



66 EXPRESS LANES GRAND OPENING PRESS KIT



MEDIA CONTACTS FOR 66 EXPRESS LANES OPENING

- Using the 66 Express Lanes

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Key Facts and Statistics

The full 22.5-miles of the new 66 Express Lanes between Route 29 in Gainesville and I-495 (Capital Beltway) fully opened in November 2022, providing faster and more reliable travel, new access points, and new travel options in the I-66 corridor. The express lanes were built as part of the Virginia Department of Transportation's (VDOT) Transform 66 Outside the Beltway Project through a public-private partnership between the Commonwealth of Virginia and I-66 Express Mobility Partners, a consortium of private developers Cintra, Meridiam, and APG.

TRANSFORM 66 OUTSIDE THE BELTWAY PROJECT OVERVIEW

- The Transform 66 Outside the Beltway project provides 22.5 miles of new express lanes (two lanes in each direction alongside three general-purpose lanes), with dedicated express lanes access ramps, safety and operational improvements at key interchanges, and auxiliary lanes between interchanges. Nine miles of 66 Express Lanes opened on Sept. 10 between Route 29 in Gainesville and Route 28 in Centreville. The remaining 13 miles between Route 28 and I-495 opened on Nov. 19 (westbound) and Nov. 22 (eastbound).
- Multimodal improvements include more than 4,000 new park and ride spaces, new and expanded commuter bus service on Fairfax County Connector and Potomac and Rappahannock Transportation Commission's Omniride, and 18 miles of bicycle and pedestrian paths and connections.
- The I-66 Outside the Beltway Project will deliver about \$3.7 billion worth of transportation improvements benefitting northern Virginia's I-66 corridor, financed by I-66 Express Mobility Partners, a consortium of private developers Cintra, Meridiam, and APG. The project's design-build contractor is FAM Construction, a joint venture between Ferrovial Construction and Allan Myers.

66 EXPRESS LANES ENTRANCES AND EXITS

- Direct connections to and from the express lanes are located at major interchanges along the I-66 corridor including Route 28, Route 50, Route 123, and I-495.
- First-time connections are available between the express lanes and major transit hubs including two new park and ride lots built as part of the project at University Boulevard in Gainesville and Balls Ford Road in Manassas, as well as new connections at Monument Drive and Vaden Drive (near the Vienna-Fairfax/GMU Metrorail Station)



- Ramps at Monument Drive and Stringfellow Road are now express lanes-only ramps.
- Multiple flyover ramps and slip ramps allow drivers to switch between the general-purpose and express lanes.

HOW TO USE THE 66 EXPRESS LANES

- Motorists can choose to use the lanes by paying a toll or ride toll-free if traveling as a high occupancy vehicle (HOV) with two or more people (three or more beginning Dec. 5) and an E-ZPass Flex in HOV mode.
- Tolls for the 66 Express Lanes will be based on traffic volumes and speed, to manage demand for the lanes and keep traffic moving.
- Drivers will see their individual toll price on electronic signs in advance of choosing to enter the lanes.
- Passenger vehicles such as cars, SUVs, most vans, and pickup trucks will pay the same toll rate. Large and extra-large trucks will pay a higher rate to use the 66 Express Lanes.
- Drivers can pay using an E-ZPass transponder or by using one of the other payment options available through **ride66express.com** and the 66 Express Lanes Customer Service Center. These other payment options include online payment, mobile app, mail-in payment, pay by phone, Walmart pay, or in-person payment at the Customer Service Center in Manassas. An administrative fee is required with the alternative payment options.
- Drivers can order an E-ZPass at **ezpassva.com** or get one in-person at many AAA offices, Connector Stores, and Giant and Wegmans grocery stores in Northern Virginia.

HIGH OCCUPANCY VEHICLES

- Eligible HOVs with an E-ZPass Flex in “carpool mode” can use the 66 Express Lanes toll-free.
- Vehicles currently must have two or more occupants to qualify as HOV and travel for free. Beginning Dec. 5, drivers will need to have three or more occupants to qualify as an HOV and travel the express lanes for free.
- This change from HOV-2+ to HOV-3+ will apply across the entire I-66 corridor between Route 15 in Haymarket and the Washington, D.C. line – including 66 Express Lanes located inside and outside the Beltway – and is consistent with HOV requirements on other express lanes in Northern Virginia.
- VDOT and Commuter Connections have partnered to offer an incentive of up to \$366 per person for new HOV-3+ carpools traveling the I-66 corridor. Learn more at **transform66.org**.



PARK AND RIDE LOTS AND COMMUTER BUS

- The University Boulevard Park and Ride lot in Gainesville opened in 2019 offering 1,000 parking spaces and OmniRide commuter bus service. Additional spaces will be opened in 2023 to bring the total to 2,000. Additional OmniRide bus service is planned beginning December 2022.
- The Balls Ford Road Park and Ride lot in Manassas opened in Sept. 2022, with a total of 1,300 spaces available by summer 2023. OmniRide bus service is planned to begin in December 2022.
- The Monument Drive Commuter Parking Garage and Transit Center is being built by Fairfax County using \$38.5 million from Transform 66 concession project funds and \$4.5 million from local funds. The garage will offer 820 parking spaces and is planned to open in late 2023.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

VDOT and I-66 EMP have worked with Fairfax and Prince William counties, bike advocacy groups, homeowners associations and local residents to incorporate new and improved trail facilities as part of the overall Transform 66 Outside the Beltway Project. The project is constructing 11 miles of shared-use path along the I-66 corridor from Dunn Loring to Centreville as part of the new 66 Parallel Trail, as well as new and improved sidewalk and trail connections on reconstructed roadways that cross I-66.

PROJECT BENEFITS TO THE COMMONWEALTH

The Transform 66 Outside the Beltway project will deliver about \$3.7 billion worth of transportation improvements benefitting Northern Virginia's I-66 corridor, financed by Express Mobility Partners. Improvements include:

- \$2.2 billion in construction and design costs
- \$500 million for smaller improvement projects in the I-66 corridor
- \$800 million for transit service in the corridor
- \$350 million for future transportation improvements benefitting the I-66 corridor

As part of the Transform 66 Outside the Beltway Project Comprehensive Agreement, I-66 Express Mobility Partners provided a concession fee including \$500 million for additional transportation improvements in the I-66 Outside the Beltway corridor. Projects were submitted by local governments, recommended by the Northern Virginia Transportation Authority (NVTA) after a competitive process, and approved by the Commonwealth Transportation Board (CTB). Projects



include a range of roadway, mass transit, and bicycle and pedestrian improvements across Prince William, Fairfax, and Arlington counties.

The 22.5 miles of 66 Express Lanes outside the Beltway are part of a 90+ mile network of express lanes planned in Northern Virginia. Express lanes are in operation on I-95, I-395, and I-495, with extensions under construction on I-495 and I-95, and under study on I-495.

PROJECT FUNDING

The Transform 66 Outside the Beltway project is a public-private partnership between the Commonwealth and I-66 Express Mobility Partners.

The project's comprehensive agreement was signed in 2016 with I-66 EMP responsible for the design, build, finance, operations, and maintenance the project for 50 years (through 2066).

TRANSFORM 66 PROJECT “BY THE NUMBERS”

- 22.5 miles of new Express Lanes from I-495 to near Route 29 in Gainesville
- 18 miles of new shared-use path along and near I-66
- 4,000+ new park-and-ride spaces
- 12 interchanges rebuilt or modified
- 63 bridges constructed
 - 13 new bridges at Route 28 Interchange
 - 11 new bridges at I-495 Interchange
 - 395 concrete beams
 - 657 segments of steel beams
 - Largest beam is 46 tons
- 33 bridges demolished (17 complete, 16 partial)
 - 150,000+ tons of concrete deck removed
 - 80,000+ tons of rebar
 - 500+ steel beams
- 2.2 million square feet of new and replacement noise wall
- 2.3 million square feet of retaining wall
- 57 million pounds of steel
- 3.1 million tons of asphalt (*with over 1 million tons laid in 1 year (2021)*)
- 11.9 million hours worked (*as of Oct. 31, 2022*)
 - Average 2000+ workers per day during peak construction



CONCESSION FEE IMPROVEMENT PROJECTS

Background and Key Facts:

- As part of its bid proposal, I-66 Express Mobility Partners provided the Commonwealth of Virginia with an upfront concession fee payment of \$579 million, in which to fund additional transport infrastructure improvement projects along the I-66 corridor.
- Concession fee-funded improvement projects were selected and recommended by Northern Virginia Transportation Authority (NVTa) and approved by the Commonwealth Transportation Board (CTB).
- Concession fee-funded projects are those that met one of the project's improvements goals: to move more people, enhance transportation connectivity, improve transit service, reduce roadway congestion, or increase travel options.
- More details and status updates on these projects are available at http://outside.transform66.org/about_the_project/concession_fee_projects.asp.

Road, Bridge, and Interchange Improvement Projects:

- US 50 and Waples Mill Rd intersection improvements, reducing congestion by adding capacity to US 50 through the intersection
- Rt 234 and Balls Ford Rd new grade-separated interchange
- Devlin Road widening to four lanes, Balls Ford Rd to University Blvd, including a shared-use path
- Balls Ford Rd widening to four lanes, Groveton Rd to Rt 234 Business, including a shared-use path
- US 29 widening between Shirley Gate Rd and Pickwick Rd, correcting vertical alignment to improve sight distance and improving shared-use paths on both sides
- Poplar Tree Road bridge widening to four lanes over Rt 28, including a 10-foot-wide shared-use path for bikes and pedestrians to E.C. Lawrence Park
- I-66 median widening and bridge replacement over US 29 for future mass transit to Centreville
- Jermantown Road bridge widening to four lanes over I-66, including sidewalk and bike lanes in each direction
- Monument Drive pedestrian-access improvements to future transit center and park-and-ride lot, adding a sidewalk on the west side of existing bridge



Transit Improvement Projects:

- Fairfax Corner transit station and 820-space commuter parking garage
- East Falls Church Metro station bus bay expansion, replacing existing shelters, improving pedestrian access, and adding up to three new bus bays
- Potomac & Rappahannock Transportation Commission (PRTC) western bus maintenance and storage facility to accommodate an expanded fleet
- Virginia Railway Express (VRE) Manassas Line capacity expansion through additional rail cars, expanding parking lots and platforms, and adding real-time travel information

Pedestrian Improvement Projects:

- Nutley St SW mixed-use trail from Marshall Rd SW to Tapawingo Rd SW connecting bike and pedestrian access between the Town of Vienna and the Vienna Metro station
- George T. Snyder Trail network expansion with 1.4 new miles along Accotink Creek from Draper Dr and a new I-66 trail at the Rt 123 interchange
- Route 29 sidewalk improvements, constructing missing segments in the shared-use bike/pedestrian path from Nutley St to Vaden Dr



PUBLIC/PRIVATE PARTNERSHIP



A consortium of leading infrastructure companies (including **Cintra, Meridiam, and APG,**) under a 50-year contract (through 2066) with the **Virginia Department of Transportation (VDOT)** to operate and maintain the 66 Express Lanes between Gainesville and the Capital Beltway.

In a Public/Private Partnership (P3) with VDOT, I-66 EMP operates the 66 Express Lanes Outside the Beltway. Through VDOT, the Commonwealth of Virginia will maintain full ownership of the 66 Express Lanes.

The P3 model transfers the risk of insufficient usage to the private entity, protecting the public's interest in case of losses. The P3 model also incentivizes providing a reliable, valuable service at a reasonable cost.

Breakdown of EMP's private investment of approximately \$3.7 billion overall investment in the I-66 corridor at no cost to the Virginia taxpayer:

- \$2.3 billion design-build construction cost
- \$579 million concession-fee payment
- \$800 million in transit subsidy over the 50-year term of the contract (spread out over annual payments)
- \$350 million in future transportation improvements, benefitting the I-66 corridor

Additionally, EMP's winning bid allowed \$600 million in anticipated public subsidy to be used for other projects. The Commonwealth offered a contribution of up to \$600 million for project costs, which EMP's bid didn't require.



Developer/Operator: I-66 Express Mobility Partners, a consortium of:



Cintra, S.A.
[Ferrovial.com/en-us/cintra](https://ferrovial.com/en-us/cintra)

With its North American headquarters based in Austin, Texas, Cintra manages over \$11 billion of infrastructure assets in the United States and over \$6 billion of infrastructure assets in Canada.



Meridiam
Meridiam.com

Meridiam is a global investor and asset manager based in Paris and specializing in the development, financing, and long-term management of sustainable public infrastructure in three core sectors: sustainable mobility, critical public services and innovative low carbon solutions. Founded in 2005, the firm currently manages \$18B USD, with over \$75B USD invested since inception on more than 100 projects to date across the US and the Americas, Europe, and Africa.



APG Group
APG.nl

APG is the largest pension provider in the Netherlands with 4.8 million participants. APG provides executive consultancy, asset management, pension administration, pension communication and employer services. APG has a global presence with offices in Heerlen, Amsterdam, Brussels, New York, and Hong Kong, as well as satellite sites in Shanghai and Beijing.



Design/Build Contractors: FAM Construction LLC



FAM Construction LLC

Construction joint venture of Ferrovial Construction and Allan Myers VA, combining forces to re-design, re-build, and transform I-66 from the sub-base up.

ferrovial

Ferrovial Construction
Ferrovial.com

Active in the North American transportation industry since 1999, Ferrovial Construction has been involved in the design, construction, financing, operation, and maintenance of some of the most complex transportation infrastructure projects in the United States.



Allan Myers Construction
AllanMyers.com

The largest heavy civil construction company and materials provider in the Mid-Atlantic.



PROJECT TIMELINE

December 8, 2016		Commercial close, start of early works
November 20, 2017		Groundbreaking ceremony for 66 Express Lanes Outside the Beltway
December 2017		Early construction activity
Spring 2018		Construction ramp-up
Starting Spring 2018		Began right-of-way acquisition
October 2019		Opened 960 park and ride spaces on University Boulevard in Gainesville
Throughout 2019		Results of noise, environmental, and traffic analyses
November 2020		Removed four traffic signals from Route 28 in Centreville
November 2020		Phased removal of four traffic signals from Rt 28 in Centreville
September 10, 2022		Opened nine miles of the 66 Express Lanes between Haymarket and Route 28 in Centreville in both directions ahead of schedule. Tolling began on September 24. Opened new park and ride lot on Balls Ford Road in Manassas.
November 19, 2022		Opened thirteen (13) westbound miles of the 66 Express Lanes from the Capital Beltway (I-495) and Rt 28 ahead of schedule
November 22, 2022		Opened the eastbound 66 Express Lanes from Route 28 to I-495 ahead of schedule. Achieved service commencement/substantial completion.
November 29, 2022		Opening Celebration and Ribbon Cutting Ceremony for the 66 Express Lanes Outside the Beltway
2023		Overall project completion anticipated in mid-2023

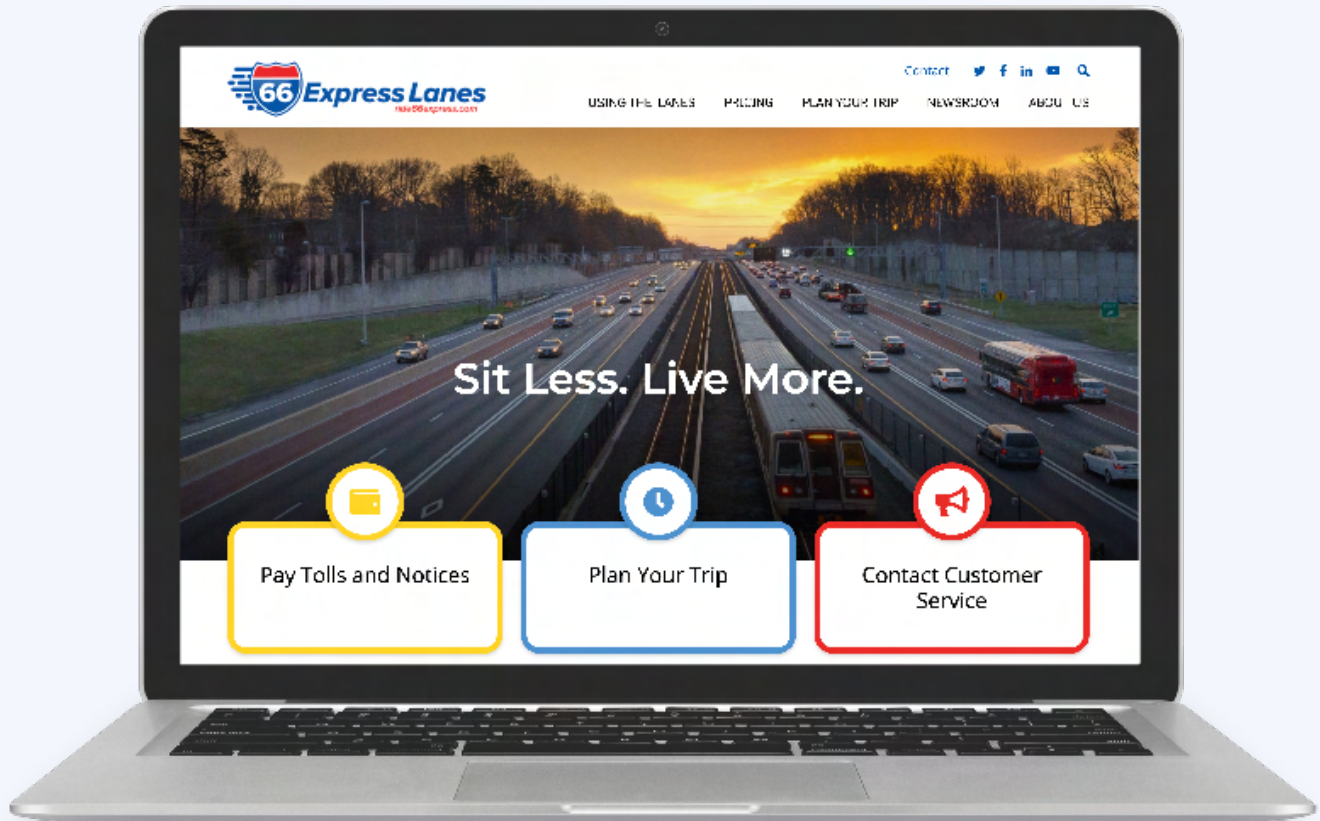


ress Lanes
ride66express.com



Website and Social Media

Web: www.Ride66Express.com



@Ride66Express



@Ride66Express



@ I-66-Express-
Mobility-Partners



@Ride66Express



@i66expressmobility



Customer Service Resources

The 66 Express Lanes Outside the Beltway employs a fully-staffed and trained customer service team ready to assist drivers with concerns, payments, and questions including:

- Which Toll Class does my vehicle fit into?
- Do I qualify for an HOV discount?
- How can I pay my toll?
- How can I appeal my toll?
- Why was my SUV charged as though it were a commercial vehicle?

Customers can reach 66 Express Lanes Customer Service at:

Phone	1-833-643-2867 Monday - Thursday, 8 a.m. - 6 p.m.; Friday, 8 a.m. - 2 p.m.
Email	I66CustomerService@I66EMP.com
Contact Form	www.Ride66Express.com/about-us/contact
Visit	7450 Century Park Dr., Manassas VA 20109 (near the Balls Ford Rd. Park-and-Ride lot)

For E-ZPass or E-ZPass Flex questions or payments, customers should contact E-ZPass by:

Phone	1-877-762-7824 Monday - Friday, 7 a.m. - 7 p.m.
Email	CustomerService@EZPassVA.com



HOV FAQ for the 66 Express Lanes outside the Beltway

What is considered a "High Occupancy Vehicle" on the 66 Express Lanes Outside the Beltway?

The HOV requirement for toll-free travel will change to HOV-3+ beginning Monday, Dec. 5, when non-commercial two-axle passenger vehicles* will need to have three or more occupants to travel the 66 Express Lanes outside the Beltway without paying a toll. This change from HOV-2+ to HOV-3+ will apply across the entire I-66 corridor, including the 66 Express Lanes located outside the Beltway as well as the nine miles of 66 Express Lanes located inside the Beltway between I-495 and Route 29 in Rosslyn, which operate on weekdays during peak periods in peak commute directions. This HOV-3+ requirement is consistent with HOV requirements on other express lanes in Northern Virginia. Eligible high-occupancy vehicles can use the 66 Express Lanes Outside the Beltway toll-free but must have an E-ZPass Flex transponder set to "HOV On" mode.

For example, a passenger van carrying three or more people is an HOV; a large work van carrying any number of people is not an HOV.

*Non-commercial passenger vehicles include two-axle cars, trucks, minivans, and SUVs under seven (7) feet in height and under eighteen (18) feet in length.

What types of vehicles are HOV-eligible on the 66 Express Lanes?

HOV-eligible vehicles on the 66 Express Lanes outside the Beltway include motorcycles and two-axle passenger cars, minivans, SUVs, extended SUVs, pickup trucks. Vehicles taller than seven (7) feet in height and longer than eighteen (18) feet in length are not HOV-eligible in the 66 Express Lanes.

Larger vehicles such as large vans and trucks as well as tractor-trailers are permitted on the 66 Express Lanes outside the Beltway but are not HOV-eligible and pay a higher toll rate to use the 66 Express Lanes.

I drive a motorcycle. Would that be considered an HOV?

Yes. A motorcycle is an HOV-eligible vehicle regardless of how many people it is carrying.



During which hours are HOV rules in effect on the 66 Express Lanes Outside the Beltway?

HOV rules on the 66 Express Lanes Outside the Beltway are in effect 24 hours a day, seven days a week, every day of the year. HOV enforcement on the 66 Express Lanes will be conducted by Virginia State Police.

How do I set my E-ZPass transponder for an HOV discount?

You must have an E-ZPass Flex transponder (as opposed to a standard E-ZPass transponder), and it must be switched to "HOV-On" mode, also known as Carpool mode. Your E-ZPass account must be in good standing (i.e., it doesn't have a negative balance), and the transponder must be securely attached to the inside of the windshield.

As of Monday, Dec. 5, 2022, your vehicle must be carrying at least three (3) people at the time of your trip on the 66 Express Lanes to qualify as HOV and travel the express lanes toll free.

Does "HOV discount" mean "toll-free"?

Yes. Eligible HOVs with an E-ZPass Flex transponder in "HOV-On" mode can travel the 66 Express Lanes Outside the Beltway toll-free.

Who makes the HOV rules for the 66 Express Lanes?

HOV rules are set by VDOT and in accordance with Virginia law, which requires the high-occupancy requirement shall not be less than three for projects developed under the PPTA.

What incentives are there for carpools, vanpools, and ridesharing?

VDOT and Commuter Connections are offering incentives of up to \$366 per person for new HOV-3+ carpools using the 66 Express Lanes Outside the Beltway. More information is available on VDOT's website www.Transform66.org.



Vehicle Toll Classification for the 66 Express Lanes outside the Beltway


- Motorcycles can ride in the 66 Express Lanes toll-free.
- School buses can travel in the 66 Express Lanes toll-free.
- Standard 2-axle vehicles pulling one or more trailers and double-trailer semi-trucks and extended large trucks are not permitted on the 66 Express Lanes.
- Peak Toll Factor is charged Monday through Friday (excluding holidays), 5:30 a.m. to 9:30 a.m. and 3:00 p.m. to 7:00 p.m.
- Vehicles are considered HOV-eligible if they meet these conditions:
 - They carry 2 or more passengers (3 or more on/after December 5, 2022)
 - E-ZPass Flex transponder is set to HOV-On mode

TOLL CLASS #1  NON-PEAK TOLL FACTOR: 0X PEAK TOLL FACTOR: 0X <ul style="list-style-type: none"> • Motorcycle 	TOLL CLASS #2  NON-PEAK TOLL FACTOR: 1X PEAK TOLL FACTOR: 1X <ul style="list-style-type: none"> • Passenger Car • SUV • Minivan • Standard Pickup <p>Height <= 7' Length up to 18' 2 axles</p>	TOLL CLASS #3  NON-PEAK TOLL FACTOR: 1X PEAK TOLL FACTOR: 1X <ul style="list-style-type: none"> • Large Pickup Trucks • Extended SUVs <p>Height <= 7' Length > 18' but < 23' 2 axles</p>	TOLL CLASS #4  NON-PEAK TOLL FACTOR: 3X PEAK TOLL FACTOR: 5X <ul style="list-style-type: none"> • Standard 2 axle vehicle pulling 1 or more trailers. <p>Height <= 7' Length >= 23' 3+ axles</p>
TOLL CLASS #5  NON-PEAK TOLL FACTOR: 3X PEAK TOLL FACTOR: 3X <ul style="list-style-type: none"> • Small Commercial and Recreational Vehicles • Vans • Small Buses <p>Height > 7' Length <= 23' 2 axles</p>	TOLL CLASS #6  NON-PEAK TOLL FACTOR: 3X PEAK TOLL FACTOR: 5X <ul style="list-style-type: none"> • Medium Commercial and Recreational Vehicles • Medium Buses • Small Commercial Trucks • Small Moving Trucks <p>Height > 7' Length > 23' but <= 30' 2 axles</p>	TOLL CLASS #7  NON-PEAK TOLL FACTOR: 3X PEAK TOLL FACTOR: 5X <ul style="list-style-type: none"> • Large Commercial and Recreational Vehicles • Large Buses • Large Commercial Trucks • Large Moving Trucks <p>Height > 7' Length > 30' 2 axles</p>	TOLL CLASS #8  NON-PEAK TOLL FACTOR: 3X PEAK TOLL FACTOR: 5X <ul style="list-style-type: none"> • Commercial Vehicles and Recreational Vehicles • Buses <p>Height > 7' Length > 23' but <= 45' 3+ axles</p>

Unpermitted Vehicles

2 axle vehicles pulling a trailer/boat are not permitted and will be charged a higher Toll Rate if using the 66 Express Lanes.

TOLL CLASS #9



vehicles - 2001.9

NON-PEAK TOLL FACTOR: 4X

PEAK TOLL FACTOR: 6X

- Large Truck
- Semi-Trucks and other vehicles pulling trailers

Height > 7'
Length > 46' but <= 73'
3+ axles

TOLL CLASS #10



vehicles - 2001.10

NON-PEAK TOLL FACTOR: 6X

PEAK TOLL FACTOR: 8X

- Extended Large Truck
- Double trailer semi-trucks

Height > 7'
Length > 73'
3+ axles

Speaker Biographies



Hon. Glenn Youngkin
Governor, Commonwealth of Virginia

Governor Glenn Youngkin is a homegrown Virginian who grew up in Richmond and Virginia Beach. As his father changed jobs, Governor Youngkin learned that moving around didn't equal moving up – nothing was handed to him. From his first job washing dishes and frying eggs at a diner in Virginia Beach, he embraced hard work and responsibility to help his family when his father lost his job. His determination to succeed earned him multiple high school basketball honors in Virginia and an athletic scholarship to college.

After earning an engineering degree at Rice University, and his MBA at Harvard Business School, Governor Youngkin and his wife Suzanne moved to Northern Virginia. He landed a job at The Carlyle Group, where he spent the next 25 years. Working his way to the top of the company, Governor Youngkin played a key role in building Carlyle into one of the leading investment firms in the world. His efforts have helped fund the retirements of teachers, police officers, firefighters and other frontline public servants and supported hundreds of thousands of American jobs.

Married for over 27 years to his amazing wife Suzanne, Governor Youngkin is a dedicated father of four wonderful children. Their family journey has been and continues to be guided by their faith.



W. Sheppard Miller III
Secretary of Transportation, Commonwealth of Virginia

Sheppard “Shep” Miller III is a native and lifelong resident of Norfolk. He received a B.A. from Hampden-Sydney College and an MBA from the College of William & Mary.

In 2017, he retired as Chairman upon his sale of KITCO Fiber Optics, a defense-contracting firm, twice named as one of Virginia’s “Fantastic 50” fastest growing companies.

He is a member of the Commonwealth Transportation Board and the Board of Virginia Free. He is a member of the Board of Trustees of Hampden-Sydney College, Washington College, and the Virginia Foundation of Independent Colleges. He serves as Vice Chairman of the Norfolk Board of TowneBank and is an Executive Board member of both the Greater Norfolk Corporation and the Hampton Roads Chamber of Commerce.

His past community activities include service as Chairman or President of the Norfolk Economic Development Authority, the Norfolk Redevelopment & Housing Authority, the Hampton Roads Chamber of Commerce Political Action Committee, the Better Business Bureau of Greater Hampton Roads, the Peninsula United Way Campaign, Hampton Roads Ventures, and the Norfolk Rotary Club.



Stephen C. Brich
Commissioner, Virginia Department of Transportation

In January 2018, Stephen C. Brich was appointed commissioner of the Virginia Department of Transportation (VDOT), the third largest highway agency in the country. Commissioner Brich oversees a \$7.0 billion annual budget and a team of 7,700 people who are responsible for designing, building, maintaining, and operating the state's nearly 58,000 miles of roadway, 21,000 structures and bridges, six tunnels, and three ferry systems.

Brich possesses 26 years of extensive experience specializing in the areas of traffic engineering, safety, operations, transportation planning and research.

Prior to his appointment to the Virginia Department of Transportation (VDOT), Brich served as a vice president with a major consultant's operation, focusing on transportation in Virginia. He was responsible for leading strategic planning and pursuits relating to surface transportation.

Brich previously served in several senior roles with VDOT, including senior research scientist, assistant state traffic engineer for design and safety, and director of operations.

He successfully led and managed a wide array of projects and research studies during his tenure with VDOT and as a consultant. He was instrumental in developing various policy directives for VDOT's traffic engineering and transportation system management and operations.

Brich holds a bachelor's degree in civil engineering from Old Dominion University and a master's degree in civil engineering from the University of Virginia. He is a licensed professional engineer in Virginia and Maryland.

Brich is from the Hampton Roads area. He has two sons and enjoys surfing and boating.





Thomas Nelson, Jr.

Federal Highway Administration Virginia Division Administrator

Thomas Nelson, Jr. has served as the Federal Highway Administration (FHWA) Virginia Division Administrator since June 2019. In this capacity, he provides leadership and direction to a diverse professional staff in implementing the \$1.2 billion Federal-aid highway program. Most recently, Thomas served for 4 years as the Division Administrator for FHWA in Kentucky.

Prior to his position as Division Administrator, Thomas was the Special Assistant to the Administrator. In this capacity, he provided direct support to the Administrator and served as a key adviser on program and policy issues having national, regulatory, and legislative implications. He also coordinated critical Agency initiatives and interacted regularly with senior officials inside and outside of FHWA. He assisted the Administrator in the delivery and implementation of MAP-21 and the implementation of the Agency signature initiative for accelerating project delivery, Every Day Counts.

Thomas also served as a Major Projects Engineer in the Office of Innovative Program Delivery where he was responsible for providing technical and policy assistance to FHWA field offices, partners, and stakeholders in implementing risk-based project management. Before joining FHWA, Thomas served for over eight years as a Vice President and Area Manager for CH2M Hill (now Jacobs). Thomas also gained 10 years of valuable design and project management experience with the Michigan Department of Transportation where he served as the Unit Leader for Highway Design.

He holds a Bachelor of Science Degree in Civil Engineering from Michigan State University and is a licensed Professional Engineer.



Ann B. Wheeler

Chair-At-Large, Prince William County Board of Supervisors

Ann B. Wheeler was elected Chair-At-Large of the Prince William Board of County Supervisors during the 2019 General Election and assumed office on Jan. 1, 2020.

Chair Wheeler has actively served the people of Prince William County in many capacities before being elected chair, including as a NOVEC board member, as a member of the Hylton Performing Arts Center board, as the president of the Prince William Committee of 100, and as Chair of the Prince William Board of Social Services.

While in office, Chair Wheeler has been privileged to serve the community as a member of the Metropolitan Washington Coalition of Governments, the Northern Virginia Transportation Authority, and the National Capitol Region Transportation Board.

Chair Wheeler is a graduate of Tufts University with a degree in Mechanical Engineering and has earned an MBA from the University of Chicago, specializing in Finance.



Jeffrey McKay
Chairman, Fairfax County Board of Supervisors

Chairman Jeffrey C. McKay is a lifelong Fairfax County resident, born and raised on the historic Route One Corridor in the Lee District.

From kindergarten to eighth grade, he attended two of Fairfax County's world-class public schools, Woodlawn Elementary School, and Walt Whitman Middle School, before graduating from Bishop Ireton High School. Jeff also graduated with a B.S. in Public Administration and Political Science from James Madison University and is a graduate of the University of Virginia's Sorensen Institute for Political Leadership.

Jeff has more than 25 years of experience working on behalf of the residents of Fairfax County. He first served for 12 years as then-Supervisor Dana Kauffman's chief of staff before running and winning the election as Lee District Supervisor in November 2007. He was elected Chairman in 2019.

Since joining the Board, Jeff has been a champion for equity, education, affordable housing, transportation, revitalization, and the environment in Fairfax County. His commitment to these issues has been demonstrated on the Board as former Chair of the Legislative and Transportation committees and current Chair of the Budget Committee.

Jeff is also a regional leader.

Currently, he is Chair of the Dulles Corridor Advisory Committee and serves on the Northern Virginia Transportation Authority, Northern Virginia Transportation Commission (NVTC), the Metropolitan Washington Council of Governments, and on the Board of Directors for the Virginia Association of Counties, where he is the immediate past president. In addition, he was twice the Chair of NVTC and a member of the Northern Virginia Regional Commission. Jeff's work has been recognized by the Mount Vernon-Lee Chamber of Commerce as Citizen of the Year in 2019, by the Faith Alliance for Climate Solutions as the recipient of the 2020 Sustainability Champion Legacy Award, and by the Fairfax County Park Authority Board as the recipient of the 2021 Chairman's Choice Award.

Jeff lives in Lee District with his wife Crystal, his children Leann and Aidan, who attend Fairfax County Public Schools, and their latest retired racing greyhound, Pascal.





Rafael del Pino
Chairman, Ferrovial

Mr. Rafael del Pino is the Executive Chairman of Ferrovial. Prior to that he was the firm's CEO. He is also member of the Board of Zurich Insurance Group and the Blackstone International Advisory Board.

Mr. del Pino is actively involved with the academic world through membership of the MIT Corporation, IESE's International Advisory Board, the MIT Energy Initiative's External Advisory Board and the MIT Sloan European Advisory Board, and the Harvard Business School European Advisory Board. He is also a member of the Royal Academy of Engineering of Spain.

Mr. del Pino graduated in Civil Engineering from the Universidad Politécnica in Madrid (1981) and obtained an MBA from the MIT Sloan School of Management (1986).



Jane Garvey

Chair of the Supervisory Board, Meridiam Infrastructure

Ms. Garvey is a recognized global thought leader and a highly regarded former U.S. government official.

During her career in public service, Ms. Garvey served as the 14th Administrator of the Federal Aviation Administration (FAA). She was the first FAA administrator to serve a full five-year term and the first female to lead the agency. She led the FAA through the extraordinarily formidable events of September 11, 2001, with compassion and assurance of mission.

Ms. Garvey is recognized for her breadth of experience at all levels of government and business. Ms. Garvey served as Acting Administrator and Deputy Administrator of the Federal Highway Administration (FHWA). Among her accomplishments at FHWA, she conceived and developed the Innovative Financing Initiative—appropriately named GARVEE bonds, enabling states to use federal highway funds more effectively. Ms. Garvey was director of Boston's Logan International Airport and served as Commissioner of the Massachusetts Department of Public Works. Ms. Garvey led the U.S. Public/Private Partnerships advisory group at JPMorgan, where she advised states on financing strategies to facilitate much-needed project delivery for state governments.

Ms. Garvey has received numerous awards of distinction and recognition for her leadership. She joins several pioneers in aviation honored as the 100 Heroes in Aviation History as part of the First Flight Centennial Celebration in Kitty Hawk. Ms. Garvey has received the Eno Lifetime of Service Award in Infrastructure Policy, the National Council of Public-Private Partnerships Leadership Award, and the National Award of Excellence for Public Leaders. Ms. Garvey has also received the Woman of the Year Award in Transportation and Politics and the L. Welch Pogue Lifetime Achievement in International Aviation Award.

Ms. Garvey has previously and continues to serve on several boards and councils. She previously served as the Chairman of the United Airlines Holdings, Inc. Board of Directors. Ms. Garvey led the U.S. Department of Commerce's Investment Advisory Council (IAC) and has served on the boards of the MITRE Corporation, Skanska AB and Bipartisan Policy Center (BPC).



