsible for project management duties.



## REIMBURSEMENT

The FREIGHT program is reimbursement based, meaning the grantee spends money up front and is reimbursed once an appropriately document invoice is submitted.

# GRANT MANAGEMENT

PROJECT EXECUTION

PROJECT WORK

PROJECT CLOSEOUT



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## CONTINGENT INTEREST

The Commonwealth will hold an interest in the improvements to ensure the infrastructure remains in service. Recommended length of interest is 6 years, or longer as determined by BCA.



## REPORTING

Grantee will be responsible for reporting annual carload information, to track the impact of investment over time; recommended length of reporting is 6 years, or longer as determined by BCA.





**SUMMER**

**CTB APPROVAL OF  
FREIGHT RAIL PROGRAM  
GUIDELINES**

**FALL**

**UPDATE ADMIN  
PROCESS TO  
INCORPORATE NEW  
GUIDANCE**

**WINTER**

**OPEN APPLICATION  
PORTAL  
DECEMBER 1, 2021**

**NEXT STEPS**



# THANK YOU



# **VDOT'S CHANGEABLE MESSAGE SIGNS: CREATING DIALOGUE + DRIVING BEHAVIORAL CHANGE**

Commonwealth Transportation Board

 VDOT Chief Deputy Commissioner Rob Cary, P.E. L.S.

July 2021

# Changeable Message Signs (CMS)

- Messaging on our roadways is seen by thousands of drivers daily across the Commonwealth.
- Messaging is focused on communicating traffic impacts and driver safety messages.
- “Themed” messaging began as a pilot in April 2017 during National Work Zone Awareness Week



# Target Behaviors

- **Messaging is focused on driver behaviors and crash types identified in the five-year Strategic Highway Safety Plan and trending crash factors identified in the Virginia Department of Motor Vehicles Traffic Records Electronic Data System.**

“ We feel like with the creative messages people tend to take note of this. Anything that we can do to tie into popular culture or what people can relate to is certainly a way to get those safety messages out there and hopefully change driver behavior. ”

Jason Bond  
VDOT Salem District Communications Manager

“ We absolutely do what we do based on scientific research and trying to connect with drivers in various age groups and change their behaviors. ”

Rob Cary  
VDOT Chief Deputy Commissioner

# Changeable Message Sign (CMS) Overview

The CMS team is comprised of representatives from

- VDOT Operations
- VDOT Traffic Engineering
- VDOT Communications
- Transportation safety partners from Virginia State Police, DMV and the Governor's Executive Leadership Team on Highway Safety



# Science Behind the Signs

- Virginia Tech Cognitive Research Team compiled 1,200 unique messages ranging from rhymes, holiday themes and pop culture references,
- They then gathered 300 drivers in four regions of Virginia (Christiansburg, Norfolk, Fairfax and Winchester) to participate in their study



# Science Behind the Signs

- Participants saw 16 blocks of five similar messages while wearing the fNIRS instrument
- This instrument measures the increase in oxygenated blood in the prefrontal cortex as a proxy for increased attention

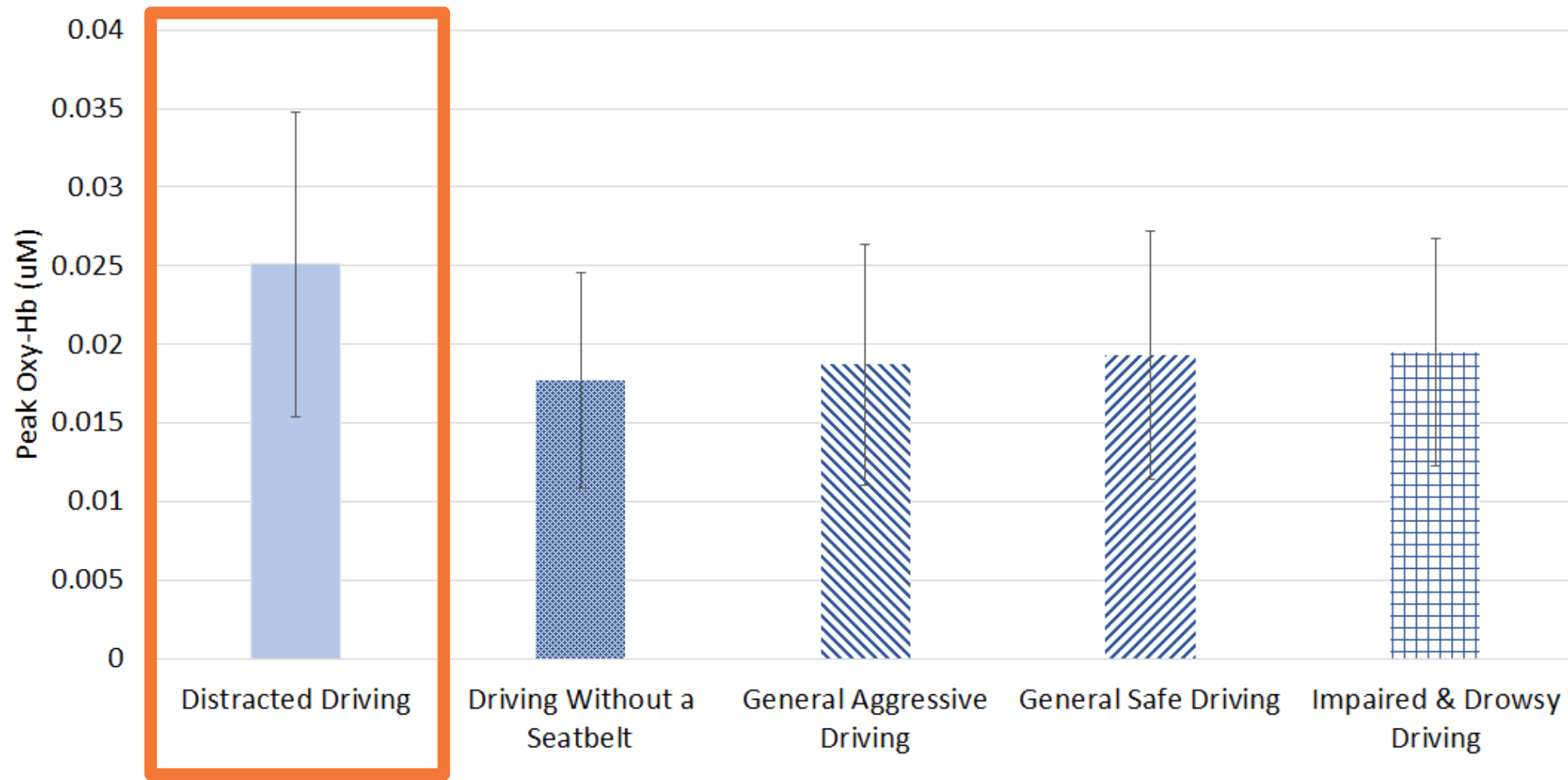




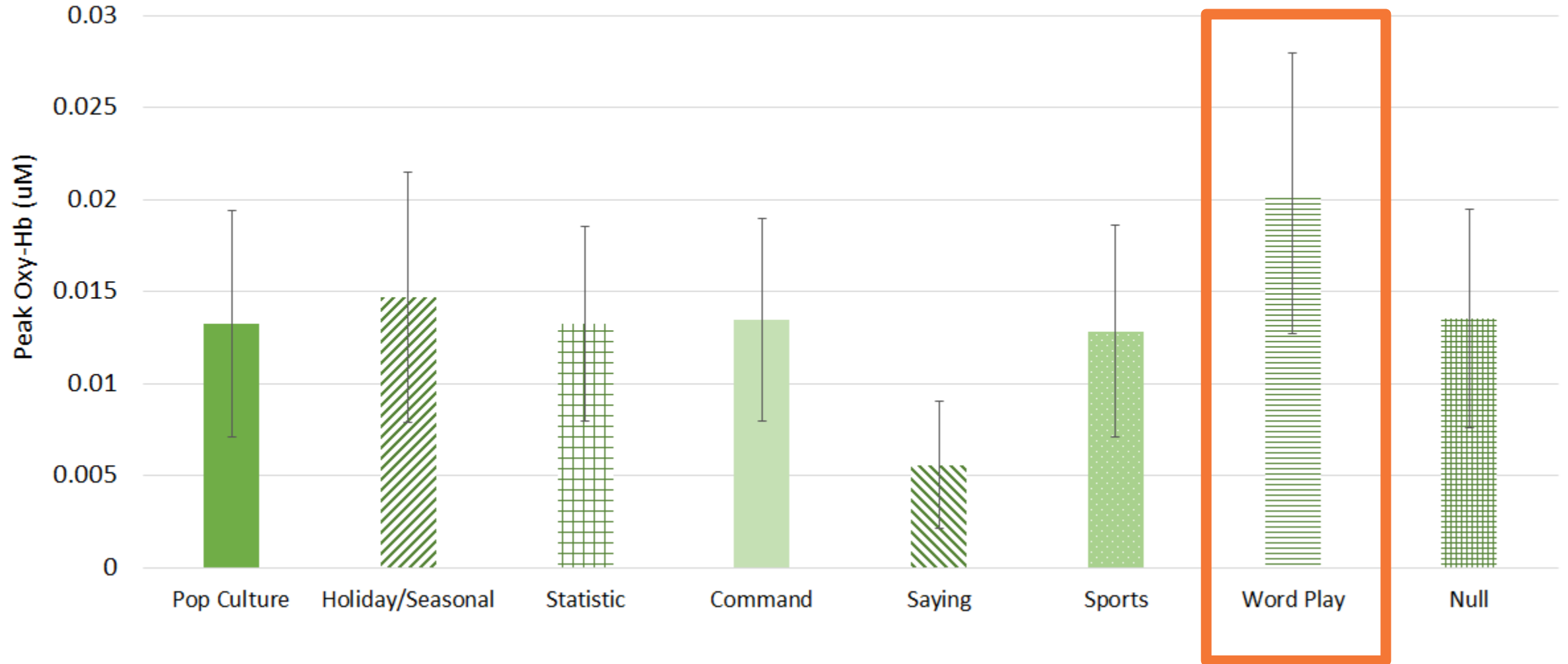
# Science Behind the Signs: Results

- **Most memorable safety messages themes:**
  - Distracted Driving**
  - Driving + Drinking**
- **Over 90% of drivers in Virginia who participated in the study did not perceive a single message as inappropriate**
- **Messages should focus on holiday timing and themes to produce the best outcome**

# Science Behind the Signs: Results



# Science Behind the Signs: Results



# DMV Crash Data Highlights

According to the Virginia Department of Motor Vehicles, in 2020 there were:

- 406 speed-related deaths in Virginia, an increase of 16.9%
- 182 speed-related fatalities on urban roadways, a 46.8% increase
- 141 speed-related deaths during the summer

*Additional issues:*

*Drowsy driving, distracted driving, driving impaired, texting while driving and driving unbuckled*



***Speed-related fatalities increased in 2020, even with reduced traffic volumes during the pandemic.***

# UNRESTRAINED DRIVING

343 fatalities in 2020

12.83% increase

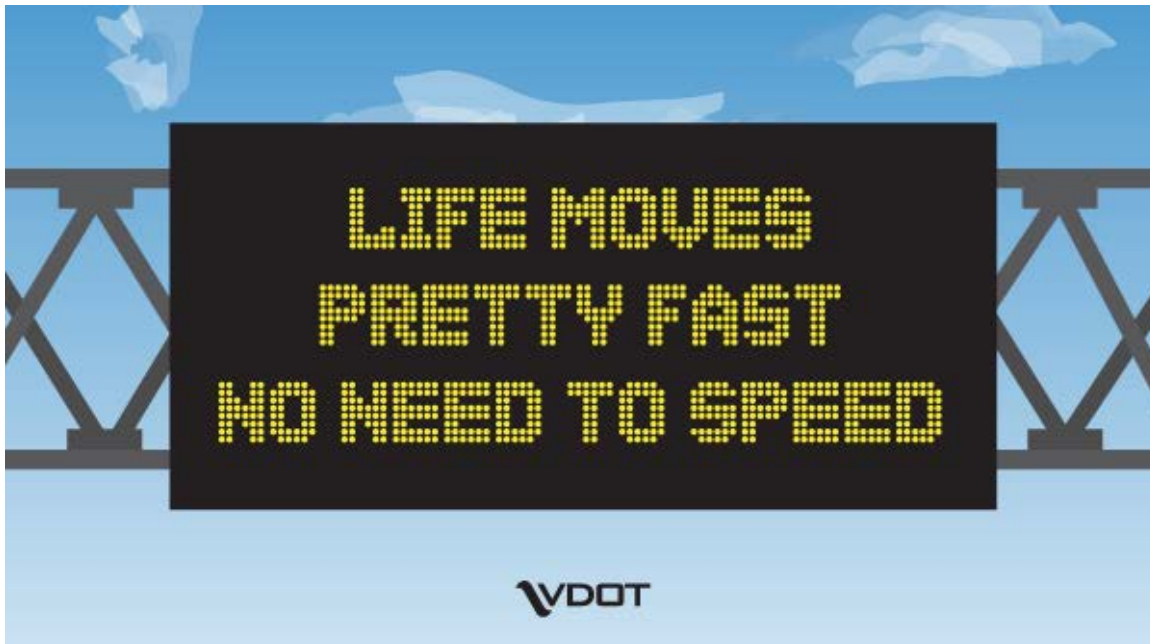


August 20 – 22, 2020  
Seat Belt Campaign

# SPEEDING

## 406 fatalities in 2020

### 16.3% increase



May 28 – 30, 2021  
Speeding Campaign

# ALCOHOL IMPAIRED DRIVING

272 fatalities in 2020

3% increase



February 5 – 7, 2021  
Super Bowl Campaign

# DISTRACTED DRIVING

## 121 fatalities in 2020



July 16 – 18, 2021

Distracted Driving Campaign



# TEXTING AND DRIVING (included with distracted driving numbers)



July 16 – 18, 2021

Distracted Driving Campaign

# Viral Post On Social Media

**CMS “Driving Fast And Furious? That’s Ludacris!” ran across boards in Virginia between June 25 – 27, 2021 written by VDOT’S own, Dan Taylor.**





**ludacris** ✓



**ludacris** ✓ Virginia I Love You Back! Can't Believe this is real. Should this be on every highway? 🤔 #f9 #nowthatsludicrous

1w



**jordanabrewster** ✓ Epic



1w 503 likes Reply

— View replies (6)



**djwhookid** ✓ 🤔🤔🤔



1w 118 likes Reply

— View replies (2)



**eudoxie** ✓ 🤔🤔



Liked by **amtrakprod** and 441,771 others

JUNE 26



Add a comment...

Post

# CMS Gone Viral On Social Media

Ludacris' post gained over 445,000 likes. Other viral posts of the same photo gained over 17,000 retweets.

VDOT's social media stats from June 25-30 compared to the week of June 18-24:



Facebook: 33,000+ impressions

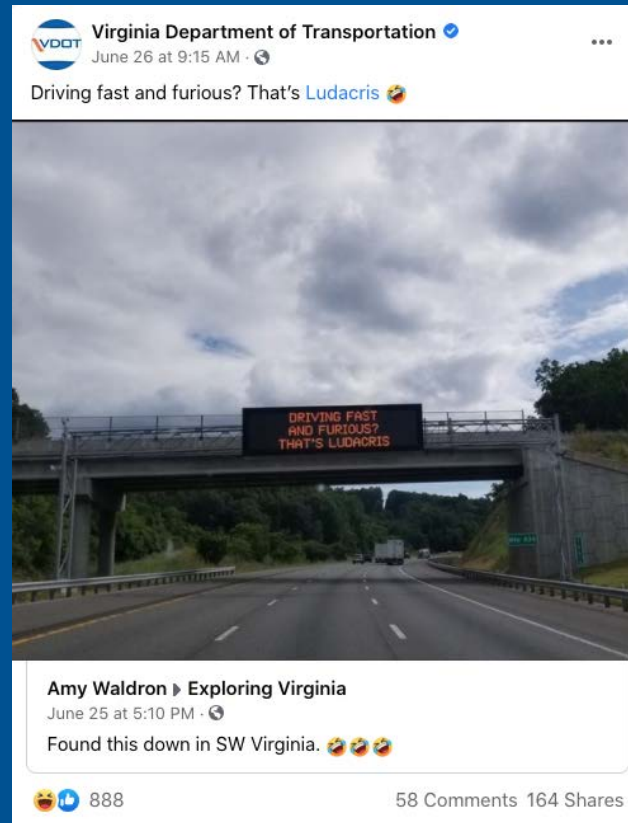


Twitter: Retweets up 336%, gained 100+ new followers



Instagram: 330+ new followers (up 708%), 35K+ impressions, up 3000% in profile views

# VDOT's Response On Social Media



Twitter

92K+ impressions

694 likes



Facebook

35K+ impressions

888 likes



Instagram

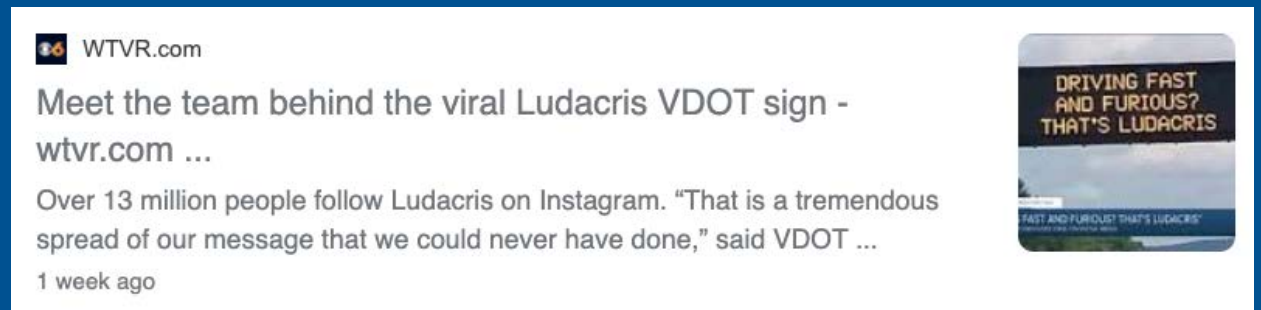
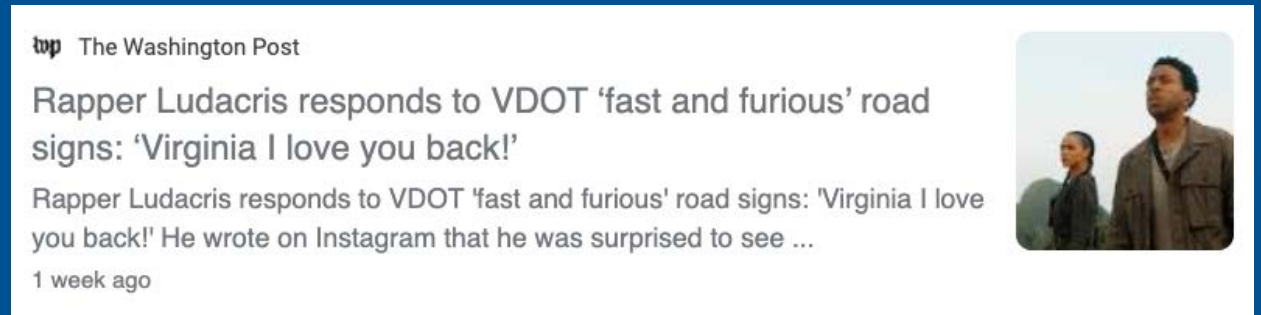
7,500 impressions

967 likes

# Media Attention

The story was picked up by

The Washington Post, Southern Living, Wall Street Journal, NPR, Richmond Times-Dispatch (and other local + national news outlets from Rochester to San Diego), Jimmy Kimmel Live! (guest host Wanda Sykes), and online tabloids such as People.com & EntertainmentWeekly.com



# Media Attention

msn news powered by Microsoft News

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NEW AT 11:00

**LUDA SHOWS LOVE TO VIRGINIA**

RAPPER & ACTOR REACTS TO VDOT SIGNS REFERENCING HIMSELF

0:12 / 1:02

Up Next: Pineapple Teriyaki Glazed Baby Back Ribs >

iHeartRADIO Upgrade For You Your Library Live Radio Podcasts Artist Radio Plus

## Ludacris Approves Virginia's 'Fast And Furious' Highway Sign

By Jason Hall  
June 29, 2021

Grillock

## Rapper Ludacris responds to VDOT 'fast and furious' road signs: 'Virginia I love you back!'

He wrote on Instagram that he was surprised to see the sign and asked if the message should be on every highway.

By Denis Hodgeth  
June 29, 2021 at 1:20 p.m. EDT

Share

# Viral CMS Signs From the Past





## Wakanda Driver are you? Safety is King.

The Wakanda signs received coverage by local media, including NBC, CBS and Fox affiliates.

But the jewel in the coverage crown, so to speak, was a post by the Shade Room, a national celebrity site. Based in Los Angeles, the site has over 2.2 million Instagram followers and is known as the “TMZ of the internet.” Over time, their Instagram post about VDOT’s Wakanda message alone generated **over 224,000 likes**.




# The signs have started a conversation about safety – in Virginia, and nationally.

**Blaquegirl** @TheLadyBugAzul [VIEW PROFILE](#) 6 months ago  
@VaDOT who authorized this sign? "Wakanda driver are you? Safety is king" I'm not mad. Kinda made our day. Just wondering though. @VaDOTFRED #WakandaForever




**Gregory Sheldon** @gregorysheldon [VIEW PROFILE](#)  
Dad jokes from your friends @VaDOTRVA.



**BD.** @badxoxo\_ [Follow](#)  
They changed the sign on the interstate to 'somebody loves you buckle up' .... I literally cried & put my seatbelt on.  
6:49 AM - 14 Feb 2019

**Virginia Smith** @VaSmith12 [VIEW PROFILE](#)  
@VaDOT Captain Obvious highway sign is fantastic. lol/ Just saw it on I-64 West going into RVA. ✓

Virginia Department of Transportation



**Michael Paul Williams**  
mwilliams@TimesDispatch.com

The Marvel superhero film "Black Panther" was still packing them in when a digital sign — inspired by the film's fictional African kingdom — caused me to do a double take as I commuted on Interstate 95. "WAKANDA DRIVER ARE YOU? SAFETY IS KING," the sign read.

Amused and a bit taken aback by the Virginia Department of Transportation's comedic turn, I wondered: **Wakanda pun is this?**

So apparently did the Wall Street Journal. It featured that message in a story describing nationwide efforts to make driver-safety messaging more fun and effective. Or as that newspaper's headline put it, "The Best One-Liners in America Are on the Highway."

The signs have been featured in stories by the Wall Street Journal and the Richmond Times-Dispatch, on celebrity sites like The Shade Room and even social media influencers (with names that aren't appropriate to share in full here). They've also been shared far and wide by those who see them on the road.

**Amanda Grimsley** @AmandaCGrimsey [Follow](#)  
Today's happy Halloween wisdom brought to you by signs on my 495 commute this morning. Pumpkins get smashed, drivers don't! 🎃🎃🎃 Thanks @VaDOT.  
5:54 AM - 31 Oct 2018

**Jacob Mleziva** @Jmlez [Follow](#)  
Today on my way home from work I saw a sign that said "pumpkins get smashed drivers don't" and that's the best PSA against drunk driving I've ever seen  
2:23 PM - 29 Oct 2018

**NEWS**  
The Wall Street Journal  
"You're not a firework. Don't drive lit." State transportation officials are finding new ways to get out safety messages.



**kerry** Happy 4th. Stay safe homies. (@pizzaslime)  
Liked by jessejamesjr76 and 579,153 others  
View all 6,989 comments

# VDOT Northern Virginia on Twitter

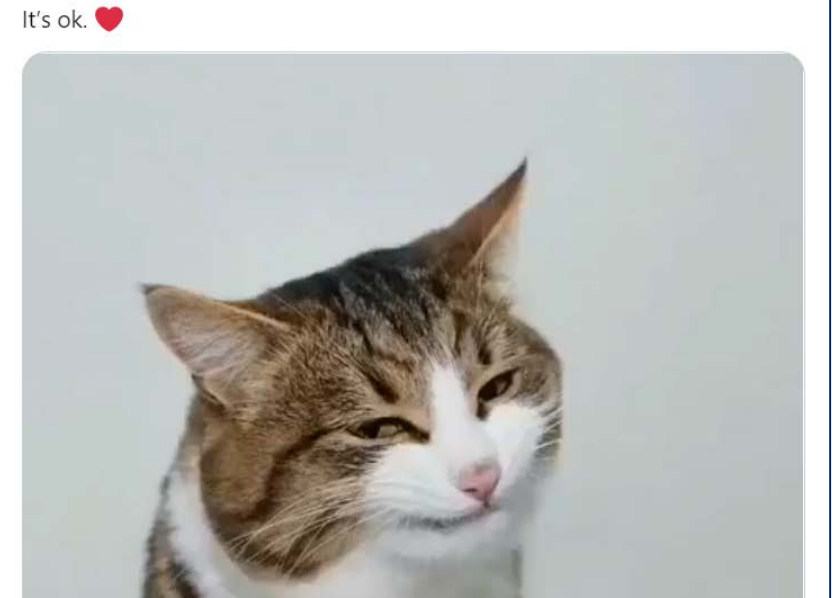
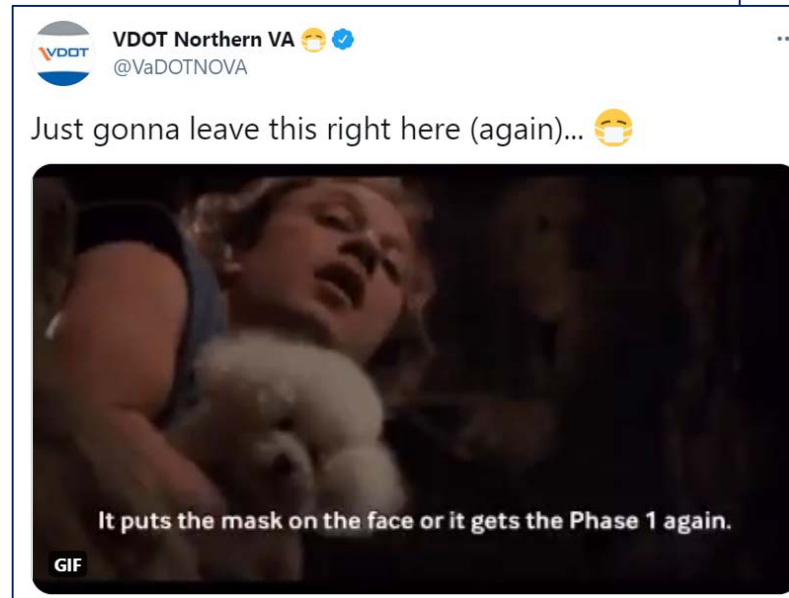
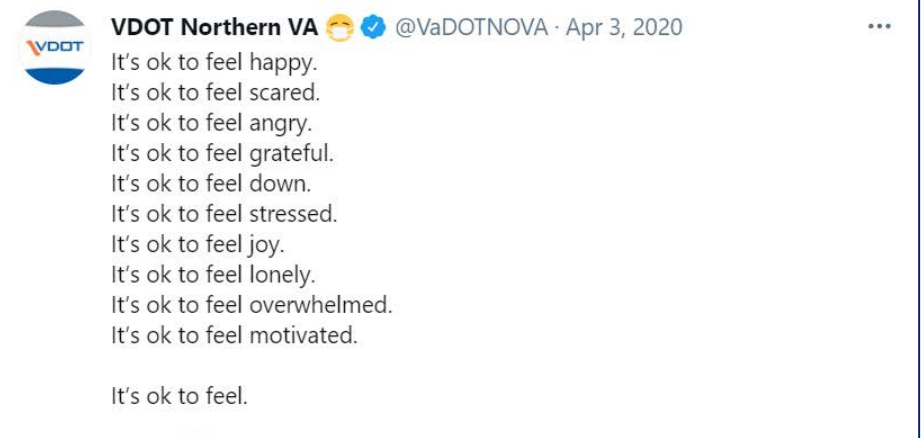
- **Reputation: bold, kind, creative, inclusive, helpful, funny, original, gifs and compelling imagery**
- **Engages in daily two-way dialogue, after-hours replies, frequent live-tweeting of weather emergencies, interstate incidents**
- **Expectation set/met of “always being there”**
- **Based in crisis comms: People need to know that you care before they care what you know**
- **Creative tactics yield demonstrated increase in positive agency sentiment due to impression as a trusted friend on Twitter, Reddit, Nextdoor**



**Impressions on single tweet: 801,115**

# VDOT Northern Virginia during COVID

- Millions of people shifted to telework and traffic volumes dropped. Traffic tweets seen as tone deaf during onset of pandemic.
- MeeMaw persona and “MeeMaw Nag” feature used to communicate non-transportation topics important to the emotional health of the community.



# Results

- @vadotnova 2020 average engagement rate 87 times higher than national benchmark
- 488% follower increase since 2015
- 2020 Impressions: 18.8 million; 2021 Impressions to-date: 13.2 million
- The MeeMaw persona, including daily “MeeMaw Nag” feature generated pieces in Washingtonian Magazine, WTOP, New York Times, WJLA
- Twitter community spontaneously developed its own hashtag: #welovemeemaw

What If a VDOT Twitter Account Is the Thing That Gets Us Through This Crisis?

Would that really be so bad?

WRITTEN BY ANDREW BEAUJON | PUBLISHED ON APRIL 6, 2020

unexpected civic treasure

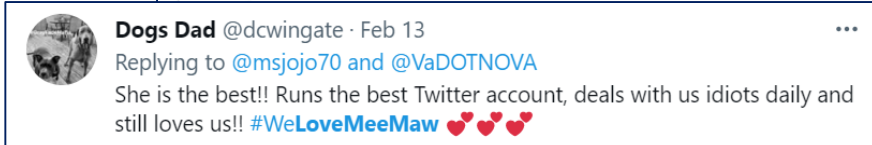


**Governor Ralph Northam** @GovernorVA

Kudos to Ellen and the entire @VaDOTNOVA crew for going the extra mile to get Northern Virginia drivers up to speed with the latest traffic and safety information!

Driving force: Meet the woman behind VDOT NoVa's hilarious, endearing and cr... VDOT Northern Virginia's Twitter account manages to combine need-to-know information with comedy. Meet the woman behind it.

wtop.com



**Dogs Dad** @dcwingate · Feb 13

Replying to @msjojo70 and @VaDOTNOVA

She is the best!! Runs the best Twitter account, deals with us idiots daily and still loves us!! #WeLoveMeeMaw ❤️❤️❤️





COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

# Interstate Operations and Enhancement Program

Nick Donohue

Deputy Secretary of Transportation

July 2021



Virginia Department of Rail and Public Transportation



# Interstate Operations and Enhancement Program

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- **Omnibus legislation in 2020 codified program and its requirements (33.2-372)**
- **Program receives 20% of funds available for construction formula distribution**
- **Goal of program is to improve the safety, reliability, and travel flow along interstate highway corridors**



# Focus on Operations and Transportation Demand Management

- Code requires the Board give priority to operations and TDM strategies that improve safety and reliability of travel
- Planning processes to evaluate potential solutions for needs identified on Interstate corridors—
  - First, developed corridor-wide operations and incident management plan
  - Second, development of solutions focused on transportation demand management
  - Finally, highway capital recommendations

# Policy for Interstate Operations and Enhancement Program

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- In June the Board adopted a policy outlining the allocation progress for funds in the Program
- Outlined “off-the-top” funding for operational improvements and limits on on-going costs
- Established prioritization process
- Outlined process to identify recommended projects

# Available Program Funding

	Previous	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
Interstate 95	\$47.1	\$13.2	\$25.8	\$25.8	\$27.0	\$28.4	\$26.9	\$194.2
Interstate 64	\$32.1	\$9.9	\$18.5	\$18.5	\$19.4	\$20.3	\$19.3	\$137.9
Interstate Improvements	\$53.6	\$20.3	\$30.7	\$30.7	\$32.1	\$33.7	\$32.0	\$233.0
Total (Millions)	\$132.7	\$43.4	\$75.0	\$74.9	\$78.5	\$82.4	\$78.1	\$565.1
Operational	\$40.3	\$22.0	\$19.1	\$18.6	\$13.8	\$6.5	\$6.5	\$126.9
Remaining Funds	\$92.4	\$21.4	\$55.9	\$56.3	\$64.7	\$75.9	\$71.6	\$438.2

- Operations improvements are funded from their respective dedicated funding off the top, SSP and towing program O&M covered through FY2027
- Remaining funds can be used for multimodal and highway capital improvements

# Cost of Proposed Operating Improvements

	Previous	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
Interstate 95	\$26.3	\$13.2	\$18.9	\$17.4	\$12.6	\$5.3	\$5.2	\$98.9
Interstate 64	\$14.0	\$0.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$14.8
Interstate Improvements	\$0.0	\$7.7	\$1.0	\$1.1	\$1.1	\$1.1	\$1.1	\$13.1
Total (Millions)	\$40.3	\$21.0	\$20.1	\$18.6	\$13.8	\$6.5	\$6.5	\$126.9

- Interstate 95 operations improvements programmed in January 2020
- Interstate 64 operations improvements programmed in January 2021
- Other interstate operations improvements (Interstates 77, 85, 295 and 66) recommended for funding
- O&M costs for safety service patrols and towing programs are covered through FY2027 on all interstates

# Operations Improvements for Other Interstates

**Operations Improvements for other interstates- O&M for SSP and Towing Programs covered through FY2027**

I-77	CCTV Cameras	\$ 11,000
	Towing Programs - TRIP	\$ 270,000
	Portable CMS	\$ 6,000
	SSP Automated Hazard Alerts	\$ 23,000
	<b>Total</b>	<b>\$ 310,000</b>
I-85	CCTV Cameras	\$ 27,500
	CMS	\$ 25,000
	SSP Route	\$ 360,000
	Portable CMS	\$ 4,000
	<b>Total</b>	<b>\$ 416,500</b>
I-295	CCTV Cameras	\$ 44,000
	CMS	\$ 125,000
	SSP Route	\$ 360,000
	High Wind Warning	\$ 50,000
	<b>Total</b>	<b>\$ 579,000</b>
I-66	CCTV Cameras	\$ 5,500
	CMS	\$ 25,000
	<b>Total</b>	<b>\$ 30,500</b>

# Funding for Capital Improvements

	<b>Previous</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>TOTAL</b>
Interstate 95	\$20.8	\$0.0	\$6.9	\$8.4	\$14.4	\$23.1	\$21.7	\$95.3
Interstate 64	\$18.1	\$9.9	\$18.3	\$18.3	\$19.2	\$20.2	\$19.1	\$123.1
Interstate Improvements	\$53.6	\$12.5	\$29.7	\$29.6	\$31.0	\$32.6	\$30.8	\$219.8
Total (Millions)	\$92.4	\$22.5	\$54.9	\$56.3	\$64.7	\$75.9	\$71.6	\$438.2

Reflects funding available after operations improvements implementation and O&M costs for new safety service patrol and towing programs have been taken “off the top” of their dedicated funding categories

# Prioritization Scoring

- **40% Congestion**

Person hours of delay reduction

- **40% Safety**

EPDO reduction

- **20% Accessibility**

Access to jobs

Access to jobs for minority and low income populations

Congestion Mitigation	Safety	Accessibility	
Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations
100%	100%	75%	25%
40%	40%	20%	

# Allocation of Funds

**Step 1 - Fund Operational Improvements**



**Step 2 - Fund TDM and Roadway Capital Improvements  
Using I-95 and I-64 Funds**



**Step 3 - Fund TDM and Roadway Capital Improvements  
Using Discretionary Interstate Funds**



# Recommended Funding Allocation

(in \$millions)

	Highway Operational	TDM / Transit	Highway Capital
Interstate 95	\$98.9	\$58.4	\$73.0
Interstate 64	\$14.8	\$31.2	\$175.9
Discretionary Interstate Funds	\$13.1	--	\$53.3
<b>TOTAL</b>	<b>\$126.9</b>	<b>\$89.6</b>	<b>\$302.2</b>

# Recommended Funding Allocation

- **\$46.4M in funding was left unallocated in the recommended funding allocation**
- **Staff is working to refine project schedules for recommended projects and update cost estimates accordingly**
- **Remaining funds will be used— (i) first to cover any increased costs for recommended projects and (ii) then to fund additional projects based on the results of the prioritization process**

# Next Steps

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- **List of recommended projects has been provided to Board and is posted online**
  - Includes tentative projects that may be recommended for funding upon completion of due diligence
- **VDOT will complete due diligence on project schedules and estimates by mid-August**
- **Updated list of recommended projects will be provided to the Board and public, anticipate amendment to SYIP in September**

Interstate Operations and Enhancement Program - Draft Funding Scenario

Recommended Project		Tentative Project								
Official Description	Locality	Congestion	Safety	Accessibility	Total Benefit	Preliminary Cost Estimate	Final Score			
I-64 EB - NB I-81 Exit 221 to EB I-64 - Install high-friction surface pavement	Augusta County	0.00	1.63	0.00	1.63	\$ 600,000	27.23			
I-95 Both - Exit 152 - Park-And-Ride Lot Enhancement and Restriping	Prince William County	0.74	0.14	0.11	0.98	\$ 490,000	20.10			
I-64 Both - Route 972 (Tidewater to NNSB via HRBT)	Virginia Beach City/Norfolk City/Hampton City/Newport News City	0.65	0.55	0.00	1.20	\$ 898,598	13.35			
I-95 Both - Exit 158 - Park-And-Ride Lot Enhancement and Restriping	Prince William County	0.64	0.13	0.02	0.79	\$ 600,000	13.21			
I-66 WB - MM 13 to MM 10 - Install Sequential Dynamic LED Chevrons	Warren County	0.00	1.21	0.00	1.21	\$ 970,000	12.49			
I-495 NB - Express Lanes Extension (NEXT)	Fairfax County	40.00	2.12	20.00	62.12	\$ 50,000,000	12.42			
I-64 EB - MM 23 - Install flashing chevrons	Alleghany County	0.00	0.14	0.00	0.14	\$ 120,000	11.75			
I-64 WB - Exit 87 - I-64 WB to I-81 SB Ramp - Install high-friction surface pavement	Augusta County	0.00	0.50	0.00	0.50	\$ 480,000	10.35			
I-395 Both - Exit 140 - West Stafford County to Capitol Hill (Route 4)	Fairfax County/Stafford County/Prince William County/Arlington County/Alexandria City	3.59	0.43	0.32	4.35	\$ 4,456,941	9.76			
I-66 WB - MM 22.5 to MM 22.0 - Install Sequential Dynamic LED Chevrons	Fauquier County	0.00	0.40	0.00	0.40	\$ 660,000	6.12			
I-395 Both - Exit 126 to Exit 10 - North Caroline County to DC Core (Route 1)	Spotsylvania County/Fairfax County/Stafford County/Prince William County/Fredericksburg City/Arlington County/Alexandria City	2.85	0.57	0.35	3.77	\$ 6,934,144	5.44			
I-64 Both - Broad Street – Short Pump Bus Service	Henrico County	0.00	0.19	1.24	1.44	\$ 3,744,635	3.83			
I-95 Both - Exit 58 - New Park-And-Ride Lot	Chesterfield County	1.00	0.53	0.41	1.93	\$ 5,200,000	3.72			
I-64 WB - MM 19 to MM 21 - Install high-friction surface pavement	Alleghany County	0.00	0.85	0.00	0.85	\$ 2,300,000	3.69			
I-95 Both - Exit 133 - New Park-And-Ride Lot	Stafford County	3.52	1.41	0.50	5.42	\$ 14,800,000	3.66			
I-64 Both - Create a new express route (22x) from Short Pump to downtown	Henrico County/Richmond City/Goochland County	0.72	0.28	0.02	1.02	\$ 3,017,484	3.39			
I-64 Both - Newport News Route 106 (Newport News / Warwick Boulevard / Denbigh Fort Eustis)	Newport News City	0.02	0.44	0.83	1.29	\$ 4,033,729	3.19			
I-64 Both - Newport News Route 107 (Newport News / Warwick Boulevard / Denbigh)	Newport News City	0.01	0.13	0.90	1.04	\$ 3,511,492	2.96			
I-64 WB - Exit 284 - Extend acceleration lane	Norfolk City	0.18	0.80	0.07	1.05	\$ 3,700,000	2.84			
I-64 Both - Hickory Haven - New PnR or Relocate	Norfolk City	0.92	0.39	0.12	1.43	\$ 5,100,000	2.80			
I-66 WB - Exit 31 - Extend Deceleration Lane and Install Warning Signs	Fauquier County	0.00	0.42	0.00	0.42	\$ 1,700,000	2.50			
I-95 SB - Exit 53 - Extend Acceleration Lane	Colonial Heights City	0.00	0.98	0.00	0.98	\$ 4,000,000	2.44			
I-95 Both - Exit 158 - Park-And-Ride Lot Enhancement, Restriping, and Expansion	Prince William County	2.39	0.48	0.09	2.96	\$ 12,900,000	2.29			
I-64 EB - Exit 256 - Extend acceleration lane	Newport News City	0.00	0.59	0.00	0.59	\$ 2,600,000	2.27			
I-64 Both - Increase bus frequency on Route 7 (Nine Mile) to 15 minutes	Henrico County/Richmond City	0.00	0.38	1.36	1.74	\$ 7,816,397	2.23			
I-95 Both - Exit 160 to Exit 177 - Central Prince William County to Downtown Alexandria	Fairfax County/Prince William County/Alexandria City	0.84	0.15	0.17	1.16	\$ 5,200,000	2.22			
I-64 Both - Exit 181 - Improve Interchange Configuration	Henrico County	2.08	0.46	0.00	2.54	\$ 12,000,000	2.12			
I-64 EB - Exit 284 - Extend acceleration lane	Norfolk City	0.15	0.64	0.06	0.84	\$ 4,300,000	1.96			
I-64 Both - Bottom's Bridge - Expand PnR or Relocate	New Kent County	0.25	0.28	0.05	0.58	\$ 3,100,000	1.87			
I-64 WB - Exit 282 - Extend acceleration lane	Norfolk City	0.10	0.73	0.04	0.86	\$ 4,700,000	1.84			
I-395 Both - Exit 133 to Exit 9 - Fredericksburg to the Pentagon and Crystal City	Fairfax County/Stafford County/Prince William County/Arlington County/Alexandria City	1.01	0.17	0.14	1.32	\$ 7,800,000	1.69			
I-64 Both - Exit 291/ I-464 Interchange - Improve Interchange Configuration (Alternative 4A)	Chesapeake City	18.29	1.22	1.22	20.73	\$ 140,000,000	1.48			
I-64 EB - Exit 278 - Extend acceleration lane	Norfolk City	0.00	0.75	0.00	0.75	\$ 5,100,000	1.47			
I-95 SB - Exit 160 - Interchange Improvements	Prince William County	8.05	1.50	0.42	9.97	\$ 69,000,000	1.45			
I-64 Both - Croaker Road - Expand PnR/Enhance	James City County	0.12	0.22	0.02	0.35	\$ 2,500,000	1.41			
I-64 EB - Exit 265B to Exit 265C - Construct auxiliary lane	Hampton City	0.00	1.19	0.00	1.19	\$ 8,500,000	1.40			
I-64 EB - Exit 185 - Extend deceleration lane - B	Henrico County	0.01	0.46	0.01	0.47	\$ 3,500,000	1.35			
I-66 EB - MM 11 to MM 12 - Install Sequential Dynamic LED Chevrons	Warren County	0.00	0.14	0.00	0.14	\$ 1,100,000	1.31			
I-64 EB - Exit 279 - Extend acceleration lane	Norfolk City	0.14	0.39	0.07	0.61	\$ 4,700,000	1.30			
I-64 Both - Airport via Route 60 Bus Service	Henrico County/Richmond City	0.01	0.33	0.00	0.34	\$ 2,833,600	1.21			
I-66 EB - Exit 23 - Extend Acceleration Lane	Fauquier County	0.01	0.39	0.00	0.40	\$ 3,500,000	1.14			
I-95 Both - Exit 89 - New Park-And-Ride Lot	Hanover County	0.70	0.26	0.33	1.29	\$ 11,400,000	1.14			
I-64 EB - WC to Exit 214 - Construct auxiliary lane	New Kent County	0.00	0.71	0.00	0.71	\$ 6,500,000	1.10			
I-95 Both - Exit 61 - Interchange Improvements And Park-And-Ride Lot Phase II	Chesterfield County	3.13	0.00	0.74	3.87	\$ 36,000,000	1.07			
I-64 Both - Rte 208 /Courthouse Rd & Crew Rd - New PnR	Spotsylvania County	0.01	0.22	0.00	0.23	\$ 2,200,000	1.03			
I-95 Both - Exit 133 to Exit 161 - Construct a Managed Lane(HSR) On Existing Left Shoulders	Stafford County/Prince William County	3.53	40.00	8.69	52.22	\$ 540,000,000	0.97			
I-664 NB - Exit 13 - Extend acceleration lane	Chesapeake City	0.12	0.28	0.07	0.48	\$ 5,300,000	0.90			
I-64 Both - MM 224 to MM 233 - Median Widening (to six lanes)	James City County	10.42	6.27	0.10	16.79	\$ 190,000,000	0.88			
I-64 WB - Exit 185 - Extend acceleration lane	Henrico County	0.10	0.14	0.12	0.36	\$ 4,200,000	0.86			

Interstate Operations and Enhancement Program - Draft Funding Scenario

Recommended Project								
Tentative Project								
Official Description	Locality	Congestion	Safety	Accessibility	Total Benefit	Preliminary Cost Estimate	Final Score	
I-64 EB - Exit 185 - Extend deceleration lane - A	Henrico County	0.07	0.25	0.04	0.35	\$ 4,200,000	0.84	
I-64 Both - Lightfoot - Expand PnR	York County	0.05	0.13	0.01	0.19	\$ 2,300,000	0.82	
I-95 NB - Exit 76 - PARCLO Interchange Improvements	Richmond City	4.87	0.00	0.59	5.46	\$ 69,000,000	0.79	
I-95 NB - Exit 74 and Exit 75 - Consolidate Access Points and Replace With C-D System	Richmond City	4.73	0.37	2.22	7.32	\$ 96,000,000	0.76	
I-95 NB - Exit 62 - Extend Acceleration Lane	Chesterfield County	0.04	0.26	0.03	0.33	\$ 4,400,000	0.76	
I-64 Both - MM 205 to MM 211 - Median Widening (to six lanes)	New Kent County	4.82	3.89	0.12	8.84	\$ 120,000,000	0.74	
I-64 EB - Exit 277 - Extend acceleration lane	Norfolk City	0.01	0.29	0.01	0.31	\$ 4,500,000	0.68	
I-64 WB - Exit 261 - Extend acceleration lane	Hampton City	0.04	0.42	0.03	0.49	\$ 7,300,000	0.67	
I-64 EB - MM 23.8 to MM 24 - Install high-friction surface pavement	Alleghany County	0.00	0.02	0.00	0.02	\$ 240,000	0.67	
I-85 NB- Exit 63 - Extend Acceleration Lane	Dinwiddie County	0.00	0.15	0.00	0.15	\$ 2,300,000	0.64	
I-95 NB - Exit 136 - Extend Acceleration Lane	Stafford County	0.00	0.28	0.00	0.28	\$ 4,400,000	0.63	
I-664 NB - Exit 2 - Extend acceleration lane	Hampton City	0.00	0.80	0.00	0.80	\$ 13,000,000	0.62	
I-64 WB - Exit 192 - Extend acceleration lane	Richmond City	0.02	0.39	0.01	0.42	\$ 7,000,000	0.60	
I-295 SB - Exit 49 - Extend Acceleration Lane	Henrico County	0.00	0.13	0.00	0.14	\$ 2,500,000	0.56	
I-64 WB - Exit 279 - Extend acceleration lane	Norfolk City	0.18	0.28	0.06	0.52	\$ 9,400,000	0.55	
I-95 NB - Exit 160A - Interchange Improvements	Prince William County	2.06	0.00	0.05	2.11	\$ 40,000,000	0.53	
I-77 NB - Exit 19 - Extend Acceleration Lane	Carroll County	0.00	0.27	0.00	0.27	\$ 5,200,000	0.52	
I-95 NB - Exit 158 to Exit 160 - Construct Auxiliary Lane	Prince William County	1.05	1.81	0.00	2.86	\$ 56,000,000	0.51	
I-64 Both - MM 211 to MM 218 - Median Widening (to six lanes)	New Kent County	2.16	7.14	0.11	9.41	\$ 190,000,000	0.50	
I-66 WB - Exit 23 - Construct Deceleration Lane	Fauquier County	0.01	0.09	0.00	0.10	\$ 2,200,000	0.45	
I-64 Both - Lee Hall- Expand PnR	Newport News City	0.05	0.11	0.01	0.16	\$ 3,800,000	0.43	
I-64 EB - Exit 118 - Extend acceleration lane	Albemarle County	0.00	0.13	0.00	0.14	\$ 3,200,000	0.42	
I-77 NB - Exit 8 - Extend Acceleration Lane	Carroll County	0.00	0.21	0.00	0.21	\$ 5,200,000	0.41	
I-95 NB - Exit 126 to Exit 130 - Widen to Four Lanes	Spotsylvania County/Fredericksburg City	1.26	3.54	0.12	4.92	\$ 130,000,000	0.38	
I-64 Both - MM 218 to MM 224 - Median Widening (to six lanes)	James City County/New Kent County	2.36	6.08	0.07	8.52	\$ 230,000,000	0.37	
I-64 WB - WC to Exit 214 - Construct auxiliary lane	New Kent County	0.00	0.44	0.00	0.44	\$ 12,000,000	0.36	
I-64 Both - Rte 250 /Rockfish Gap Tpk; Crozet - New PnR	Albemarle County	0.03	0.06	0.01	0.11	\$ 3,000,000	0.36	
I-64 EB - Exit 118 - Extend deceleration lane	Albemarle County	0.00	0.11	0.00	0.11	\$ 3,200,000	0.35	
I-95 SB - Exit 163 - Extend Acceleration Lane	Fairfax County	0.00	0.31	0.00	0.31	\$ 9,500,000	0.32	
I-295 SB - Exit 41 - Construct Auxiliary Lane	Hanover County	0.00	0.72	0.00	0.72	\$ 25,000,000	0.29	
I-95 SB - Exit 41 - Extend Acceleration Lane	Prince George County	0.00	0.11	0.00	0.11	\$ 3,900,000	0.29	
I-85 SB - Exit 63 - Extend Deceleration Lane	Dinwiddie County	0.00	0.02	0.00	0.02	\$ 720,000	0.27	
I-64 EB - Exit 180 to Exit 181 - Construct auxiliary lane	Henrico County	0.21	0.40	0.08	0.69	\$ 26,000,000	0.27	
I-77 SB - Exit 62 - Construct Auxiliary Lane From Exit Accl Lane to Rest Area Decel Lane	Bland County	0.00	0.15	0.00	0.15	\$ 5,600,000	0.26	
I-64 Both - Reimplement parkway shuttle to link Williamsburg, Jamestown, and Yorktown	York County/Williamsburg City/James City County	0.00	0.03	0.00	0.03	\$ 1,182,826	0.26	
I-64 EB - Exit 195 - Extend deceleration lane	Henrico County	0.00	0.12	0.00	0.12	\$ 4,700,000	0.26	
I-95 NB - Exit 73 - Extend Deceleration Lane	Richmond City	0.00	0.06	0.00	0.07	\$ 3,100,000	0.21	
I-64 WB - Exit 195 - Extend deceleration lane	Henrico County	0.00	0.12	0.00	0.12	\$ 5,600,000	0.21	
I-64 EB - Interchange Improvements at 64/264	Norfolk City	0.09	4.18	0.13	4.41	\$ 210,000,000	0.21	
I-95 NB - Exit 163 - Extend Acceleration Lane	Fairfax County	0.00	0.26	0.00	0.26	\$ 13,000,000	0.20	
I-95 SB - Exit 50 - Interchange Improvements	Petersburg City	1.15	1.98	0.36	3.50	\$ 180,000,000	0.19	
I-64 Both - Zion Crossroads - PnR Expansion	Louisa County	0.03	0.11	0.00	0.14	\$ 7,500,000	0.19	
I-77 NB - Exit 14 - Extend Acceleration Lane	Carroll County	0.10	0.04	0.00	0.13	\$ 7,200,000	0.19	
I-95 SB - Exit 126 - Widen To Four Lanes	Spotsylvania County	0.19	1.26	0.15	1.60	\$ 95,000,000	0.17	
I-95 SB - Exit 11 - Extend Deceleration Lane	Emporia City	0.00	0.04	0.00	0.05	\$ 2,700,000	0.17	
I-664 NB - Exit 6 to Exit 7 - Construct auxiliary lane	Newport News City	0.01	0.60	0.01	0.62	\$ 37,000,000	0.17	
I-295 SB - Exit 43 - Extend Deceleration Lane	Henrico County	0.02	0.00	0.00	0.02	\$ 1,300,000	0.16	
I-77 SB - Exit 19 - Extend Acceleration Lane	Carroll County	0.02	0.06	0.00	0.09	\$ 5,700,000	0.15	
I-95 NB - Exit 51 - Construct Flyover Ramp From I95 NB to I85 SB	Petersburg City	0.24	0.34	0.06	0.64	\$ 43,000,000	0.15	

Interstate Operations and Enhancement Program - Draft Funding Scenario

Recommended Project								
Tentative Project								
Official Description	Locality	Congestion	Safety	Accessibility	Total Benefit	Preliminary Cost Estimate	Final Score	
I-64 WB - MM 100 to MM 105 - Construct Truck Climbing Lane	Augusta County/Nelson County/Albemarle County	4.13	1.44	0.00	5.57	\$ 390,000,000	0.14	
I-295 SB - Exit 43 - Widen C-D Lanes	Henrico County	0.07	0.00	0.05	0.12	\$ 8,500,000	0.14	
I-295 NB - Exit 51 - Extend Deceleration Lane	Henrico County	0.01	0.00	0.00	0.01	\$ 680,000	0.13	
I-295 NB - Exit 51 - Construct Auxiliary Lane	Henrico County	0.02	0.28	0.00	0.30	\$ 26,000,000	0.11	
I-295 SB - Exit 49 - Extend Deceleration Lane	Henrico County	0.01	0.00	0.00	0.01	\$ 680,000	0.11	
I-77 NB - Exit 24 - Extend Acceleration Lane	Wythe County	0.01	0.04	0.00	0.06	\$ 5,200,000	0.11	
I-64 EB - MM 12 to MM 13 - Widen left shoulder	Alleghany County	0.00	0.12	0.00	0.12	\$ 12,000,000	0.10	
I-77 SB - Exit 14 - Extend Deceleration Lane	Carroll County	0.02	0.02	0.00	0.04	\$ 4,000,000	0.09	
I-95 NB - Exit 126B - Extend Deceleration Lane	Spotsylvania County	0.00	0.37	0.00	0.37	\$ 42,000,000	0.09	
I-77 NB - MM 26.3 to 33.1 - Construct Truck Climbing Lane	Wythe County	1.11	0.43	0.01	1.54	\$ 190,000,000	0.08	
I-64 EB - MM 167 to MM 168 - Widen left shoulder	Goochland County	0.00	0.06	0.00	0.06	\$ 7,100,000	0.08	
I-95 NB - Exit 166 - Construct Flyover From I95 NB to Fairfax County Parkway NB	Fairfax County	0.66	0.37	0.00	1.03	\$ 130,000,000	0.08	
I-64 EB - Exit 178 to Exit 180 - Construct auxiliary lane	Henrico County	0.07	0.48	0.02	0.57	\$ 77,000,000	0.07	
I-77 NB - Exit 64 - Extend Acceleration Lane	Bland County	0.00	0.04	0.00	0.05	\$ 6,300,000	0.07	
I-64 EB - Exit 167 - Extend acceleration lane	Goochland County	0.00	0.02	0.00	0.02	\$ 3,400,000	0.07	
I-64 WB - Exit 178 to Exit 180 - Construct auxiliary lane	Henrico County	0.07	0.39	0.04	0.50	\$ 73,000,000	0.07	
I-64 EB - Exit 178 - Improve Interchange Configuration	Henrico County	0.07	0.48	0.03	0.58	\$ 89,000,000	0.07	
I-77 SB - Exit 1 - Extend Acceleration Lane	Carroll County	0.00	0.03	0.00	0.03	\$ 4,300,000	0.06	
I-77 SB - Exit 1 - Extend Deceleration Lane	Carroll County	0.02	0.00	0.00	0.02	\$ 3,700,000	0.05	
I-77 NB - Exit 8 - Extend Deceleration Lane	Carroll County	0.01	0.01	0.00	0.02	\$ 3,900,000	0.05	
I-64 WB - MM 44 to MM 48 - Construct Truck Climbing Lane	Rockbridge County	0.29	0.49	0.00	0.78	\$ 170,000,000	0.05	
I-77 SB - Exit 8 - Extend Acceleration Lane	Carroll County	0.01	0.01	0.00	0.03	\$ 5,900,000	0.04	
I-295 NB - Exit 38 - Extend Deceleration Lane	Hanover County	0.00	0.00	0.00	0.00	\$ 680,000	0.04	
I-64 Both - Exit 180 - Improve Interchange Configuration	Henrico County	0.13	0.00	0.14	0.27	\$ 65,000,000	0.04	
I-95 NB - Exit 4 - Extend Deceleration Lane	Greensville County	0.00	0.01	0.00	0.01	\$ 3,100,000	0.04	
I-77 NB - MM 41.9 to 47 - Construct Outside Truck Climbing Lane	Bland County/Wythe County	0.14	0.45	0.00	0.59	\$ 160,000,000	0.04	
I-64 WB - MM 26 to MM 28 - Construct Truck Climbing Lane	Alleghany County	0.00	0.22	0.00	0.22	\$ 65,000,000	0.03	
I-85 SB - Exit 68 - Construct Flyover Ramp From I-95 NB to I-85 SB	Petersburg City	0.24	0.43	0.02	0.69	\$ 240,000,000	0.03	
I-95 SB - Exit 13 - Extend Acceleration Lane	Greensville County	0.01	0.03	0.00	0.03	\$ 13,000,000	0.02	
I-95 NB - Exit 81 - Extend Deceleration Lane	Henrico County	0.02	0.04	0.02	0.08	\$ 37,000,000	0.02	
I-295 SB - Exit 51 - Extend Deceleration Lane	Henrico County	0.00	0.00	0.00	0.00	\$ 680,000	0.02	
I-77 SB - Exit 64 - Extend Acceleration Lane	Bland County	0.00	0.01	0.00	0.01	\$ 8,600,000	0.01	
I-295 SB - Exit 34 - Extend Deceleration Lane	Hanover County	0.00	0.00	0.00	0.00	\$ 870,000	0.01	
I-295 NB - Exit 43 - Widen C-D Lanes	Henrico County	0.00	0.00	0.00	0.00	\$ 15,000,000	0.00	



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# Federal Reauthorization and Infrastructure Update

Nick Donohue  
Deputy Secretary of Transportation  
July 2021



# How does the Federal Surface Transportation Program Work?

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- **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 discretionary, 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 is 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

# How does the Federal Transportation Program impact Virginia?

Virginia also benefits from other discretionary funding programs and Amtrak funding

- Amtrak funding - \$2 billion
- RAISE/BUILD/TIGER Grants - \$1 billion
- INFRA Grants - \$1 billion
- CRISI Grants (FRA) - \$375 million
- New Starts/Core Capacity Program - ~\$2 to \$2.5 billion
- TIFIA Loans - \$300 million in credit risk premiums

Total funding level for each for fiscal year 2021

# What is happening in now Congress with Reauthorization?

- **Federal transportation programs were last reauthorized in December 2015 and expired at the end of FY20, currently operating on a continuing resolution**
- **House has passed its reauthorization proposal known as the INVEST Act on July 1<sup>st</sup>**
- **Senate has passed portions of their reauthorization proposal out of committee – highway and rail**
  - **Four committees have jurisdiction over reauthorization in the Senate – EPW, Commerce, Banking, Finance**

# Key Provisions of the INVEST Act

- **Significant increase in highway and transit programs**
  - 30% increase in federal-aid highway programs
  - 60-70% increase in federal-aid transit programs
- **Establishes new formula highway programs**
  - Pre-disaster Mitigation Program
  - Carbon Pollution Reduction Program
- **Significant increase in rail funding – 700%+**
  - Establishes grant program for states to expand service funded at ~\$6 billion/year

# Key Provisions of the Senate Reauthorization Proposals

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- **20% increase in federal-aid highway programs**
- **Establishes new highway formula programs**
  - **PROTECT Program**
  - **Carbon Reduction Program**
- **Significant increase in rail funding – 300%+**
  - **Establishes grant program for states to expand service funded at ~\$1.5 billion/year**

# Similar Provisions between House and Senate Proposals

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- **Increase funding levels for federal-aid highway program**
- **Establish resiliency and carbon reduction programs**
- **Increase funding for Transportation Alternatives Program**
- **Increase funding levels for Amtrak**
- **Establish rail grants for expansion of passenger rail with states as eligible applicants**

# Similar Provisions between House and Senate Proposals

---

- **Provide funding to support the credit risk premium for the RRIF loan program**
- **Increase funding levels for discretionary grants such as RAISE/TIGER/BUILD and INFRA**
- **Establish a number of smaller grant programs targeted at specific areas. Examples include—**
  - **EV Charging**
  - **Reconnecting Communities/Neighborhoods**

# What is the Bipartisan Infrastructure Framework?

- **Bipartisan group of 21 senators, including Senator Warner, struck a deal with President Biden to develop a proposal to increase infrastructure spending**
- **\$579 billion in new spending over next 5 years**
- **This is separate and in addition to the reauthorization discussions taking place**



# Bipartisan Infrastructure Framework

- **\$110 billion for roads, bridges, and major projects**
- **\$66 billion for rail**
- **\$48.5 billion for transit**
- **\$16.3 billion for ports and waterways**
- **\$15 billion for EV charging and buses/transit**
- **\$11 billion for safety**
- **\$1 billion for Reconnecting Communities**
- **\$20 billion for an Infrastructure Financing Authority**

# Bipartisan Infrastructure Framework

---

- **Senate group is working on language and legislative details**
- **Votes are scheduled starting Wednesday though it is not clear whether these will take place as scheduled**
- **Current understanding is that this framework and reauthorization will move as a single package**

# Next Steps

---

- **Release of legislative text for the Bipartisan Infrastructure Framework**
- **Senate action**
- **Reconcile differences between House and Senate legislation**
- **There remain outstanding issues like funding ‘pay-fors’ and policy provisions of various programs**

# Virginia Passenger Rail Authority

Virginia State Sponsored Services



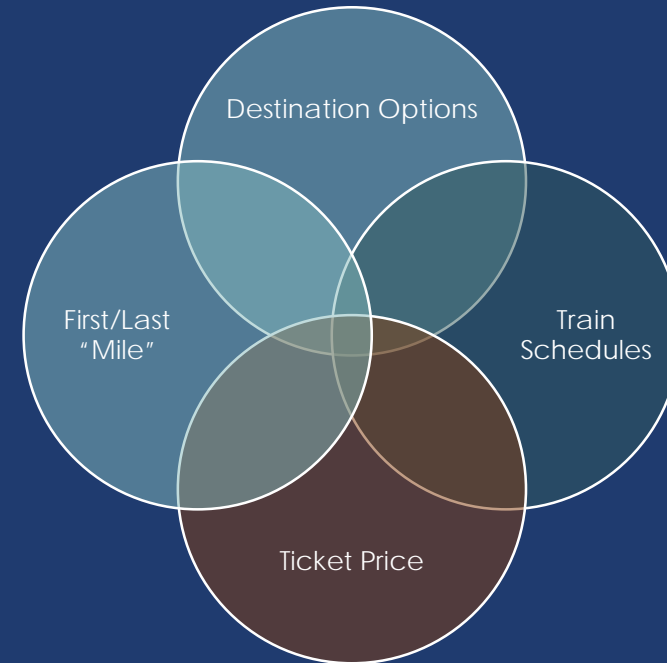
# Balancing Ridership & Revenues

- Ridership Demand

- Demographics
- Destinations Served
- Trip Length
- Reasons for Travel (work / personal)
- Level of Service
- When a ticket is purchased
- Other transportation options
- Schedule

- Revenues Drivers

- Different price points target optimal pricing based on various factors
- Typically more "choice" when purchasing in advance
- Marketing strategies include discounts, flash sales, and advertising to the right market
- Coordination with Amtrak national strategy



# Balancing Ridership & Revenue

- 2017 Fare Analysis

- Amtrak had eliminated/reduced some discounts
  - Amtrak Goal: Maximize Revenue
  - States: Balance Ridership
- Understand Virginia ridership trends and demographics
- Recommend fare and marketing strategies

4  
Groups

12  
Days

38  
Virginians

5,219  
Data Points



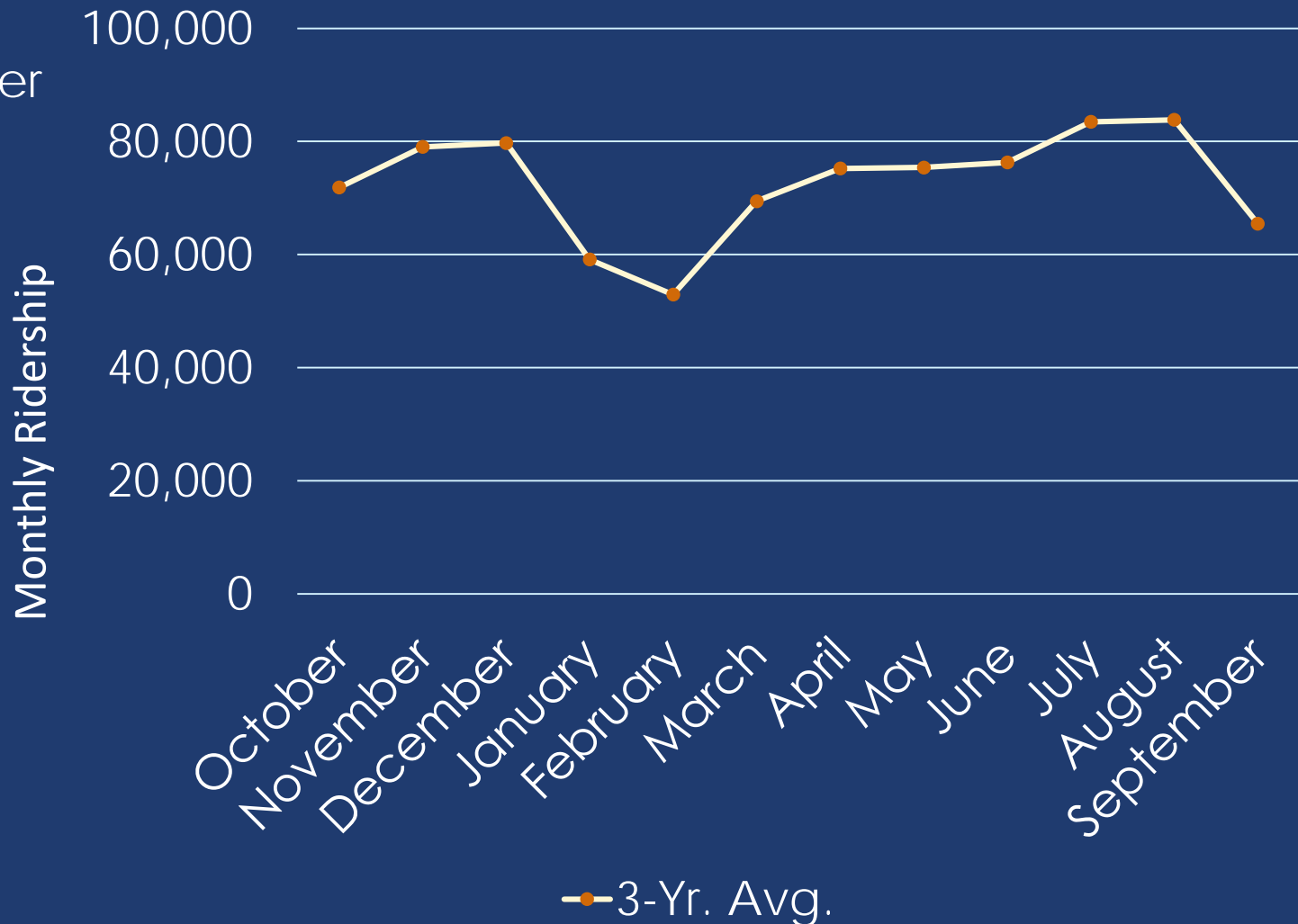
• Closest Train Station to Respondents

# Fare Scenarios and Assumptions

- Existing Promotions
  - **Flash Sale Discount:** 30 percent off flash sale (customers either purchase quickly or lose). Assumed 25 percent of ridership would take advantage of this discount.
  - **Advance Purchase Discount:** 25 percent off ticket price discount (with a 14 days advance purchase). Assumed 25 percent of all ridership would take advantage of this discount.
- Potential Promotions
  - **Intra-Virginia Discount:** Permanently discounted tickets as a result of Intra-Virginia travel (including Washington D.C.). This discount is applied to all riders.
  - **Student Discount:** Pre-paid student ticket pack (e.g. six-pack of tickets at one upfront price). Assumed 20 percent of student ridership would take advantage of this discount.
- Past Promotions
  - **Demographic Discount:** Permanently discounted tickets based on demographics (e.g. student, senior, military). 10 percent off ticket price. Assumed 10 percent of all riders would take advantage of this discount.

# Balancing Ridership & Revenues

- Ridership fluctuates seasonally
  - High season: Holidays and Summer Travel Season
  - Weather events
- Ridership fluctuates annually
  - Reliability trends
  - Customer experience
- Major Events
  - Pandemics
  - Inauguration





# Pandemic Impacts on Service



# Pre-pandemic

March 4, 2019 2<sup>nd</sup> Norfolk Service Begins

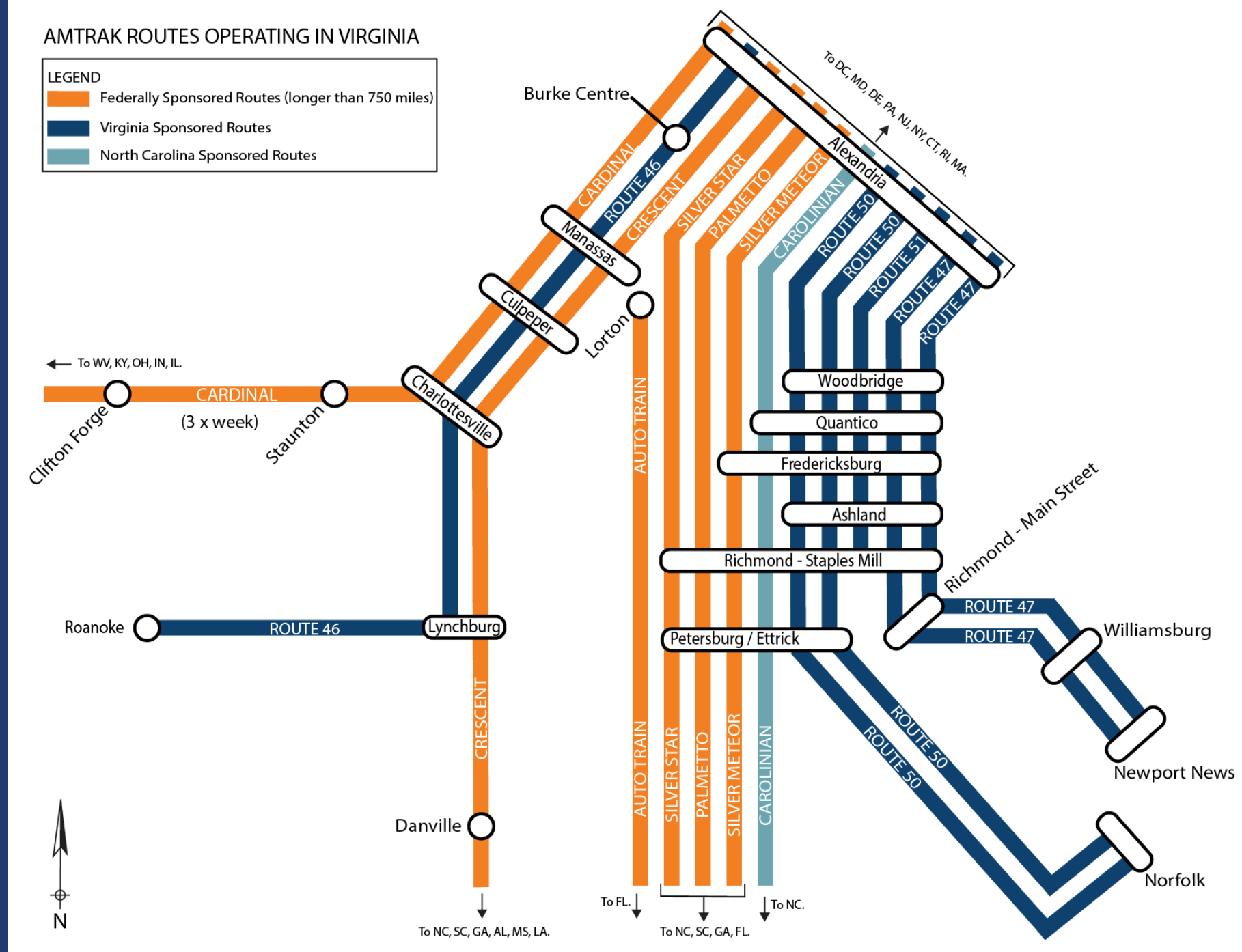
Ridership in FY19: 924,636

Revenue in FY19: \$41.5M

Oct, Nov, Dec 2019 were three highest individual months ever

Marketing Strategies were in place:

- Flash Sales
- Student Discount
- Intra-Virginia Discount
- Group Tickets
- Multi-ride fares



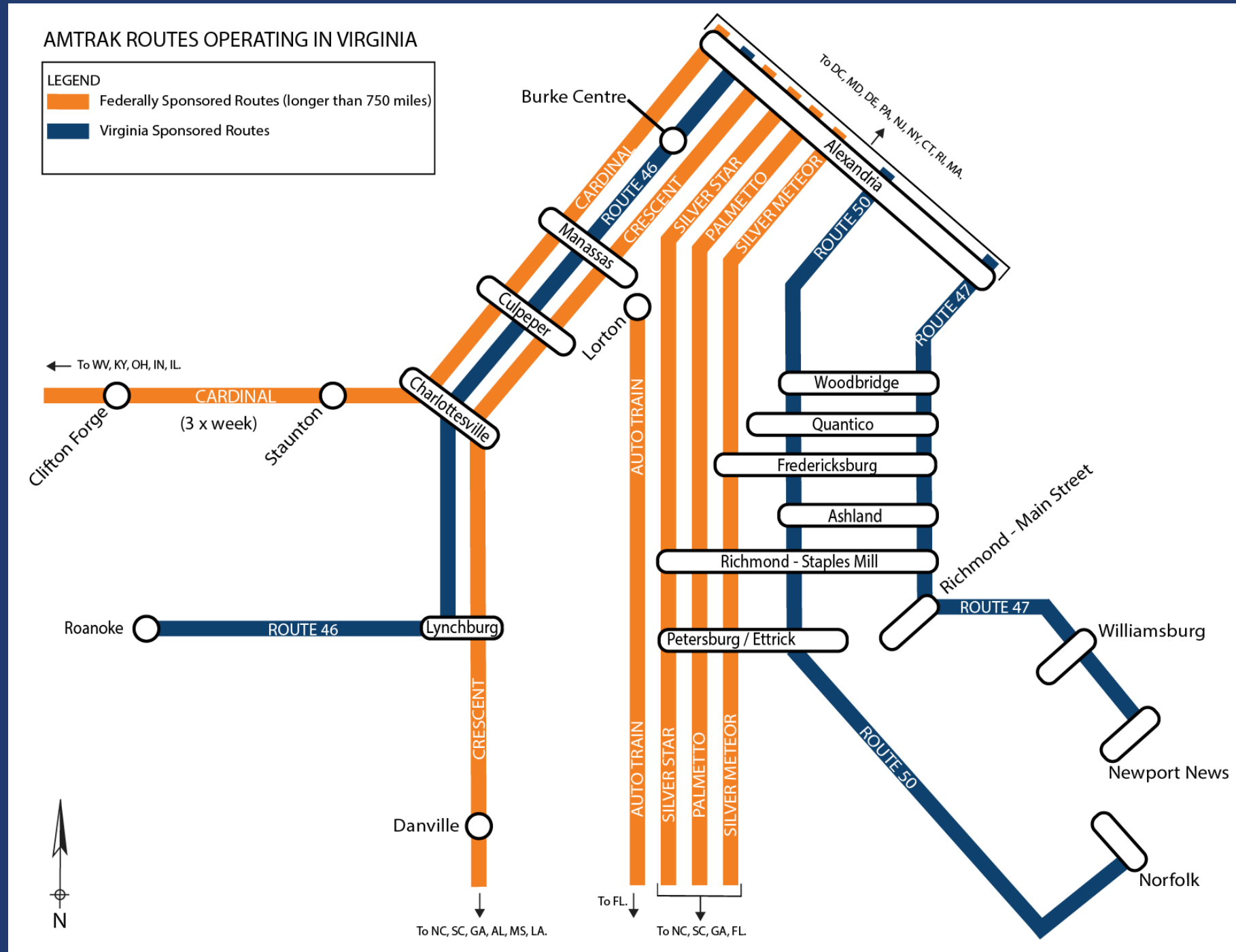
# April 2020

Ridership dropped by 95.7% compared to April 2019

Restrictions were implemented without clear federal guidance

Services cancelled across the country

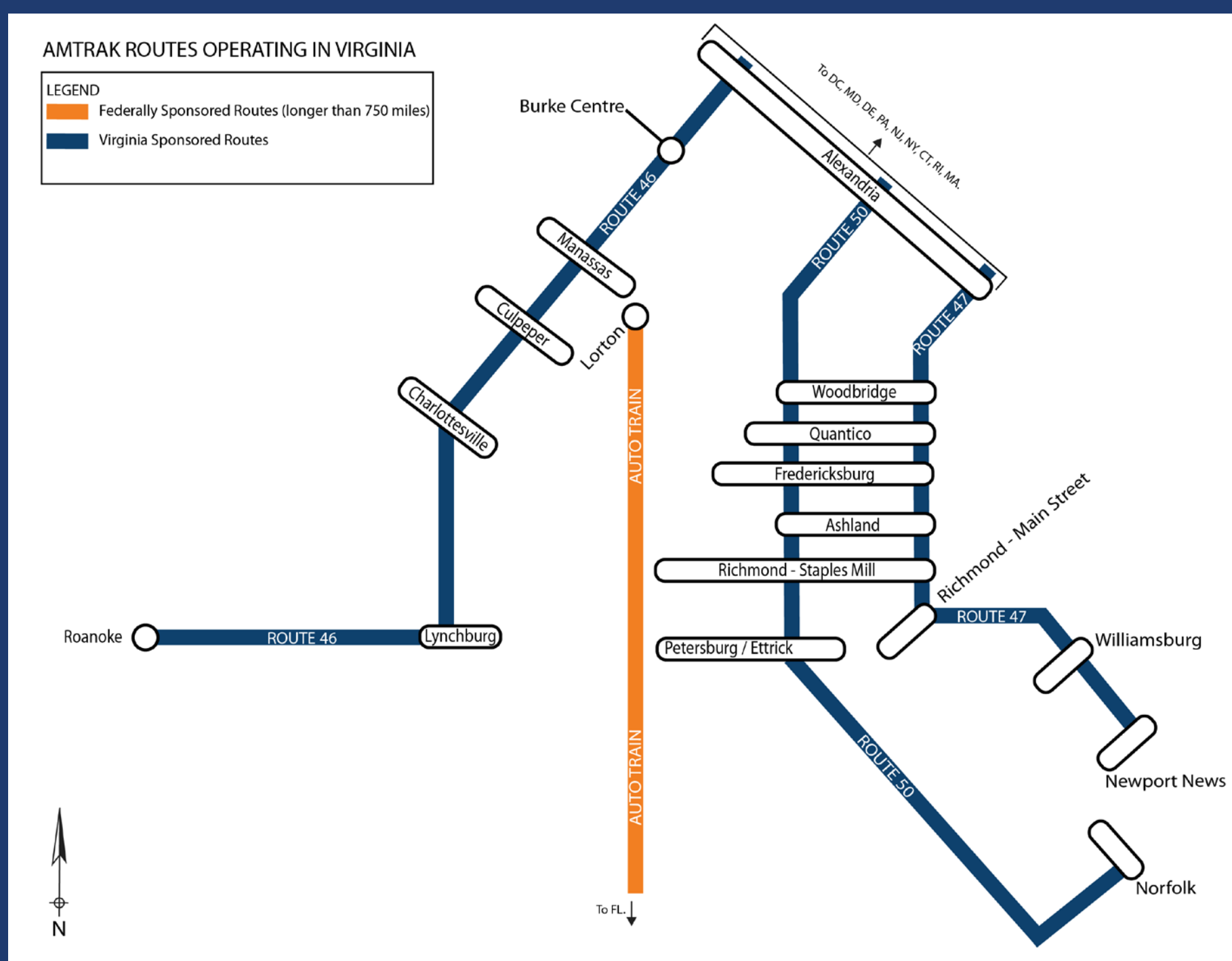
Amtrak begins weekly update calls for states and stakeholders



# May 2020

Amtrak ceased all Long Distance service except the Auto Train, combined with track work coinciding south of DC

Virginia acts on Amtrak's recommendations to reduce service (coordinated with NEC reductions) as ridership continued to plummet



# June 2020

Long Distance restored with restrictions and safety protocols

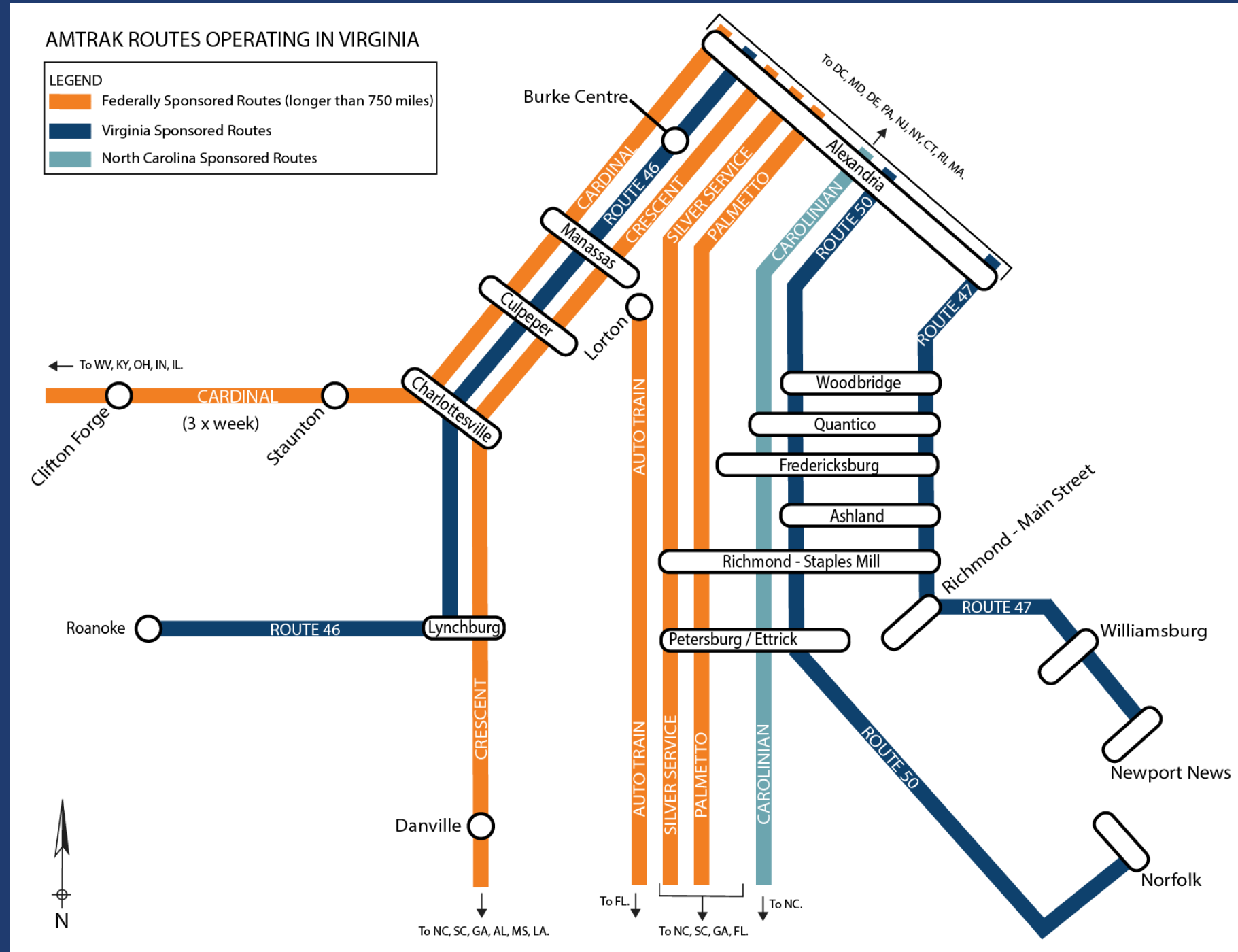
Carolinian service restored

Virginia remained at "50%" service levels

- June 2020 ridership 12,555
- Down 84% compared to June 2019

Prices lowered:

- 25% on SAVER fares
- 20% on VALUE fares



# Sept. 2020

Amtrak's recommends restoration of Virginia service to 80% levels with capacity restrictions and safety protocols already in place

- Sept 2020 ridership 22,199
- Down 71% compared to Sept. 2019

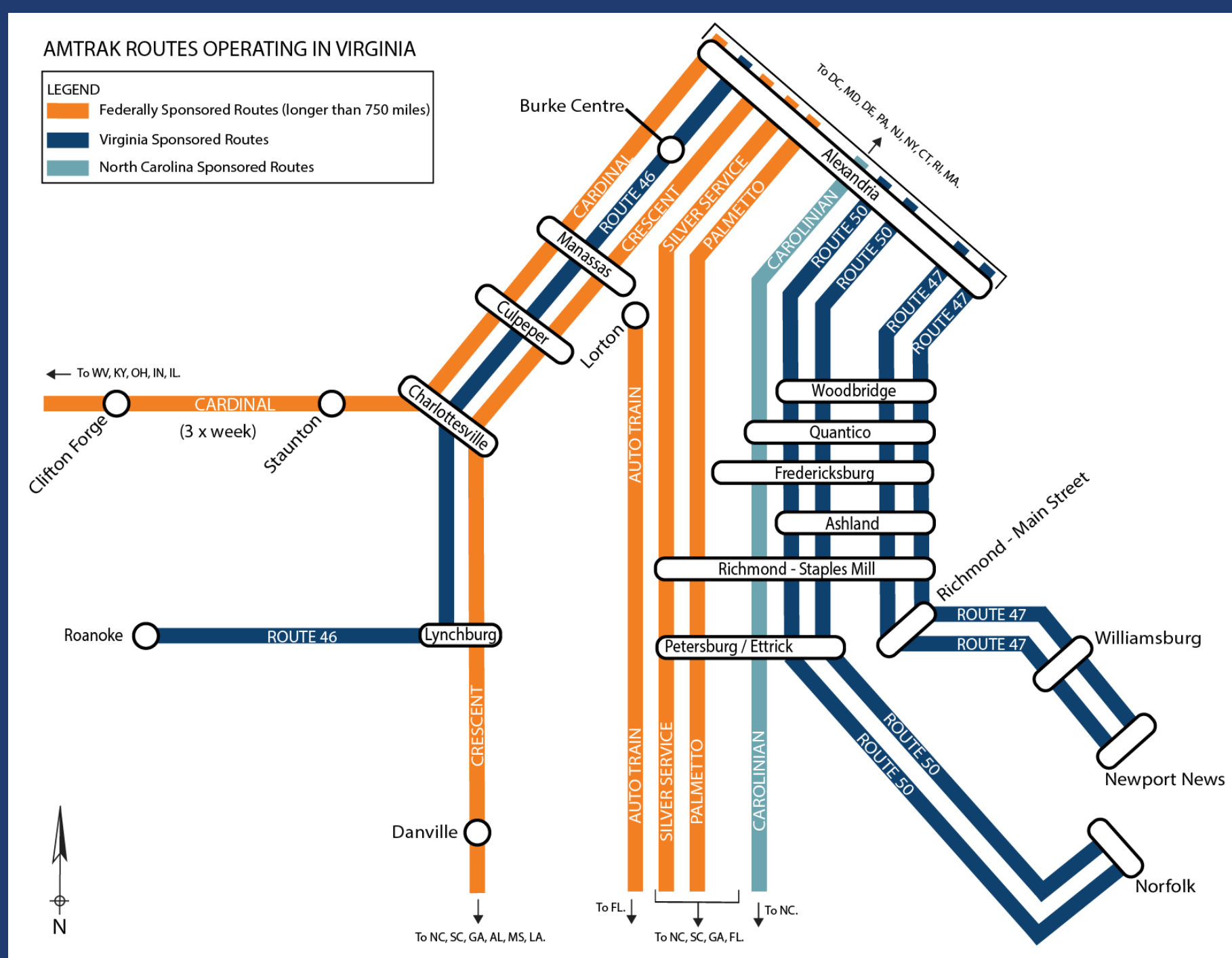
Amtrak faced with furloughs and employee lay-offs/buy-outs

CARES Act funds anticipated to run out by end of year

- States requested \$350M of federal support

Fare adjustments:

- Multi-ride ticket prices lowered 50%
- Cancellation fees reinstated
- Change fees still waived



# Oct. 2020

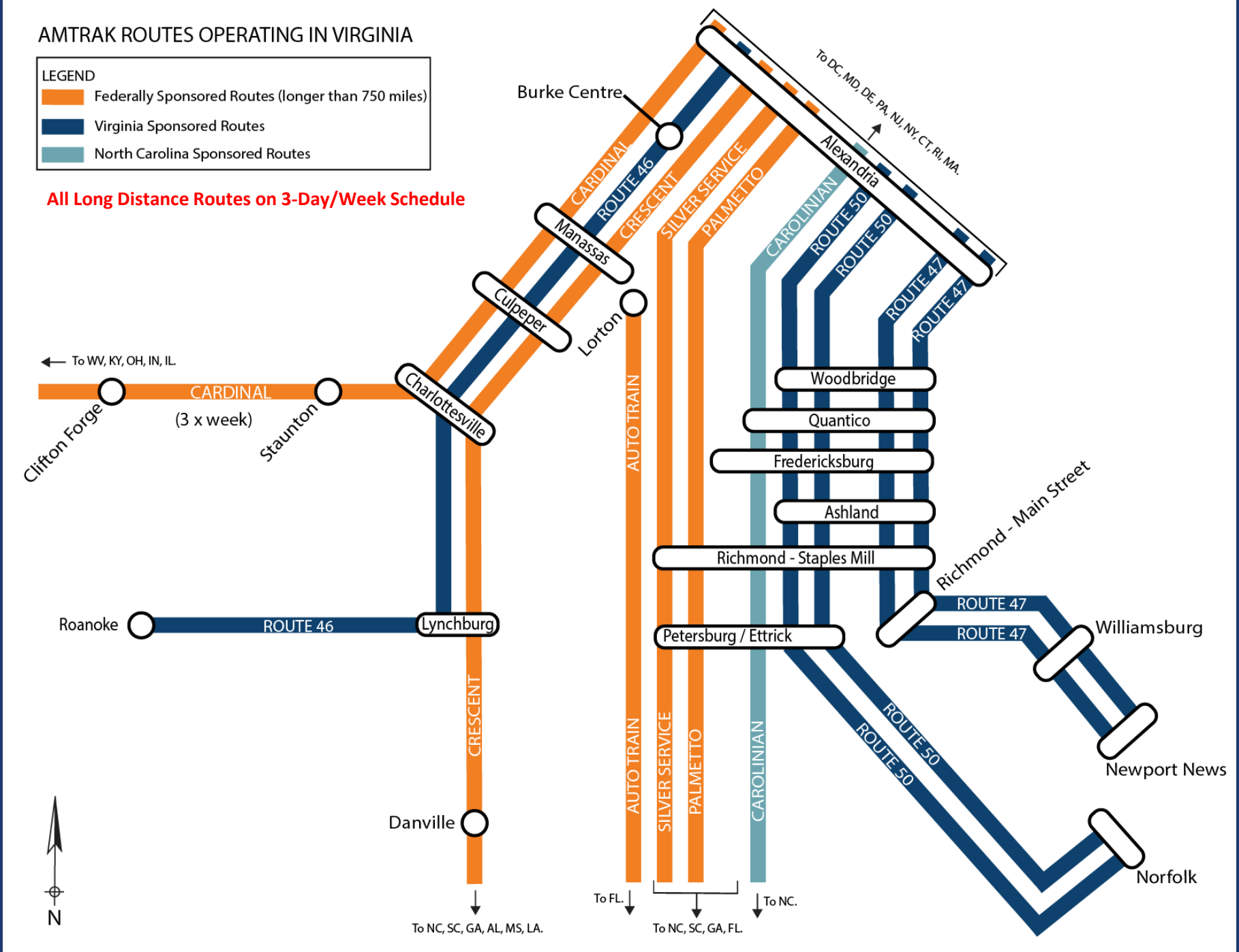
FY21 Begins with "stable" service and plateaued ridership at 25% of FY19 levels

Ridership in FY20: 510,000  
Revenue in FY20: \$22.2M

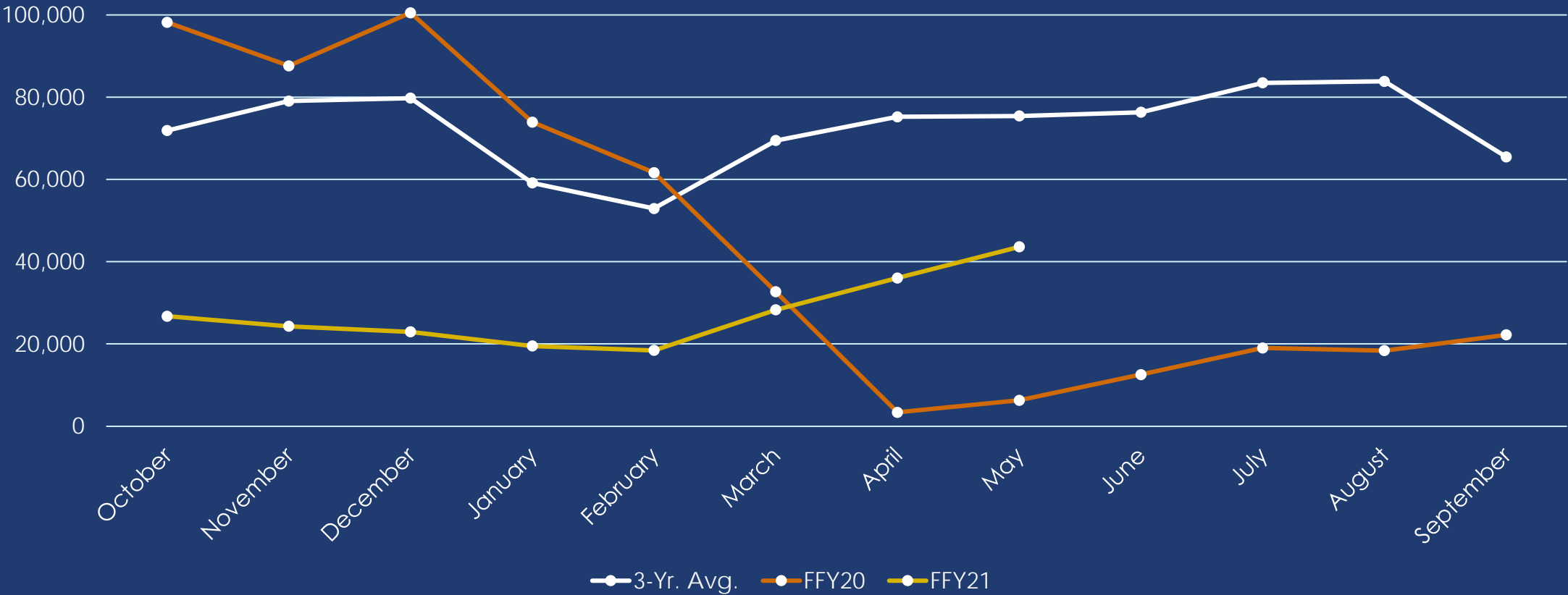
FY20 Operating Agreement extension clause in effect for FY21

Marketing under "Travel Restricted" Phase

- Prices remain low with changes fees waived.
- CARES Act funds remained to help with operations ahead of more federal relief.



# Ridership 3-Yr Average vs. FY20





# Revenue and Federal Aid

Federal Relief Program	Funding Support for States	Virginia's Share
CARES Act – March 2020	\$239M	\$22.5M
CRSSA – December 2020	\$175M	\$12.6M
ARPA – March 2021	\$175M	\$12.6M

- Federal aid amounts coordinated with Amtrak and States
- Original federal support intended to keep reduced services running
- Later funding restores services and rehires Amtrak employees

# Timeline for Recovery

## TRAVEL RESTRICTED

- Traveler safety / reassurance # 1 priority
- Demonstrate support for community / help manage the situation
- Help people dream about better days - and shore up future demand
- Empathy and emotion are key

**Support community. Remain engaged with travelers - most of whom cannot travel now**

## TRAVEL ALLOWED

- Prioritize traveler safety while inspiring 'now' travel (business or leisure)
- Empathy and emotion are key
- Visibly convey space and ability to 'social distance'
- Show how Amtrak is helping community
- Promote flexible travel
- Need to be prepared to activate / turn off by DMA/SL

**Build preference for train travel among the still cautious, yet stir-crazy travelers (business and leisure)**

## TRAVEL ENCOURAGED

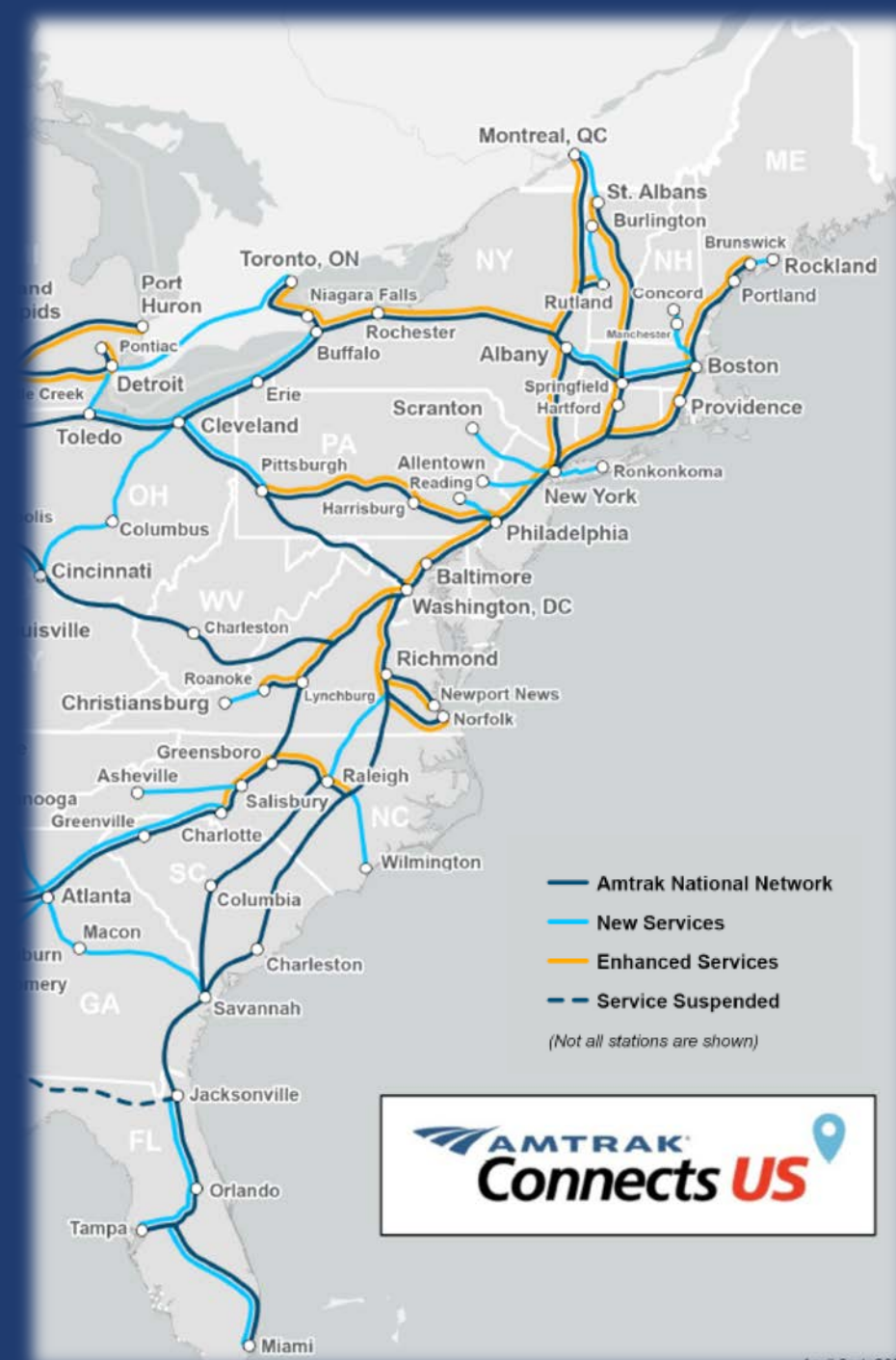
- Full-scale plan across all SL/ DMAs (business and leisure)
- Continue to re-engage and re-inspire, while ramping up conversion efforts
- Show how Amtrak connects communities
- Empathy and emotion are still critical

**Grow preference for train travel to capture bigger share of growing travel demand (biz and leisure)**

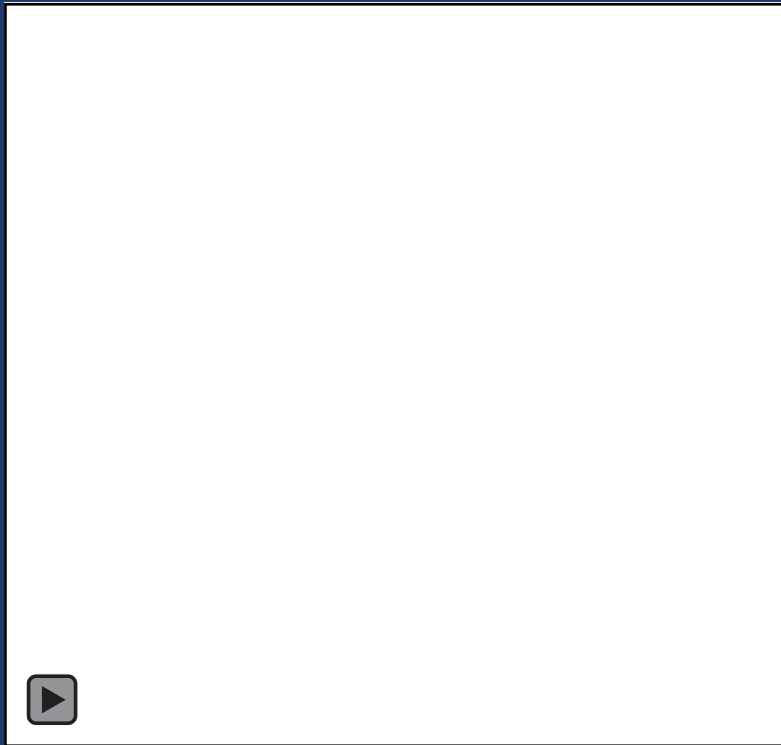



# Marketing & Ticket Fares

- Generally Amtrak controls pricing
- DRPT may initiate marketing proposals affecting ticket fares
  - Excludes Amtrak's general tariff policies
  - Must be consistent with pricing on NEC
  - Proposals are at Dept. expense
- NEC, Long Distance Service, and Carolinian affect Virginia's services
  - Competing - most customers don't know which is a Virginia train
  - Complementary – LD and Carolinian offer more frequencies/convenience to Virginians
  - Complementary – NEC is urban/transit friendly




# Travel Restricted Messaging



 **Amtrak Virginia**  
Published by Amy Moore Dunkley · July 28 ·


Skip the packed airplanes and congested highways. These days, you'll feel more comfortable on Amtrak Virginia - because we're limiting capacities on all our trains to practice safe physical distancing.




**ROOM FOR A SAFER RIDE.**

AMTRAK.COM/VIRGINIA  
**WHERE TO, VIRGINIA?**  
We're ready when you are.

[Book Now](#)

 **Amtrak Virginia**  
Published by Amy Moore Dunkley · 10m ·

At Amtrak, we're committed to keeping you safe, with enhanced cleaning measures, physical distancing on board and in stations, and contact-free travel. So you can feel even more comfortable taking the train.



**WE'LL DO THE DRIVING. AND THE CLEANING.**


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# Travel Allowed Messaging

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When you're ready, take the first simple step onto a train. It's your low-stress entry back into the world of exploration.



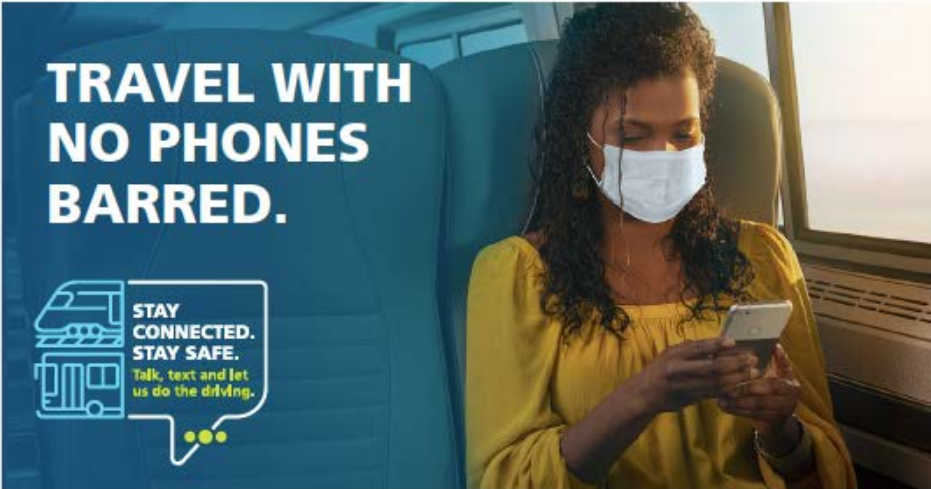
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# Travel Encouraged Messaging- A look ahead




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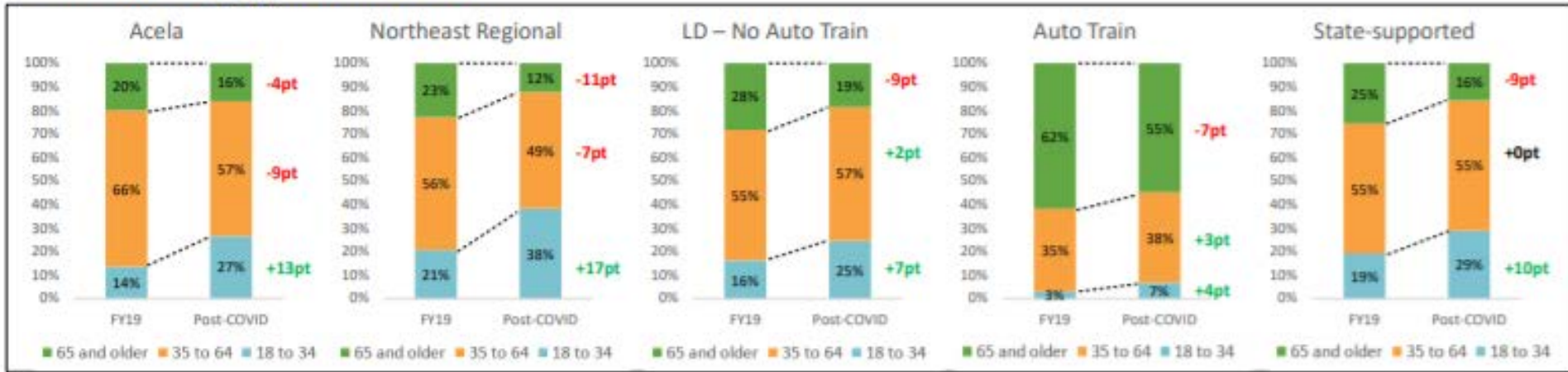
**FACT: YOU CAN'T UNWIND ON I-95.**

 **AMTRAK** WHERE TO, VIRGINIA?

# Ridership Demographic Shift since COVID

## Significant changes in customer base: Younger/Leisure (all products) and new (NEC particularly)

### % of Customers by Age, FY19 vs Post-COVID



### % of New Customers, post-COVID (vs FY19)



Post-COVID numbers are from the [real-time CSI dashboard](#) (SSO enabled). The new CSI survey was implemented in late April 2020.



# Current Travel Data and Trends

- The rapid pace of improvement in traveler sentiment seen earlier this year has slowed
- Safety and financial considerations are still affecting travel's recovery
- **Nearly 81% of those surveyed are ready or already traveling**
- **47.8% firmly confident being able to travel safely in current environment**
- 36% of those not currently traveling say they'll be ready to travel sometime later this year
- 50% still say they're avoiding conferences/conventions until COVID is resolved
- Americans are having more unsatisfactory travel experiences
  - People behaving badly/unsafe behavior
  - Crowds
  - Restaurants not fully open
  - Travel prices too high
  - **43.4% agree that on their most recent trip, it seemed like businesses in the travel industry were having trouble providing adequate service**



# Marketing Summary

- Background
  - Pre-pandemic, boasted record numbers in ridership and revenue
  - During pandemic, travel came to a halt, as did our campaigns
  - Northeastern route was strongest performing and most consistent out of Amtrak National routes during pandemic
  - Consistently offered Va Anytime Fare (15% off) and Student discount (25% off)
- Resources for Marketing Strategy
  - Amtrak National and CDC
  - Our Riders – campaign activity, organic search activity, data trends
    - Pointing to pent up demand to travel & veering away from safety messaging
  - Mindset & Audience shifts
    - More leisure travelers than business
    - New, younger audience – Amtrak National calling the “Explorer” group
    - Uptick in first time train travelers

# Marketing Objectives

## Acquire New Riders

Collectively, we have identified younger, “explorer” audiences as a key source of growth for Amtrak



## Maintain Ridership

While we look to new sources of growth, we will ensure that we maximize our fair share of existing riders  
(this group skews older)



In order to reach **new riders**, we will need to **explore new, innovative media** approaches to grasp their attention and promote Amtrak into their consideration set

# Post-Pandemic: Transforming Rail in Virginia



# Transforming Rail in Virginia Phases

## Acquisition

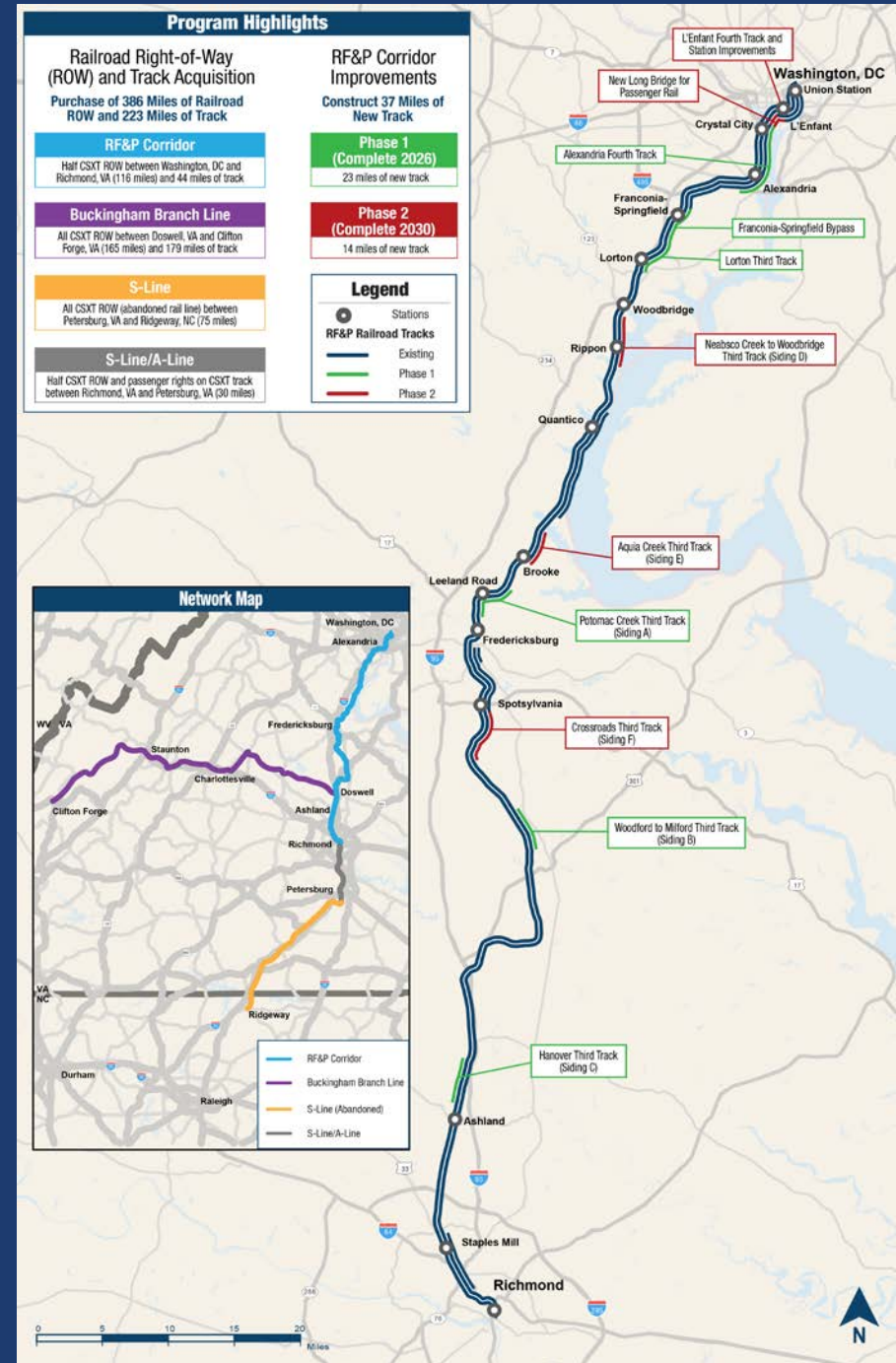
- Upon business close of Transforming Rail in Virginia Agreements with Amtrak, VRE, and CSX

## Phase I

- Planned for 2026
- Requires 23 miles of new track

## Phase II

- Planned for 2030
- Requires 14 miles of new track and Long Bridge completion



# Service Planning Parameters

## Routes must connect to NEC

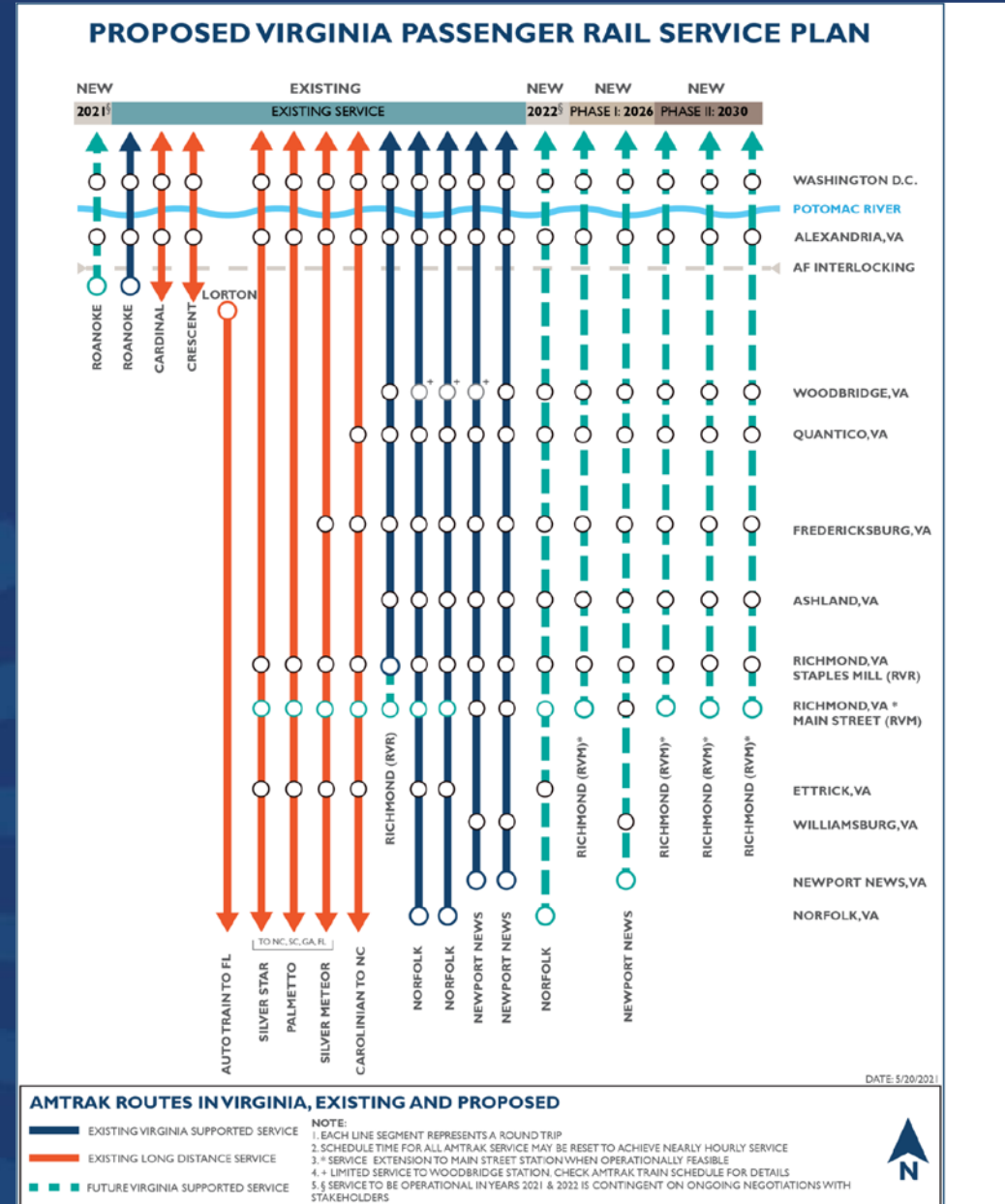
The Virginia-Amtrak Partnership Funding Agreement requires that Virginia services connect to the Northeast Corridor.

## Phases I & II Schedule Adjustments

Amtrak has not published post-COVID recovery schedules out to 2026 or 2030.

## Other Factors

- Equipment turns or overnights
- Equipment Availability
- Existing Amtrak, VRE, and NEC Schedules



# Acquisition Service Implementation

## Three Steps

### VRE Service

- Revised schedules to improve OTP
- Requires State-supported Amtrak schedule adjustments
- VRE targeting post-Labor Day

### Route 51 ext. to RVM

- Re-activate Route 51 service (COVID recovery)
- Extend to RVM
- Builds of pre-pandemic Route 51 schedule
- Targeting Sep – Nov 2021

### Activate RNK 2 & NFK 3

- Train storage in RNK is limited
- NEC connections may require shifting NPN trains
- Options have trade-offs for Executive Team to consider

# Acquisition Service - VRE

- Implementation of new FBG and MSS line round trips on hold during recovery
- Schedule adjustments will set up network for addition of Richmond, Norfolk, and Roanoke services
  - NPN Train 125
    - Reduce DC dwell time from 45 mins to 25 mins for earlier DC departure and arrival in NPN
  - RVR Train 85
    - Holds in DC 10 mins longer
  - All other adjustments are minor

# Acquisition Service Amtrak Schedules

NORTH EAST CORRIDOR (BALTIMORE, PHILLY, NY, BOSTON)

UNION STATION, WASHINGTON, D.C.

	Dep	New Dep	Arr	New Arr
NFK 3	-	EARLY AM	-	PM
RNK 2	-	EARLY AM	-	LATE PM
NPN 1	7:20 AM	AM	9:41 AM	AM
NFK 1	2:30 PM	MID-DAY	10:45 AM	AM
NPN 2	3:55 PM	MID-DAY	8:55 PM	LATE PM
RNK 1	4:50 PM	PM	11:20 AM	MID-DAY
NFK 2	5:50 PM	PM	1:27 PM	MID-DAY
*RVM 1	7:05 AM	LATE PM	8:15 AM	AM

STAPLES MILL  
STATION (RVR),  
RICHMOND, VA

\*RVM 1  
RVR 1

	Dep	New Dep	Arr	New Arr
*RVM 1	-	EARLY AM	-	LATE PM
RVR 1	6:00 AM	EARLY AM	9:21 AM	AM

MAIN STREET STATION (RVM), RICHMOND, VA

	Dep	New Dep	Arr	New Arr
NPN 1	5:20 AM	EARLY AM	11:33 AM	MID-DAY
NPN 2	4:50 PM	PM	8:20 PM	LATE PM

NEWPORT NEWS (NPN), VA

NORFOLK (NFK), VA

	Dep	New Dep	Arr	New Arr
NFK 1	6:15 AM	EARLY AM	7:04 PM	LATE PM
NFK 2	9:00 AM	AM	10:31 PM	LATE PM
NFK 3	-	MID-DAY	-	MID-DAY

NEW RIVER VALLEY  
(FUTURE)

ROANOKE (RNK), VA

	Dep	New Dep	Arr	New Arr
RNK 1	6:20 AM	EARLY AM	9:55 PM	LATE PM
RNK 2	-	PM	-	MID-DAY

Note:

1. Dep = Departure; Arr = Arrival. Acquisition service is anticipated to be operational by 2022 depending on negotiations with stakeholders.

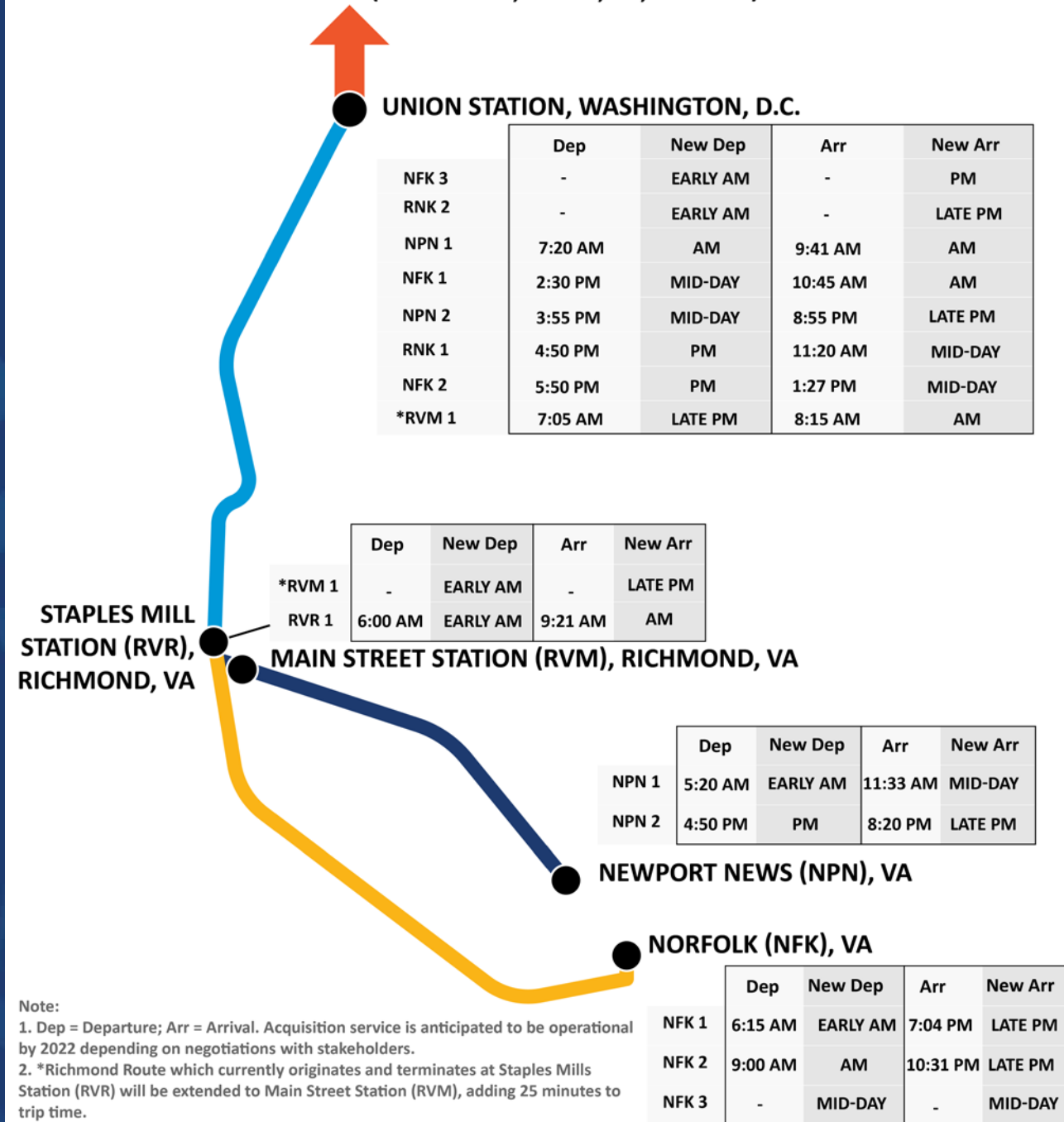
2. \*Richmond Route which currently originates and terminates at Staples Mills Station (RVR) will be extended to Main Street Station (RVM), adding 25 minutes to trip time.



# Acquisition Service – Ext. to RVM & NFK 3

- Restores pre-pandemic service
- Extension of RVR service to RVM
- Shift NPN late morning SB arrival to early afternoon (still Mid-Day)
- Both NPN and NFK will have counter-flow trains
- V6.1 Service Plan
  - Balances Equipment
  - Connects to the NEC
  - Slots with VRE and Western Service
  - Complimentary Service Times

## NORTH EAST CORRIDOR (BALTIMORE, PHILLY, NY, BOSTON)



**STAPLES MILL  
STATION (RVR),  
RICHMOND, VA**

\*RVM 1  
RVR 1

Dep	New Dep	Arr	New Arr
-	EARLY AM	-	LATE PM
6:00 AM	EARLY AM	9:21 AM	AM

**MAIN STREET STATION (RVM), RICHMOND, VA**

Dep	New Dep	Arr	New Arr	
NPN 1	5:20 AM	EARLY AM	11:33 AM	MID-DAY
NPN 2	4:50 PM	PM	8:20 PM	LATE PM

**NEWPORT NEWS (NPN), VA**

**NORFOLK (NFK), VA**

Dep	New Dep	Arr	New Arr	
NFK 1	6:15 AM	EARLY AM	7:04 PM	LATE PM
NFK 2	9:00 AM	AM	10:31 PM	LATE PM
NFK 3	-	MID-DAY	-	MID-DAY

**Note:**

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# Western Rail Initiative

NORTH EAST CORRIDOR (BALTIMORE, PHILLY, NY, BOSTON)



UNION STATION, WASHINGTON, D.C.

NEW RIVER VALLEY  
(FUTURE)

ROANOKE (RNK), VA

	Dep	New Dep	Arr	New Arr
RNK 1	6:20 AM	EARLY AM	9:55 PM	LATE PM
RNK 2	-	PM	-	MID-DAY

	Dep	New Dep	Arr	New Arr
NFK 3	-	EARLY AM	-	PM
RNK 2	-	EARLY AM	-	LATE PM
NPN 1	7:20 AM	AM	9:41 AM	AM
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RNK 1	4:50 PM	PM	11:20 AM	MID-DAY
NFK 2	5:50 PM	PM	1:27 PM	MID-DAY
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# Acquisition Service – Full Implementation

NORTH EAST CORRIDOR (BALTIMORE, PHILLY, NY, BOSTON)

UNION STATION, WASHINGTON, D.C.

	Dep	New Dep	Arr	New Arr
NFK 3	-	EARLY AM	-	PM
RNK 2	-	EARLY AM	-	LATE PM
NPN 1	7:20 AM	AM	9:41 AM	AM
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RNK 1	4:50 PM	PM	11:20 AM	MID-DAY
NFK 2	5:50 PM	PM	1:27 PM	MID-DAY
*RVM 1	7:05 AM	LATE PM	8:15 AM	AM

STAPLES MILL STATION (RVR), RICHMOND, VA

\*RVM 1  
RVR 1

	Dep	New Dep	Arr	New Arr
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NFK 2	9:00 AM	AM	10:31 PM	LATE PM
NFK 3	-	MID-DAY	-	MID-DAY

NEW RIVER VALLEY (FUTURE)

ROANOKE (RNK), VA

	Dep	New Dep	Arr	New Arr
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RNK 2	-	PM	-	MID-DAY

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# Virginia Passenger Rail Authority

Virginia State Sponsored Services





**10. If there were any presentations (PowerPoint, etc.), were you able to hear and see them?**

Poorly  
1      2      3      4      5  
Clearly

COMMENT \_\_\_\_\_

**11. Were the members as attentive and did they participate as much as you would have expected?**

Less  
1      2      3      4      5  
More

COMMENT \_\_\_\_\_

**12. Were there differences you noticed in how the members interacted?**

**With the other members present:**

Very Different  
1      2      3      4      5  
No Difference

**With members participating from other locations:**

Very Different  
1      2      3      4      5  
No Difference

**With the public:**

Very Different  
1      2      3      4      5  
No Difference

COMMENT \_\_\_\_\_

**13. Did you feel the technology was a help or a hindrance?**

Hindered  
1      2      3      4      5  
Helped

COMMENT \_\_\_\_\_

**14. How would you rate the overall quality of this meeting?**

Poor  
1      2      3      4      5  
Excellent

COMMENT \_\_\_\_\_

**THANK YOU. Please send your completed form by mail, facsimile or electronic mail to the FOIA Council using the following contact information:**

Virginia Freedom of Information Advisory Council  
General Assembly Building, Second Floor  
201 North 9th Street, Richmond, Virginia 23219  
[foiacouncil@dls.virginia.gov](mailto:foiacouncil@dls.virginia.gov)/Fax: 804-371-8705/Tele: 866-448-4100