



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818  
Fax: (804) 786-2940

## COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

Fredericksburg Nationals Stadium

42 Jackie Robinson Way

Fredericksburg, VA 22401

July 18, 2023

8:30 a.m.

1. Economic Development Access Program, Isle of Wight,  
Shirley T. Holland Industrial Park  
*Russ Dudley, Virginia Department of Transportation*
2. Rail Industrial Access  
Liberty Property Limited Partnership  
*Michael Todd, Virginia Department of Rail and Public Transportation*
3. DRPT Transit Program Policy Changes  
*Zach Trogdon, Virginia Department Rail and Public Transportation*
4. On-Time/On-Budget  
*Bart Thrasher, Virginia Department of Transportation*
5. I-64/Denbigh Boulevard Interchange Project  
*Chris Hall, Virginia Department of Transportation*
6. SMART SCALE Program Updates  
*Brooke Jackson, Office Intermodal Planning and Investment*  
*Ho Chang, ATCS*
7. Director's Items  
*Jennifer DeBruhl, Virginia Department of Rail and Public Transportation*
8. Commissioner's Items  
*Stephen Brich, Virginia Department of Transportation*
9. Secretary's Items  
*Shep Miller, Secretary of Transportation*

## #



# **ECONOMIC DEVELOPMENT ACCESS PROGRAM**

Isle of Wight County – Shirley T. Holland Intermodal Park

| Russ Dudley, Local Assistance Division

July 18, 2023

# Economic Development Access (EDA) Program

- **Provides funding to construct new roads or upgrade existing roads that serve new or expanding economic development sites**
- **Localities submit applications for EDA Funding to VDOT and the Commonwealth Transportation Board (CTB) approves project allocations**
- **Projects can be Traditional projects (named business) or Bonded projects (speculative with no commitment)**
  - **Traditional projects: Known business and sufficient capital investment is documented prior to expenditure of Program funds**
  - **Bonded projects: Funds are made available with provision of appropriate surety by the locality**



# Bonded Economic Development Access Projects

- **The EDA Program provides allocations to localities, where no establishment is under firm contract to build or when the identity of the qualifying establishment is held confidential**
- **The locality must guarantee to the CTB that a bond or other acceptable surety will be provided to cover the anticipated cost of the project**
- **The time limit for bonded projects is five years from the date the CTB approves, by resolution, the project and funding allocation**
- **The maximum allocation for a Bonded EDA Project is:**
  - **\$700,000 State Funds (Unmatched)**
  - **\$150,000 State Funds (Matched)**
  - **\$150,000 Local Funds (Required Local Match)**

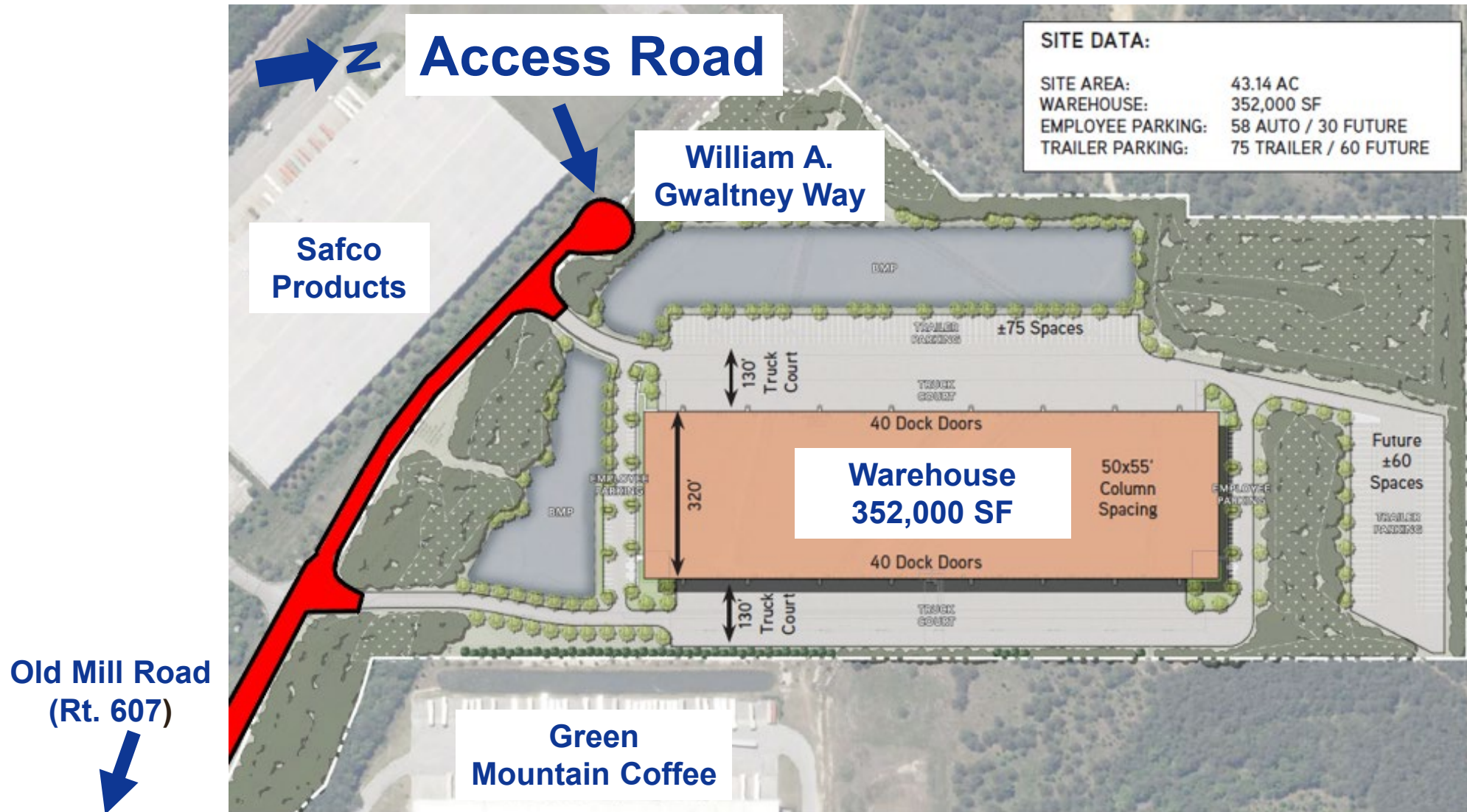
# Project Location: Isle of Wight County, Virginia



# New Economic Development Access Project Request

- **The proposed access road will extend William A. Gwaltney Way to serve a 43-acre lot in Shirley T. Holland Intermodal Park**
- **Project details:**
  - **Project ECON-046-753**
  - **Construction of a 0.34 mile long, 28-foot wide access road**
  - **One travel lane each way with sidewalks, curb and gutter**
  - **Isle of Wight County has provided a total project estimate of \$1,988,959**
  - **Proposed Project Allocation: \$850,000**
    - **(\$700,000 unmatched, \$150,000 matched)**

# Project Location: Isle of Wight County, Virginia







## For Lease

### 460 Commerce Center

12375 William A. Gwaltney Way  
Windsor, VA 23487

## New Light Manufacturing & Distribution Building

**Construction Starts Summer 2023**

**Lang Williams, SIOR**  
Executive Vice President  
+1 757 679 9106  
lang.williams@colliers.com

**H. Ashton Williamson, MAI, SIOR**  
Executive Vice President  
+1 757 288 3438  
ashton.williamson@colliers.com

**Ben Anderson**  
Associate  
+1 757 634 9902  
ben.r.anderson@colliers.com

- Class A New Construction
- Scheduled Summer 2023 Ground-Breaking
- Potential Incentives:
  - Virginia Enterprise Zone
  - Foreign Trade Zone #20
  - Port of Virginia Economic and Infrastructure Development Grant Program
  - Economic Development Incentive Grant (EDIG)
- Direct Access to Port of Virginia Marine Terminals
- Zoning supports light manufacturing, warehousing, and distribution uses

# Bonded EDA Project Scorecard (Speculative Industry)

| Application Evaluative Criteria  | Project Score | MAX Points |
|--|---------------|------------|
| <p><b><u>Total Expected Capital Investment*</u></b><br/>           3X allocation (only for Double Distressed localities) – 5 points<br/>           4X allocation (only for Single Distressed localities) – 10 points<br/> <b>5X allocation or greater – 15 points</b><br/> <i>*Speculative projects receive points for the minimum expected Capital Investment</i></p> | <b>15</b>     | <b>15</b>  |
| <p><b><u>Site's Potential for Capital Investment*</u></b><br/>           Low potential for Capital Investment – 20 points<br/>           Medium potential for Capital Investment – 30 points<br/> <b>High potential for Capital Investment – 40 points</b><br/> <i>*VEDP will provide support with determining the Site's Potential for Capital Investment</i></p>     | <b>40</b>     | <b>40</b>  |
| <p><b><u>Expected / Potential Full Time (FT) Job Creation*</u></b><br/>           0-50 FT Jobs Created – 5 points<br/>           50-150 FT Jobs Created – 10 points<br/> <b>More than 150 FT Jobs Created – 15 points</b><br/> <i>*VEDP to provide support with verifying the full-time job creation numbers</i></p>   | <b>15</b>     | <b>15</b>  |
| <p><b><u>Need for Access Road</u></b><br/>           Existing roadway to the site needs to be improved – 10 points<br/>           Traffic impact analysis supports the proposed project – 10 points<br/> <b>or</b><br/> <b>No existing roadway provides access to the site – 20 points</b></p>   | <b>20</b>     | <b>20</b>  |
| <p><b><u>Level of Distress*</u></b><br/>           Single Distressed locality (unemployment or poverty rate over State average) – 5 points<br/>           Double Distressed locality (unemployment and poverty rate over State average) – 10 points<br/> <i>*As defined by the VEDP's Commonwealth Opportunity Fund</i></p>  | <b>0</b>      | <b>10</b>  |
| <b>TOTAL</b>   | <b>90</b>     | <b>100</b> |

# Next Steps

- **September 2023 meeting, the CTB will be presented with a Resolution proposing to establish a new EDA Project, ECON-046-753**
- **Following CTB approval, VDOT and Isle of Wight County will enter into a Standard State-Aid Agreement**
- **Isle of Wight County will administer this project**



Virginia Department of Transportation



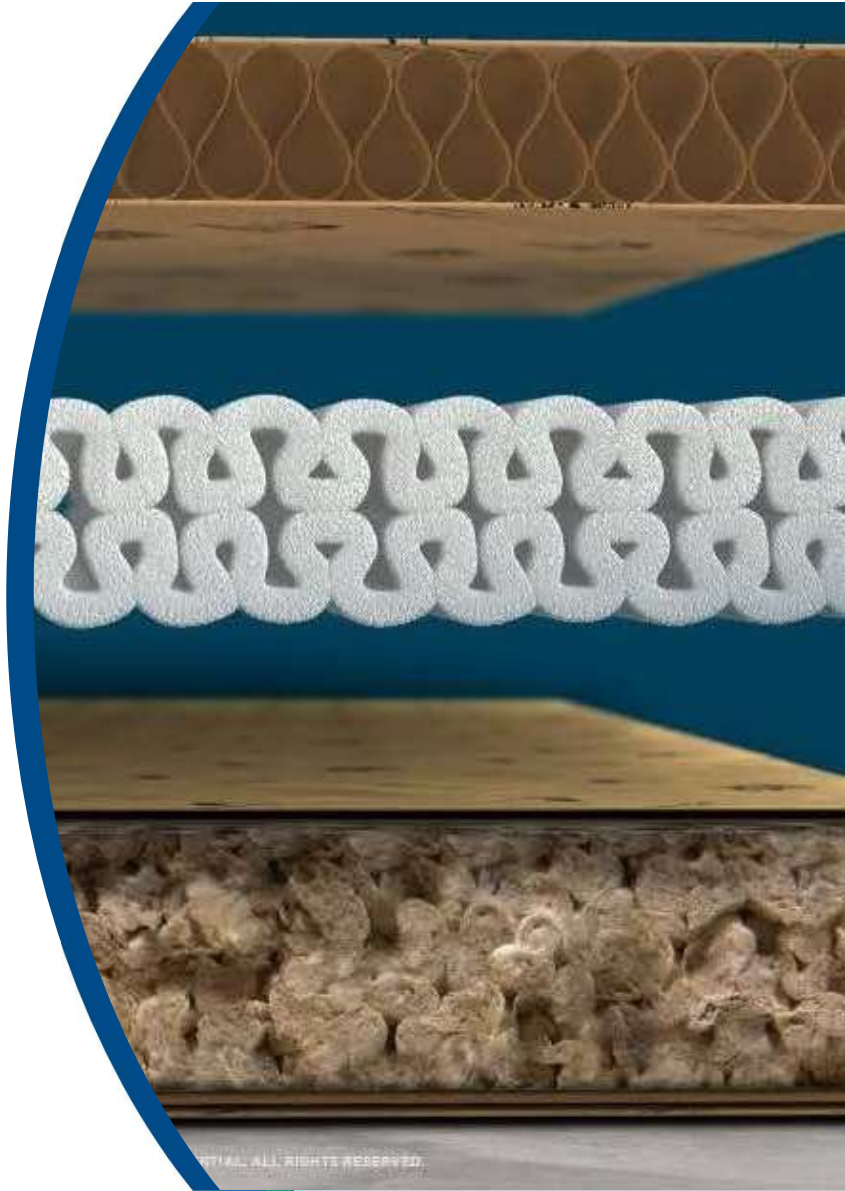


# Rail Industrial Access

## Liberty Property Limited Partnership

Michael Todd, Rail Programs Director

July 18, 2023



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# Liberty Property Limited Partnership

- **Location:** Henrico County
- **Purpose:** Distribution Center is applying for rail spur rehabilitation on behalf of tenant TemperPack Technologies, Inc. TemperPack is a manufacturer of sustainable cold-chain packaging.
- **Activity:** Rail is used to import raw materials to produce a high performing curbside recyclable insulation liner.





## Liberty Property Limited Partnership

### Request:

- \$336,890 (\$571,000 total rail cost)
- 4,000 feet of rail rehabilitation
- \$3.175M Total Investment



# Site Location







## Project Benefits

- Carloads: 101 annual (0 existing)
- Employment: 5 new jobs  
Existing Economic Development Area
- Funding: 90% Private Investment

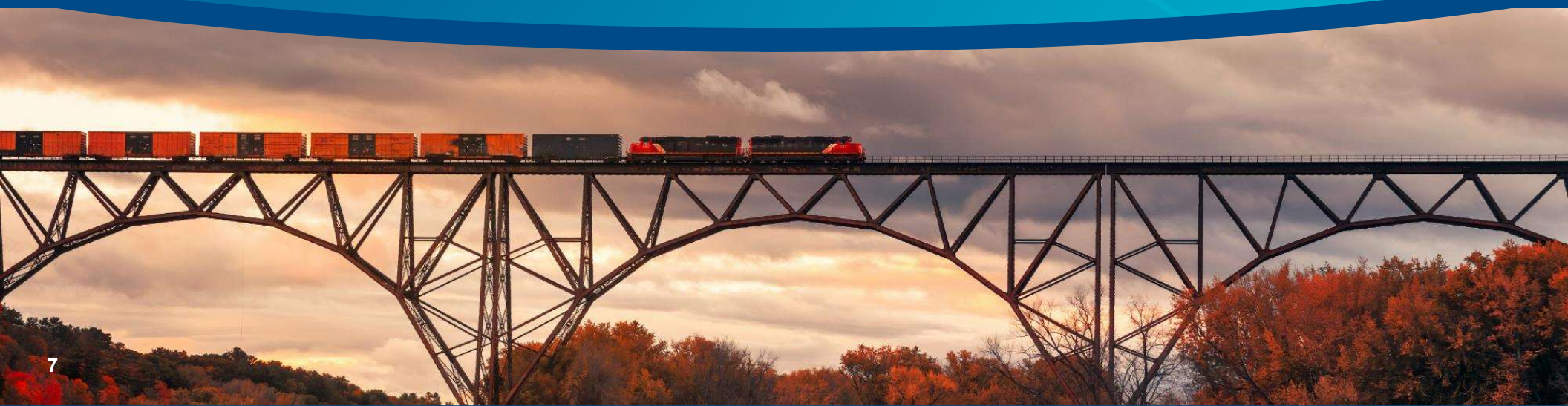
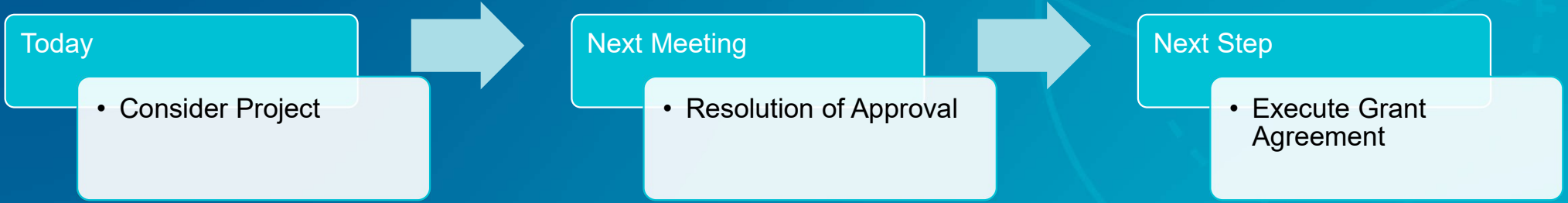
# Project Score

| Categories                   | Score |
|------------------------------|-------|
| Carloads                     | 8     |
| Jobs                         | 8     |
| DRPT % of Total Investment   | 6     |
| Private % of Rail Investment | 8     |
| Local Unemployment           | 0     |
| Economic Development Area    | 10    |
| Shortline                    | 10    |
| TOTAL                        | 50    |





# Recommendation





# DRPT Transit Program Policy Changes

Zach Trogon, Chief of Public Transportation

July 18, 2023





# Background

# Commonwealth Mass Transit Fund Changes

## **HB1496 (Delegate Austin)/ SB1079 (Senator Cosgrove)**

Makes changes to § 33.2-1526.1 by creating a separate category of funds for the Virginia Railway Express (VRE)

Provides additional Commonwealth Transportation Board oversight requirements for VRE and Washington Metropolitan Area Transit Authority (WMATA)

One of the Governor's transportation priorities for 2023 Session



# Transit Ridership Incentive Program

- **SB1326 (McClellan)/HB 2338 (McQuinn)**
  - Allows the CTB to allocate up to 30 percent of Transit Ridership Incentive Program funds for improving the accessibility of transit bus passenger facilities and improving crime prevention and public safety for transit passengers, operators, and employees.
- By-product of the HJ542 Modernization Study
- Virginia Transit Association-led legislation
- Amended by the Governor to include focus on crime prevention and public safety



# Implementation Steps

- Each legislative change requires either a modification of an existing CTB policy or establishment of CTB policy to govern implementation
  - VRE – New CTB Policy
  - WMATA – Update of existing CTB Policy
  - TRIP – Update of existing CTB Policy
- Schedule
  - July CTB Workshop – Brief CTB on proposed policies
  - July 20 – Release policies for public comment in accordance with agency policy
  - September CTB – Finalize policies and seek CTB approval

# Virginia Railway Express



# Commonwealth Mass Transit Fund Legislative Changes and Requirements

## Legislative Change: HB 1496/SB 1079 (2023)

- Created a commuter rail specific allocation from the Commonwealth Mass Transit Fund

## Legislative Requirement: §33.2-1526.1

“Three and one-half percent of funds may be allocated to NVTC for distribution to the commuter rail system jointly operated by NVTC and PRTC, established pursuant to Chapter 19 (§ 33.2-1900 et seq.), for operating and capital purposes. The amount of funds distributed pursuant to this subdivision and the selection of systems receiving funds pursuant to this subdivision shall be based on service delivery factors including effectiveness and efficiency as established by the Board. Such measures and their relative weight shall be evaluated every three years and shall be finalized six months prior to the fiscal year of implementation. Any funds remaining after such distribution shall be redistributed to subdivision 2.”



# Summary of VRE Policy

- 1) The CTB shall withhold 20% of funds each year unless VRE submits a detailed annual operating budget and proposed capital expenditures by February 1<sup>st</sup>**
  - The CTB will release any and withhold funding upon approval or implementation of an approved mitigation action.
- 2) Each year VRE will provide performance metrics that measure ridership, cost efficiency, and system reliability/safety**
  - Specific metrics include annual change in ridership, annual change in passengers per mile, cost per passenger, on-time performance, mean distance between major mechanical failures, and fatalities/injuries.
- 3) The CTB will consider revisions and/or updates to this policy at least every 2 years**

# Washington Metropolitan Area Transit Authority



# WMATA Legislative Changes and Requirements

## **Legislative Change: HB 1496/SB 1079 (2023)**

- Requires local jurisdictions to provide at least 50% of WMATA subsidies, excess is returned to transit statewide capital
- Requires WMATA to submit proposed operating budget by April 1 and address CTB each year or be subject to withholding 20 percent of NVTC WMATA allocation
- Adds strategic plan requirements to look at routes, operating efficiency, overlapping service, and unserved areas
- Requires WMATA General Manager and Virginia Board Members to address the Board annually

## **Legislative Requirement: §33.2-1526.1**

# Summary of WMATA Policy Changes

- 1) **The CTB shall adjust the annual allocation to ensure that the CMTF's share does not exceed 50% of the total Virginia subsidy (operating and capital)**
- 2) **The CTB shall withhold 20% of funds each year unless WMATA submits a detailed annual operating budget, proposed capital expenditures, and financial statements of defined-benefit pension plans by April 1<sup>st</sup>**
  - The CTB will release any and withhold funding upon approval or implementation of an approved mitigation action
- 3) **The CTB shall withhold 20% of funds each year unless WMATA's General Manager and Virginia Board Members address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's investment**
  - The CTB will release any and withhold funding upon approval or implementation of an approved mitigation action.
- 4) **Modifies existing language to specify that the CTB shall withhold 20% of funds each unless WMATA submits a transit strategic plan**
  - Assessment of State of Good Repair needs, performance of fixed route bus routes, opportunities to improve efficiency and share services

# Transit Ridership Incentive Program

# TRIP Legislative Changes and Requirements

## Legislative Change: HB 2338/SB 1326 (2023)

- Expanded project categories in the Transit Ridership Incentive Program (TRIP):
  - Passenger Amenities and Facilities **NEW**
  - Crime Prevention and Public Safety **NEW**
  - Regional Connectivity
  - Zero/Reduced Fare Programs

## Legislative Requirement: §33.2-1526.3 (2020)

- “The Board shall establish guidelines for the implementation of the Program and review such guidelines, at a minimum, every five years.”



# Summary of Updates to TRIP Policy

## 1) Expanded Project Eligibility

- Added two new project categories per HB 2338/SB 1326
- Further defined the types of eligible projects by category

## 2) Expanded Eligible Applicants for “Regional Connectivity” Project Category based on new Census data/definitions

- Now includes transit providers and regional bodies in the following metro areas: Harrisonburg, Bristol-Kingsport, Staunton, and Winchester

## 3) Revised Scoring Rubric to Align with Other DRPT Funding Programs

- New “Service Related Score,” which assigns points based on the project’s impact on ridership, accessibility, and the customer experience
- New “Non-Service Related Score,” which assigns points based on project readiness and project scope

Questions?





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*Agenda item #* **XX**

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**MONTH DAY, 2023**

#### **MOTION**

**Made By: Seconded By: Action:**

**Title: Approval of Policy and Guidelines for Implementation of Funding for the Virginia Railway Express (VRE)**

**WHEREAS**, the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Commission (NVTC), and the Potomac and Rappahannock Transportation Commission (PRTC) are mutually interested in the success of the Virginia Railway Express (VRE); and

**WHEREAS**, VRE was established to provide commuter-oriented rail service from the Northern Virginia suburbs to Alexandria, Crystal City, and downtown Washington, D.C., along the I-66 and I-95 corridors; and

**WHEREAS**, NVTC and PRTC jointly own VRE; and

**WHEREAS**, NVTC was established to manage and control the functions, affairs, and property of the Northern Virginia Transportation District, and PRTC is a multi-jurisdictional agency representing Prince William and Stafford Counties and the cities of Manassas, Manassas Park and Fredericksburg; and

**WHEREAS**, Section 33.2-1526.1 (D)(3) of the *Code of Virginia*, pursuant to the 2023 Virginia Acts of Assembly, restructures the Commonwealth Mass Transit Fund so that up to 3.5 percent of its funds may be annually allocated to NVTC for distribution to VRE for capital purposes and operating assistance; and

**WHEREAS**, Section 33.21-1526.1 (D)(3) of the *Code of Virginia* directs the Board to establish service delivery factors to determine the amount of funds delivered annually to VRE;

and

**WHEREAS**, the 2023 Virginia Acts of Assembly requires the Commonwealth Transportation Board to withhold funding available to VRE pursuant to Section 33.2-1526.1(O) of the *Code of Virginia* Allocation under the following conditions:

1. Beginning in Fiscal Year 2024, the CTB shall withhold 20 percent of the funds available each year unless VRE submits a detailed annual operating budget and any proposed capital expenditures and projects for the following fiscal year by February 1 of each year.

**WHEREAS**, it is in the best interest of the CTB, NVTC, and PRTC to ensure that VRE receives the full allocation of funding from the Commonwealth Mass Transit Fund that is distributed by the NVTC; and

**NOW THEREFORE LET IT BE RESOLVED**, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy.

**BE IT FURTHER RESOLVED** that the Board hereby adopts the following policy to govern future Board decisions related to funding for VRE as enacted by the General Assembly of Virginia in 2023:

### **Service Delivery Factors**

The CTB shall use the following service delivery factors, which are divided into three categories, to determine the amount of funds delivered to VRE annually from the 3.5 percent of annual revenues for capital and operating expenses.

1. Ridership:
  - a. Annual Change in Ridership: percentage change in Unlinked Passenger Trips year-to-year.
  - b. Annual Change in Passengers Per Mile: percentage change in Unlinked Passenger Trips divided by Vehicle Revenue Miles year-to-year.
2. Cost Efficiency
  - a. Cost Per Passenger: Audited Operating Expense (from previous fiscal year) divided by Ridership.
3. System Reliability and Safety
  - a. On-time performance: annual percentage of trains arriving at their destination within five minutes of the schedule.
  - b. Mean Distance between Major Mechanical Failures: annual vehicle revenue miles divided by number of major mechanical failures compared year-to-year.
  - c. Fatalities and Injuries: annual number of preventable fatalities and injuries.



### **Submission of a Detailed Annual Operating Budget**

1. The CTB shall withhold funding if:
  - a. Beginning in Fiscal Year 2024, VRE has not prepared and submitted a detailed annual operating budget and any proposed capital expenditures and projects for the following fiscal year to the CTB by February 1 of each year.
2. The annual operating budget submitted by VRE to the CTB shall include information on expenditures, indebtedness, pensions, and other liabilities, and other information as prescribed by the CTB.

### **Resolution of Withholding of Funds**

1. The CTB will release any withheld funding upon approval or implementation of an approved mitigation action.
2. The CTB will determine what constitutes an approved mitigation action.
3. The CTB shall retain as a penalty any funding withheld during a fiscal year in response to a violation for which there is no mitigation.

### **Additional Considerations**

1. The CTB, the Virginia Department of Rail and Public Transportation (DRPT), VRE, the NVTC, and the PRTC shall proactively collaborate to avoid activities that would require the CTB to withhold funding.
2. VRE shall submit the documents required to demonstrate compliance to DRPT by the deadlines specified. DRPT will analyze the information received from VRE and present to the CTB, in April of each year, a recommendation on enforcement actions, if any, that are required to be taken under this policy.
3. The CTB reserves the right to approve exceptions to this policy at any time in response to special or extraordinary circumstances.
4. Given that the condition of the VRE system may change over time, the CTB will consider revisions and/or updates to these guidelines at least every two years.

#####



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*Agenda item # XX*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

MONTH DAY, 2023

#### MOTION

**Made By: Seconded By: Action:**

**Title: Approval of Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA)**

**WHEREAS**, the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Commission (NVTC), and the jurisdictions that comprise the NVTC, who provide local funding and receive transit service from the Washington Metropolitan Area Transit Authority (WMATA), are mutually interested in the success of the WMATA; and

**WHEREAS**, WMATA was established pursuant to an interstate compact between Virginia, Maryland, and the District of Columbia to operate a regional mass transit system in the Washington, D.C. metropolitan area; and

**WHEREAS**, NVTC was founded in part to represent the interests of the Commonwealth of Virginia during the establishment of WMATA; and

**WHEREAS**, NVTC's member jurisdictions — the cities of Alexandria, Falls Church, and Fairfax and the counties of Arlington, ~~and Fairfax, and Loudoun~~ — are the current WMATA Compact funding partners, ~~with Loudoun County to become a funding partner in advance of the start of operations on Phase 2 of the Silver Line;~~ and

**WHEREAS**, Section 33.2-1936 of the *Code of Virginia* establishes that the Northern Virginia Transportation District has unique needs and that the operation of the rapid heavy rail mass transportation system and the bus mass transportation system by WMATA provides particular and substantial benefit to the persons living, traveling, commuting, and working in the localities embraced by the NVTC; and

**WHEREAS**, Section 33.2-3401 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, established a WMATA Capital Fund to provide Virginia's agreed upon share of regional dedicated capital funding to WMATA; and

**WHEREAS**, Section 33.2-1526.1 of the *Code of Virginia* allocates 46.5 percent of, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, restructures the Commonwealth Mass Transit Fund so that 53.5 percent of its funds shall be annually allocated to NVTC for distribution to WMATA on behalf of its local jurisdictions for capital purposes and operating assistance ("Commonwealth Mass Transit Fund WMATA Allocation"), as determined by NVTC; and

**WHEREAS**, the enactment clauses of Chapter 854 of the 2018 and Chapter 363 of the 2023 Virginia Acts of Assembly requires the Commonwealth Transportation Board to withhold funding available to WMATA pursuant to Section 33.2-1526.1(DE)(43) of the *Code of Virginia* Allocation under the following conditions:

1. Section 33.2-1526.1(L)~~The seventh enactment~~ requires the CTB shall withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.
2. Section 33.2-1526.1(M)~~The eighth enactment~~ requires that, ~~beginning July 1, 2019,~~ the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC; and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC. ~~The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.~~
3. Section 33.2-1526.1(N) requires that, beginning in Fiscal Year 2024 ; the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has not prepared and submitted a detailed annual operating budget and any proposed capital expenditures and projects for the following fiscal year to the CTB by April 1 of each year; and (ii) the Commonwealth's and NVTC's representatives to the WMATA Board and the WMATA General Manager fail to annually address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's

investment in the WMATA system.

~~3.4.~~ Section 33.2-1526.1(K) ~~The first enactment~~ requires that, in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than 3 percent from the total operating assistance in the prior year's approved WMATA budget, the Board shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after the effective date of this provision; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.

**WHEREAS**, it is in the best interest of the CTB, NVTC, and the jurisdictions that are WMATA Compact funding partners to ensure that WMATA receives the full allocation of funding from the Commonwealth Mass Transit Fund that is distributed by the NVTC on behalf of its jurisdictions; and

**NOW THEREFORE, BE IT RESOLVED** that the Board hereby adopts the following policy and guidelines to govern future Board decisions related to the Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority enacted by the General Assembly of Virginia in 2018:

**Participation by Alternate Directors of the WMATA Board (Section 33.2-1526.1(L) Enactment Clause 7 of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. The CTB shall withhold funding if the WMATA Board of Directors has not adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7.
- ~~1.2.~~ When determining whether to withhold funding in response to an action taken by an alternate director that is prohibited by Section 33.2-1526.1(L) ~~clause (i) of Enactment Clause 7~~, the CTB shall consider the following as prohibited activities by alternate directors at an official WMATA Board or committee meeting (unless the alternate director is acting in the absence of a Board director who serves on the committee): (i) participating in the discussion among Board directors; (ii) making or seconding a motion; (iii) voting on motions, resolutions or other Board actions; (iv) being counted toward the required quorum; (v) attendance or participation in any Executive Session of the WMATA Board or its committees; (vi) any action in violation of WMATA Bylaws in regards to the activities of alternate directors. Attendance by alternate directors at official WMATA Board or committee meetings, excluding Executive Sessions, shall not be a basis for withholding funding, nor shall the provision of information or reports to directors at a WMATA committee meeting in response to a request to do so by the director chairing the committee meeting.

~~2.3.~~ WMATA shall provide a written notification to the CTB by July 1 of each year that it has adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7 and that no violations of the bylaws by alternate directors have occurred during the previous year.

~~3.4.~~ WMATA shall immediately notify the CTB in writing if a violation of its bylaws by an alternate director or some other action prohibited by this CTB policy occurs.

**Adoption of a Detailed Capital Improvement Program (Section 33.2-1526.1(M) Enactment Clause 8(i) of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. The CTB shall withhold funding if:
  - a. ~~Beginning July 1, 2019,~~ WMATA has not annually adopted or updated by July 1 of each year a detailed capital improvement program covering the current fiscal year and the next five fiscal years, including projections of funding sources and uses for the six-year period.
  - b. ~~Beginning July 1, 2019,~~ WMATA has not annually held by July 1 of each year at least one public hearing on such capital improvement program held in a locality embraced by the NVTC.
2. WMATA shall provide a written notification to the CTB by July 1 of each year that it has: (i) adopted a capital improvement program that complies with the above requirements; and (ii) held a public hearing on the capital improvement program in a locality embraced by the NVTC.

**Adoption or Update of a Strategic Plan (Section 33.2-1526.1(M) Enactment Clause 8(ii) of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. The CTB shall withhold funding if:
  - a. ~~Beginning July 1, 2019,~~ the WMATA Board has not adopted or updated a strategic plan within the preceding 36 months. After submission of the first strategic plan, WMATA must submit updated plans every 3 years thereafter.
  - b. ~~Beginning July 1, 2019,~~ WMATA has not held at least one public hearing on such strategic plan held in a locality embraced by the NVTC.
- ~~2. WMATA's strategic plan shall include~~require the following five components: (a) an assessment of state of good repair needs; (b) a review of the performance of fixed-route bus service; (c) an evaluation of the opportunities to improve operating efficiency of the transit network; (d) an examination and identification of opportunities to share services where multiple transit providers' services overlap; and (e) an examination of opportunities to improve service in underserved areas.
- ~~2. The first strategic plan adopted to comply with such requirements shall include a plan~~

~~to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.~~

3. WMATA shall provide a written notification to the CTB by July 1 of the year of any strategic plan update that it has: (i) adopted or updated a strategic plan that complies with the above requirements; and (ii) held a public hearing on the strategic plan or strategic plan update in a locality embraced by the NVTC.

**Submission of a Detail Annual Operating Budget and Capital Expenditures and Projects (Section 33.2-1526.1(N))**

1. Beginning in Fiscal Year 2024, the CTB shall withhold funding if:
  - a. WMATA has not prepared and submitted a detailed annual operating budget and any proposed capital expenditures and projects for the following fiscal year to the CTB by April 1 of each year.
  - b. The Commonwealth's and NVTC's representatives to the WMATA Board and the WMATA General Manager fail to annually address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's investment in the WMATA system.
2. The annual operating budget submitted by WMATA to the CTB shall include information on expenditures, indebtedness, pensions, and other liabilities, and other information as prescribed by the CTB. "The budget submission shall also include the audited financial statements for each defined-benefit pension plan to which WMATA contributes for the previous fiscal year, presented in accordance with the Governmental Accounting Standards Board (GASB) Statement Number 67."

**3% Cap on Growth in Total Virginia Operating Assistance (33.2-1526.1(K)Enactment Clause 1 of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. The CTB shall withhold funding if:
  - a. The total operating subsidy for Virginia in the current year approved WMATA budget increases (effective July 1) by more than 3 percent over the prior year approved WMATA budget (as of June 30).
2. The following items shall not be included in the calculation of any WMATA budget increase:
  - a. Any service, equipment, or facility that is required by any applicable law, rule, or regulation.
    - i. Includes, but is not limited to, compliance with any safety directives to



- WMATA issued by the Metrorail Safety Commission (MSC), the Federal Transit Administration (FTA), the National Transportation Safety Board (NTSB) or any other relevant safety oversight agency; actions taken to comply with the Americans with Disabilities Act (ADA); and actions taken to comply with Title VI requirements.
- b. Any major capital project approved by the WMATA Board before or after the effective date of this provision.
    - i. Includes operating subsidy increases related to major capital projects that improve WMATA's state of good repair, support a major system expansion project (such as the planned Potomac Yard Metrorail Station in Alexandria and the Silver Line Metrorail Phase 2 project in Fairfax and Loudoun Counties), and respond to service disruptions caused by implementation of approved capital projects to address state of good repair needs or from emergency system shutdowns.
  - c. Any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.
    - i. This exclusion is not intended for expenses related to the day to day operations of WMATA's legal department.
  - d. Any service increases approved by the WMATA Board pursuant to Section 33.2-1526.1(J) of the *Code of Virginia*.
  - e. Operating subsidies for specific WMATA transit services that are funded in whole by one or more WMATA member jurisdictions and/or from other non- WMATA funding sources.
  - f. Regularly scheduled adjustments of the inputs to the regional subsidy allocation formulas by WMATA.
3. WMATA shall provide a written notification to the CTB no later than July 1 of each year of the annual growth in total Virginia operating assistance, including a detailed description of the costs contributing to the increased operating subsidy and a year over year comparison of such costs. WMATA shall also provide a detailed description and justification of costs considered exempt from the calculation of the annual growth rate in operating subsidy. The written notification shall include sufficient documentation to allow the CTB to perform its own verification of the annual growth rate and amount of total Virginia operating assistance.
  4. By July 1 of each year, WMATA shall notify the CTB if it is scheduled or plans to adjust the regional subsidy allocation formulas in the budget to be proposed for the next fiscal year.

### **Resolution of Withholding of Funds**

1. The CTB will release any withheld funding upon approval or implementation of an approved mitigation action.
  - a. The CTB will determine what constitutes an approved mitigation action, except that approval by the WMATA Board of a budget amendment reducing the amount of annual operating assistance required by Virginia to no more than 3 percent greater than the prior year shall be considered an approved mitigation action for a violation of the restriction related to the 3 percent cap on growth in Virginia operating assistance.
2. The CTB shall retain as a penalty any funding withheld during a fiscal year in response to a violation for which there is no mitigation.

### **Additional Considerations**

1. The CTB, the Virginia Department of Rail and Public Transportation (DRPT), WMATA, the NVTC, and NVTC's member jurisdictions shall proactively collaborate to avoid activities that would require the CTB to withhold funding.
2. WMATA shall submit the documents required to demonstrate compliance to DRPT by the deadlines specified. DRPT will analyze the information received from WMATA and present to the CTB, in September of each year ~~(beginning in 2019)~~, a recommendation on enforcement actions, if any, that are required to be taken by this policy.
3. DRPT will provide regular reports to the CTB on observations related to compliance with this policy throughout the year.
4. After December 15 of each year, the NVTC shall present to the CTB the findings included in its report on the performance and condition of WMATA required under Section 33.2- 3403 of the *Code of Virginia*.
5. The CTB reserves the right to approve exceptions to this policy at any time in response to special or extraordinary circumstances.
6. Given that the condition of the WMATA system may change over time, the CTB will consider revisions and/or updates to these guidelines at least every two years.

**RESOLUTION  
OF THE  
COMMONWEALTH TRANSPORTATION BOARD**

**June 23, 2021**

**MOTION**

**Made By:      Secinded by:**

**Action:**

**Title: Updated Policy for the Implementation of the Transit Ridership Incentive Program**

**WHEREAS**, Section §33.2-1526.3 of the *Code of Virginia* was passed by the Virginia General Assembly in the 2020 legislative session to establish the Transit Ridership Incentive Program (TRIP) as part of the Omnibus Transportation Bill; and

**WHEREAS**, TRIP was created to promote improved regional transit service in urbanized areas of the Commonwealth (with an urban population in excess of 100,000) and to reduce barriers to transit use for low-income individuals; and

**WHEREAS**, ~~shortly after the conclusion of the 2020 General Assembly, the coronavirus pandemic introduced a plethora of unprecedented operational challenges to Virginia transit providers, impacted patterns of commuting, and accentuated the need for equitable transit access; and~~

**WHEREAS**, HB 2338/ SB 1326 was passed in the 2023 General Assembly to expand funding eligibility to include two additional project types; improvements to the accessibility of transit bus passenger facilities and efforts to improve crime prevention and public safety for transit passengers, operators, and employees; and

**WHEREAS**, the Department of Rail and Public Transportation ~~has consulted with the Virginia Transit Association and other stakeholders to gather input to develop the TRIP policy~~has developed guidelines for the additional eligible project types and recommended ~~made~~ improvements to the existing policy; and

**NOW THEREFORE BE IT RESOLVED**, the Commonwealth Transportation Board (Board) hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Regional Connectivity funding pursuant to §33.2-1526.3 of the *Code of Virginia*:

1. For the purposes of review and prioritization, TRIP Regional Connectivity projects will be classified into the following four eligible project types:
  - The improvement and expansion of routes with regional significance
  - The implementation of integrated fare collection

- The development and implementation of regional subsidy allocation models
- The establishment of bus-only lanes on routes of regional significance

2. The following entities are eligible for TRIP Regional Connectivity funding:

- ~~Small and Large Urban transit agencies that serve regions with urbanized populations in excess of 100,000~~
- ~~Transportation District Commissions~~
- ~~Public Service Corporations~~
- ~~Local governments~~
- ~~Private nonprofit transit providers~~
- Public transit providers that serve a Metropolitan Statistical Area (MSA) exceeding a population of 100,000 and receive State Operating Assistance pursuant to 33.2-1526.1 D 1 OR;
- Metropolitan Planning Organizations (MPO), Planning District Commissions (PDCs), and other statewide or regional bodies that serve a MSA exceeding a population of 100,000

3. The Commonwealth recognizes the need for both state and local funding commitments to establish transit services. Therefore, TRIP regional connectivity funding can be applied to a project for a *maximum of five years* with the state share decreasing over time. ~~Projects may be eligible for funding beyond the initial five year commitment based on performance and availability of funding.~~

4. Candidate TRIP projects should be supported by planning, either at the regional or corridor level, that documents the regional travel demand and establishes an operational approach to serve regional travel needs, including congestion mitigation.

~~Projects to fund transit operations and bus only lanes will be evaluated using a technical assessment that gauges a project's ability to meet the legislatively defined goals of TRIP. The table below depicts the scoring criteria and their associated weights that will be used for prioritization. Projects to support regional fare collection infrastructure or subsidy models will be considered based on regional studies and recommendations from regional bodies.~~

| Scoring Category                                 | Measure   | Measure Weight |
|--|---|----------------|
| Congestion Mitigation                            | <ul style="list-style-type: none"> <li>• <del>Change in system-wide and peak-period transit ridership attributed to the project</del></li> </ul>  | 60%            |
| Regional Connectivity and Regional Collaboration | <ul style="list-style-type: none"> <li>• <del>Increase in regional connectivity to community and employment centers attributed to the project.</del></li> <li>• <del>Project's ability to heighten access to other modes of transportation</del></li> </ul> | 30%            |

|                     |  |             |
|---------------------|--|-------------|
|                     | <ul style="list-style-type: none"> <li>• <del>All involved localities' involvement and commitment to the deployment of the project</del></li> </ul>      |             |
| Cost Per Passenger  | <ul style="list-style-type: none"> <li>• <del>Cost of the project related to the predicted ridership increase attributed to the project</del></li> </ul> | 10%         |
| <i>Total Score:</i> |  | <i>100%</i> |

5. Per subdivision C of §33.2-1526.3 of the *Code of Virginia*, TRIP Regional Connectivity funds will be distributed based on a five-year rolling average, ensuring that each region receives their proportionate share over the five-year period.

6. Agencies awarded TRIP Regional Connectivity funding will report quarterly on project progress toward attaining established project goals and performance metrics.

7. A project that has been selected for TRIP funding must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

8. Projects that are interregional or have statewide significance may be eligible for TRIP funding if they demonstrate fulfillment of unmet regional, interregional, or statewide travel needs as determined by the Director of the Department of Rail and Public Transportation.

~~7.9.~~ Selected projects may be eligible for continuation upon expiration of the initial pilot. Decisions to extend funding will be based on availability of funding and project performance.

~~**NOW THEREFORE BE IT FURTHER RESOLVED,**~~ the Commonwealth Transportation Board hereby adopts the following policy to govern the structure, scoring, and prioritization of projects for TRIP Zero Fare and Low Income and Reduced Fare TRIP funding pursuant to §33.2-1526.3 of the *Code of Virginia*:~~;~~

1. For the purposes of review and prioritization, TRIP Zzero fare and low income and Reduced Fare projects will be classified into the following three eligible types:

- The provision of subsidized or fully free passes to low-income populations
- The elimination of fares on high-capacity corridors, establishing 'zero fare zones' (net fares, less the cost of fare collection)
- The deployment of an entirely zero fare system (net fare, less the cost of fare collection)
- Fare policy planning

2. The following entities are eligible for TRIP Zero Fare and Low Income and Reduced Fare funding ~~include~~:

- ~~Transportation District Commissions~~
- ~~Public Service Corporations~~
- ~~Local governments~~
- ~~Private nonprofit transit providers~~
- Public transit providers whom receive State Operating Assistance pursuant to 33.2-1526.1 D 1 OR;
- Metropolitan Planning Organizations (MPO), Planning District Commissions (PDCs), and other statewide or regional bodies.

Applications focused on the provision of zero fare corridors or zero fare systems should be submitted by the organization providing the service.

3. The Commonwealth recognizes the need for both state and local funding commitments to establish transit services. Therefore, TRIP ~~zero fare and low income~~Zero and Reduced Fare funding can be applied to a project for *a maximum of three years*. For multi-year projects, the state’s contribution would decrease and the local share would increase over the funding period. ~~For agencies already committed to zero fare operations in FY22, allocations may be adjusted by the Board to reflect the early commitment to implementation.~~
4. Successfully enacting system-wide zero fare operations relies on a strong financial commitment from the service provider and its community. To ensure the success of these projects, all system-wide zero fare applicants must commit to an additional year of operation beyond the project agreement with DRPT where the funding recipient provides one hundred percent (100%) of project expenses.
5. Projects prioritized for funding should be supported by planning, either at the regional or corridor level that documents an evaluation of ~~zero fare~~fare policies and establishes an approach to meet community needs through the implementation of new fare policies.

~~The table below depicts the scoring criteria and their associated weights that will be used for reviewing TRIP zero fare and low income project types.~~

| <del>Scoring Criteria</del>     | <del>Measure</del>   | <del>Measure Weight</del> |
|---------------------------------|--|---------------------------|
| <del>Impact on Ridership</del>  | <ul style="list-style-type: none"> <li>● <del>Predicted change in system wide transit ridership attributed to the project</del></li> </ul>                         | <del>30%</del>            |
| <del>Applicant Commitment</del> | <ul style="list-style-type: none"> <li>● <del>The identification of community partnerships</del></li> <li>● <del>support from involved localities</del></li> </ul> | <del>30%</del>            |



|   |  |                    |
|---|--|--------------------|
|   | <ul style="list-style-type: none"> <li>• <del>options for continued funding upon expiration of TRIP funds</del></li> <li>• <del>duration of funding and willingness to participate in a step-down funding structure</del></li> </ul>   |                    |
| Implications for Equity and Accessibility | <ul style="list-style-type: none"> <li>• <del>Provision of planning documentation and/or existing research that identified areas of high need</del></li> <li>• <del>metric of low income</del></li> <li>• <del>description of how this project will benefit marginalized communities and areas of high need</del></li> <li>• <del>capability to increase access to large employment and community centers</del></li> </ul> | 30%                |
| Project Schedule and Readiness            | <ul style="list-style-type: none"> <li>• <del>Description of project's ability to be quickly implemented with relatively low startup costs</del></li> </ul>  | 10%                |
| <i><b>Total Score:</b></i>                |  | <i><b>100%</b></i> |

6. In order to appropriately measure the performance of selected projects and to ensure proper reporting, funding recipients will report quarterly on project progress to DRPT.
7. A project that has been selected for TRIP funding must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.
- ~~8. Selected zero fare and low income projects may be eligible for continuation upon expiration of the initial pilot. Decisions to extend funding will be based on availability of funding and project performance~~

**BE IT FURTHER RESOLVED**, the Commonwealth Transportation Board hereby adopts the following policy to govern the structure, scoring, and prioritization of projects for TRIP Passenger Amenities and Facilities funding pursuant to [§33.2-1526.3](#) of the Code of Virginia.

1. For the purpose of review and prioritization, TRIP Passenger Facilities and Amenities projects will be classified into the following four eligible project types:
  - Improvements to existing bus stops
  - Addition of new bus stops
  - Improvements to other passenger facilities
  - Bus stop or passenger facility planning

2. The following entities are eligible for TRIP Passenger Amenities and Facilities funding:
  - Public transit providers that receive State Operating Assistance pursuant to 33.2-1526.1 D 1 OR;
  - Local Governments, Metropolitan Planning Organizations (MPO), Planning District Commissions (PDCs), and other statewide or regional bodies.
3. Projects prioritized for funding should be supported by planning, either at the regional or corridor level that documents an evaluation of passenger amenities and establishes an approach to improve the transit experience through the implementation of facility and amenity improvements.
4. In order to appropriately gauge the progress of these projects and to ensure proper reporting, funding recipients will report quarterly on project progress to DRPT.
5. A project that has been selected for TRIP funding must be rescored and the funding decision reevaluated if there are significant changes to either the scope, timeline or the cost of the project.

**BE IT FURTHER RESOLVED**, the Commonwealth Transportation Board hereby adopts the following policy to govern the structure, scoring, and prioritization of projects for TRIP Crime Prevention and Public Safety funding pursuant to §33.2-1526.3 of the Code of Virginia

1. For the purpose of review and prioritization, TRIP Crime Prevention and Public Safety projects will be classified into the following three eligible project types:
  - Public safety equipment
  - Public safety planning
  - Public safety programming and training
2. The following entities are eligible for TRIP Crime Prevention and Public Safety funding:
  - Public transit providers whom receive State Operating Assistance pursuant to 33.2-1526.1 D 1 OR;
  - Metropolitan Planning Organizations (MPO), Planning District Commissions (PDCs), and statewide bodies
3. In order to appropriately gauge the progress of these projects and to ensure proper reporting, funding recipients will report quarterly on project progress to DRPT.
4. A project that has been selected for TRIP funding must be rescored and the funding decision reevaluated if there are significant changes to either the scope or the cost of the project.

WHEREAS, the table below depicts how the four eligible TRIP project categories; Regional Connectivity, Zero and Reduced Fare, Crime Prevention and Public Safety, and Passenger Amenities and Facilities will be evaluated.

1. Applications will be evaluated using a methodological approach that considers four key criteria, that correspond to the previously defined TRIP goals. The criterion is divided into two overall categories: service related criteria and non-service related criteria.
2. For service related criteria; the level of impact (high, medium, low and no impact) is determined based on each project type's predetermined ability to address the defined TRIP goals. The maximum score for this category is 30, 10 points for each criteria; impact on ridership, impact on accessibility, and impact on customer experience. For these 3 criteria, projects will automatically receive the noted 'impact level' in the above table. The points associated with the 'impact level' can be found below:

| <u>Impact Level (Service Related Criteria)</u> | <u>Default Score</u> |
|--|----------------------|
| <u>High Impact</u>                             | <u>10 Points</u>     |
| <u>Medium Impact</u>                           | <u>7 Points</u>      |
| <u>Low Impact</u>                              | <u>3 Points</u>      |
| <u>No Impact</u>                               | <u>No Points</u>     |

3. For non-service related criteria, applications will be evaluated through a review of supporting documentation, as well as an assessment of the quality and the completeness of the application submitted. The maximum score for this category is 10. Projects will receive points in this category based on the presence, and the quality, of the following components:

- Strong, demonstrated local commitment
- Appropriate level of planning
- Quality of supporting documentation
- Implementation timeline
- Projected outcome of project

| <u>TRIP Project Category</u>       | <u>Eligible Project Type</u>                        | <u>Service Related Criteria</u> |                                |                                      |                                    | <u>Total Service Related Points</u> | <u>Non-Service Related Criteria</u> | <u>Total Potential Points (max)</u> |
|------------------------------------|---|---------------------------------|--------------------------------|--------------------------------------|------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
|                                    |   | <u>Impact on Ridership</u>      | <u>Impact on Accessibility</u> | <u>Impact on Customer Experience</u> | <u>Project Readiness and Scope</u> |                                     |                                     |                                     |
| Regional Connectivity              | <u>New regional route</u>                           | <u>High Impact</u>              | <u>High Impact</u>             | <u>High Impact</u>                   | <u>30</u>                          | <u>0 – 10 points</u>                | <u>40</u>                           |                                     |
|                                    | <u>Improvements to existing regional route</u>      | <u>High Impact</u>              | <u>High Impact</u>             | <u>Medium Impact</u>                 | <u>27</u>                          | <u>0 – 10 points</u>                | <u>37</u>                           |                                     |
|                                    | <u>Integrated Fare Collection</u>                   | <u>Low Impact</u>               | <u>Medium Impact</u>           | <u>High Impact</u>                   | <u>20</u>                          | <u>0 – 10 points</u>                | <u>30</u>                           |                                     |
|                                    | <u>Financing Subsidy Model</u>                      | <u>Low Impact</u>               | <u>No Impact</u>               | <u>Medium Impact</u>                 | <u>10</u>                          | <u>0 – 10 points</u>                | <u>20</u>                           |                                     |
| Zero and Reduced Fare              | <u>Systemwide Zero Fare Project</u>                 | <u>High Impact</u>              | <u>High Impact</u>             | <u>High Impact</u>                   | <u>30</u>                          | <u>0 – 10 points</u>                | <u>40</u>                           |                                     |
|                                    | <u>Development or Improvement of Zero Fare Zone</u> | <u>Medium Impact</u>            | <u>High Impact</u>             | <u>Medium Impact</u>                 | <u>24</u>                          | <u>0 – 10 points</u>                | <u>34</u>                           |                                     |
|                                    | <u>Zero Fare Passes</u>                             | <u>Medium Impact</u>            | <u>High Impact</u>             | <u>Low Impact</u>                    | <u>20</u>                          | <u>0 – 10 points</u>                | <u>30</u>                           |                                     |
|                                    | <u>Reduced Fare Passes</u>                          | <u>Medium Impact</u>            | <u>High Impact</u>             | <u>Low Impact</u>                    | <u>20</u>                          | <u>0 – 10 points</u>                | <u>30</u>                           |                                     |
|                                    | <u>Fare Evaluation and Transition Planning</u>      | <u>Medium Impact</u>            | <u>Medium Impact</u>           | <u>Low Impact</u>                    | <u>17</u>                          | <u>0 – 10 points</u>                | <u>27</u>                           |                                     |
| Crime Prevention and Public Safety | <u>Safety Equipment</u>                             | <u>Medium Impact</u>            | <u>Medium Impact</u>           | <u>High Impact</u>                   | <u>24</u>                          | <u>0 – 10 points</u>                | <u>34</u>                           |                                     |
|                                    | <u>Safety Programming and Training</u>              | <u>Low Impact</u>               | <u>Medium Impact</u>           | <u>High Impact</u>                   | <u>20</u>                          | <u>0 – 10 points</u>                | <u>30</u>                           |                                     |
|                                    | <u>Safety Planning</u>                              | <u>Low Impact</u>               | <u>Low Impact</u>              | <u>Medium Impact</u>                 | <u>13</u>                          | <u>0 – 10 points</u>                | <u>23</u>                           |                                     |
| Passenger Amenities and Facilities | <u>Improvements to existing bus stops</u>           | <u>Medium Impact</u>            | <u>High Impact</u>             | <u>High Impact</u>                   | <u>27</u>                          | <u>0 – 10 points</u>                | <u>37</u>                           |                                     |
|                                    | <u>Improvements to other passenger facilities</u>   | <u>Medium Impact</u>            | <u>High Impact</u>             | <u>High Impact</u>                   | <u>27</u>                          | <u>0 – 10 points</u>                | <u>37</u>                           |                                     |
|                                    | <u>Addition of new bus stops</u>                    | <u>Medium Impact</u>            | <u>Medium Impact</u>           | <u>Medium Impact</u>                 | <u>21</u>                          | <u>0 – 10 points</u>                | <u>31</u>                           |                                     |
|                                    | <u>Passenger Facility Planning</u>                  | <u>Low Impact</u>               | <u>Medium Impact</u>           | <u>Low Impact</u>                    | <u>13</u>                          | <u>0 - 10 points</u>                | <u>23</u>                           |                                     |

4. Funding decisions will be based on total score from both categories. Recommendations will be made within each project type, relative to the applications received in the given cycle. All funding recommendations will be made in accordance

with the funding ~~constraints~~restraints provided in §33.2-1526.3 of the Code of Virginia.

**BE IT FURTHER RESOLVED**, the methodology may continue to evolve and improve based upon advances in technology, data collection, and reporting tools, and to the extent that any such improvements modify or affect the policy set forth herein, they shall be brought to the Board for review and approval in addition to the five-year requirement to meet with the Board and revise the guidelines.

**BE IT FURTHER RESOLVED**, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy, including, but not limited to preparation of program guidance and outreach consistent with this resolution.

~~**NOW THEREFORE**~~ **BE IT FURTHER RESOLVED**, the Board hereby directs the Director of the Department of Rail and Public Transportation to analyze the outcomes of this process on an annual basis and to revisit the process at least every five years, in consultation with transit agencies, metropolitan planning organizations, and local governments prior to making recommendations to the Commonwealth Transportation Board.





# DEVELOPMENT AND DELIVERY RESULTS

Preliminary FY23 Data as of 7/17/2023



# Contents

## Project Development

- FY23 Project Development Results
- FY19-23 Trends

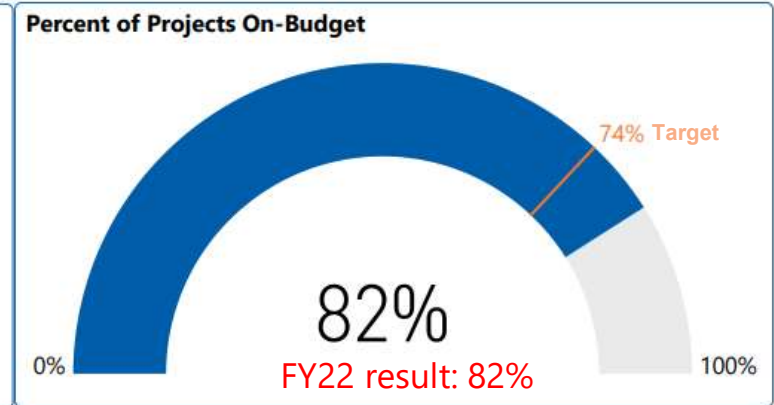
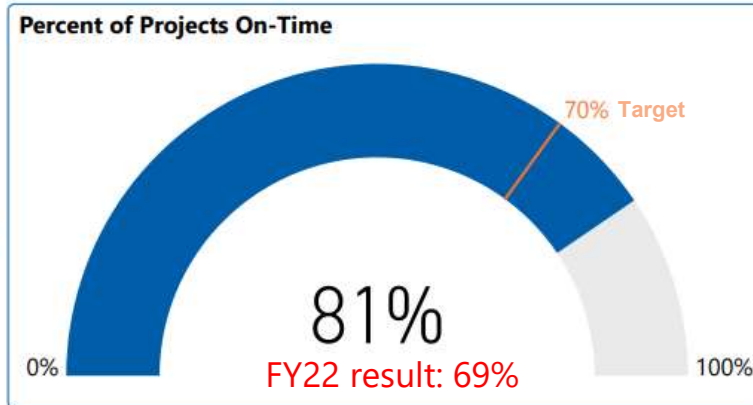
## Project Delivery

- FY23 Project Delivery Results
- FY19-23 Trends

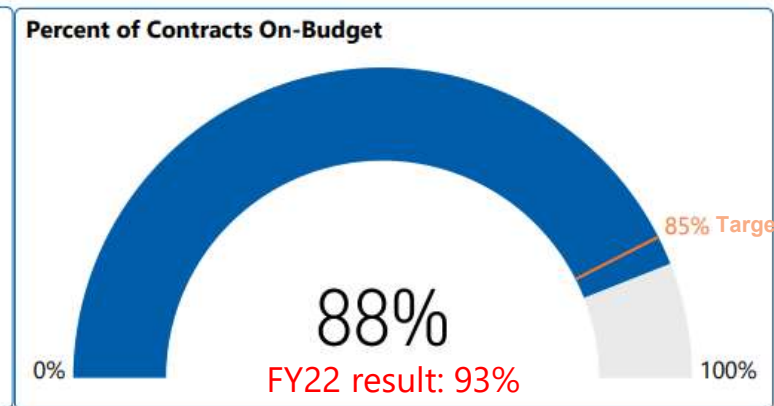
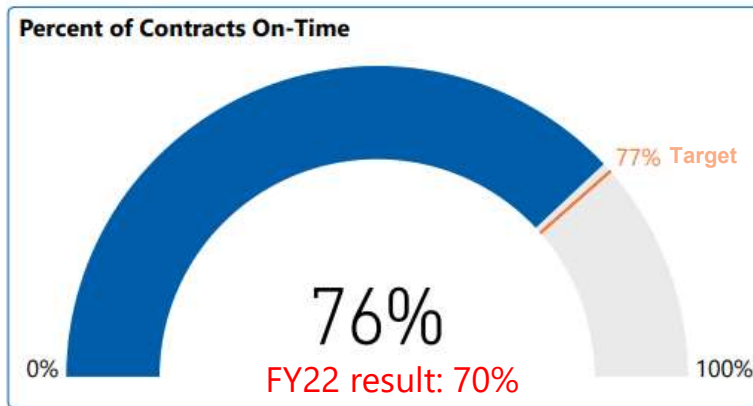
# FY23 Statewide Results for Project Development and Delivery

(FY22 Results in Red)

## Project Development

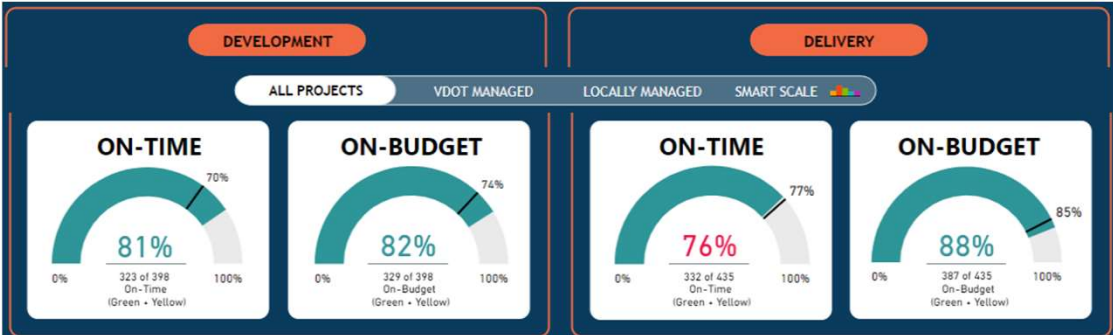


## Project Delivery

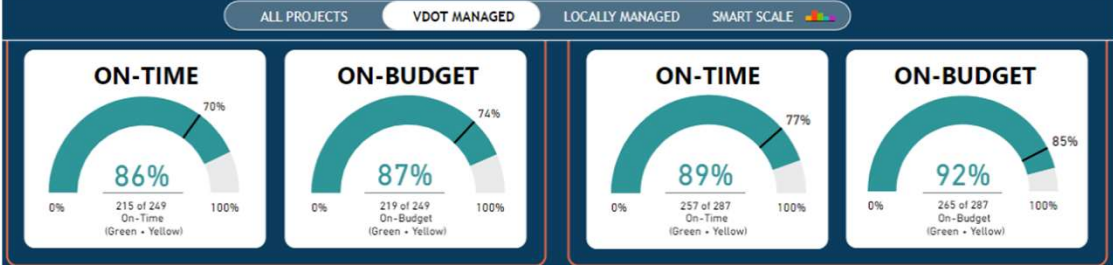


# Statewide Results for FY23

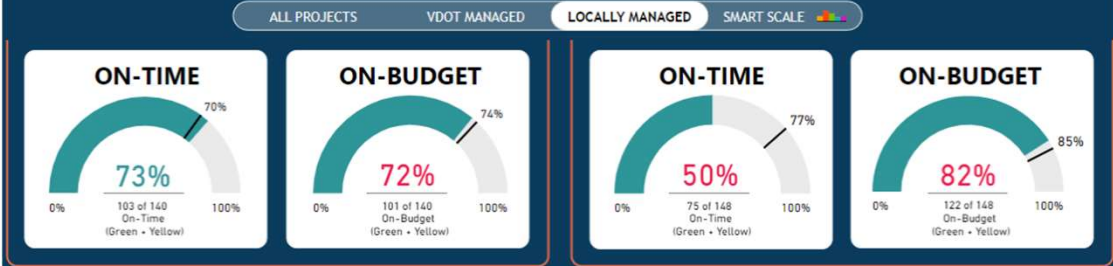
## All Projects



## VDOT Projects



## Local Projects



Targets in black font; results in green and red

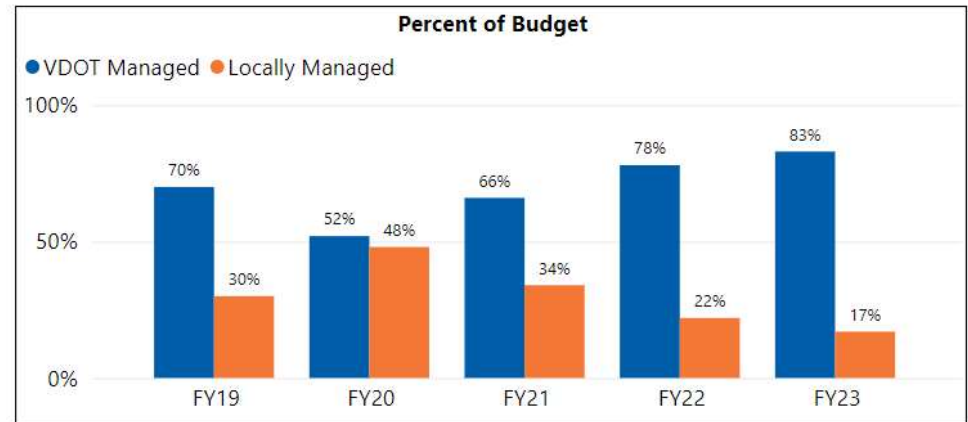
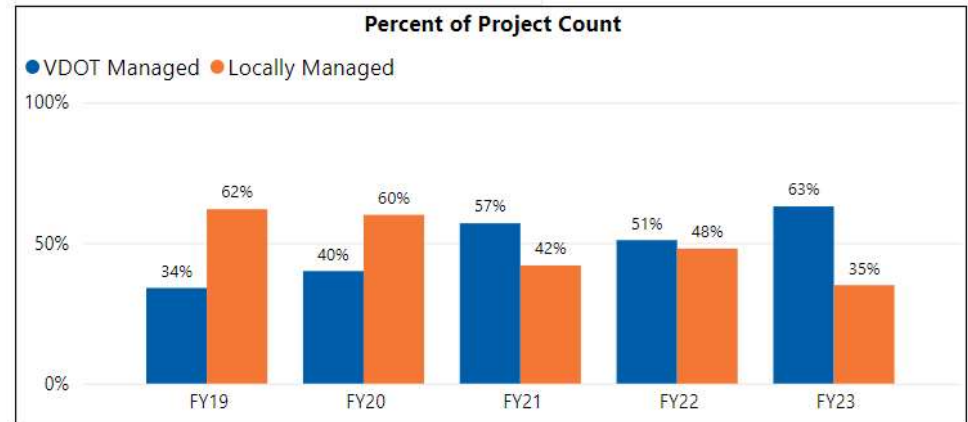
# Project Development

# Project Development

## FY23 Project Development

| Administered By | Number of Projects | Total Budget           |
|-----------------|--------------------|------------------------|
| VDOT            | 249                | \$1,540,670,357        |
| Locally         | 140                | \$314,816,864          |
| Rail            | 5                  | \$1,605,040            |
| Other           | 4                  | \$1,513,995            |
| <b>Total</b>    | <b>398</b>         | <b>\$1,858,606,256</b> |

## FY19 - 23 Project Development Mix

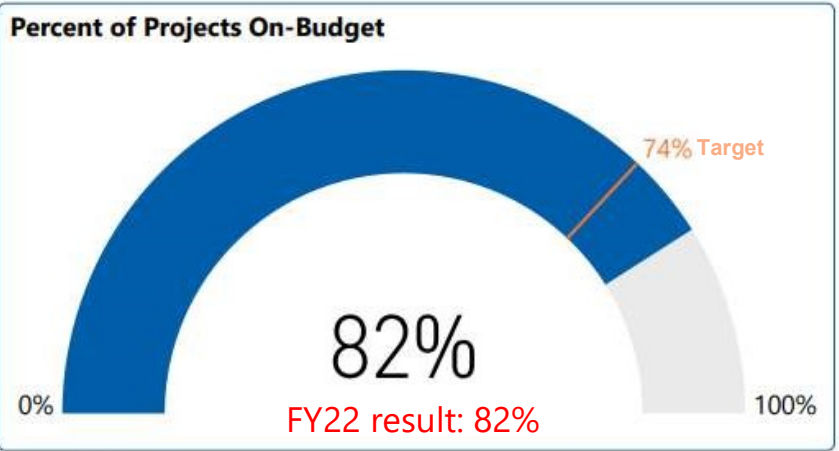
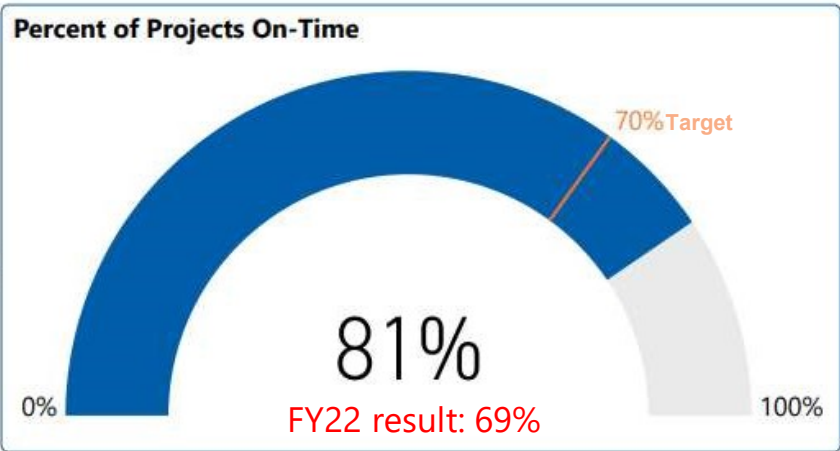




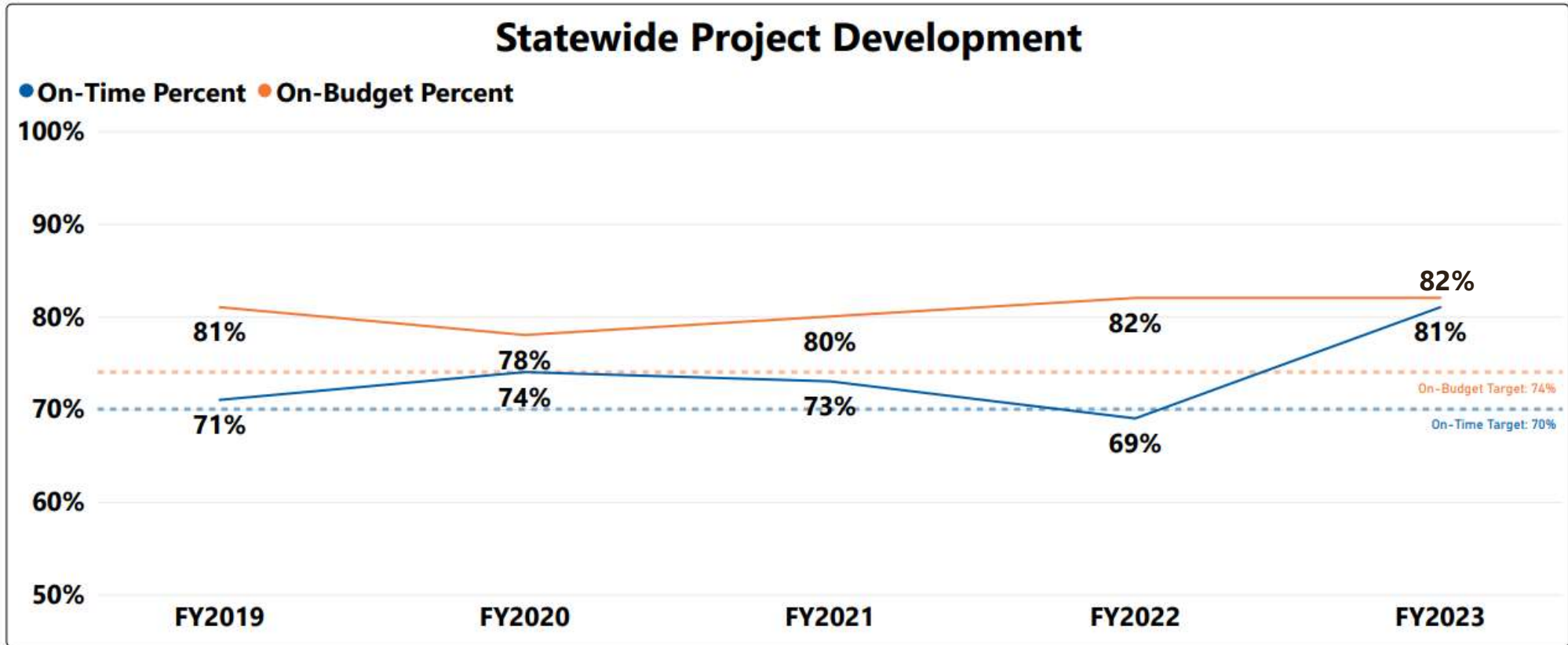
# Statewide Results for FY23 Project Development

(FY22 Results in Red)

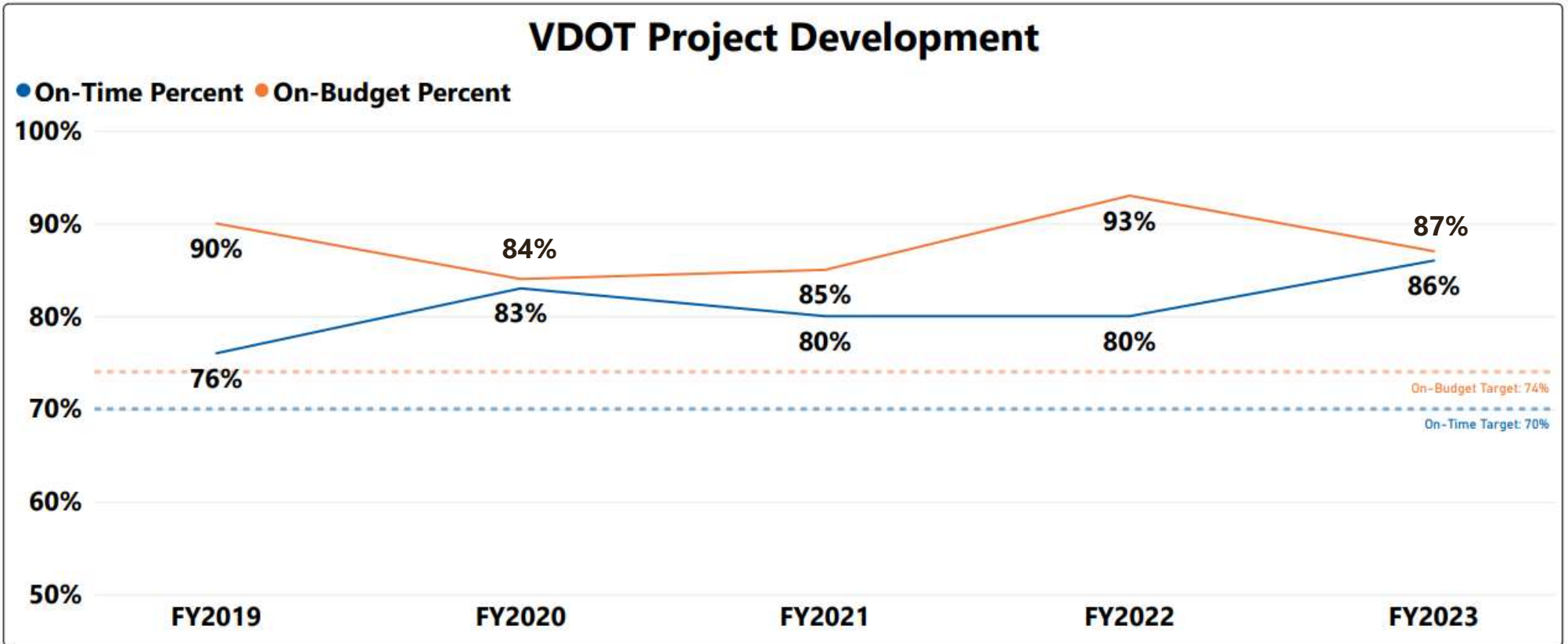
## Project Development



# Statewide Development Performance Trends



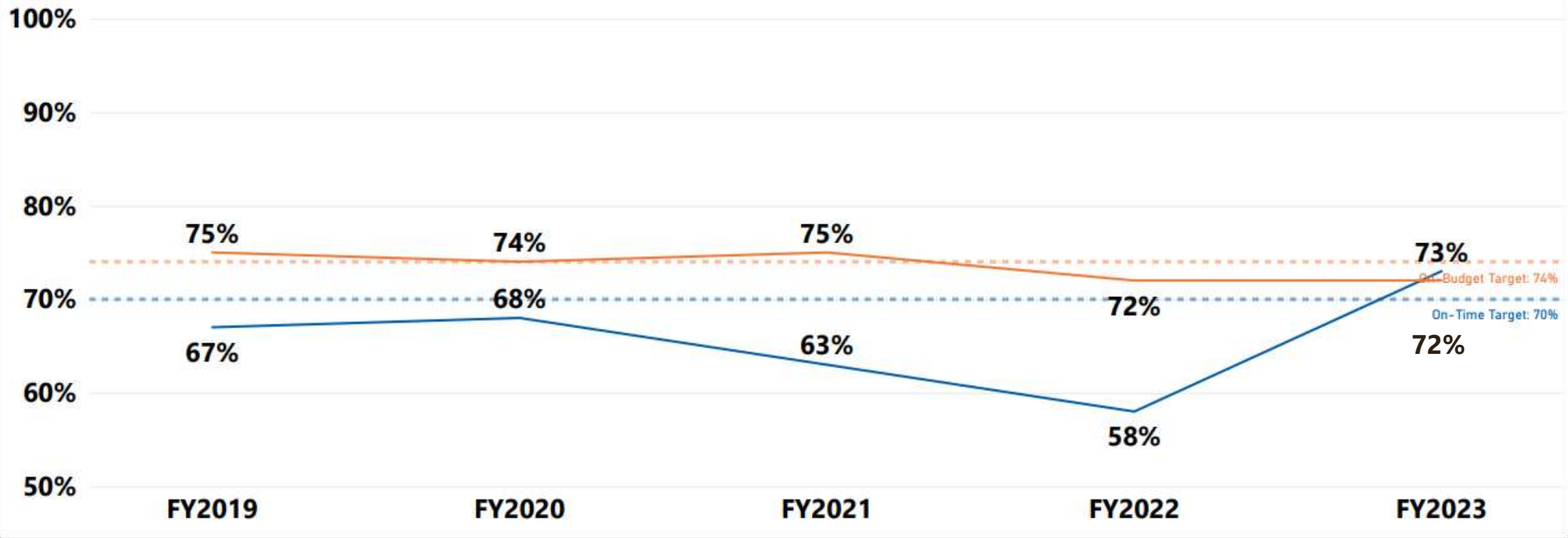
# VDOT Development Performance Trends



# Local Development Performance Trends

## Local Project Development

● On-Time Percent ● On-Budget Percent

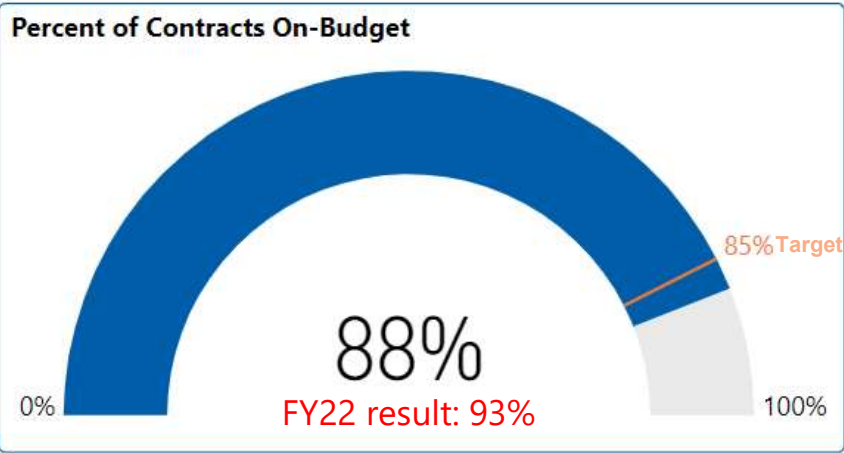
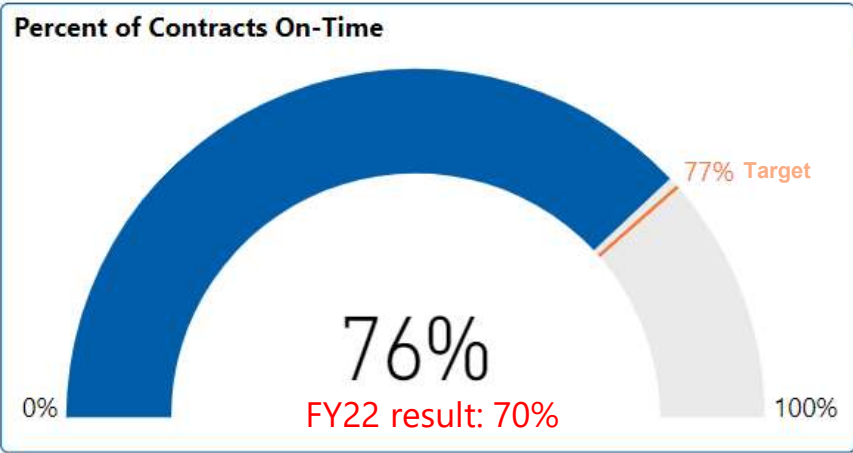


# Project Delivery / Construction

# Statewide Results for FY23 Project Delivery

(FY22 Results in Red)

## Project Delivery

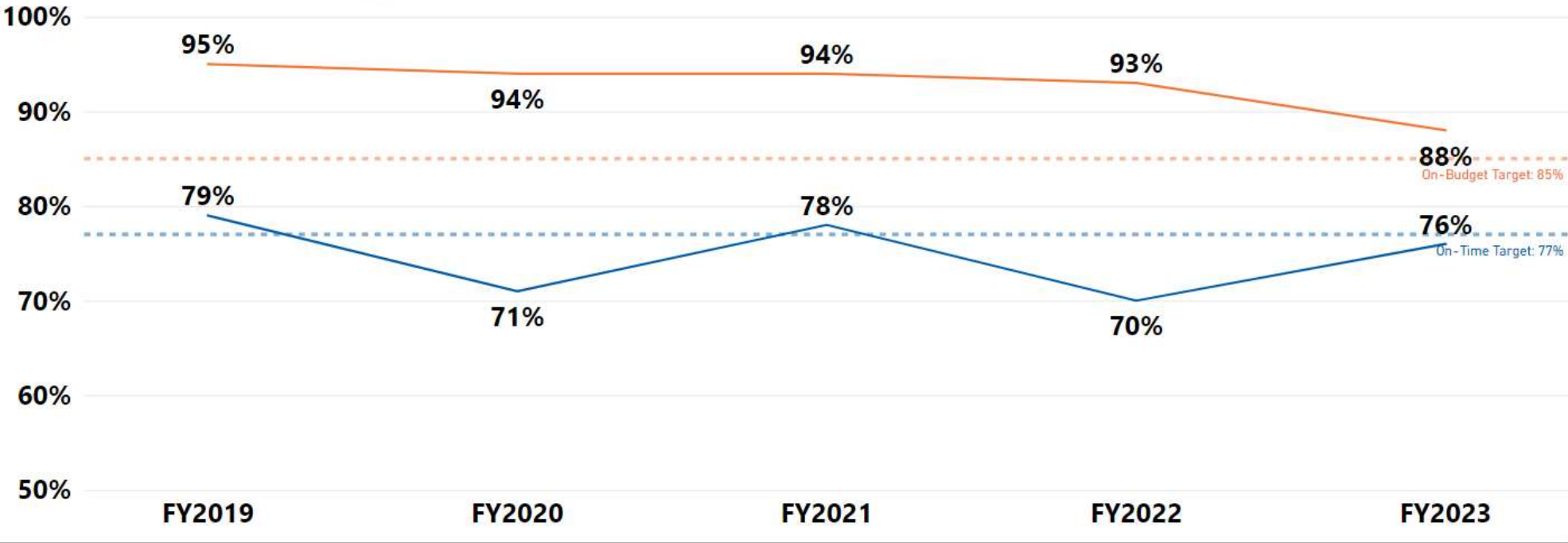




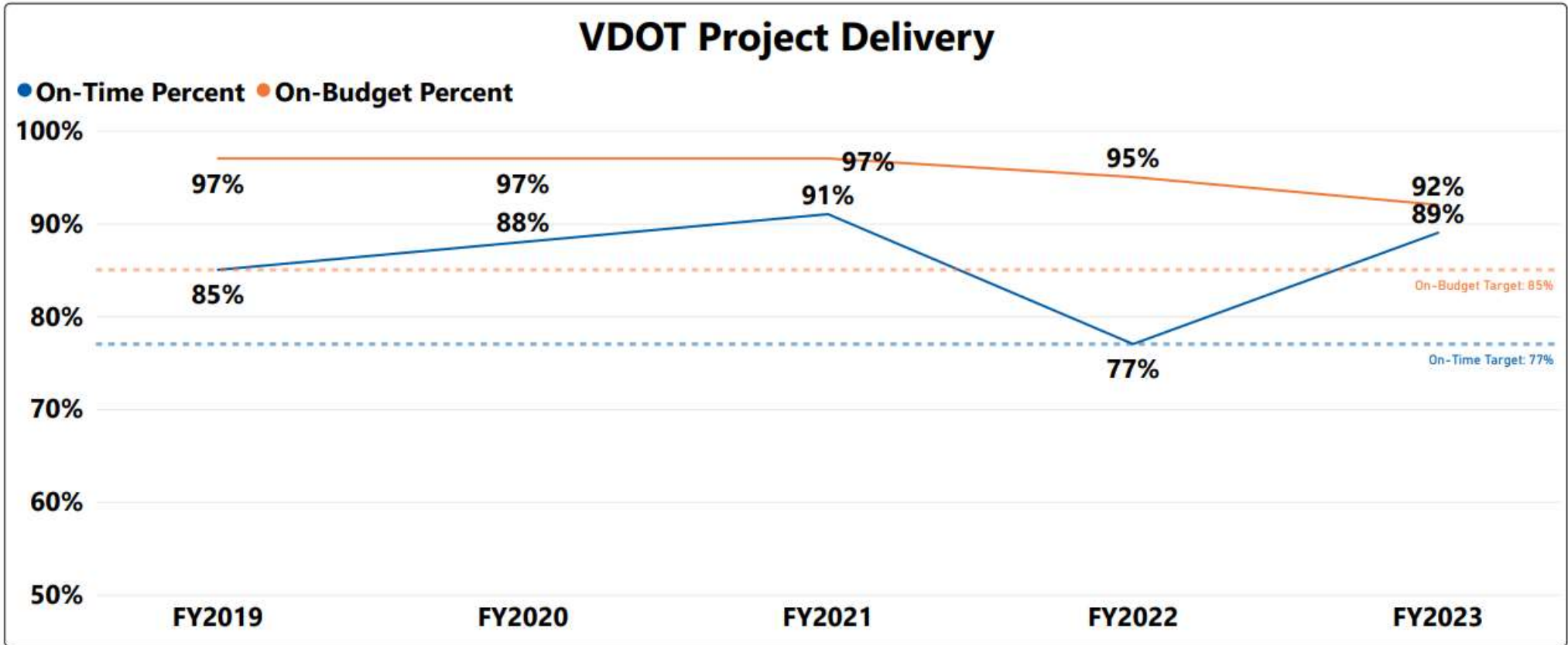
# Statewide Project Delivery Performance Trends

## Statewide Project Delivery

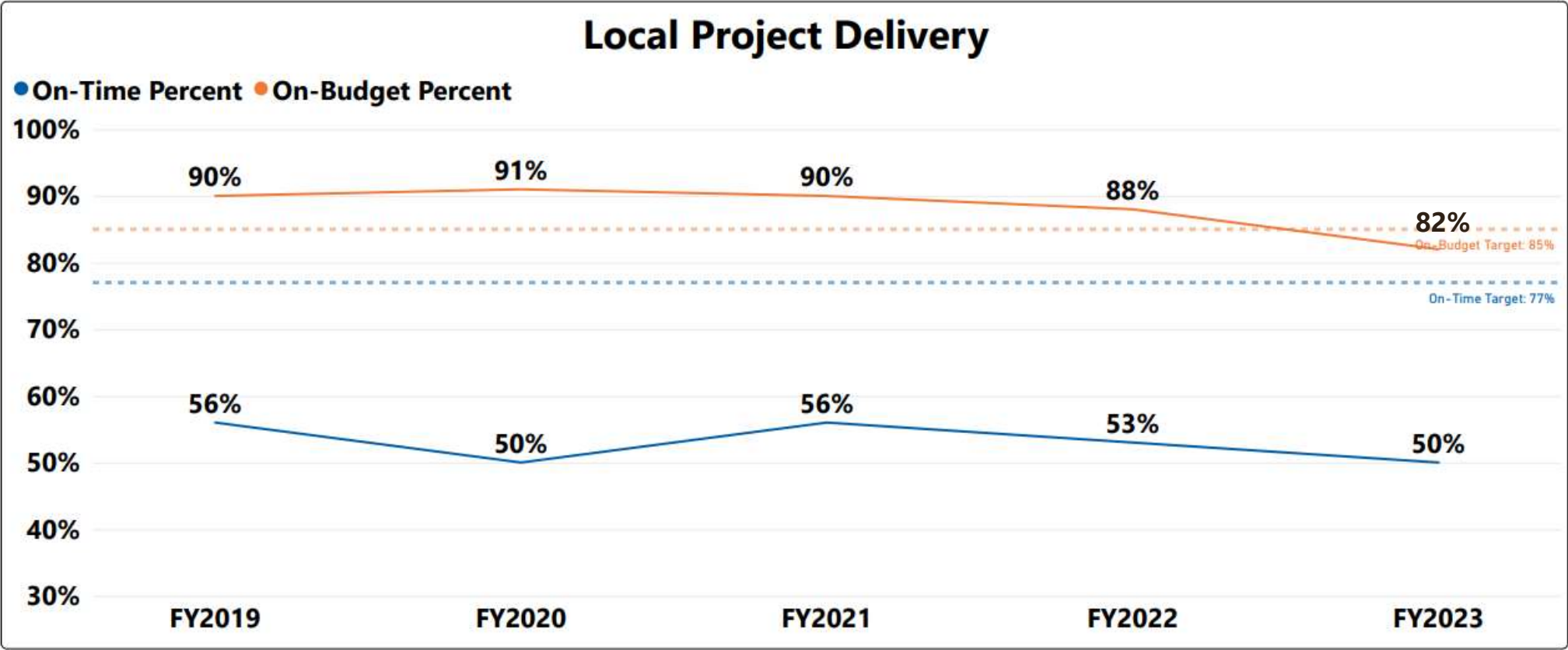
● On-Time Percent ● On-Budget Percent



# VDOT Project Delivery Trends



# Local Project Delivery Trends



Questions?





# I-64/DENBIGH BOULEVARD INTERCHANGE PROJECT

Authorization for the Commissioner of Highways to Enter into Standard Project Agreement Between VDOT and the Hampton Roads Transportation Accountability Commission Relating to the Interstate 64/Denbigh Boulevard Interchange Project

| Chris Hall, P.E., Hampton Roads District Engineer

July 18, 2023

# Background (I-64/Denbigh Blvd Interchange Project)

- **VDOT identified safety concerns at the I-64/Jefferson Ave and I-64/Fort Eustis Blvd interchanges.**
- **FHWA approved an Interchange Justification Report (IJR) that found providing a new interchange on I-64 at Denbigh Blvd is warranted to reduce congestion and safety concerns.**
- **FHWA has allowed a phased approach to building the I-64/Denbigh Blvd interchange:**
  - **Phase 1:**
    - **Westbound I-64 on- and off-ramp improvements at Denbigh Blvd**
    - **Includes spot improvements at the Denbigh Blvd intersections of Warwick Blvd and Jefferson Ave**
  - **Phase 2:**
    - **Eastbound I-64 on- and off-ramp improvements at Denbigh Blvd**
    - **Includes Denbigh Blvd bridge widening over I-64**

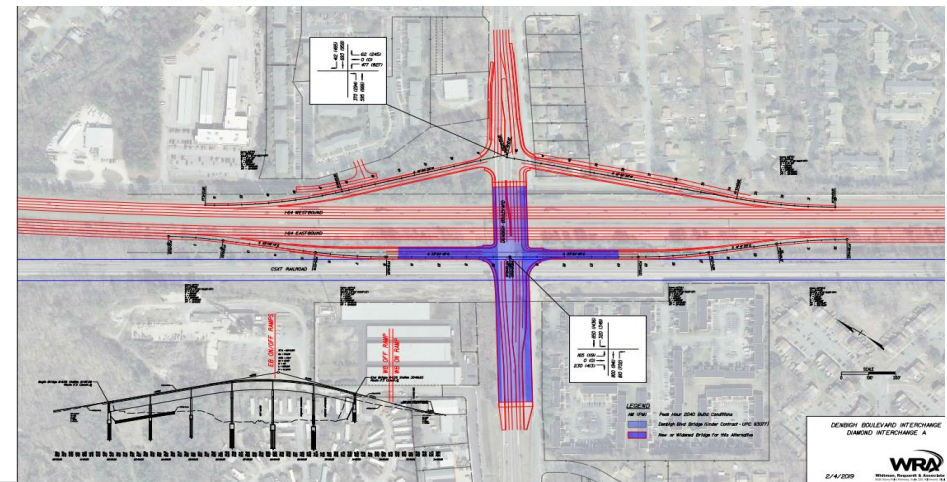
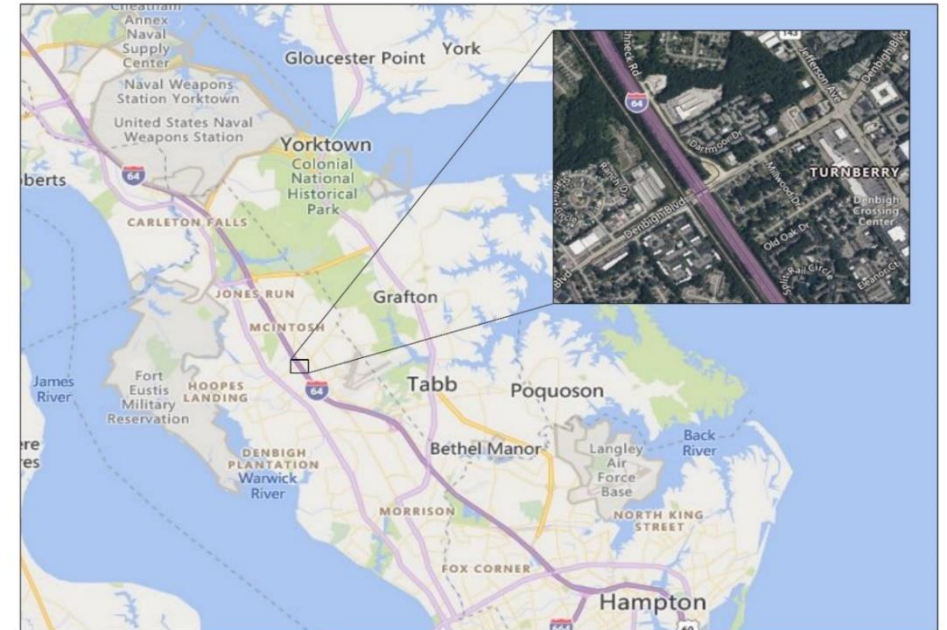
# Estimate/Schedule (I-64/Denbigh Blvd Phase 1)

## Phase 1 Current Estimate (Design – Build):

|                         |                     |
|-------------------------|---------------------|
| Preliminary Engineering | \$5,700,000         |
| Right of Way            | \$8,811,710         |
| Construction            | \$59,292,042        |
| <b>Total</b>            | <b>\$73,803,752</b> |

## Phase 1 Allocations and Schedule:

- PTF/SMART SCALE Round 4 = \$73,803,752
- Begin Procurement (RFQ) = Fall 2024
- Fixed Completion Date = Winter 2029



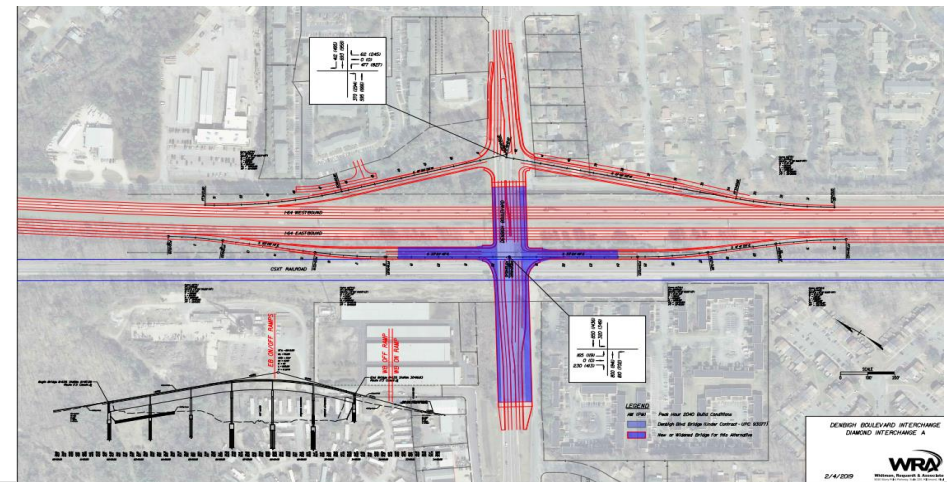
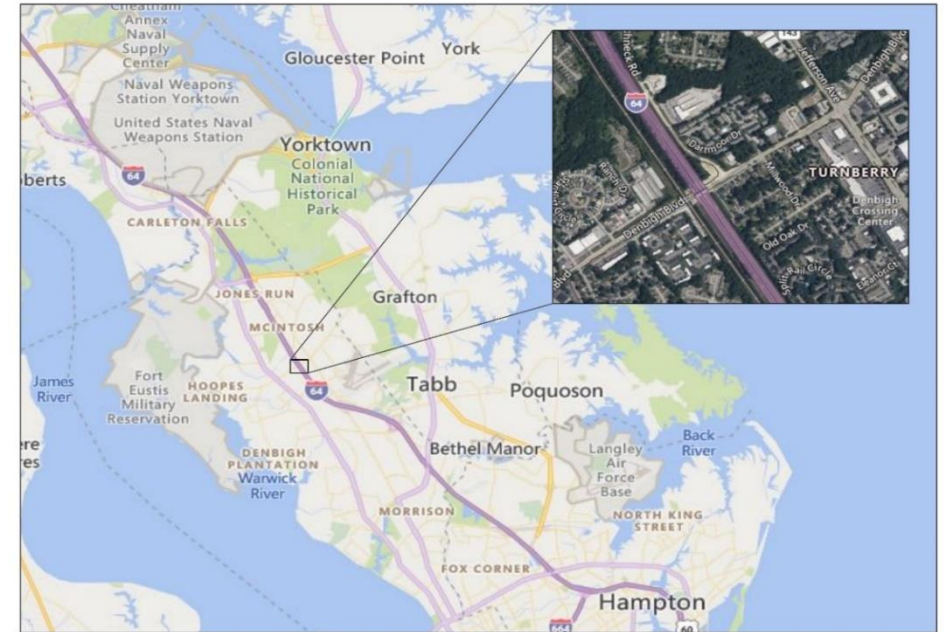
# Estimate/Schedule (I-64/Denbigh Blvd Phase 2)

## Phase 2 Current Estimate (Design-Bid-Build):

|                         |                      |
|-------------------------|----------------------|
| Preliminary Engineering | \$17,712,000         |
| Right of Way            | \$8,931,026          |
| Construction            | \$161,420,044        |
| <b>Total</b>            | <b>\$188,420,044</b> |

## Phase 2 Allocations and Schedule:

- HRTAC Funding = \$188,420,044
- Advertisement = Winter 2029
- Fixed Completion Date = Summer 2033





# Anticipated CTB Action

- **HRTAC has approved funding in the following amount and authorized the HRTAC Chair to enter into a Standard Project Agreement (SPA) with VDOT for this work**
  - **in the amount of \$188 million for the design, right of way acquisition and construction of the Phase 2 interchange improvements on I-64 at Denbigh Boulevard in the city of Newport News**
- **VDOT will be requesting that the Board authorize the Commissioner to:**
  - **enter into a SPA with HRTAC for the I-64/Denbigh Boulevard Interchange Project; and**
  - **enter into any future SPAs with HRTAC necessary for funding and administration of this interchange improvements and any associated activities.**







COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# SMART SCALE Process Review Update

July 18, 2023



# Presentation Overview

---

- **Process Bias Analysis**
  - Urban Preference
  - Leveraged Project Preference
- **Scoring and Funding Modifications**
  - Overview
  - Forward-Looking Congestion Factor
  - Forward-Looking Economic Development
- **Revisit Previous Recommendations**
  - Possible Impacts with Previous Solutions
  - All Solutions Scenario
- **Public Outreach Updates**
  - SMART SCALE Website
  - Schedule and Next Steps

# Urban Preference Survey Response



- One area of perceived bias identified in the SMART SCALE Process Review Survey responses was “Urban”

*“Do you think the current process is biased in any way (urban/rural, large/small projects, mode, etc.)?” (yes/no & free text response)*



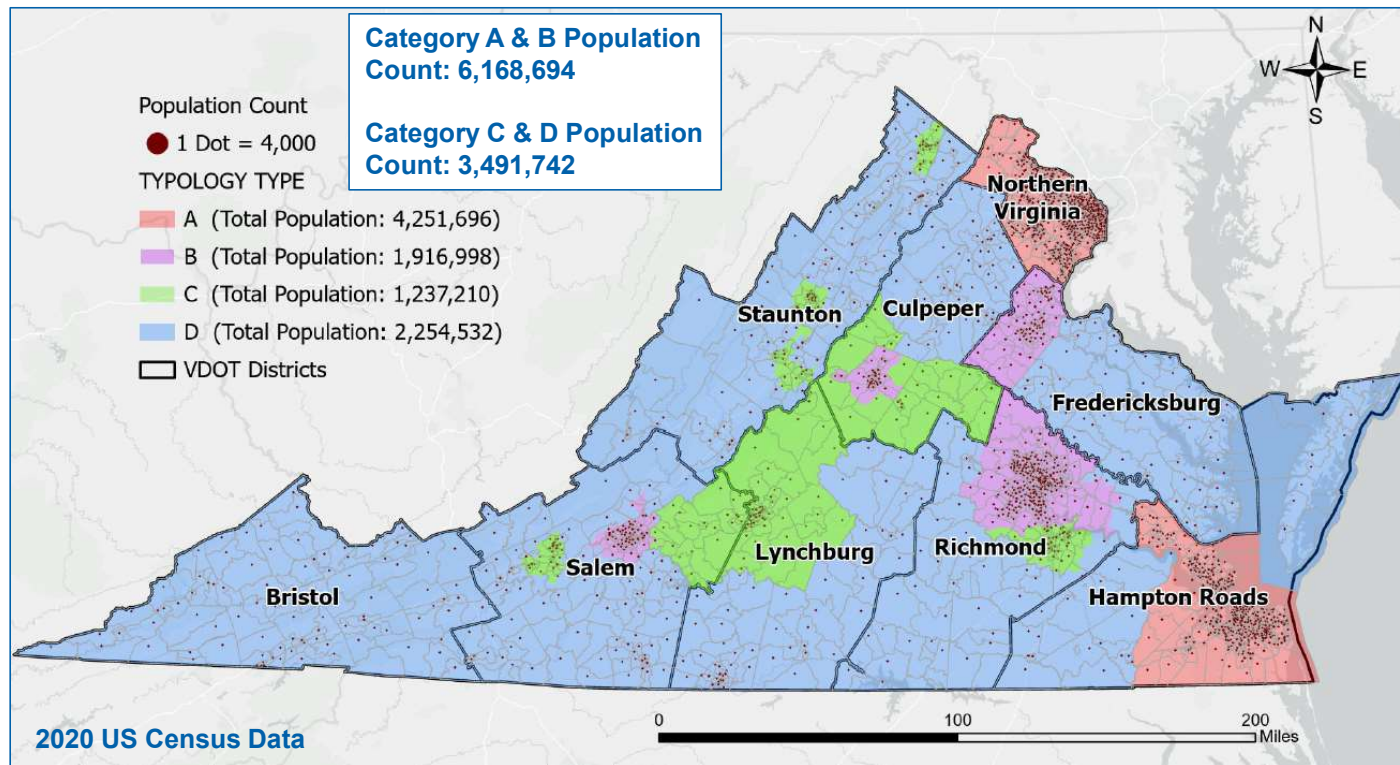
# Urban Preference Typologies and Assumptions



- **Weighting typologies were established by CTB resolution in 2017**
  - Based on a robust public involvement process, it was determined that needs within each construction district are often diverse
  - The four weighting frameworks are assigned by planning district commission (PDC) and metropolitan planning organization (MPO) boundaries
- **Assumptions:**
  - Urban and rural areas are categorized based on area types as delineated on the SMART SCALE Technical Guide typology map\*
    - Area Types A & B are considered largely “urban” areas
    - Area Types C & D are considered largely “rural” areas

*\*Note: This breakdown is important when categorizing and identifying trends across historical Program data*

# Urban Preference Typology Map





# Urban Preference Findings



- **The number of projects submitted and the number of projects funded\* are fairly evenly distributed between urban and rural areas**
- **The amounts submitted and funded are higher in urban areas, although the ratio of submitted and funded amounts are similar**
  - Significant difference in HPP (83% vs. 17%)
  - Funding for projects in rural areas has increased in Rounds 4 & 5
- **The success rates based on the number of projects is higher for urban projects and the success rates based on the amounts funded are even**

\* *Funded represents projects recommended for funding in the staff scenario*

# Urban Preference Submitted & Funded Projects – Count



- The number of projects submitted is fairly evenly distributed between urban and rural areas
- Aside from Round 2, the number of funded projects is fairly evenly distributed between urban and rural areas

|         | # Submitted      |                  | # Funded         |                  |
|---------|------------------|------------------|------------------|------------------|
|         | Urban (Type A/B) | Rural (Type C/D) | Urban (Type A/B) | Rural (Type C/D) |
| Round 1 | 50% (144)        | 50% (144)        | 49% (83)         | 51% (86)         |
| Round 2 | 50% (202)        | 50% (202)        | 61% (84)         | 39% (53)         |
| Round 3 | 46% (199)        | 54% (234)        | 55% (54)         | 45% (44)         |
| Round 4 | 44% (175)        | 56% (222)        | 52% (81)         | 48% (75)         |
| Round 5 | 48% (189)        | 52% (205)        | 48% (73)         | 52% (79)         |
| Overall | 47% (900)        | 53% (1,015)      | 53% (377)        | 47% (335)        |

# Urban Preference Funded Projects (DGP & HPP) – \$ Amount



• The total funded amounts in DGP and HPP are higher in urban areas, particularly in Rounds 2 and 3

|         | \$ Funded DGP    |                  | \$ Funded HPP    |                  |
|---------|------------------|------------------|------------------|------------------|
|         | Urban (Type A/B) | Rural (Type C/D) | Urban (Type A/B) | Rural (Type C/D) |
| Round 1 | 58% (\$580M)     | 42% (\$420M)     | 80% (\$784M)     | 20% (\$196M)     |
| Round 2 | 70% (\$221M)     | 30% (\$95M)      | 95% (\$643M)     | 5% (\$34M)       |
| Round 3 | 60% (\$227M)     | 40% (\$152M)     | 91% (\$330M)     | 9% (\$33M)       |
| Round 4 | 59% (\$470M)     | 41% (\$326M)     | 73% (\$358M)     | 27% (\$132M)     |
| Round 5 | 54% (\$594M)     | 46% (\$506M)     | 75% (\$350M)     | 25% (\$117M)     |
| Overall | 58% (\$2.1B)     | 42% (\$1.5B)     | 83% (\$2.5B)     | 17% (\$500M)     |

# Urban Preference Funded Projects (HPP) – \$ Amount



- Taking out Mega Projects (SMART SCALE funding of \$75M or greater) changed Round 3 but not Round 2 or the overall percentage

|         | \$ Funded HPP    |                  | \$ Funded HPP w/o Mega Projects |                  |
|---------|------------------|------------------|---------------------------------|------------------|
|         | Urban (Type A/B) | Rural (Type C/D) | Urban (Type A/B)                | Rural (Type C/D) |
| Round 1 | 80% (\$784M)     | 20% (\$196M)     | 80% (\$784M)                    | 20% (\$196M)     |
| Round 2 | 95% (\$643M)     | 5% (\$34M)       | 93% (\$450M)                    | 7% (\$33M)       |
| Round 3 | 91% (\$330M)     | 9% (\$33M)       | 79% (\$129M)                    | 21% (\$34M)      |
| Round 4 | 73% (\$358M)     | 27% (\$132M)     | 73% (\$358M)                    | 27% (\$132M)     |
| Round 5 | 75% (\$350M)     | 25% (\$117M)     | 75% (\$350M)                    | 25% (\$117M)     |
| Overall | 83% (\$2.5B)     | 17% (\$500M)     | 82% (\$2.1B)                    | 18% (\$500M)     |

# Urban Preference Success of Funded Projects



• The success rate for the number of funded projects was slightly higher for urban areas than rural areas and about even for amount funded

|         | # Funded         |                  | \$ Funded        |                  |
|---------|------------------|------------------|------------------|------------------|
|         | Urban (Type A/B) | Rural (Type C/D) | Urban (Type A/B) | Rural (Type C/D) |
| Round 1 | 57%              | 61%              | 22%              | 32%              |
| Round 2 | 42%              | 26%              | 15%              | 7%               |
| Round 3 | 27%              | 19%              | 12%              | 7%               |
| Round 4 | 47%              | 34%              | 19%              | 24%              |
| Round 5 | 38%              | 39%              | 16%              | 23%              |
| Overall | 41%              | 34%              | 17%              | 16%              |

## Urban Preference Conclusion



- **There is not a consistent bias toward urban projects in the SMART SCALE program**
  - Urban area projects have higher success rate than rural area projects based on the number of projects but are even on the amount funded
  - Submitted and funded amounts were higher in urban areas, especially in HPP funding
    - Overall, the ratio of submitted and funded amounts are similar
  - Rural area projects received higher share than what was submitted in the last two rounds
  - Urban areas represent 2/3 of the population



# Leveraged Project Preference Survey Response



 • A vast majority of survey respondents believe that Leveraged Funding Policy is good policy

*“The SMART SCALE scoring process positively weighs applications that include committed project funding from other sources (often regional or local). In your opinion, is this good public policy and an appropriate way to value the Commonwealth’s investment?” (yes/no question)*



# Leveraged Project Preference Policy & Perceptions



- **Policy, as stated in the SMART SCALE Technical Guide:**
  - Applicants are encouraged to identify other sources of funding (local, regional, proffers, other state/federal funds) to reduce the amount of funding being requested via SMART SCALE
- **Perceptions:**
  - Leveraged projects are more successful than non-leveraged projects
  - Urban areas are more likely to have leveraged projects

# Leveraged Project Preference Findings

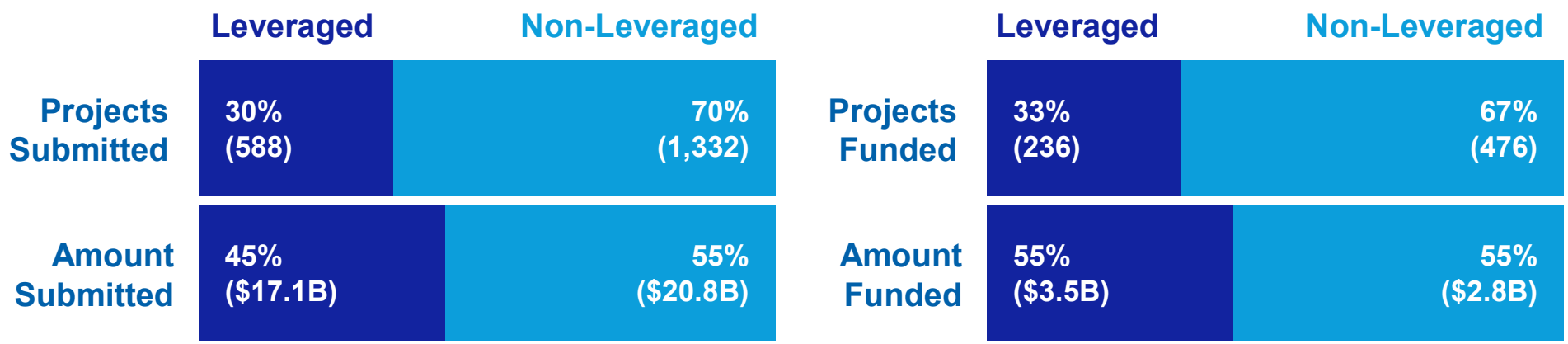


- **One third of funded projects have leveraged funding, representing 55% of the total amount funded**
  - \$3.5B in SMART SCALE funding has funded over 3X in total project cost (\$11.5B)
- **The success rates of the number of leveraged projects and the amount funded were slightly higher than the non-leveraged projects**
- **The success rate for the number of urban leveraged projects was slightly higher than rural leveraged projects but lower for amount funded**
- **Leveraged projects are at least 6X more successful for projects with SMART SCALE funding equal to or greater than \$30M**

# Leveraged Project Preference Submitted and Funded Projects



• One third of funded projects have leveraged funding, representing 55% of the total amount funded



# Leveraged Project Preference

## Success Rate Leveraged vs. Non-Leveraged



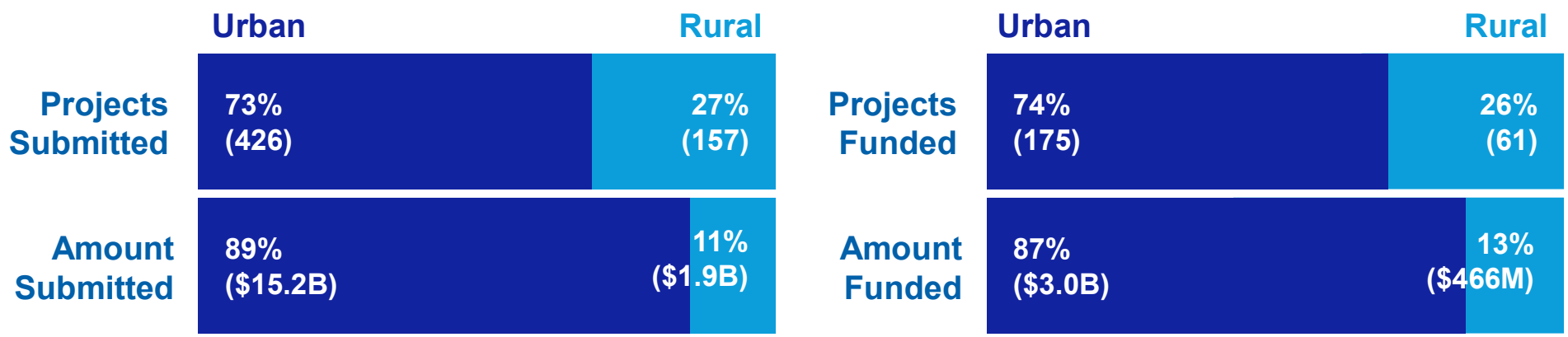
• The success rates of the number of leveraged projects and the amount funded were slightly higher than the non-leveraged projects

|               | # Projects                              | \$ Amount                                    |
|---------------|---|--|
| Leveraged     | 40%<br>(236 funded/<br>683 submitted)   | 20%<br>(\$3.5B funded/<br>\$17B submitted)   |
| Non-Leveraged | 36%<br>(476 funded/<br>1,332 submitted) | 14%<br>(\$2.8B funded/<br>\$20.8B submitted) |

# Leveraged Project Preference Submitted and Funded by Urban & Rural Areas



• Urban areas have significantly more submitted and funded leveraged projects by number of projects and amounts than rural areas



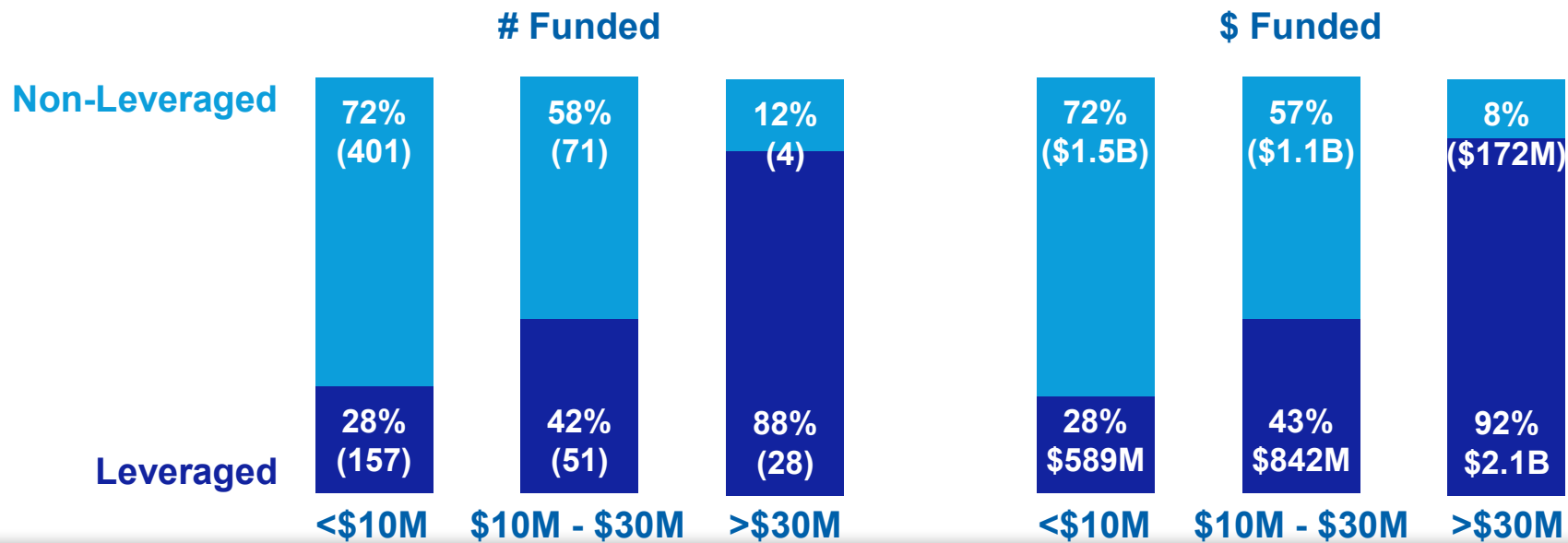




# Leveraged Project Preference Comparison by Funding Tier



• Leveraged projects make up substantial number and amount of funded projects with SMART SCALE funding greater than \$30M

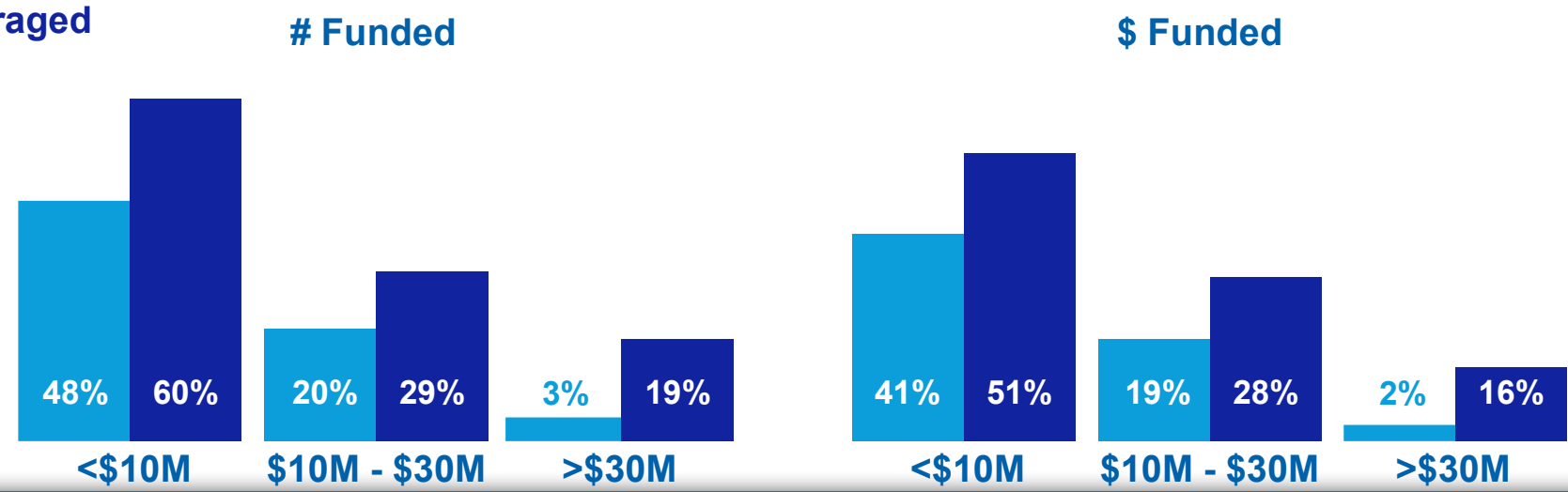


# Leveraged Project Preference Success Rate by Funding Tier – Leveraged vs. Non-Leveraged



• The success rate for leveraged projects is consistently higher than non-leveraged projects in each tier but at least 6X higher for projects in greater than \$30M tier

Non-Leveraged  
Leveraged

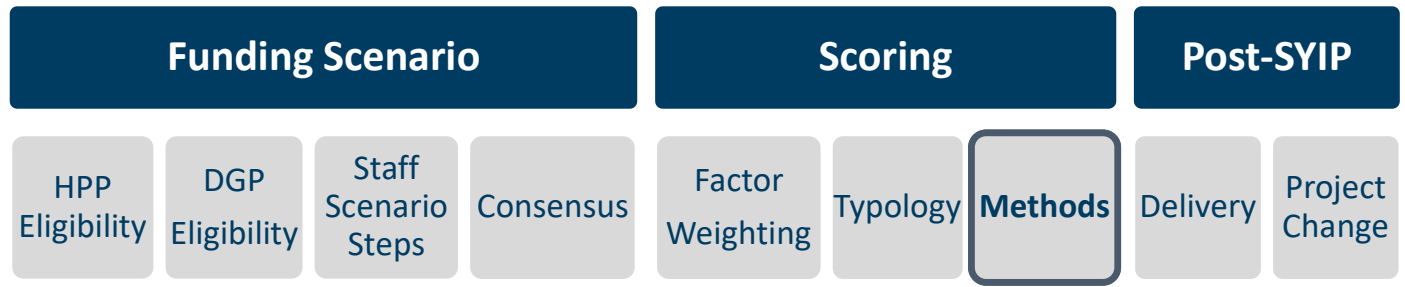


## Leveraged Project Preference Conclusion

- While leveraged projects generally have slight edge over non-leveraged projects overall, the advantage is at least 6X higher for projects in greater than \$30M tier
- There is not a bias toward urban leveraged projects over rural leveraged projects, however urban areas utilize leverage funding more than rural areas
- \$3.5B in SMART SCALE funding has funded \$11.5B in total project cost

# Overview

 • There are no recommendations related to Urban Preference or Leveraged Project Preference but will report on analyzed biases in final scenario.



- Adjusting in one area can affect another
- A singular issue identified may be resolved by adjusting multiple components of the process
- A singular process adjustment may resolve multiple issues

## Forward-Looking Congestion Factor

Scoring

Factor  
Weighting

Typology

Methods



- **Project design requirements accommodate future growth volumes, but congestion scoring is in the current day.**

- **Survey Feedback - Projects aren't receiving the full projected benefits as they're analyzed in existing year conditions**
- **Rounds 1 & 2 looked 10 years in the future**
  - Methodology was switched to current-day in Round 3, to prioritize existing problems
- **Recommend calculating congestion benefits for 10 years in the future**
  - Solution considers major economic development activity in the analysis
  - Solution has positive downstream calculation impacts on Accessibility, Economic Development, and Environment measures
  - Will have more impact if weighting adjustments are made



# Forward-Looking Congestion Factor

**Scoring**

Factor Weighting   Typology   **Methods**

## Future Year Analysis Applied to Round 5 Zero or Negative Congestion Scores to Positive Congestion Scores

| Display ID | District       | Name  | Project Type | Change in Throughput (Persons) | Change in Delay (Person-Hours) | Original Congestion Rank | Future Year Congestion Rank | Change in Rank |
|------------|----------------|---|--------------|--------------------------------|--------------------------------|--------------------------|-----------------------------|----------------|
| 9135       | Richmond       | I-64 at Ashland Rd. (Rte. 623) Interchange                | Highway      | 689                            | 784                            | 88                       | 5                           | +83            |
| 9449       | Fredericksburg | Lafayette Blvd - Rte 3 Roadway Improvements               | Highway      | 957                            | 261                            | 113                      | 11                          | +102           |
| 9098       | Hampton Roads  | Great Bridge Bypass and Battlefield Blvd Interchange Imp. | Highway      | 260                            | 4                              | 390                      | 55                          | +335           |
| 9061       | Culpeper       | Route 3 and the Post Office Intersection Improvements     | Highway      | 153                            | 30                             | 274                      | 57                          | +217           |
| 9298       | Staunton       | Route 7/Route 601 Intersection Improvements               | Highway      | 23                             | 14                             | 299                      | 116                         | +183           |

## Forward-Looking Congestion Factor

Scoring

Factor  
Weighting

Typology

Methods

- 
- Positive impacts on large highway projects
  - Area types not impacted by the singular change
  - Changed the mix of project types in urban areas

The average total cost of funded projects rose from \$15.1M to \$15.3M

The average total request of funded projects rose from \$10.1M to \$10.3M

### For Principal Improvement Type

- **Bike & Ped** - 51 to 47
- **Highway** - 98 to 102
- **Bus Transit** – unchanged at 3

### For Area Type

- **A** - unchanged at 39
- **B** – unchanged at 34
- **C** – unchanged at 23
- **D** – unchanged at 56

## Forward-Looking Economic Development Factor

Scoring

Factor  
Weighting

Typology

Methods

- Survey identified a disconnect between square footage and economic benefit
- Engaged VEDP to develop a more forward-looking methodology, which will be brought in September

- Since Round 1, planned or zoned Site Building Square Footage in the vicinity of the proposed transportation project was used as the measure
  - Last revision to Economic Development was between Rounds 2 and 3 to distinguish the level of readiness for site plans

# All Solutions Scenario



- **Considers modifications to Land Use and Congestion, HPP-Eligible Project Types, and Elimination of Step 2**
- **Total number of projects funded in urban is 49% versus 51% in rural**

The average total cost of funded projects raised from \$15.1M to \$21.8M

The average total request of funded projects raised from \$10.1M to \$13.9M (removes 39 projects)

## For Principal Improvement Type

- **Bike & Ped - 51 to 13**
- **Highway - 98 to 99**
- **Bus Transit – 3 to 1**

## For Area Type

- **A - 39 to 29**
- **B - 34 to 26**
- **C - 23 to 14**
- **D - 56 to 44**

# SMART SCALE Website

- Resources linked directly on the SMARTSCALE.org homepage
- Comment intake available at bottom of page

## Key Components of the SMART SCALE Process Review

|   |   |   |  |
|---|---|---|--|
|  <p><b>Statistical Analysis</b></p> <ul style="list-style-type: none"><li>• Analysis of the performance and outcomes of the past funding rounds</li><li>• Identification of potential biases and related causes</li></ul> |  <p><b>Survey Assessments &amp; Public Input</b></p> <p>Review feedback provided related to:</p> <ul style="list-style-type: none"><li>• Process performance and public perceptions</li><li>• Administration, communications, and customer service</li></ul> |  <p><b>Procedural Review</b></p> <ul style="list-style-type: none"><li>• Identify procedural improvements including applications updates, communications, and process improvements</li></ul> |  <p><b>Code and Policy</b></p> <ul style="list-style-type: none"><li>• Recommended procedural changes</li><li>• Recommended CTB Policy changes</li><li>• Recommended Code changes</li></ul> |
|---|---|---|--|

### Additional Resources

- June CTB Meeting SMART SCALE Presentation
- May CTB Meeting SMART SCALE Presentation
- April CTB Meeting SMART SCALE Presentation
- February CTB Meeting SMART SCALE Presentation

[Click here to contact us with questions or comments.](#)

## Schedule and Next Steps

### Economic Development.



Process Biases (Part 1), One Factor Majority, Funding Steps

**SEPT**

Retreat Summary, Disconnect Between Need and Benefit, Flexibility in Project Change Process, Project Performance

**JULY**

Process Biases (Part 2), Emphasis on Safety Priority, Forward-Looking Process

**OCT**

Final Recommendations

**JULY  
Retreat**

Summarize findings to date and respond to comments received. Identify additional focus areas of analysis. Discuss preliminary recommendations.

**NOV**

Virtual Town Hall

**AUG**

No Meeting

**DEC**

Policy Adoption





# Director's Report

July 2023



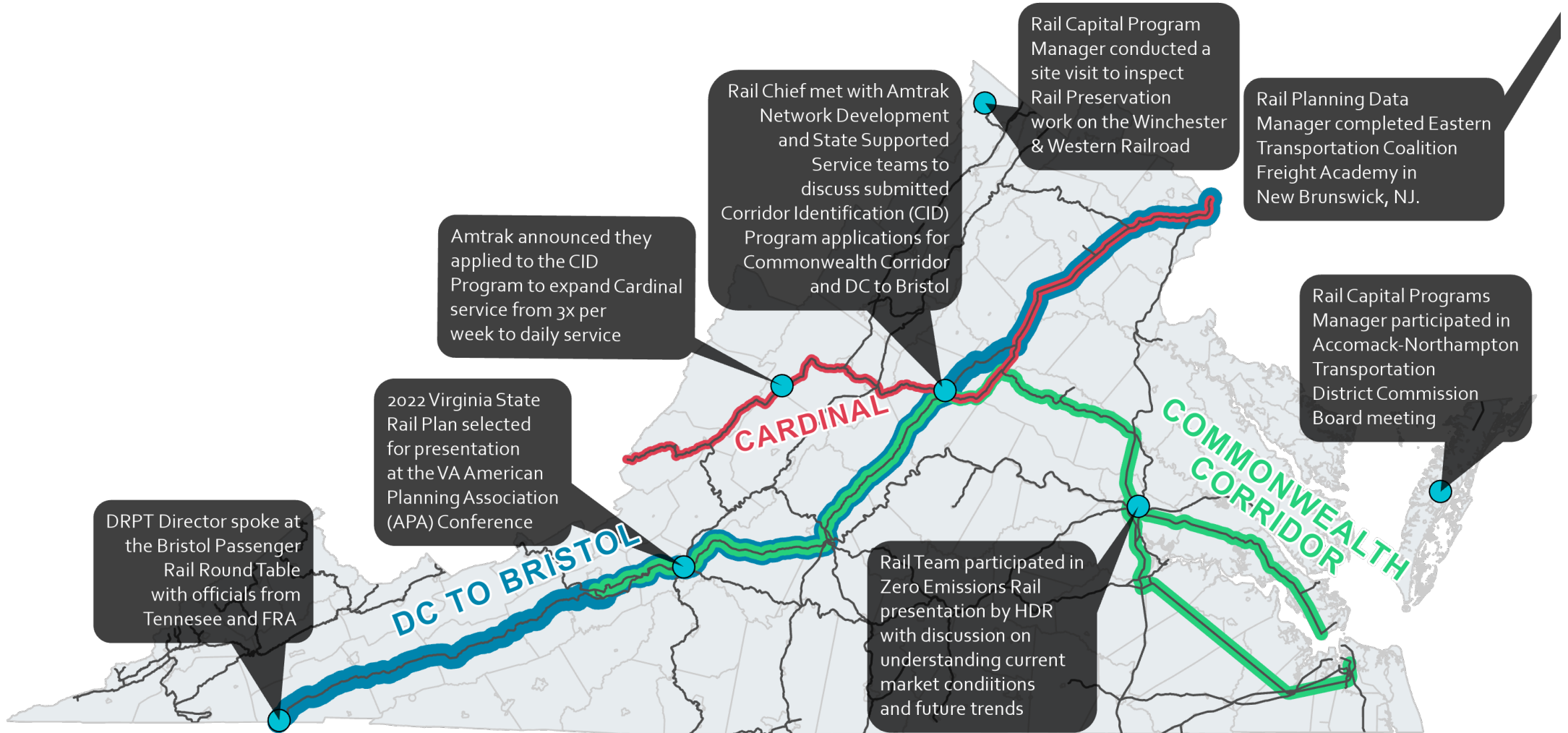


# Administrative Highlights

- **Maximum Employment Level: 72**
  - Current Vacancy Rate: 15 percent
    - Goal: Eight percent
    - FY23 Turnover Rate: 25 percent
    - FY22 Turnover Rate: 31 percent
- **New Hire:**
  - Mitch Huber: Statewide Transit Planner



# Rail Highlights



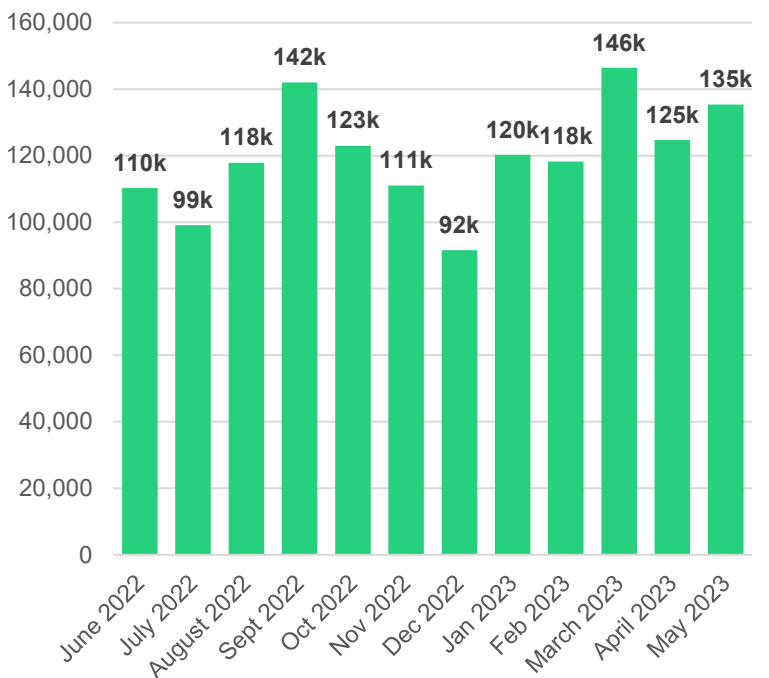
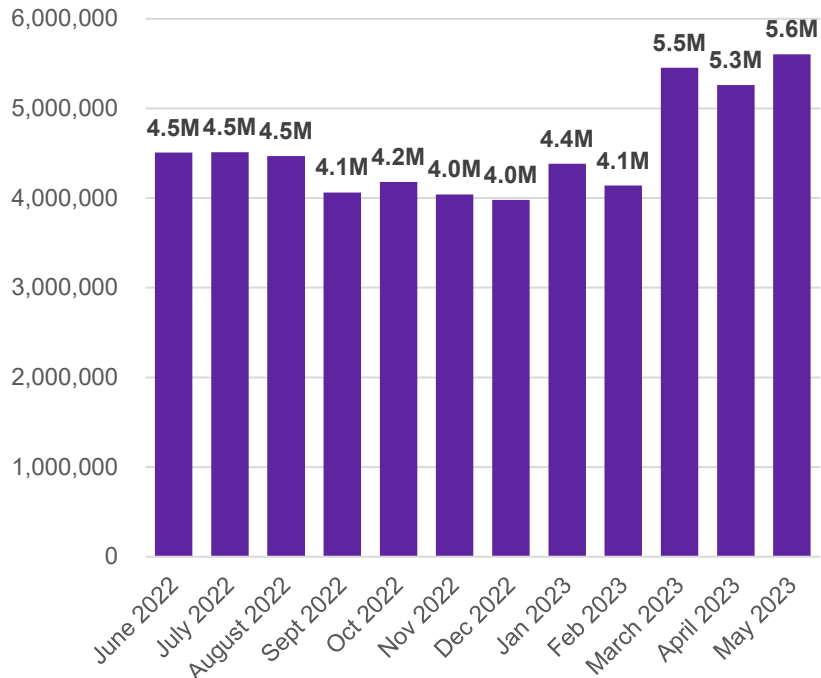
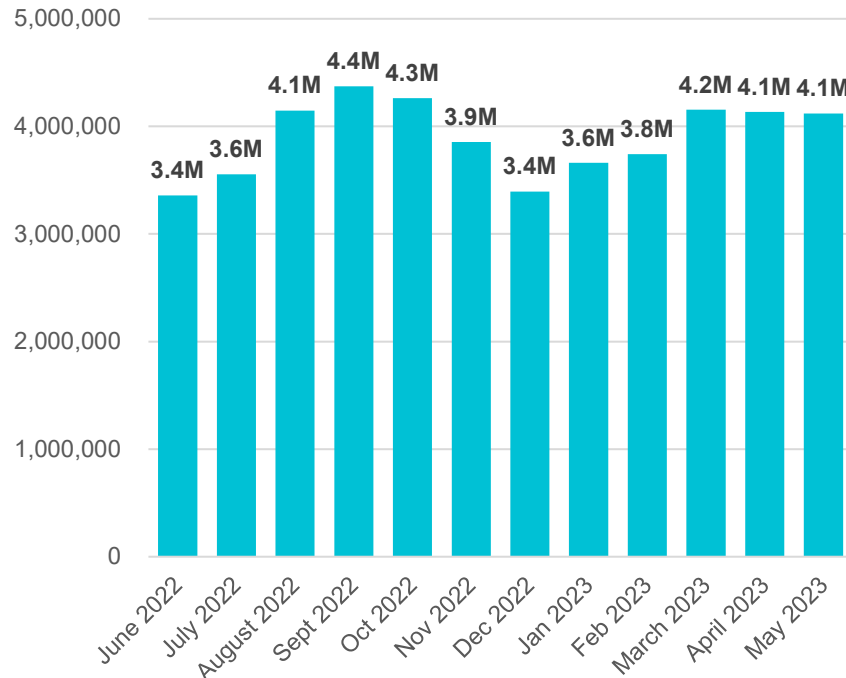
# Public Transportation Highlights

- DRPT staff attended a ribbon cutting in the City of Roanoke to celebrate the opening of the Third Street Transfer Center.
  - Representatives from Valley Metro, the City, and the business and nonprofit communities were on hand for the event. DRPT was a funding partner for the project.
- Effective July 1, 2023, public transit agencies in Virginia will be able to utilize the Remix planning tool through a partnership with DRPT.
  - This tool will allow agencies to analyze existing and potential service with publicly available demographic data.
- DRPT was notified in late June of projects that were funded in the latest round of federal infrastructure grants. There were four agencies in Virginia awarded project funds:
  - DRPT received \$4,690,010 for purchasing vehicles for rural transit providers.
  - Hampton Roads Transit received \$25 million for use in developing a new southside operating facility.
  - The City of Alexandria received over \$23 million to perform utility upgrades, and purchase battery-electric buses and charging equipment.
  - Loudoun County received over \$13 million to purchase compressed natural gas (CNG) buses as well as needed fueling infrastructure and facility upgrades.



# Statewide Transit Ridership

Statewide Transit Ridership – June 2022 to May 2023



Virginia Agencies

WMATA

VRE

| Agencies                          | June 2022        | July 2022        | August 2022      | Sept 2022        | Oct 2022         | Nov 2022         | Dec 2022         | Jan 2023         | Feb 2023         | March 2023       | April 2023       | May 2023         | Total              |
|-----------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Virginia Agencies                 | 3,357,208        | 3,552,886        | 4,145,479        | 4,371,887        | 4,261,456        | 3,852,983        | 3,393,575        | 3,659,922        | 3,741,168        | 4,152,988        | 4,134,215        | 4,118,549        | 46,742,316         |
| VRE                               | 110,208          | 99,120           | 117,880          | 141,963          | 122,984          | 111,028          | 91,597           | 120,228          | 118,181          | 146,391          | 124,664          | 135,314          | 1,439,558          |
| WMATA                             | 4,505,702        | 4,509,235        | 4,466,511        | 4,061,584        | 4,178,637        | 4,040,866        | 3,979,130        | 4,380,844        | 4,137,898        | 5,451,449        | 5,258,278        | 5,603,271        | 54,573,405         |
| <b>All Agencies + VRE + WMATA</b> | <b>7,973,118</b> | <b>8,161,241</b> | <b>8,729,870</b> | <b>8,575,434</b> | <b>8,563,077</b> | <b>8,004,877</b> | <b>7,464,302</b> | <b>8,160,994</b> | <b>7,997,247</b> | <b>9,750,828</b> | <b>9,517,157</b> | <b>9,857,134</b> | <b>102,755,279</b> |

# May Statewide Ridership Comparison: Year-to-Year

Transit ridership for Virginia agencies in May 2023 was 26% higher than May 2022.

- Bus ridership was 27% higher

May 2023 ridership for Virginia agencies was 82% of pre-pandemic May 2019 levels.

- Bus ridership was 80% of 2019 levels

VRE ridership in May 2023 was 35% higher than May 2022 and 34% of pre-pandemic May 2019 levels.

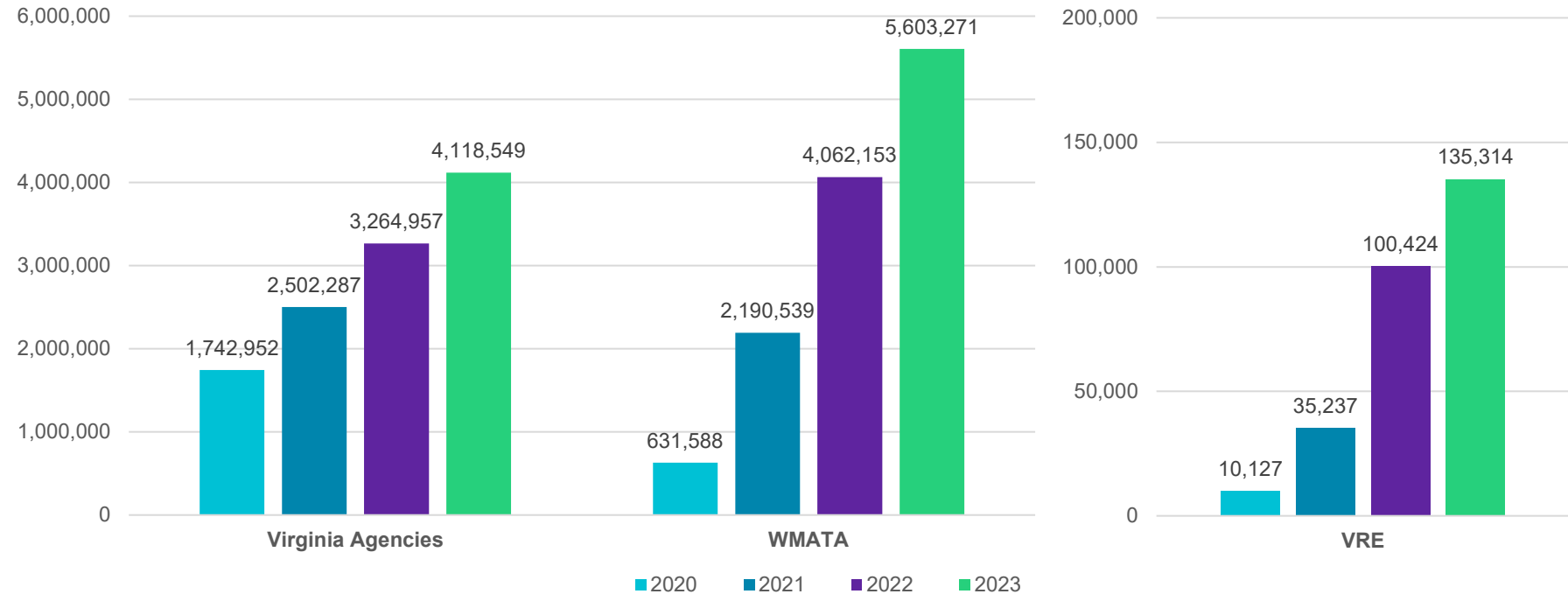
WMATA ridership in May 2023 was 38% higher than in May 2022.

- Bus ridership was 18% higher
- Heavy rail (Metro) was 44% higher

May 2023 WMATA ridership was 58% of pre-pandemic May 2019 levels.

- Bus ridership was 72% of 2019 levels
- Heavy rail (Metro) is 56% of 2019 levels

May Ridership Comparison: Year-to-Year  
2020 – 2023



| Mode                              | 2020             | 2021             | 2022             | 2023             | May 2023 vs 2020 | May 2023 vs 2021 | May 2023 vs 2022 |
|-----------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Virginia Agencies                 | 1,742,952        | 2,502,287        | 3,264,957        | 4,118,549        | 136%             | 65%              | 26%              |
| VRE                               | 10,127           | 35,237           | 100,424          | 135,314          | 1236%            | 284%             | 35%              |
| WMATA                             | 631,588          | 2,190,539        | 4,062,153        | 5,603,271        | 787%             | 156%             | 38%              |
| <b>All Agencies + VRE + WMATA</b> | <b>2,384,667</b> | <b>4,728,063</b> | <b>7,427,534</b> | <b>9,857,134</b> | <b>313%</b>      | <b>108%</b>      | <b>33%</b>       |

# Virginia Breeze Ridership - May

In May 2023, ridership on VA Breeze routes totaled 4,336 which was:

- 152% higher than original estimates, and
- 14% higher than May 2022

Overall on-time-performance (OTP) was 76% and the overall farebox recovery was 40%

For the month of May 2023, the VA Breeze contributed to a reduction of 163 metric tons of CO<sub>2</sub> equivalent emissions.

## Valley Flyer:

- Ridership – 19% higher than May 2022
- Farebox Rev. – 18% higher than May 2022

## Piedmont Express:

- Ridership – 7% higher than May 2022
- Farebox Rev. – 11% higher than May 2022

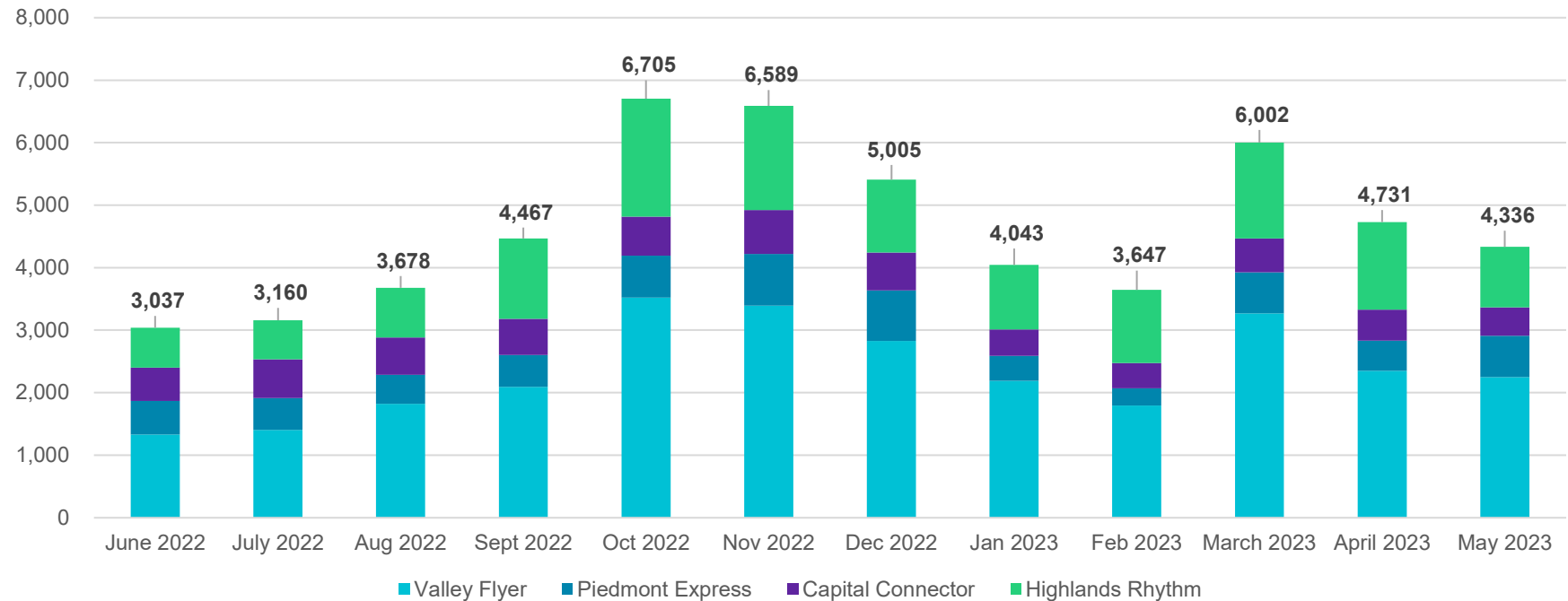
## Capital Connector:

- Ridership – 7% lower than May 2022
- Farebox Rev. – 5% lower than May 2022

## Highlands Rhythm:

- Ridership – 22% higher than May 2022
- Farebox Rev – 33% higher than May 2022

Virginia Breeze Ridership by Route – June 2022 to May 2023



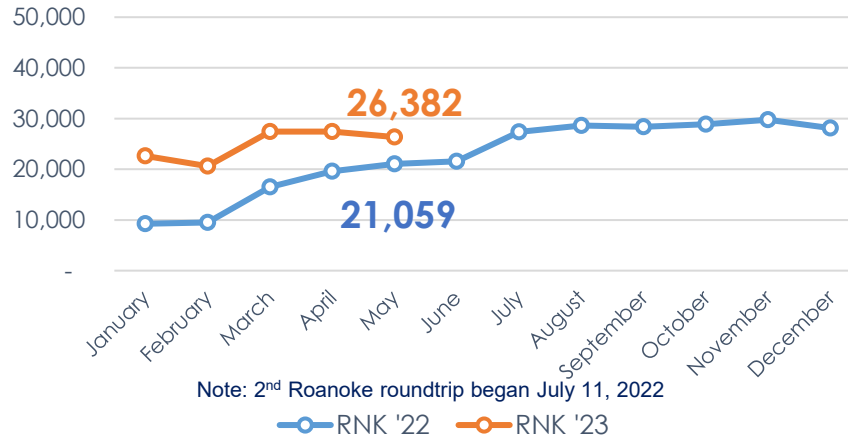
| Route             | June 2022    | July 2022    | Aug 2022     | Sept 2022    | Oct 2022     | Nov 2022     | Dec 2022     | Jan 2023     | Feb 2023     | March 2023   | April 2023   | May 2023     | Total         |
|-------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Valley Flyer      | 1,329        | 1,405        | 1,820        | 2,091        | 3,519        | 3,394        | 2,826        | 2,187        | 1,793        | 3,269        | 2,351        | 2,248        | 28,232        |
| Piedmont Express  | 537          | 507          | 464          | 511          | 672          | 827          | 808          | 402          | 278          | 656          | 483          | 664          | 6,809         |
| Capital Connector | 533          | 621          | 597          | 581          | 627          | 701          | 606          | 421          | 404          | 544          | 493          | 455          | 6,583         |
| Highlands Rhythm  | 638          | 627          | 797          | 1,284        | 1,887        | 1,667        | 1,171        | 1,033        | 1,172        | 1,533        | 1,404        | 969          | 14,182        |
| <b>All Routes</b> | <b>3,037</b> | <b>3,160</b> | <b>3,678</b> | <b>4,467</b> | <b>6,705</b> | <b>6,589</b> | <b>5,411</b> | <b>4,043</b> | <b>3,647</b> | <b>6,002</b> | <b>4,731</b> | <b>4,336</b> | <b>55,806</b> |

# Amtrak Virginia-Supported Monthly Ridership by Route May 2023 vs May 2022

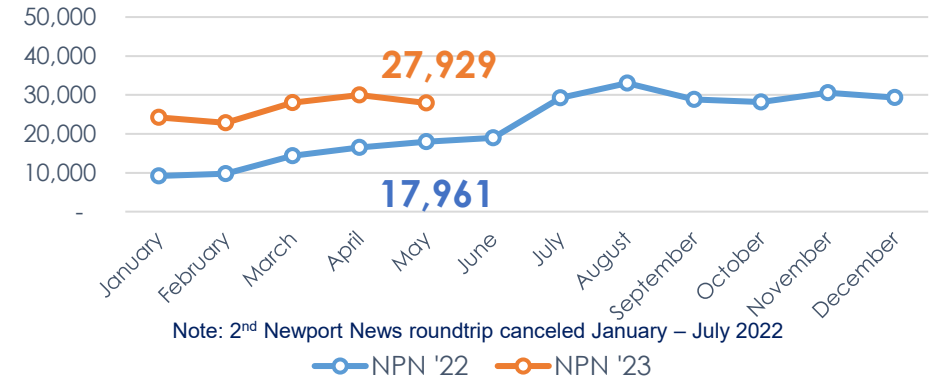
The largest year over year ridership increase was Route 47: Newport News at 55.5% (+9,968)

All four routes saw increased ridership year over year.

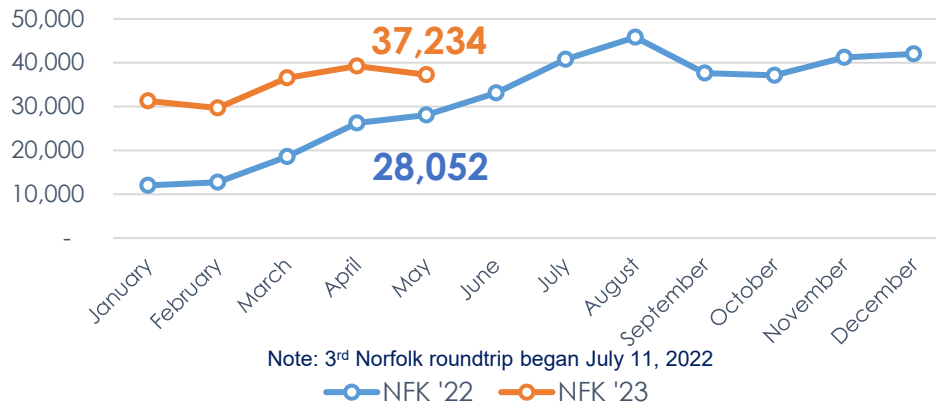
**Route 46: Roanoke Ridership (+25.3%)**



**Route: 47 Newport News Ridership (+55.5%)**



**Route 50: Norfolk Ridership (+32.7%)**



**Route 51: Richmond Ridership (+18.3%)**

