



# 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**

VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
September 20, 2023  
9:00 a.m.

1. WMATA Annual Reporting Requirements & Five Year Capital Review  
*Jennifer DeBruhl, Virginia Department of Rail and Public Transportation*
2. Local Assistance Sustained Performance Program  
*Russell Dudley, Virginia Department of Transportation*
3. Periodic Regulatory Review  
*JoAnne Maxwell, Virginia Department of Transportation*
4. Direct Agreement to Support TIFIA Financing for Segment 4C Hampton Roads Express Lanes Network  
*Laura Farmer, Virginia Department of Transportation*
5. VTRANS Objectives  
*Jitender Ramchandani, Office Intermodal Planning and Investment*
6. SMART SCALE Program Updates  
*Brooke Jackson, Office Intermodal Planning and Investment*  
*Ho Chang, ATCS*
7. HRBT Expansion Project  
*Chris Hall, Virginia Department of Transportation*
8. Director's Items  
*Jennifer DeBruhl, Virginia Department of Rail and Public Transportation*
9. Commissioner's Items  
*Stephen Brich, Virginia Department of Transportation*
10. Secretary's Items  
*Shep Miller, Secretary of Transportation*

## #



# WMATA Annual Reporting Requirements & Five Year Capital Review

Commonwealth Transportation Board

Jennifer DeBruhl, Director

September 20, 2023



VIRGINIA DEPARTMENT OF RAIL  
AND PUBLIC TRANSPORTATION



# Background

- Chapter 854 and 856 of the 2018 Virginia Acts of Assembly:
  - Established WMATA Capital Fund to provide Virginia's agreed upon share of regional dedicated capital funding to WMATA
  - Requires the CTB to withhold funding available to WMATA (passed through NVTC) under certain conditions
- In September 2018, the CTB adopted its "Policy and Guidelines for Implementation of Governance and Funding Reforms for WMATA" (amended in January 2021) to govern future Board decisions
  - WMATA submits information to demonstrate compliance to the CTB by July 1
  - DRPT analyzes information, coordinates with OAG for legal sufficiency, and presents recommendation for enforcement actions to CTB (October)
- FY23 compliance review is based on January 2021 CTB policy and Code
- FY24 compliance determination will be based on legislative changes from the 2023 General Assembly and CTB policy for action later today

# WMATA Reporting Requirements

- By July 1 WMATA must annually certify compliance with applicable law and CTB policy for the following items:
  - Board Governance
  - 3% cap on annual growth in total Virginia Operating Assistance
  - Strategic Plan
  - Capital Improvement Plan
- WMATA provides required documentation/certifications to DRPT on June 30
- Office of Attorney General reviews for compliance with statutory requirements
- DRPT reviews for compliance with CTB policy requirements (non-statutory)

# WMATA Board Governance

## DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

## Legislative Requirement

- Alternate directors shall not participate or take action at an official WMATA Board meeting or Committee meeting unless they are serving in absence of a primary director
- WMATA Board must adopt bylaws that would prohibit such participation by alternate directors

## Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant

# 3% Cap on Growth in Operating Assistance

## DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

## Legislative Requirement

- Operating costs related to the following are excluded from this calculation:
  - Any service, equipment, or facility that is required by any applicable law, rule or regulation
  - Any capital project approved by the WMATA Board
  - Any payment/obligation resulting from a legal dispute or proceeding
  - Any service increases approved by the WMATA Board

## Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 35% of state WMATA allocation if found to be non-compliant



# WMATA Strategic Plan

## DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

## Legislative Requirement

- WMATA must adopt or update within the preceding 36 months a strategic plan and hold an in-person public hearing on the strategic plan in Northern Virginia
  - The CTB directed WMATA to “address safety, operating costs, service optimization and recovery from the ridership impacts of COVID” via resolution on October 26, 2022
  - WMATA adopted compliant strategic plan, “Your Metro, the Way Forward” on February 23
- Next update due by June 30, 2026

## Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant

# WMATA Capital Improvement Plan

## DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

## Legislative Requirement

- WMATA must adopt every year by July 1 a capital improvement program that covers a 6-year period
- WMATA must hold an in-person public hearing in Northern Virginia
  - WMATA held a hybrid hearing with an in-person element on March 8, 2023, at Meridian High School in Falls Church facilitated by Commonwealth appointee and WMATA Board Chair, Paul Smedberg

## Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant



# Certification Changes for FY24

# 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% 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 Principal Board Members to address the Board annually

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

# WMATA Legislative Changes and Requirements

- 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**
  - 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

# Five Years of Dedicated Capital Funding

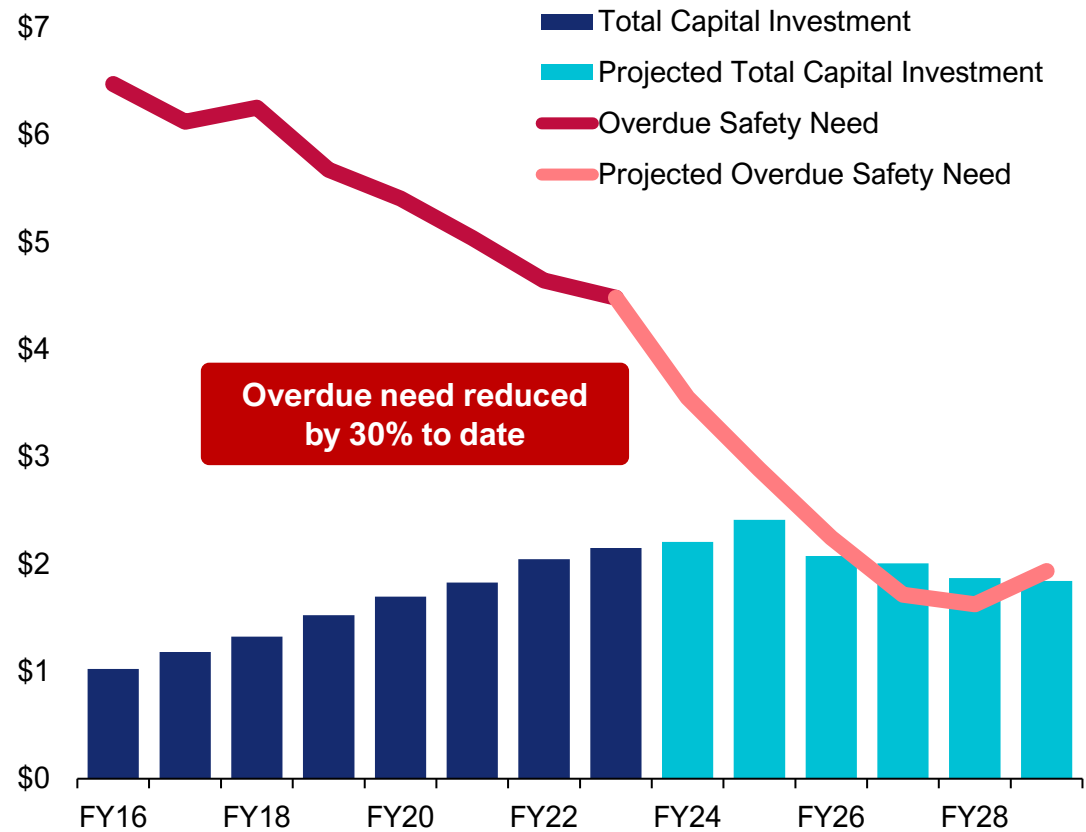
# 2018 Dedicated Capital Funding

- In 2018, the National Capital Region came together in support of dedicated capital funding for WMATA
- The District of Columbia, Maryland, and Virginia share in providing \$500M annually to support critical safety and state of good repair projects for WMATA
- This annual funding has allowed WMATA to advance projects and reduce its state of good repair backlog
  - Virginia has provided \$735M in dedicated capital funding from FY19-23
- The funding has also allowed WMATA to issue debt to reduce the capital backlog
  - \$2.7B has been invested thanks to debt proceeds from dedicated capital funding

# Reduction in State of Good Repair Backlog

Capital investments have renewed system assets and substantially reduced the state of good repair backlog.

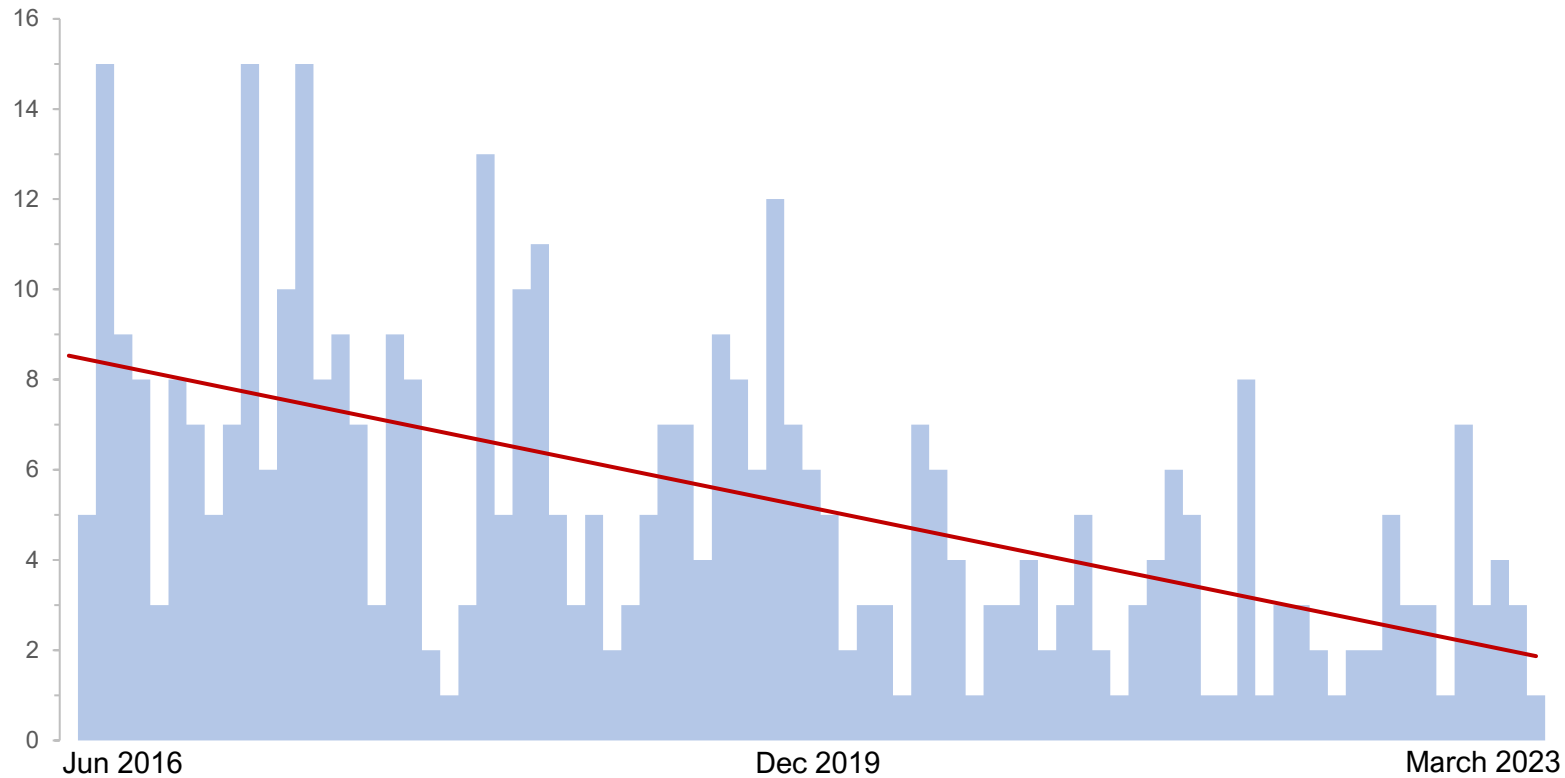
Overdue State of Good Repair Need (\$B) & Capital Investment



Includes state of good repair and modernization investment

# Improved Safety and Reliability

## Fire Incidents Per Month





# Platform and Station Improvement Projects

**Blue/Yellow Line south of National Airport, Alexandria/Fairfax Counties  
May-September 2019**



**BEFORE**



**AFTER**



# Platform and Station Improvement Projects

## Orange Line from Vienna to East Falls Church, Fairfax/Arlington Counties May-September 2020



**BEFORE**



**AFTER**



# Rehabilitation of Yellow Line Tunnel and Bridge

Between Pentagon and L'Enfant Plaza Stations, September 2022 - May 2023



**BEFORE**



**AFTER**



# Replacing Rail and Fiber Optic Cabling

Orange Line between Vienna and Ballston, June-July 2023



Reliability for the section of track that underwent rail replacement improved more than 50 percent in the month following the shutdown



# Other Capital Improvements

**Escalator/Elevator  
Overhaul**



**Rehabilitated Buses**



**7000 Series and Future 8000  
Series Railcars**



**Traction Power Replacement**



# Next Steps

- September 20, 2023 – CTB updates WMATA policy with new statutory requirements beginning in FY24
- October 2023 – WMATA General Manager and Virginia board members address CTB and DRPT presents the annual certification resolution and decision memo to the Board for action on FY23 compliance recommendations
- April 1, 2024 – WMATA submits detailed proposed operating budget and proposed capital expenditures for FY24





# Locality Sustained Performance Program

|  
Russ Dudley

September 20, 2023

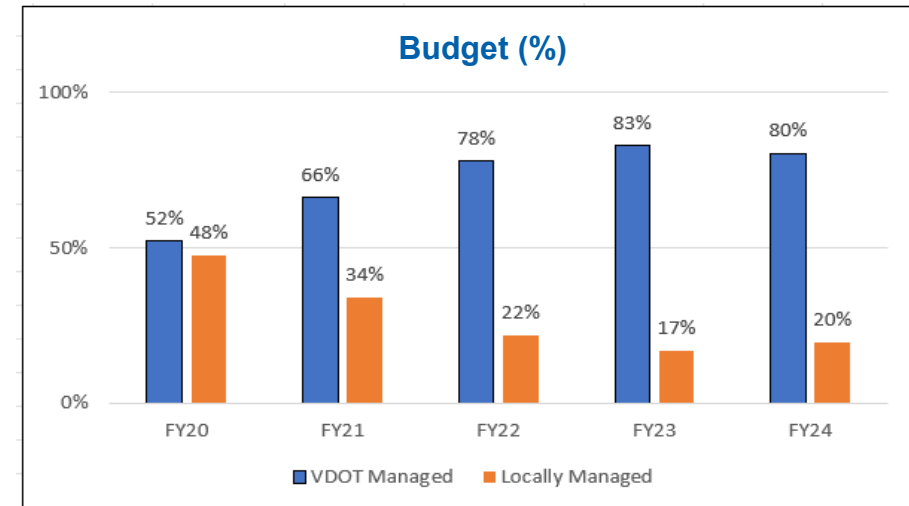
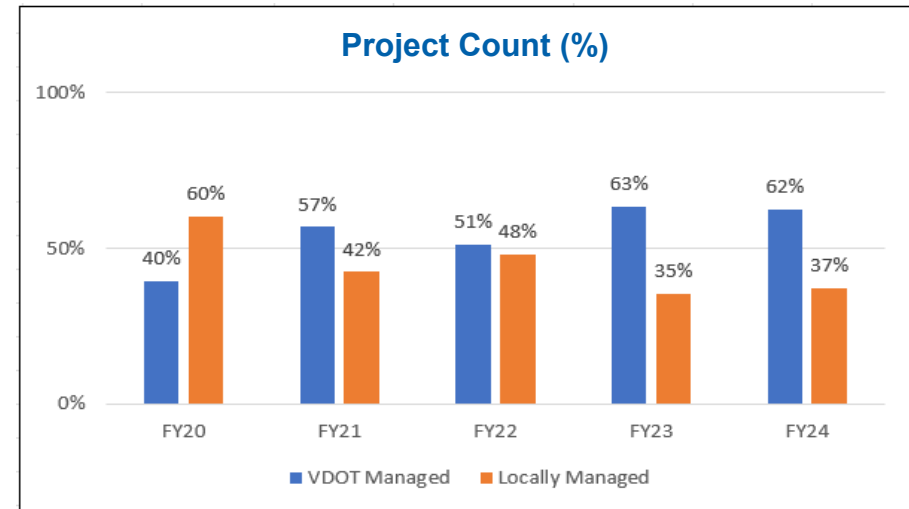
# Why are Locally Administered Projects Important?

Projects administered by localities are a key to the success of Virginia's transportation program.

FY24 Project Development

Administered by	Number of Projects	Total Budget
VDOT	231	\$2,204,939,958
Locally	141	\$538,968,590
Rail	1	\$186,252
<b>Total</b>	<b>373</b>	<b>\$2,744,094,800</b>

FY20 - FY24 Project Development Mix



# Locality Engagement in the SYIP

**The greatest impact to the Program is concentrated in a few localities.**

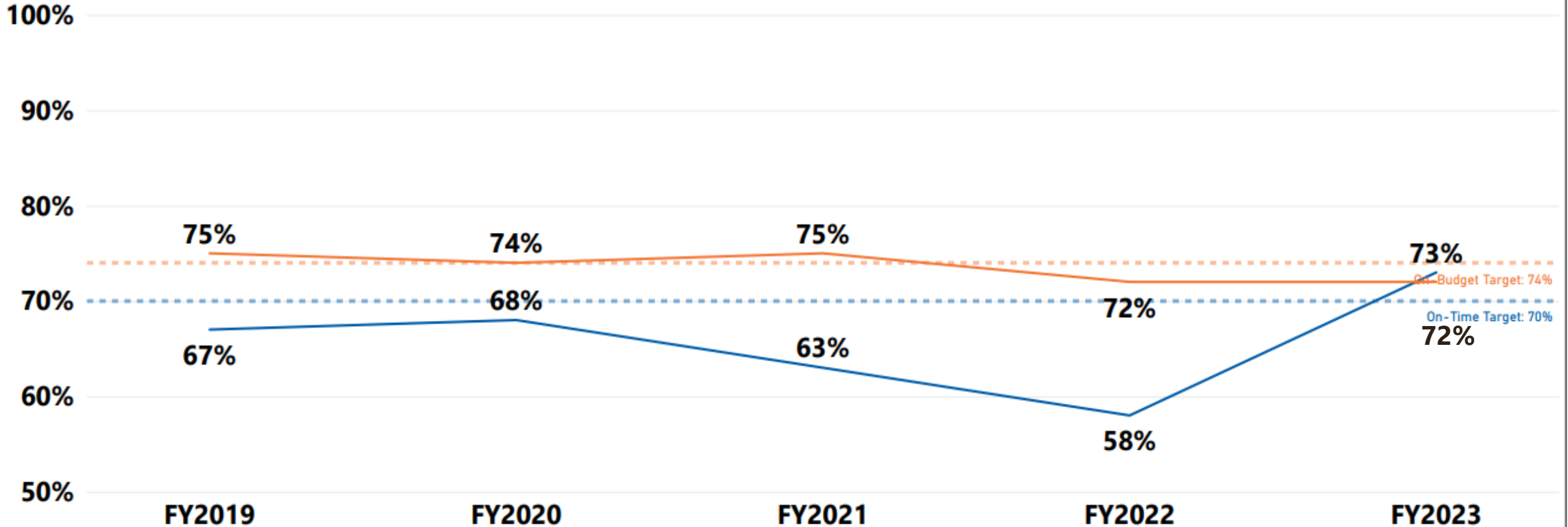
**Projects in the FY24 – FY29 SYIP administered by localities:**

- **Number of Localities with SYIP projects: 125**
  - Total Number of Projects: 1,304
  - Total Value: \$2.7 billion
- **Number of Localities with 5 or more SYIP projects: 49**
  - Total Number of Projects: 1,153
  - Total Value: \$2.6 billion

# Local Development Performance Trends - Development

## Local Project Development

● On-Time Percent ● On-Budget Percent



# How Do We Improve Local Performance?

- 1. Set clear expectations for locality performance**
- 2. Establish locality performance metrics**
- 3. Analyze data against established metrics**
- 4. Develop an oversight program**

# Set Clear Expectations

- **Outreach conducted with localities and VDOT Districts**
- **Consensus reached on 3 measures of success:**
  1. **Unexpended allocations / obligations**
  2. **Making reasonable progress**
  3. **Dashboard with appropriate flexibilities for Locally Administered Projects**
- **Metrics targeting these three measures provide reasonable performance expectations**
- **Basis for VDOT's Local Sustained Performance Program**

# Establish Locality Performance Metrics

## On-Time Performance

- Dashboard Performance (past two years)
- Milestone Performance
- Delayed Advertisements (beyond Scheduled FY )

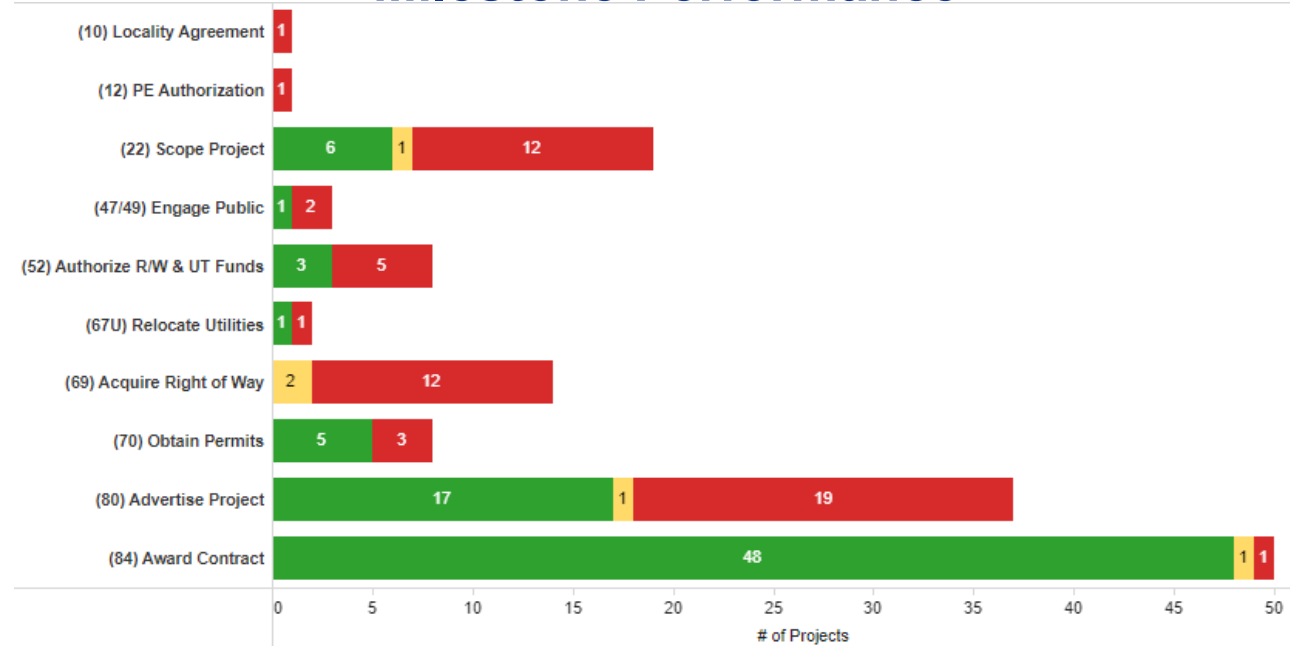
## Reasonable Progress

Phase/Authorization (PE, RW, Advertisement, Award) Starting within a reasonable timeframe

## Fiscal Management

Minimize VDOT allocations programmed in the current or previous fiscal years that remain unexpended

### Milestone Performance





# Analyze Data Against Established Metrics

## Results:

### 15 localities not meeting Local Sustained Performance Program metrics

- 480 projects (out of the 1,153 LAPs with > 5 SYIP Projects)
- Total Value: \$1,401,391,345

### Performance Metrics:

1. On-Time
2. Reasonable Progress
3. Fiscal Management

## General Criteria:

Locality is identified as deficient when –

- a) Deficient for all three metrics; or
- b) Deficient for two metrics; or
- c) Deficient for metric #3

# Oversight Program – Locality Sustained Performance Program

Once identified as deficient a locality will work collaboratively with VDOT to develop: **Project Development Improvement Plan (PDIP)**

- **Identifies programmatic deficiencies and opportunities for improvement**
- **Documents minimum corrective actions including:**
  - Changing project administration
  - Rescoping/rebaselining projects
  - Canceling projects
- **Right-sizes the localities' portfolio of projects**
- **Formal review and approval process by VDOT**
- **Anticipate participation by CTB Member**

# Local Sustained Performance Program - Report Card

Bristol	Culpeper	Fredericksburg	<b>Hampton Roads</b>	Lynchburg	Northern Virginia	Richmond	Salem	Staunton
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\*Please unselect the district to go back to All Districts

Locality

Locality with 5 Active Projects or More

DISTRICT	CITY/COUNTY	ON-TIME FLAG	REASONABLE PROGRESS FLAG	FISCAL MANAGEMENT
Hampton Roads		Good Performance	Meeting Reasonable Progress	Good Fiscal Management
Hampton Roads		Good Performance	Meeting Reasonable Progress	Good Fiscal Management
Hampton Roads		On-Time Schedule Flag	Not Meeting Reasonable Progress	Good Fiscal Management
Hampton Roads		On-Time Schedule Flag	Not Meeting Reasonable Progress	Good Fiscal Management
Hampton Roads		Good Performance	Meeting Reasonable Progress	Fiscal Management Performance Flag
Hampton Roads		Good Performance	Meeting Reasonable Progress	Fiscal Management Performance Flag
Hampton Roads		Good Performance	Meeting Reasonable Progress	Fiscal Management Performance Flag
Hampton Roads		On-Time Schedule Flag	Not Meeting Reasonable Progress	Fiscal Management Performance Flag
Hampton Roads		On-Time Schedule Flag	Not Meeting Reasonable Progress	Fiscal Management Performance Flag

# Local Sustained Performance - Detailed Metrics

Locality	On-Time Performance				Reasonable Progress Performance						Fiscal Management Performance		
	Target >=70%	Target >=70%	Target <=25%	Deficient for On-Time (2/3)					Target >=70%	Deficient for Reasonable Progress	Target <\$100M	Target <80%	Deficient for Fiscal Management
	Previous 2 FY	Active Projects	Carryover		PE	RW	CN Ad	CN Award	Reasonable Progress		Total Unexpended Funds	% Unexpended	
1	25.0%	20.0%	60.0%	X	100.0%	100.0%	50.0%	50.0%	67.5%	X	\$2.87 Million	86%	X
2	47.4%	50.0%	26.7%	X	74.0%	62.5%	55.3%	56.8%	61.3%	X	\$141.93 Million	65%	X
3	0.0%	28.6%	42.9%	X	93.3%	100.0%	76.5%	76.5%	83.0%		\$18.6 Million	93%	X
4	33.3%	8.3%	66.7%	X	91.3%	71.4%	47.8%	43.5%	59.3%	X	\$75.35 Million	76%	
5	0.0%	25.0%	25.0%	X	93.3%	72.7%	46.2%	38.5%	57.5%	X	-\$2.44 Million	-46%	
6	0.0%	13.3%	26.7%	X	63.2%	58.3%	40.0%	40.0%	47.6%	X	\$20.97 Million	36%	
7	50.0%	40.0%	60.0%	X	63.6%	100.0%	33.3%	55.6%	56.5%	X	\$14.7 Million	73%	
8	33.3%	0.0%	50.0%	X	100.0%	80.0%	40.0%	40.0%	59.0%	X	\$30.41 Million	79%	
9	60.0%	57.9%	21.1%	X	67.4%	25.0%	76.9%	74.3%	68.3%	X	\$19.86 Million	81%	X
10	42.9%	34.4%	9.4%	X	64.4%	68.2%	63.0%	76.0%	69.1%	X	\$22.96 Million	18%	
11	33.3%	50.0%	12.5%	X	48.0%	100.0%	0.0%	18.2%	29.3%	X	\$23.57 Million	68%	
12	62.5%	64.3%	7.1%	X	93.8%	89.5%	71.4%	71.4%	78.8%		\$146.94 Million	49%	X
13	57.1%	45.3%	15.1%	X	86.4%	64.3%	75.0%	65.5%	73.0%		\$139.69 Million	74%	X
14	100.0%	83.3%	0.0%		58.3%	100.0%	66.7%	50.0%	61.3%	X	\$14.97 Million	84%	X
15	66.7%	60.0%	20.0%	X	100.0%	50.0%	60.0%	60.0%	69.0%	X	\$3.37 Million	72%	

- Strategies in Project Development Improvement Plan will be tied to areas of deficiency

# Schedule

## Next steps:

- **Fall 2023 – Identify and validate candidate localities**
- **Fall 2023 – Propose CTB policy on Local Sustained Performance Program**
- **Winter 2023/2024 – Districts work with identified localities to develop strategies for Project Development Improvement Plan**
- **Spring 2024 – Implement Project Development Improvement Plans and monitor performance**

# Policy Expectations

- **VDOT to provide Annual Locality Performance Report to CTB**
- **For deficient localities, VDOT to report progress on PDIP**
  - Influence on funding decisions
- **To address lack of progress/repeated poor performance**
  - VDOT to preclude administration by the locality until performance improves
  - CTB may consider poor performance with future funding decisions

# Questions?





Virginia Department of Transportation





# **PERIODIC REGULATORY REVIEW**

## Commonwealth Transportation Board

| Jo Anne Maxwell

September 20, 2023

# Periodic Regulatory Review – APA Requirement

**The Administrative Process Act requires any agency that adopts regulations to periodically review those regulations, including consideration of:**

- **the extent to which regulations remain supported by statutory authority/do not duplicate/overlap/conflict with state or federal law;**
- **the nature of complaints/comments received from the public;**
- **whether the regulations are necessary for the protection of public health, safety and welfare;**
- **whether the regulations are clearly written and easily understandable;**
- **whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and**
- **the length of time since the regulation has been evaluated.**

See § 2.2-4007.1 and § 2.2-4017 of the *Code of Virginia*

# Periodic Regulatory Review Process Authorities

## Executive Order 19 – Issued June 30, 2022

- **Creates new Office of Regulatory Management (ORM) to, among other things, work with each regulatory agency to review all existing regulations, required once every four years, to reduce the overall regulatory burden on the public.**

## New ORM Procedures

- **Outline the periodic review requirements, including a new economic analysis comprised of a benefit-cost analysis, consideration of local government impact and economic impacts on families and small businesses, and the count of regulatory requirements embedded in the regulation.**

## Chapter 444 of the 2018 Acts of Assembly

- **Requires the Department of Planning and Budget (DPB) to track and report to the General Assembly annually which agencies are complying with the periodic review requirements.**

# Periodic Regulatory Review Process

- **An agency may initiate a periodic regulatory review by posting a Notice of periodic review action on Town Hall.**
- **The Notice is published in the next edition of the Virginia Register of Regulations.**
- **The agency collects public comment on the regulations.**
- **Within 120 days of the end of the public comment period, the agency must report on its review, indicating one of the following:**
  - **That the regulation will be retained “as is”;**
  - **That the regulation will be amended; or**
  - **That the regulation will be repealed.**



# Virginia Regulatory Town Hall – Notifications

**VIRGINIA**  
REGULATORY TOWN HALL

Home

**Find a Regulation**

**Regulatory Activity**

**Actions Underway**

**Petitions**

**Legislative Mandates**

**Periodic Reviews**

**General Notices**

**Meetings**

**Guidance Documents**

**Comments**

**Sign in**

**State**

**Register as Public**

**Sign up**

**What is this site?**

A source of information about proposed changes to Virginia's regulations, including a meetings calendar and board minutes. This site also facilitates public participation through online comment forums and an email notification service.

**Public comment forums**

- [53 open comment forums](#), [9 of which have some comments](#), [51 opened in the last 21 days](#)
- [33 comment forums closed within the last 21 days](#), [10 of which have some comments](#)

**Recent Activity**

- [2 regulatory changes published in the most recent Virginia Register \(7/31/2023\)](#)
- [13 regulatory changes scheduled to be published in future issues of the Virginia Register](#)
- [10 board meetings scheduled for today](#)
- [10 regulatory changes became effective in the last 90 days](#)
- [10 regulatory stages approved by the Governor in the last 90 days](#)
- [10 periodic reviews of regulations in progress](#)
- [10 proposed and final stages under way](#)

**Email notification service**

[Register as a public user](#) - Receive emails when regulatory actions or meetings are posted for the agencies, boards, or regulations you select!

**Regulatory Review Resources**

- [Regulatory Reform Pilot Program](#) Updated September 2, 2021
- [Governor Youngkin's Executive Order 19 Development and Review of State Regulations](#)

**Town Hall provides the public the opportunity to sign up to receive notifications of CTB periodic regulatory reviews, regulatory actions, and public meetings.**

# Summary of Periodic Review for CTB Regulations

- **Eighteen** Chapters to be reviewed in four-year timeframe.
- **Review Schedule:**
  - **6** Chapters were reviewed in 2022
  - **5** Chapters due 12/15/2023
  - **5** Chapters due 12/20/2024
  - **2** Chapters due 12/19/2025
- **Process for each review period**
  - **Workshop presentation describing regulation and proposed action for each regulation (retain, repeal, or amend)**
  - **Resolution approving action and authorizing Commissioner to take all action necessary to implement approved action**

# Periodic Regulatory Review

**Five CTB regulations to be reviewed by 12/15/2023.**

Chapter Number	Title
24VAC30-151*	Land Use Permit Regulations
24VAC30-200*	Vegetation Control Regulations on State Right-of-Way
24VAC30-401	Change of Limited Access Control
24VAC30-580	Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways
24VAC30-620	Rules, Regulations and Rates Concerning Toll and Bridge Facilities

**\* Due to the anticipated need for amendments to 24VAC30-151 and 24VAC30-200, the CTB approved Notices of Intended Regulatory Action (NOIRAs) for these regulations in June. The NOIRAs initiated the periodic reviews for these two regulations, which will be addressed in separate presentations.**

# Periodic Regulatory Review

## Change of Limited Access Control (24VAC30-401)

- The CTB is authorized to regulate use of limited access highways under § 33.2-401 of the *Code of Virginia* and several other state/federal statutory authorities.
- Specifies the conditions and procedures for requesting a change in limited access (typically, shifting, moving, or breaking) for a limited access highway.
- The CTB initially approved a policy in 1990, which was filed as a regulation in 1993. Last substantive amendments became effective in 2006.
- Last periodic review in 2019.
- Protects the public by regulating limited access control changes and thereby reducing the number of interactions with vehicles entering or exiting the highway; written to be understandable; no negative impact on local partners/families/small businesses.
- No public comments received.
- Recommendation: Retain as is.

# Periodic Regulatory Review

## Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways (24VAC30-580)

- Section 46.2-809 of the *Code of Virginia* provides that the CTB may prohibit or restrict through truck traffic on a primary or secondary highway in response to a formal request by a local governing body and after due notice and a proper hearing.
- The CTB is authorized to promulgate regulations for the protection of and covering traffic on and for the use of systems of state highways pursuant to § 33.2-210.
- Sets forth limited instances when restricting through trucks from using a segment of a primary/secondary roadway will reduce potential conflicts, create a safer environment and one in accord with the current use of the roadway.
- Restrictions can apply to any truck, truck and trailer or semitrailer combination, or any combination of those classifications.
- Originally adopted by the CTB in 2003. Last substantive amendments became effective in 2020 as a result of the last periodic review in 2019.
- Protects public by allowing for the restriction of trucks from using a segment of highway where they pose a safety risk or are incompatible with the character of the roadway environment; written to be understandable; no negative impact on local partners/families/small businesses.
- No public comments received.
- Recommendation: Retain as is.



# Periodic Regulatory Review

## Rules, Regulations, and Rates Concerning Toll and Bridge Facilities (24 VAC 30-620)

- Sections 33.2-604, 33.2-613 and 33.2-1701 of the *Code of Virginia* provide that toll rates may be charged as set by law or as fixed by the CTB and specify when tolls may not be charged.
- The CTB is authorized to promulgate regulations for the protection of and covering traffic on and for the use of systems of state highways pursuant to § 33.2-210.
- Specify the rates for use of non-P3, VDOT-owned toll facilities and the authority and procedures for suspension of toll collection on those facilities.
- Originally adopted in 1995. Last substantive amendments became effective in 2021 as a result of the last periodic review in 2020.
- Protects public by establishing tolls and providing for the suspension of tolls during emergencies or other events where it is in the public interest to allow for free, efficient movement of vehicles through non-P3, VDOT-owned toll facilities; written to be understandable; no negative impact on local partners/families/small businesses.
- No public comments received
- Recommendation: Retain as is

# Periodic Regulatory Review – Next Steps

- **The CTB will be presented with a resolution in the upcoming months to approve recommended actions for the three CTB regulations discussed.**
- **VDOT will post the results on Town Hall.**
- **In the ensuing years, the CTB will be presented with results of scheduled reviews and requests to approve recommended actions.**



Virginia Department of Transportation



[townhall.virginia.gov](http://townhall.virginia.gov)

## Periodic Review and Small Business Impact Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) Chapter citation(s)</b>	24VAC30-401
<b>VAC Chapter title(s)</b>	Change of Limited Access Control
<b>Date this document prepared</b>	[REDACTED], 2023

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 19 (2022) (EO 19), any instructions or procedures issued by the Office of Regulatory Management (ORM) or the Department of Planning and Budget (DPB) pursuant to EO 19, the Regulations for Filing and Publishing Agency Regulations (1 VAC 7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code*.

## Acronyms and Definitions

*Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.*

"CTB" means the Commonwealth Transportation Board.  
"VDOT" means the Virginia Department of Transportation.

## Legal Basis

*Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.*

The regulation was promulgated by the CTB based on several federal and state statutory authorities, including those found in 23 USC 109 and 23 USC 111 and Sections 33.2-210 and 33.2-401 of the Code of Virginia.

**Alternatives to Regulation**

*Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.*

This regulation specifies the procedures by which the CTB and VDOT will change/adjust the limited access boundaries of limited access highways under certain circumstances. Many of these procedures are required by current federal and state laws and regulations regarding changes of limited access control on all limited access control roadways using state and federal funds. As such, the CTB believes the present version of the regulation is the least burdensome alternative.

**Public Comment**

*Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency’s response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

Commenter	Comment	Agency response

**Effectiveness**

*Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in the ORM procedures, including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

The regulation is necessary for the protection of public health, safety, and welfare. Limited access highways can provide greater vehicle capacity and improved safety over non-limited access highways by reducing the number of interactions with vehicles entering or exiting the highway and by prohibiting pedestrians and other non-motorized traffic from the highway. This regulation specifies the procedures by which the CTB and VDOT will change/adjust the limited access boundaries of such highways under certain circumstances. Adjustments take into consideration factors such as impact on traffic, changes in abutting land use, environmental impacts and whether there is support from the locality and thus are effective in furthering safety and the purposes of limited access control. The CTB believes that the regulation is clearly written and easily understandable.

**Decision**

*Explain the basis for the promulgating agency’s decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

*If the result of the periodic review is to retain the regulation as is, complete the ORM Economic Impact form.*

---

The CTB is proposing to retain this regulation without making any changes. The regulation continues to promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any of the users of the transportation system.

### **Small Business Impact**

*As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.*

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There is continued need for the regulation for purposes of complying with state and federal laws and regulations regarding changes of limited access control on all limited access control roadways. No complaints have been received. The regulation is not overly complex, nor does it duplicate or conflict with federal or state laws. The regulation was last amended in 2014 and the last periodic review of this regulation was conducted in 2019. The regulation does not negatively impact small businesses.

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## Periodic Review and Small Business Impact Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) Chapter citation(s)</b>	24VAC30-580
<b>VAC Chapter title(s)</b>	Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways
<b>Date this document prepared</b>	[REDACTED], 2023

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 19 (2022) (EO 19), any instructions or procedures issued by the Office of Regulatory Management (ORM) or the Department of Planning and Budget (DPB) pursuant to EO 19, the Regulations for Filing and Publishing Agency Regulations (1 VAC 7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code*.

### Acronyms and Definitions

*Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.*

"CTB" means the Commonwealth Transportation Board.  
"VDOT" means the Virginia Department of Transportation.

### Legal Basis

*Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.*

Section 46.2-809 of the Code of Virginia provides that the CTB, in response to a formal request by a local governing body may, after due notice and a proper hearing, prohibit or restrict through truck traffic on a primary or secondary highway. More generally, § 33.2-210 of the Code of Virginia authorizes the CTB to make regulations that are not in conflict with the laws of the Commonwealth for the protection of and covering traffic on and for the use of systems of state highways.

### Alternatives to Regulation

*Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.*

This regulation specifies the criteria and procedures by which a prohibition or restriction on through truck traffic may be established as provided under § 46.2-809. Section 46.2-809 authorizes the CTB to delegate this authority to a designee, which it has done in this regulation by delegating the authority to impose such through truck restrictions to the Commissioner of Highways on secondary highways after consideration of certain criteria. The CTB retains this authority on primary highways. In order to streamline the process, in 2020, the CTB amended the regulation to allow VDOT District Administrators/Engineers to deny requests without presenting those requests to the Commissioner of Highways or CTB, respectively, only where the request clearly and objectively does not meet the required criteria. Additionally, the regulation outlines the requirements for reasonable alternate routing to be provided. As such, the CTB believes the present version of the regulation is the least burdensome alternative.

### Public Comment

*Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency’s response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

Commenter	Comment	Agency response

### Effectiveness

*Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in the ORM procedures, including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

The regulation provides for the restriction of trucks from using a segment of highway where they pose a safety risk or are incompatible with the character of the roadway environment. The regulation continues to be necessary for the protection of public health, safety, and welfare. The regulation is clearly written and easily understandable.

### Decision

*Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

*If the result of the periodic review is to retain the regulation as is, complete the ORM Economic Impact form.*

---

The CTB is proposing to retain this regulation without making any changes. The regulation continues to promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any of the users of the transportation system.

### **Small Business Impact**

*As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.*

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There is continued need for the regulation because it provides for the protection of public health, safety, and welfare. No complaints have been received. The regulation is not overly complex, nor does it duplicate or conflict with federal or state laws. The regulation was adopted in 2003 and was amended in 2020 as a result of the last periodic review conducted. Trucking companies which are small businesses could be affected by the process provided by this regulation through the additional time and fuel necessary for a truck to drive an alternative route. Other small businesses which rely on trucks to transport and deliver goods could also be impacted if delivery times are delayed or if shipping costs increase due to the rerouting. However, the regulation requires that the termini of the proposed restriction be identical to the alternate routing to allow a time and distance comparison to be conducted, and that the alternate routing not create an undue hardship for trucks in reaching their destination. These requirements ensure that the potential economic impacts to small businesses from any restriction imposed under the regulation are considered and minimized.

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## Periodic Review and Small Business Impact Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) Chapter citation(s)</b>	24VAC30-620
<b>VAC Chapter title(s)</b>	Rules, Regulations and Rates Concerning Toll and Bridge Facilities
<b>Date this document prepared</b>	[REDACTED], 2023

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 19 (2022) (EO 19), any instructions or procedures issued by the Office of Regulatory Management (ORM) or the Department of Planning and Budget (DPB) pursuant to EO 19, the Regulations for Filing and Publishing Agency Regulations (1 VAC 7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code*.

## Acronyms and Definitions

*Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.*

"CTB" means the Commonwealth Transportation Board.  
"P3" means facilities built pursuant to the Public Private Transportation Act.  
"VDOT" means the Virginia Department of Transportation.

## Legal Basis

*Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.*

This regulation was promulgated by the CTB pursuant to several state statutory authorities found in the Code of Virginia, including that found in § 33.2-210 regarding the CTB’s general authority to adopt regulations governing the use of highways, as well as those authorities found in §§ 33.2-604, 33.2-613 and 33.2-1701 which provide that toll rates may be charged as set by law or as fixed by the CTB and which specify when tolls may not be charged.

**Alternatives to Regulation**

*Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.*

The CTB is the legal entity assigned with making policy for transportation matters in the Commonwealth and is charged with fixing toll rates. The regulation establishes the rules for collecting tolls on non-P3, VDOT-owned toll facilities and the procedures for the suspension of toll collection during emergencies, which are designed for quick and appropriate action. As such, these are the least burdensome means to regulate policy and toll rates for toll roads established and operated by the Commonwealth of Virginia.

**Public Comment**

*Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency’s response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

Commenter	Comment	Agency response

**Effectiveness**

*Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in the ORM procedures, including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

The regulation is necessary for the protection of the public health, safety, and welfare because it ensures that toll rates charged at VDOT toll facilities are fixed by a process that allows for public input, and that toll collection may be suspended during emergencies or other events where it is in the public interest to allow for free, efficient movement of vehicles through toll facilities. The regulation is clearly written and easily understandable.

**Decision**

*Explain the basis for the promulgating agency’s decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

*If the result of the periodic review is to retain the regulation as is, complete the ORM Economic Impact form.*

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The CTB is proposing to retain this regulation without making any changes. The regulation continues to promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any of the users of the transportation system.

### **Small Business Impact**

*As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.*

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There is continued need for this regulation to ensure public input can be provided during the process of fixing toll rates and to establish the process by which toll collection may be suspended during emergencies or other events where it is in the public interest to allow for free, efficient movement of vehicles through toll facilities. No complaints have been received. The regulation is not overly complex, nor does it duplicate or conflict with federal or state laws. The regulation was amended in 2021 as a result of the last periodic review in 2020. The regulation does not negatively impact small businesses.

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Virginia Department of Transportation

# **DIRECT AGREEMENT TO SUPPORT TIFIA FINANCING FOR SEGMENT 4C HAMPTON ROADS EXPRESS LANES NETWORK**

 Laura Farmer, Chief Financial Officer

September 20, 2023

# Direct Agreement: Why Needed

- **HRTAC is pursuing a TIFIA loan to support construction of Segment 4C of the Hampton Roads Express Lanes Network (HRELN)**
  - **VDOT not liable for repayment of the TIFIA Loan**
- **Direct Agreement is a tri-party agreement among VDOT, HRTAC and USDOT (acting through Build America Bureau)**
  - **VDOT provides certain customary representations and warranties to USDOT relating to the HRELN**
- **Per Section 3.06 of the Master Agreement for Development and Tolling of the Express Lanes (MTA), VDOT committed to negotiate and enter into the Direct Agreement to support HRTAC's pursuit of TIFIA financing**

# Direct Agreement: Key Terms

- **HRTAC is the borrower under the TIFIA Loan; the Direct Agreement does not make VDOT liable to repay the TIFIA Loan**
- **VDOT to make a series of usual and customary representations and warranties relating to the status of the agreement to which VDOT is a party that supports construction of Segment 4C, including:**
  - **Agreements remain in effect; no default(s)**
  - **VDOT is in compliance with applicable federal law (including environmental laws)**
  - **VDOT has and otherwise is in compliance with governmental approvals required to construct and operate the HRELN project**

# Direct Agreement: Key Terms (cont.)

- **VDOT to make a series of covenants relating to the Segment 4C Project, including:**
  - **Provide advance notice to USDOT before executing additional contracts relating to the Segment 4C Project**
  - **Carry out construction work in accordance with construction schedule**
  - **Perform roadway O&M work in accordance with its obligations under MTA**
  - **Maintain insurance relating to the Segment 4C Project pursuant to the terms of VDOT's existing contracts**
  - **Notify USDOT of the occurrence of specified events that could adversely impact delivery of the Segment 4C Project**
- **Covenants generally confirm VDOT's existing contractual and legal obligations**

# Direct Agreement: Key Terms (cont.)

- **VDOT agrees to refrain from taking certain actions without USDOT's consent that could adversely impact USDOT, including:**
  - **Modifying or waiving provisions of Segment 4C Project-related contracts if such modifications or waivers could adversely impact USDOT**
  - **Creating liens (other than permitted liens) on the Segment 4C Project or HRELN**
  - **Entering into any additional Segment 4C Project-related contracts that commit HRTAC to expend additional funds in excess of specified thresholds**
  - **Selling or leasing the Segment 4C Project or HRELN**
- **These so-called negative covenants typically relate to legal or commercial matters that VDOT is unlikely to undertake in the ordinary course of administering its Segment 4C Project-related contracts**



# Direct Agreement: Key Terms (cont.)

- **VDOT agrees to undertake certain administrative tasks, including:**
  - **Maintaining files relating to the Segment 4C Project and HRELN**
  - **Carrying out audits in accordance with applicable federal law**
  - **Providing information to HRTAC to assist with HRTAC's preparation of its financial plan and reports (required under the TIFIA Loan Agreement)**
- **Tasks are typical for a project receiving federal-aid funds and/or federal credit support**

# Direct Agreement: Key Terms (cont.)

- **Related to Segment 4C Project-related covenants, Direct Agreement requires VDOT to make certain acknowledgments, including:**
  - **VDOT will use insurance proceeds received from insurance policies maintained under the Design-Build Contract to repair the Segment 4C Project**
  - **VDOT acknowledges the license to use the tolling infrastructure and to access the roadway to perform tolling O&M granted to HRTAC under the MTA is irrevocable during the terms of MTA**
  - **HRTAC is entitled to 100% of delay liquidated damages payable under the Toll System Contract**
- **Acknowledgements do not require amendments to other VDOT agreements**

# Next Steps

**VDOT will seek CTB delegation of authority to the Commissioner to enter into the TIFIA Direct Agreement for Segment 4C in October 2023**



## 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**

**VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
September 20, 2023  
9:00 a.m.**

5. VTRANS Objectives  
*Jitender Ramchandani, Office Intermodal Planning and Investment*  
This presentation is currently unavailable.

###



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## **COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA**

VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
September 20, 2023  
9:00 a.m.

6. SMART SCALE Program Updates  
*Brooke Jackson, Office Intermodal Planning and Investment  
Ho Change, ATCS  
This presentation is currently unavailable.*

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## COMMONWEALTH of VIRGINIA

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## **COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA**

**VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
September 20, 2023  
9:00 a.m.**

7. **HRBT Expansion Project**  
*Chris Hall, Virginia Department of Transportation*  
*This presentation is currently unavailable.*

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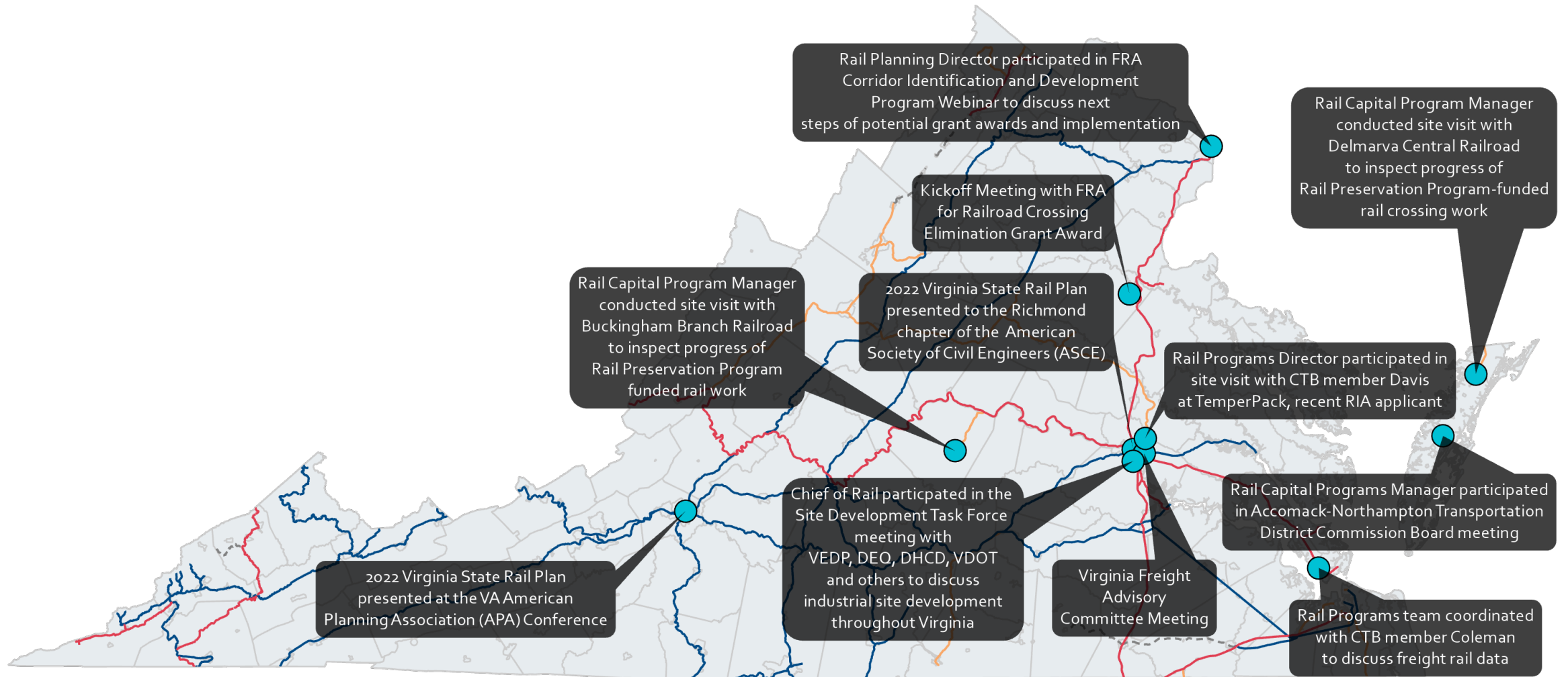


# Director's Report

September 2023

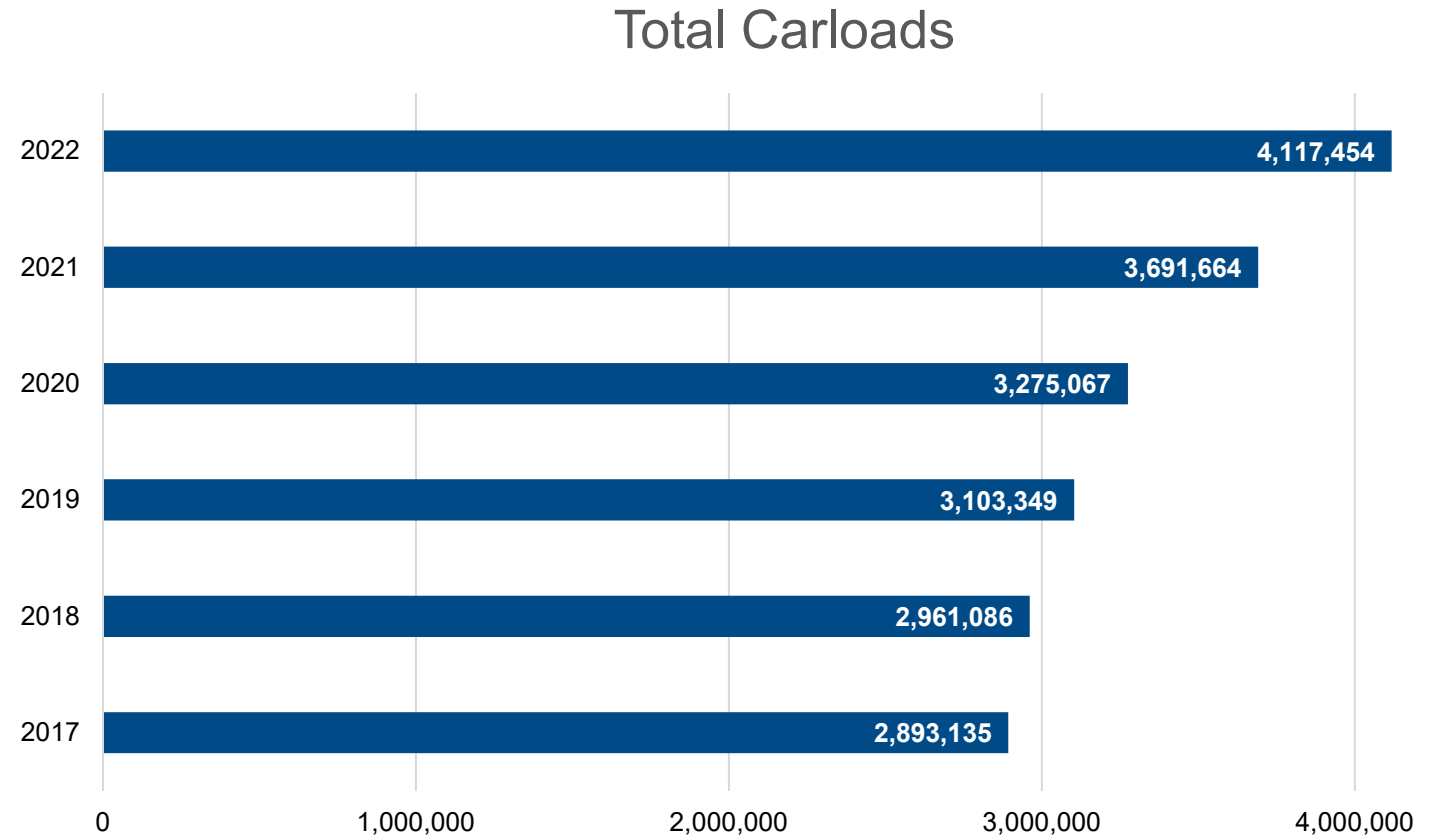


# Rail Highlights

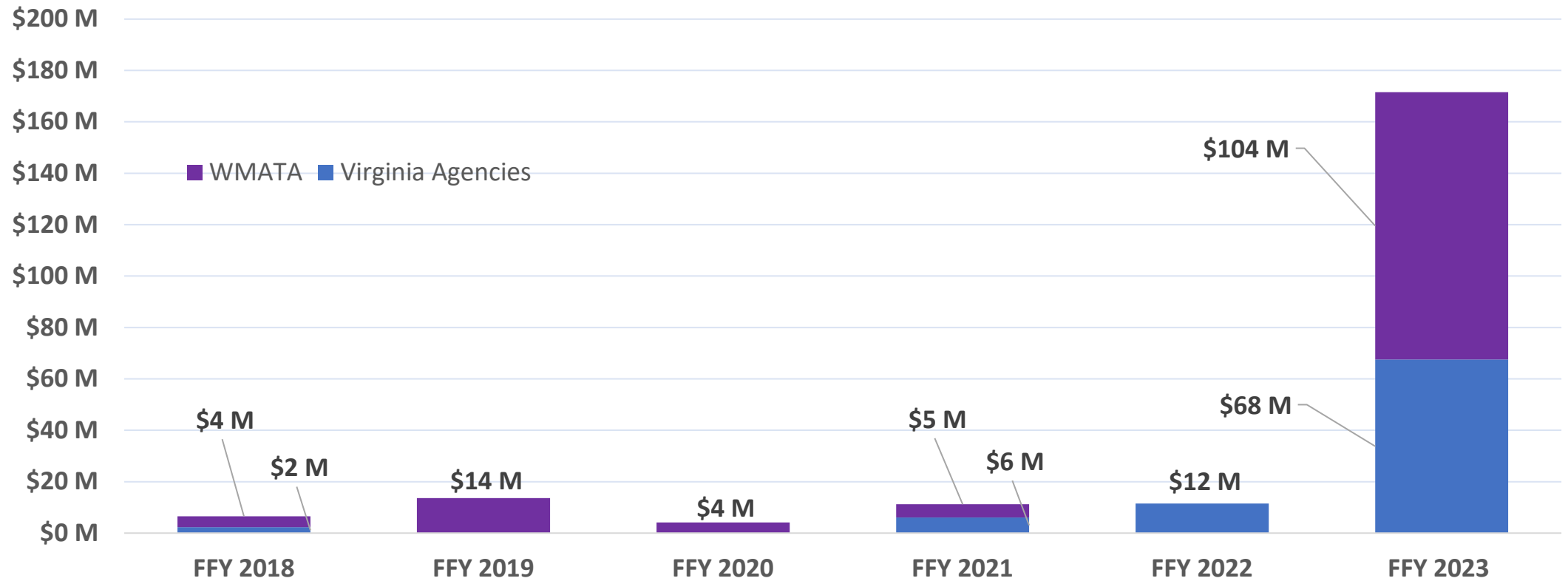


# Rail Program Performance

- DRPT tracks performance from our 3 Rail Programs using total Carloads per year
- On average, 1 train carload removes the equivalent of 3.4 truckloads from the highway
- In 2022, nearly 14 million truckloads were diverted



# VA Allocations: FTA Bus and Low/NO-Emission Grant Awards FFY2018 to FFY2023



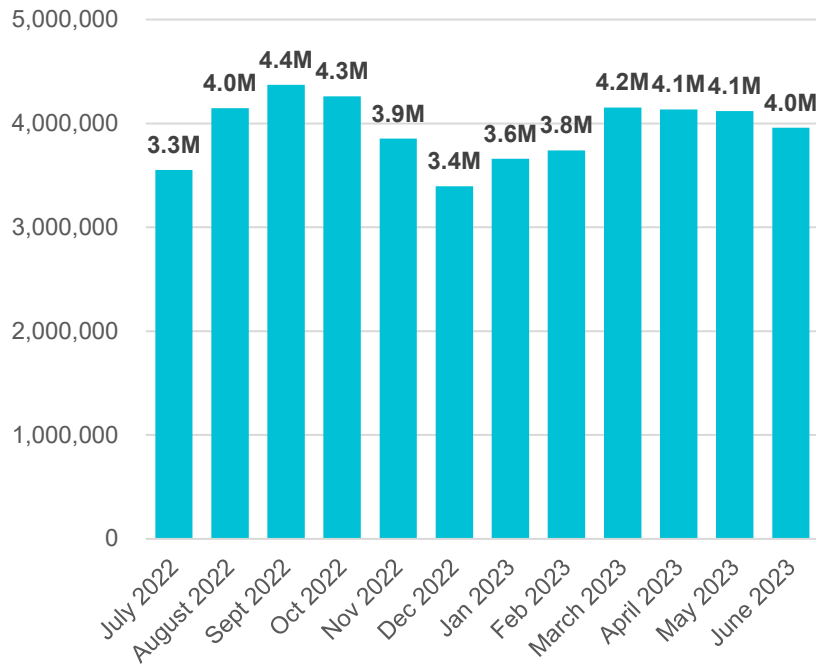


# Public Transportation Highlights

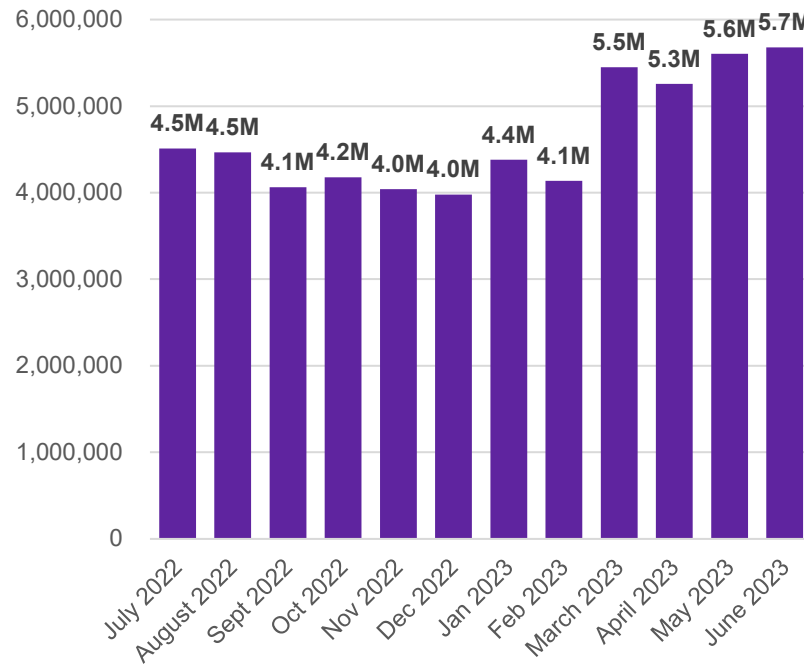
- DRPT learned at the 2023 Biennial FTA State and Tribal Programs Conference that FTA is updating several of its Circulars, which offer guidance to FTA funding recipients.
  - DRPT submitted comments in response to the Notice of Proposed Rulemaking for Circulars pertaining to funding for urban area programs and will monitor other updates for possible comment.
- DASH (Alexandria) celebrated a ridership record of 4.5 million boardings in FY2023, the highest in its almost 40-year history. DASH has been fare-free since September 2021.
- GRTC opened a new transfer center at 8<sup>th</sup> and Clay Streets in downtown Richmond on Monday, September 11th.
  - DRPT assisted in funding of the \$2.2 million project to supplement other federal and local funding.
- Two microtransit services in Virginia, METGo! and Bay Transit, were highlighted in the Virginia Mercury.
  - Charlottesville Area Transit (CAT) has also announced a new microtransit pilot program to start in Fall 2023 along the Route 29 North corridor.
  - Similar initiatives are under development in the Richmond, Harrisonburg, and Dumfries/Triangle areas.

# Statewide Transit Ridership

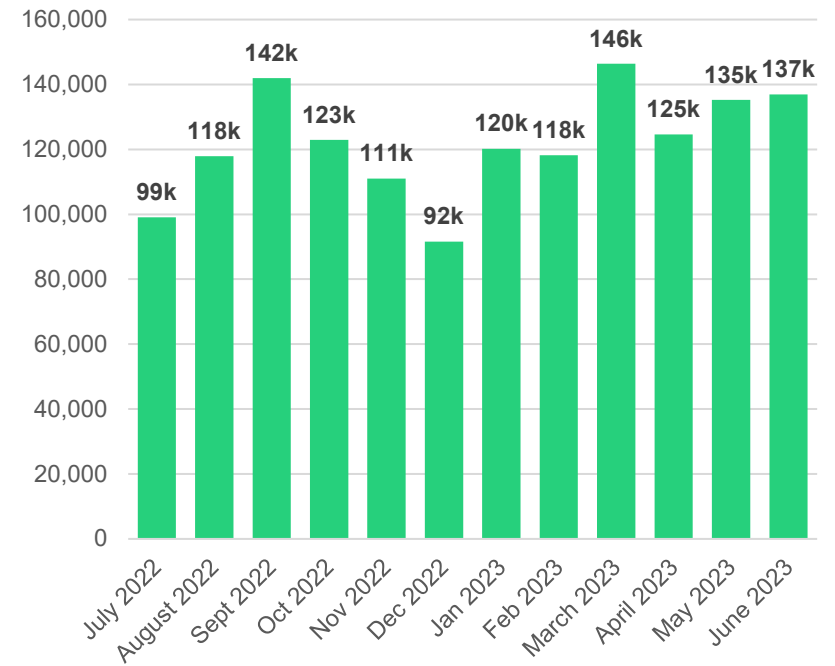
## Statewide Transit Ridership – FY2023



Virginia Agencies



WMATA



VRE

Agencies	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022	January 2023	February 2023	March 2023	April 2023	May 2023	June 2023	Total
Virginia Agencies	3,552,886	4,145,479	4,373,310	4,260,617	3,852,673	3,398,977	3,664,484	3,741,040	4,150,599	4,135,441	4,118,535	3,958,207	47,352,248
VRE	99,120	117,880	141,963	122,984	111,028	91,597	120,228	118,181	146,391	124,664	135,314	136,900	1,466,250
WMATA	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	5,679,896	55,747,599
<b>All Agencies + VRE + WMATA</b>	<b>8,161,241</b>	<b>8,729,870</b>	<b>8,576,857</b>	<b>8,562,238</b>	<b>8,004,567</b>	<b>7,469,704</b>	<b>8,165,556</b>	<b>7,997,119</b>	<b>9,748,439</b>	<b>9,518,383</b>	<b>9,857,120</b>	<b>9,775,003</b>	<b>104,566,097</b>

# Statewide Ridership Comparison: Year-to-Year

Transit ridership for Virginia agencies in 2023 was 32% higher than 2022.

- Bus ridership was 24% higher

2023 ridership for Virginia agencies was 78% of pre-pandemic 2019 levels.

- Bus ridership was 76% of 2019 levels

VRE ridership in 2023 was 78% higher than 2022 and 33% of pre-pandemic 2019 levels.

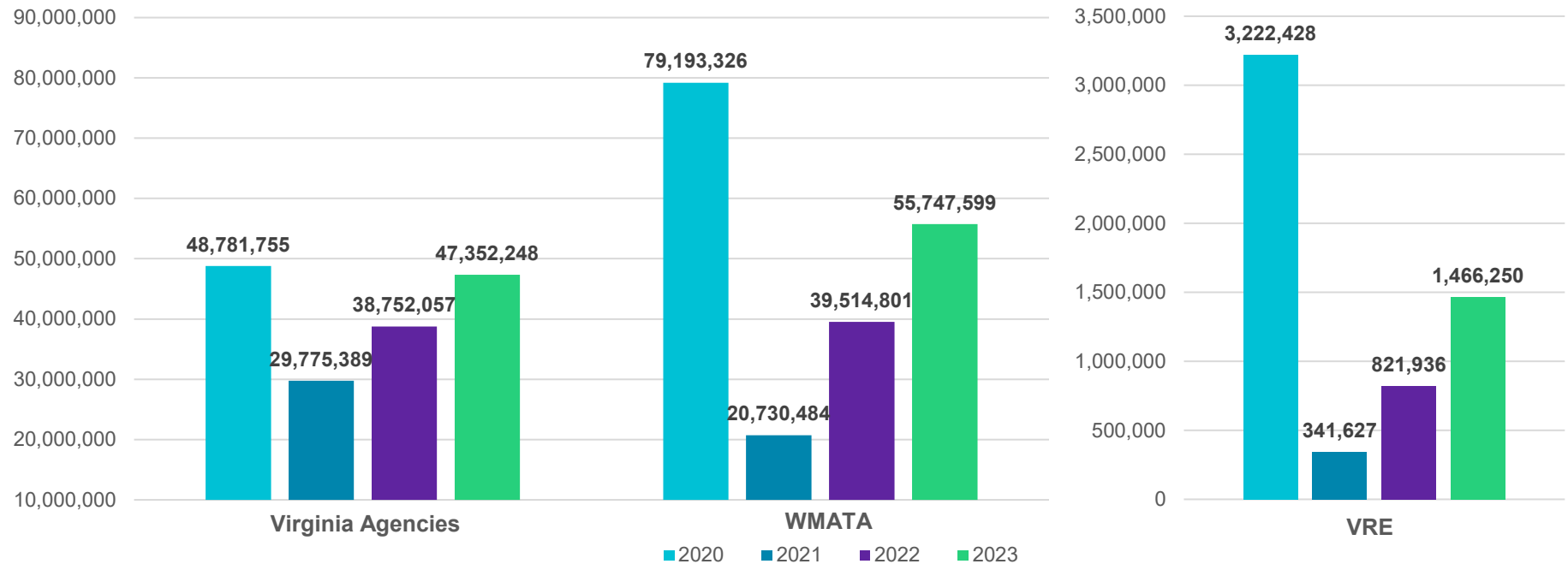
WMATA ridership in 2023 was 41% higher than in 2022.

- Bus ridership was 26% higher
- Heavy rail (Metro) was 46% higher

2023 WMATA ridership was 52% of pre-pandemic May 2019 levels.

- Bus ridership was 70% of 2019 levels
- Heavy rail (Metro) is 49% of 2019 levels

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



Mode	2020	2021	2022	2023	2023 vs 2020	2023 vs 2021	2023 vs 2022
Virginia Agencies	48,781,755	29,775,389	38,752,057	47,352,248	-3%	59%	22%
VRE	3,222,428	341,627	821,936	1,466,250	-54%	329%	78%
WMATA	79,193,326	20,730,484	39,514,801	55,747,599	-30%	169%	41%
<b>All Agencies + VRE + WMATA</b>	<b>131,197,509</b>	<b>50,847,500</b>	<b>79,088,794</b>	<b>104,566,097</b>	<b>-20%</b>	<b>106%</b>	<b>32%</b>



# Virginia Breeze Ridership - June

In June 2023, ridership on VA Breeze routes totaled 3,322 which was:

- 116% higher than original estimates, and
- 9% higher than June 2022

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

For the month of June 2023, the VA Breeze contributed to a reduction of 80 metric tons of CO<sub>2</sub> equivalent emissions.

## Valley Flyer:

- Ridership – 22% higher than June 2022
- Farebox Rev. – 18% higher than June 2022

## Piedmont Express:

- Ridership – 13% lower than June 2022
- Farebox Rev. – 11% lower than June 2022

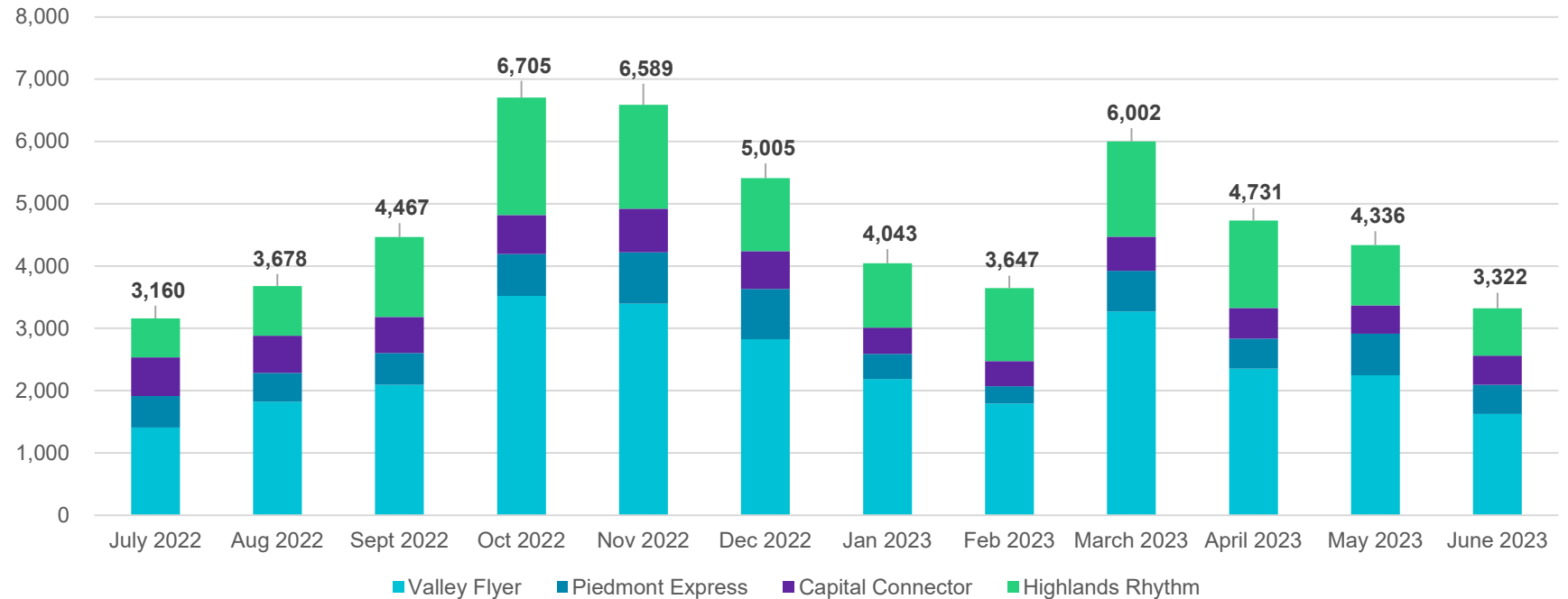
## Capital Connector:

- Ridership – 12% lower than June 2022
- Farebox Rev. – 11% lower than June 2022

## Highlands Rhythm:

- Ridership – 19% higher than June 2022
- Farebox Rev – 19% higher than June 2022

Virginia Breeze Ridership by Route – FY2023



Route	July 2022	Aug 2022	Sept 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	March 2023	April 2023	May 2023	June 2023	Total
Valley Flyer	1,405	1,820	2,091	3,519	3,394	2,826	2,187	1,793	3,269	2,351	2,248	1,627	28,530
Piedmont Express	507	464	511	672	827	808	402	278	656	483	664	468	6,740
Capital Connector	621	597	581	627	701	606	421	404	544	493	455	468	6,518
Highlands Rhythm	627	797	1,284	1,887	1,667	1,171	1,033	1,172	1,533	1,404	969	759	14,303
<b>All Routes</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>3,322</b>	<b>56,091</b>

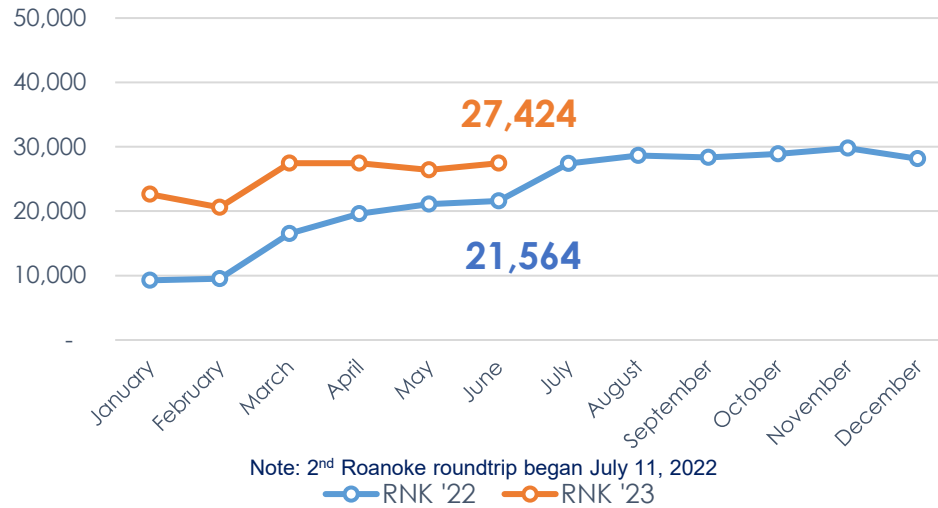
# Virginia-Supported Monthly Ridership by Route 2023 vs 2022

The largest year over year ridership increase was Route 47: Newport News at 57.4% (+10,883)

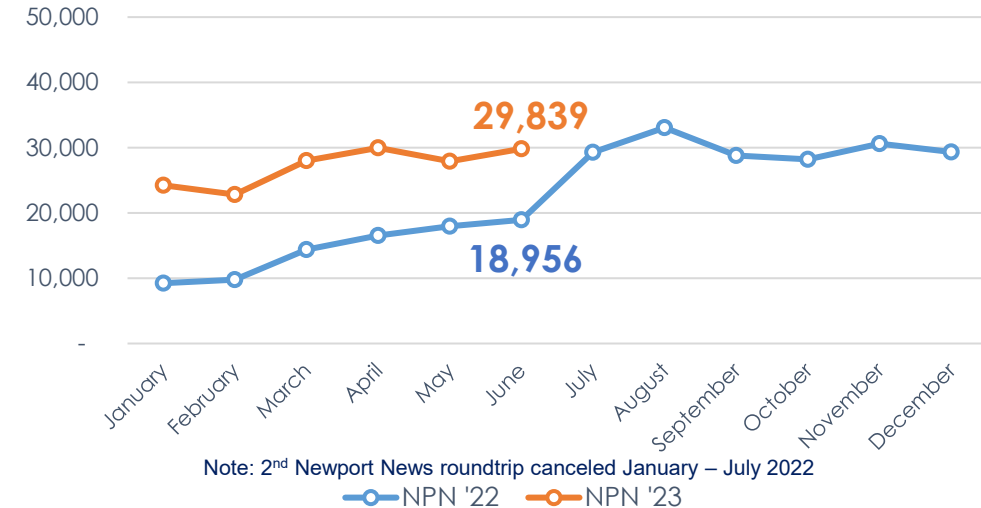
All four routes saw increased ridership year over year.

Five daily roundtrips in 2022 vs. eight daily roundtrips in 2023.

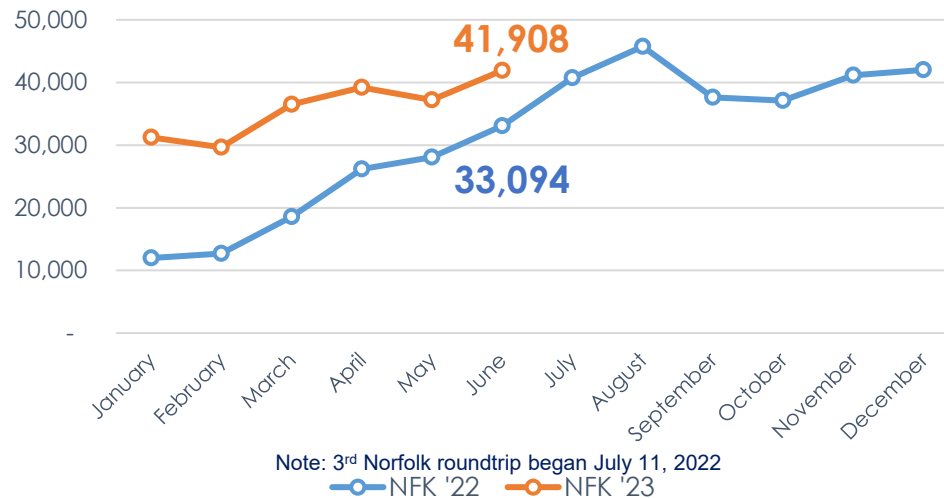
### Route 46: Roanoke Ridership (+27.2%)



### Route: 47 Newport News Ridership (+57.4%)



### Route 50: Norfolk Ridership (+26.6%)



### Route 51: Richmond Ridership (+1.0%)

