We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12 in response to COVID-19. In light of this action, we have decided to take further precautions by conducting the March 2020 Commonwealth Transportation Board meeting via electronic communications, in accord with Section 2.2-3708.2(D) of the Code of Virginia.

The primary meeting location address is listed on the agenda; however, some board members will be participating from other locations remotely. While the public may attend the meeting at the primary location, we are encouraging the public view the meeting via live stream by clicking the “View video” button at the following link: http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp. We value feedback from the public and want to be sure that opportunity is available. As usual, public comment will be allowed at the beginning of the action meeting. However, due to health concerns we are encouraging that all public comments be submitted electronically to Carol.Mathis@VDOT.Virginia.gov.

We are sorry for the short notice and any inconvenience this change may cause, but feel it is the most responsible action at the time to protect the health and well-being of those in attendance. Be safe.

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In the event there is an interruption in the video broadcast of the meeting, please call 804-832-9292.

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1. Update on South Island and Fort Wool Migratory Birds
   Rob Cary, Virginia Department of Transportation
   Josh Saks, Deputy Secretary of Natural Resources

   This presentation is currently unavailable.
Platform Improvement Project

• 45 outdoor stations – concrete platforms have been exposed to weather and de-icing agents for decades

• Platforms built 35-40 years ago are now deteriorating
  • 16 stations already have rebuilt platforms
    • 6 rebuilt during 2019 Platform Improvement Program
  • 15 stations have platforms in good condition
  • 14 stations have platforms requiring immediate attention; temporary measures installed where needed to stabilize and ensure safety until reconstruction occurs (includes outdoor stations on the Blue, Yellow, and Orange lines in Virginia)

• Concrete repair is a necessary safety project
Comparison of Different Construction Approaches

- Providing 24/7 track access substantially reduces **project duration**, is **safer**, and **costs less**
During 2019 WMATA reconstructed the platforms and made other improvements to six Metrorail stations on the Blue & Yellow Lines in Virginia

- Braddock Road, King Street & Eisenhower Avenue in Alexandria
- Huntington, Van Dorn Street & Franconia-Springfield in Fairfax County

No Metrorail service on Blue & Yellow lines south of Reagan National Airport between May 25 – September 19, 2019

WMATA provided shuttle buses to replace the lost rail service and local jurisdictions implemented a variety of other mitigation strategies.
2019 Platform Improvement Project

• DRPT provided $3.6 million in state funding for local transportation mitigation strategies:
  • City of Alexandria – supplemental local transit service, mobile bus ticketing, travel network operational improvements, bikeshare, water taxi and outreach/promotion of travel alternative
  • Fairfax County – supplemental local transit service and outreach/promotion of travel alternatives
  • PRTC/OmniRide – VRE shuttle and outreach/promotion of travel alternatives
  • NVTC – post-shutdown transit marketing campaign
  • VRE – Amtrak “Step Up” fare buy down subsidy
  • VDOT – temporary bus only lane on I-495 during peak
2019 Supplemental Mitigation Plan
Outcomes/Results

- WMATA shuttles replaced an estimated 60% of Metrorail ridership and transported over 2 million passengers.
- State funded DASH supplemental transit service carried over 29,000 passengers during the platform work period.
- Over 40,000 passenger trips were provided on state subsidized water taxi service between Alexandria and DC.
- Concurrent with the NVTC ad campaign after the platform work period, train and bus trips in Northern Virginia rose by more than 1.7 million in the 4th quarter of 2019, compared to 2018.
- MWCOG analysis found that median travel times and normal traffic bottleneck severity stayed within normal variations for the region during summer 2019.
2019 Before & After – King Street
2019 Before & After – Van Dorn Street

Before

After
During Summer 2020, WMATA will reconstruct the platforms and make other improvements at four stations on the Orange Line in Virginia:

- East Falls Church in Arlington County
- West Falls Church, Dunn Loring & Vienna in Fairfax County
- There will be no Orange Line rail service west of Falls Church from Saturday, May 23 to Monday, September 7, 2020
- Average AM peak period entries: 12,500
- Project will occur while I-66 projects are also under construction (Express Lanes Outside the Beltway and EB widening Inside the Beltway)
WMATA Mitigation Plan

• Three full station closures: East Falls Church, Dunn Loring & Vienna; West Falls Church to remain open
• Orange Line service will originate at West Falls Church, but will operate on a reduced schedule due to need for single tracking through East Falls Church
• Similar to 2019, WMATA will operate bus shuttles to replace lost rail service
  • Five shuttles currently planned from closed stations to West Falls Church station and Ballston-Rosslyn corridor
  • Operational details to be released in early March
• Free parking at Dunn Loring & Vienna stations for shuttle passengers
• No parking at East Falls Church station
• Parking restrictions begin March 15 for mobilization
WMATA Mitigation Plan

**Free Shuttle Service**

**ALL TIMES**
- **Shuttle 1**
  - Between Vienna & West Falls Church only
- **Shuttle 2**
  - Between Dunn Loring & West Falls Church
- **Shuttle 3**
  - Between East Falls Church & Ballston-MU

**ON REQUEST**
- **Shuttle 4**
  - Provided on request between Vienna & Dunn Loring
- **Shuttle 5**
  - Provided on request between West Falls Church & East Falls Church

**RUSH HOUR ONLY**
- Monday – Friday (peak direction only)
- Inbound from 5 to 9 a.m. | Outbound from 3 to 7 p.m.
- No service at other times
- **Shuttle 6**
  - Limited stops at Vienna, Ballston-MU, Court House & Rosslyn
- **Shuttle 7**
  - Limited stops at Herndon-Monroe Park & Ride, Ballston-MU, Court House & Rosslyn

ADA shuttles provided upon request between impacted stations
Regional Network Coordination

• Metro announced 2020 PIP with stations identified in December 2019

• Northern Virginia Stakeholder Group led by Metro and supported by the Northern Virginia Transportation Commission (NVTC)
  • Over 100 members from local government, state government, Congressional offices, federal government, transit providers, police and emergency management, MWAA
  • Using 2019 PIP coordination effort as model

• Other coordination efforts include WMATA PIO calls, MWCOG Commuter Connections TDM coordination and VDOT I-66 operational coordination
Virginia Supplemental Mitigation Plan

- Similar to 2019, DRPT is working with local transit agencies, NVTC, and VDOT to develop a plan of supplemental services to complement the WMATA plan.
- The goals of the supplemental plan are:
  - To provide options to impacted transit riders and those that travel major corridors to minimize a shift to single occupant vehicle use during the shutdown period and beyond.
  - To educate local communities on potential changes in travel patterns that may impact normal commuting patterns.
  - To manage demand by incentivizing use of transit, ridesharing, flexible work schedules, and telework.
Funding of Local Transportation Mitigation Strategies

- DRPT is coordinating with local jurisdictions and transit service providers on local mitigation strategies to receive state funding in 2020
  - DRPT will solicit mid-cycle grant applications after WMATA releases details of its mitigation plan in early March
  - DRPT will award mid-cycle grants with funding available for use in early April
  - 80% state funding / 20% local match
- DRPT anticipates awarding grants for mitigation strategies to Arlington County, Fairfax, Fairfax County, Falls Church, NVTC and PRTC/OmniRide
Planned 2020 Local Mitigation Strategies

• Arlington County
  • Enhanced mobile commuter store deployment
  • Congestion and curb management strategies and enforcement near transit stations
  • Wayfinding improvements for pedestrians/bicycles
• Fairfax County
  • Supplemental local transit service on Fairfax Connector
• City of Fairfax
  • Free shuttle service to Burke VRE Station
• PRTC (OmniRide)
  • Supplemental trips as needed to relieve overcrowding on OmniRide I-66 commuter services from Prince William County
Planned 2020 Local Mitigation Strategies

- City of Fairfax
  - Free shuttle service to Burke VRE Station
- City of Falls Church
  - First/Last mile transportation alternatives
  - Congestion management strategies
- NVTC
  - Post station shutdown transit marketing campaign
- DRPT
  - Expanded promotion of teleworking through Telework!VA
- All local jurisdictions and regional transportation entities
  - Outreach/marketing of transportation alternatives during Summer 2020 platform work period
Next Steps

- No CTB action required to support supplemental mitigation efforts
  - DRPT included funding for mitigation in the FY 20-25 SYIP in anticipation of this work
- Localities are already working to deploy strategies in advance of work beginning in May
- Implementation of strategies will be monitored continually – allow for real-time adjustments based on utilization
- After 2020 PIP work, two Virginia stations will require platform reconstruction: Arlington National Cemetery & Reagan National Airport
- Project information: wmata.com/platforms
WMATA Platform Improvement Program – Summer 2020

Commonwealth Transportation Board – March 17, 2020

Jennifer DeBruhl, Chief of Public Transportation
Department of Rail and Public Transportation
Transit Capital Application Update
Commonwealth Transportation Board – March 17, 2020

Jennifer DeBruhl
Chief of Public Transportation
Statewide Transit Capital Prioritization

- Effective July 1, 2019
- **State of Good Repair**
  - Based on transit asset management principles, including federal requirements for Transit Asset Management
- **Major Expansion**
  - Based on SMART SCALE factors:
    - Congestion mitigation
    - Economic development
    - Accessibility
    - Safety
    - Environmental quality
    - Land use
Scoring Methodology
State of Good Repair Projects

Asset Condition Score
(Up to 60 points)
- Age (Percent of Useful Life)
- Mileage (Vehicles Only)

Service Impact Score
(Up to 40 points)
- Operating Efficiency (max. 10 points)
- Frequency, Travel Time, and/or Reliability (max. 10 points)
- Accessibility and/or Customer Experience (max. 10 points)
- Safety and Security (max. 10 points)

State of Good Repair Technical Score
(Up to 100 points)

+
State of Good Repair Scoring

• 319 items scored
• Scores range from a high of 97 to a low of 9 (out of 100)
• Items that scored well:
  » Revenue and support vehicles (replacement/ rehabilitation)
  » Operating and administrative hardware exceeding useful life
  » Replacement of customer facing facilities and infrastructure
• Items that did not score well:
  » Items not yet at their useful life for age/mileage
  » Administrative technology
• Total State Assistance Requested: $52.8M
Scoring Methodology: Minor Enhancement Projects

Service Impact Score (Up to 40 points)

- Operating Efficiency (max. 10 points)
- Frequency, Travel Time, and/or Reliability (max. 10 points)
- Accessibility and/or Customer Experience (max. 10 points)
- Safety and Security (max. 10 points)

Minor Enhancement Technical Score (Up to 40 points)
Minor Enhancement Scoring

• 158 items scored
• Scores range from a high of 37 to a low of 8 (out of 40)
• Items that scored well:
  » Expansion vehicles
  » Maintenance equipment/parts
  » Small facility and system infrastructure upgrades
  » Equipment and technology for operating support
• Items that did not score well:
  » New administrative hardware
  » Administrative software licenses
• Total State Assistance Requested: $71M (includes VRE Track Lease which will move to the Virginia Passenger Rail Authority)
## Major Expansion Projects – Measures by Factor Area

<table>
<thead>
<tr>
<th>Factor</th>
<th>Measure</th>
<th>Measure Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Mitigation</td>
<td>Change in peak-period transit system ridership attributed to the project</td>
<td>100%</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Project consistency with regional and local economic development plans and policies, and support for local development activity</td>
<td>100%</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Project improvement in accessibility to jobs, workforce development, and select non-work destinations</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td>Disadvantaged population (low-income, minority, or limited English proficiency) within walking distance of project</td>
<td>50%</td>
</tr>
<tr>
<td>Safety</td>
<td>Project contribution to improving safety and security, reducing risk of fatalities or injuries</td>
<td>100%</td>
</tr>
<tr>
<td>Environmental Quality</td>
<td>Reduction in daily vehicle miles traveled resulting from project</td>
<td>100%</td>
</tr>
<tr>
<td>Land Use</td>
<td>Transit supportive land use served by the project</td>
<td>100%</td>
</tr>
</tbody>
</table>
Major Expansion Scoring - UPDATE

• 3 Major Expansion Projects scored
  » Ballston Metro Station East Entrance
  » Hampton Roads Transit Mobile Ticketing Project
  » Blacksburg Transit Facility Improvements

• “MERIT Scores” (Benefit/Transit Capital Cost) will be developed once the state share of funding is finalized

• Total State Assistance Requested: $34M
Special Programs

• Human Service Transportation
  » 40 applications (111 vehicles, 23 operating/mobility management)
  » $6M requested

• Demonstration
  » 12 applications (6 new services, 6 innovation/technology)
  » $6.9M requested

• Technical Assistance
  » 16 applications
  » $1.9M requested

• Intern
  » 7 applications
  » $265K requested

• TDM
  » 35 applications
  » $5.2M requested
Next Steps

• Complete coordination with the Department of Environmental Quality on electric bus applications (VW Mitigation Trust)
• Complete coordination with the Office of Research and Innovation on Demonstration Projects
• Develop funding recommendations
• Develop draft Six Year Improvement Program and present to CTB in May
Transit Capital Application Update
Commonwealth Transportation Board – March 17, 2020

Jennifer DeBruhl
Chief of Public Transportation
COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA

One James Center
901 East Cary Street
2nd Floor Conference Room
Richmond, Virginia 23219
March 17, 2020
10:00 a.m.

4 Legislative Update
    Nick Donohue, Office of the Secretary of Transportation

    This presentation is currently unavailable.
5. Preliminary FY 2021 – 2026 Commonwealth Transportation Fund Six-Year Financial Plan Outlook

Laura Farmer, Virginia Department of Transportation
6. COVID-19 Update  
*Cathy McGhee, Virginia Department of Transportation*
*Dr. Laurie Forlano, Deputy Commissioner, Virginia Department of Health*

*This presentation is currently unavailable.*