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

MINUTES
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP MEETING
The Hotel Roanoke & Conference Center
The Shenandoah Room
110 Shenandoah Avenue
Roanoke, VA 24016
September 17, 2024

The workshop meeting of the Commonwealth Transportation Board was held in the Shenandoah Room, 110 Shenandoah Avenue, Roanoke, Virginia 24016, on September 17, 2024. The Chairman, Sheppard Miller, presided and called the meeting to order at 8:31 a.m. on September 17, 2024, beginning with a welcome from Salem District Engineer, Ken King, followed by the Pledge of Allegiance.

Present: Messrs. Byers, Coleman, Davis, Fowlkes, Good, Kasprowicz, Lawson, Laird, Smoot, Stant, Ms. Dunlop, Ms. Green, Ms. Sellers, Mr. Brich, ex officio, Commissioner of Highways and Mr. Trogdon, ex officio, Director of the Department of Rail and Public Transportation.

Absent: Mr. Gribbin

Agenda Item 1. Virginia Byways Program
Overview and Proposed Designation of Route 55 – Frederick County
Russell Dudley, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda Item 2. Economic Development Access Program
Russell County – Pure Salmon Virginia, LLC
Russell Dudley, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda Item 3. Locally Sustained Performance Program Annual Update
Russell Dudley, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda Item 4. Nimmo Parkway Phase VII-B Project
Scott Smizik, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda Item 5. WMATA Annual Reporting Requirements
Todd Horsley, Virginia Department of Rail and Public Transportation
Referenced by attachment of presentation.

The Chair suspended the meeting at 10:17 a.m. on September 17, 2024, to allow the Board a 10-minute break.

The Chair called the suspended meeting to order at 10:35 a.m. on September 17, 2024.

Agenda Item 6. Director's Items
Zach Trogdon, Virginia Department of Rail and Public Transportation

The meeting paused at 10:40 a.m. on September 17, 2024, due to a fire alarm.

Upon clearance of the fire alarm the meeting reconvened at 10:51 a.m. on September 17, 2024.

Agenda Item 7. Commissioner's Items
Stephen Brich, Virginia Department of Transportation

Agenda Item 8. Secretary's Items
Shep Miller, Secretary of Transportation

ADJOURNMENT:
The meeting adjourned at 11:12 a.m. on September 17, 2024.
Respectfully Submitted:
Carol Mathis,
Assistant Secretary to the Board

# # #

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

The Hotel Roanoke & Conference Center
The Shenandoah Room
110 Shenandoah Avenue
Roanoke, VA 24016
September 17, 2024
8:30 a.m.

1. Virginia Byways Program
   Overview and Proposed Designation of Route 55 – Frederick County
   Russell Dudley, Virginia Department of Transportation

2. Economic Development Access Program
   Russell County – Pure Salmon Virginia, LLC
   Russell Dudley, Virginia Department of Transportation

3. Locally Sustained Performance Program Annual Update
   Russell Dudley, Virginia Department of Transportation

4. Nimmo Parkway Phase VII-B Project
   Scott Smizik, Virginia Department of Transportation

5. WMATA Annual Reporting Requirements
   Todd Horsley, Virginia Department of Rail and Public Transportation

6. Director's Items
   Zach Trogdon, Virginia Department of Rail and Public Transportation

7. Commissioner's Items
   Stephen Brich, Virginia Department of Transportation

8. Secretary's Items
   Shep Miller, Secretary of Transportation

# # #


VDOT
Virginia Department of Transportation

VIRGINIA BYWAYS PROGRAM

Overview and Proposed Designation of Route 55 – Frederick County

Russ Dudley, Director
Local Assistance Division

September 17, 2024

Virginia Byway Program Overview

- Authorized in the Code of Virginia in 1966 (§ 33.2-405)
- CTB in **cooperation** with the Virginia Department of Conservation and Recreation (DCR) is authorized to designate any road as a scenic highway or Virginia byway
  - Memorandum of Agreement between VDOT and DCR outlines designation process and responsibilities



Merits of Designation

- Showcases unique attributes of area
- Becomes part of tourism strategy
- Requirement for National Scenic Byway designation
- Locally initiated
- Limits outdoor advertising signage
- Does not affect land use
- Does not limit road improvements

Byway Designation Process

- Local government(s) adopt resolution of support for designation
- VDOT and DCR evaluate road corridor
  - VDOT and DCR Director recommend designation to CTB
- A local public hearing is held, if requested
- CTB designates byway
- Signage is installed; route is identified on official state transportation maps and VDOT website
- Periodic reviews



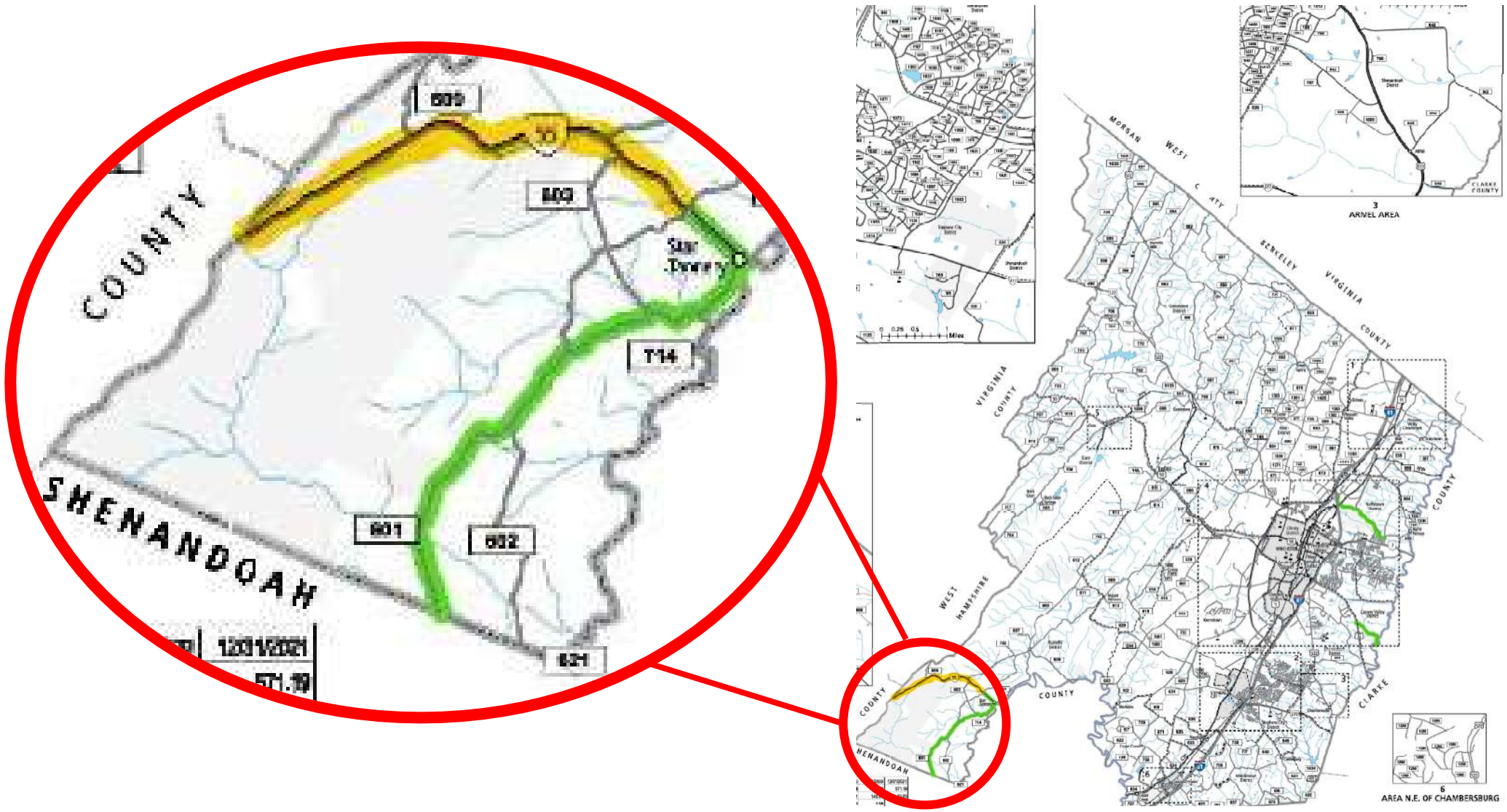
Finding a Virginia Byway





https://experience.arcgis.com/experience/06a8ec8f96804c1cbf83c7f5bc5396e0

Route 55 – Frederick County, 3



- January 2024: Private citizen requests designation of Route 55
- February 14, 2024: Frederick County Resolution in support of designation passed
- February-March 2024: VDOT researches local zoning, traffic data, road geometrics and verifies points of interests along route, and coordinates with DCR in accordance with 33.2-405
- July 18, 2024: DCR defers recommendation for designation to VDOT (Staffing issues)
- September 17, 2024: Presentation to Commonwealth Transportation Board
  - October 23, 2024: CTB considers action on designation recommendation

Route 55 – Frederick County

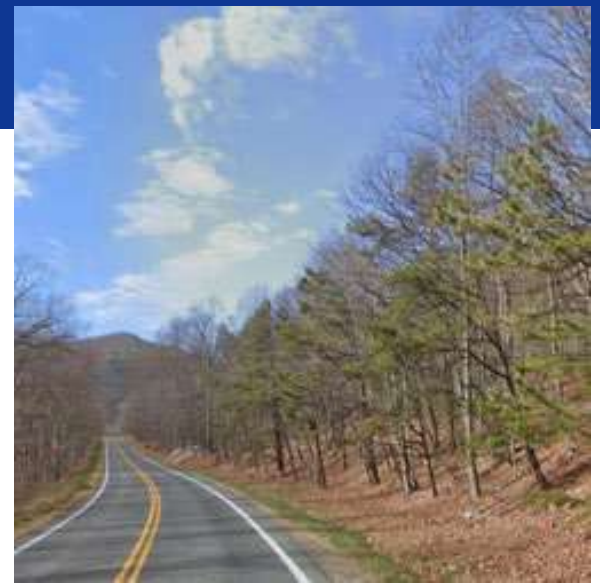
Points of interests along route:

- Tuscarora Trail
- Duck Run
- Cedar Creek
- A Natural Spring
- Simply Shenandoah Wellness & Nature Retreat
- Devils Backbone State Forest





Route 55 – Frederick County, 2



- Extends the existing designation of Route 55 through the entirety of Frederick County to the West Virginia line
- Connects with Route 604, a designated Virginia Byway
- Adds 4.38 miles to the Virginia Byway Inventory bringing the total byway mileage within Virginia to 3,608.7 miles



Next Steps

- CTB Action Meeting – Oct. 23, 2024
  - Consider resolution to designate Route 55 from Route 600 at the Frederick-Shenandoah County line to the West Virginia state line
- If designated:
  - Install blue Virginia Byway signs
  - Update map




VDOT
Virginia Department of Transportation

ECONOMIC DEVELOPMENT ACCESS PROGRAM

Russell County – Pure Salmon Virginia, LLC

Russ Dudley, Local Assistance Division September 17, 2024

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 Standard projects (named business) or Bonded projects (speculative business with no commitment)
  - Standard 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

Standard Economic Development Access Projects

- The EDA Program provides allocations to localities, where a qualifying establishment has made capital investment in real and tangible personal property

- The maximum allocation for a Standard EDA Project is:
  - $700,000 State Funds (Unmatched)
  - $150,000 State Funds (Matched)
  - $150,000 Local Funds (Required Local Match)

Project Location and Background



- Salmon Farming and Processing
- 200 Acre Site
- Employ over 200 workers
- Nine Buildings with Main Building 800,000 square feet
- $190M in Capital Investment
- 10M tons of Salmon Annually
- Hiring to Begin in 2027
- Full Operations expected 2028

New Economic Development Access Project Request

- **The proposed access project will construct a new right turn lane on Route 19 and a new access road to serve Pure Salmon's 200-acre site in Russell County**

- **Project details:**
  - **Construction of a 0.42 mile long, 26-foot-wide access road**
  - **One travel lane each way with shoulders and ditches**
  - **Russell County has provided a total project estimate of $1,000,000**
  - **Proposed Project Allocation: $850,000**
    - ($700,000 unmatched, $150,000 matched)

Project Location: Russell County, Virginia



Standard EDA Project Scorecard (Known Industry)

Application Evaluative Criteria	Project Score	MAX Points
Total Expected Capital Investment* 3X allocation – 25 points 4X allocation – 30 points 5X allocation – 35 points **More than 5X Allocation – 40 points ($29M already submitted)** **Single & Double Distressed localities can earn a higher point value by offering a higher amount of Capital Investment*	**40**	**40**
Expected / Potential Full Time (FT) Job Creation* 0-20 FT Jobs Created – 15 points 21-50 FT Jobs Created – 20 points 51-150 FT Jobs Created – 25 points **More than 150 FT jobs Created – 30 points** **VEDP to provide support with verifying the full-time job creation numbers*	**30**	**30**
Need for Access Road Existing roadway to the site needs to be improved – 10 points Traffic impact analysis supports the proposed project – 10 points ***or*** **No existing roadway provides access to the site – 20 points**	**20**	**20**
Level of Distress* Single Distressed locality (unemployment or poverty rate over State average) – 5 points **Double Distressed locality (unemployment and poverty rate over State average) – 10 points** **As defined by the VEDP's Commonwealth Opportunity Fund*	**10**	**10**
TOTAL	**100**	**100**

Next Steps

- October 2024 meeting, the CTB will be presented with a Resolution proposing to establish a new EDA Project
- Following CTB approval, VDOT and Russell County will enter into a Standard State-Aid Agreement
- Russell County will administer this project


VDOT
Virginia Department of Transportation

COMMONWEALTH OF VIRGINIA

HOUSE OF DELEGATES AND SENATE
RICHMOND

JAMES W. (WILL) MOREFIELD
POST OFFICE BOX 828
NORTH TAZEWELL, VIRGINIA 24630

FORTY-THIRD DISTRICT

TRAVIS HACKWORTH
1512 2nd STREET
RICHLANDS, VIRGINIA 24641

FIFTH DISTRICT

April 26, 2024

The Honorable W. Sheppard Miller III
Secretary of Transportation
Post Office Box 1475
Richmond, VA 23218

Re: Economic Development Access Program Application

Dear Secretary Miller,

We write in support of Russell County's application for Economic Development Access funding for a new agribusiness project that will be located in Russell and Tazewell Counties. Pure Salmon Virginia LLC is a regional economic development project between Russell, Tazewell, and Buchanan Counties that will provide new opportunities for our coalfield and agribusiness communities.

It is the intent of Pure Salmon Virginia LLC to construct and operate a vertically integrated, industrial scale salmon aquaculture facility in Tazewell and Russell Counties on land adjacent to the Southwest Virginia Community College on the Russell and Tazewell County Line. The area of Russell County and Tazewell Counties in which the project is proposed does not currently have road access to US Highway 19. With the Economic Development Access funding, Russell County in conjunction with the Bristol VDOT District will be able to create road access to the project.

The project will create 220 new aquaculture jobs in addition to the hundreds of constructions and other agricultural-related jobs. The salmon facility will also serve as a joint educational project partnering with Southwest Virginia Community College, Buchanan County, Tazewell County, and Russell County.

Russell County Board of Supervisor's application for Economic Development Access funding will support an exciting project that will bring much needed economic development, new jobs, and new opportunities for growth in our region.

Sincerely,

James W. "Will" Morefield
Virginia House of Delegates, Forty-Third District

Senator Travis Hackworth
Virginia Senate, Fifth District

Russell County Virginia

"The Heart of Southwest Virginia"

Andrew Hensley District 1		Rebecca Dye District 6
Lou Ann Wallace District 2	**Steve Breeding, Chairman** District 5	Nathan Kiser At-Large
Tara Dye District 3	David Eaton, Vice-Chairman District 4	Lonzo Lester County Administrator

RESOLUTION

At a regularly scheduled meeting of the Russell County Board of Supervisors held on May 13, 2024, on a motion by David Eaton, seconded by Andrew Hensley the following resolution was adopted by a vote of 7 to 0:

WHEREAS, Russell County desires to assist in the development of the property for the purpose of economic development located on Route 19 in the County of Russell Virginia, at the Russell County and Tazewell Counties Line at the Pure Salmon Virginia, LLC; and

WHEREAS, this property is expected to be the site of new private capital investment in land, building, and manufacturing equipment which will provide substantial employment; and

WHEREAS, the Project consists of the development of a vertically integrated Atlantic Salmon Farm, including hatchery, nursery, smolt, and to post-smolt grow-out producing full market size fish.

WHEREAS, the subject property has no access to a public street or highway and will require the construction of a new roadway to connect with Route 19; and

WHEREAS, the existing public road network does not provide for adequate access to this property, and it is deemed necessary that improvements be made to Route 19; and

WHEREAS, the County of Russell hereby guarantees that the necessary environmental analysis, mitigation, fee simple right of way and utility relocations or adjustments, if necessary, for this project will be provided at no cost to the Economic Development, Airport and Rail Access Fund; and

WHEREAS, the County of Russell acknowledges that no land disturbance activities may occur within the limits of the proposed access project prior to appropriate notification from the Department of Transportation as a condition of the use of the Economic Development, Airport and Rail Access Fund; and

WHEREAS, the County of Russell hereby acknowledges that the Virginia Department of Transportation's Economic Development Access (EDA) Program may provide up to a maximum of $700,000 for the project and requires matching funding up to $150,000 of coal severance funds from the County of Russell for estimated eligible project costs over $700,000, up to $1,000,000; and

WHEREAS, the County hereby guarantees that financing of all ineligible project costs, project costs exceeding the EDA Program project allocation, EDA Program required locality matching funds, if applicable, and all costs not justified by eligible capital outlay will be provided from sources other than those administered by the Virginia Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED THAT: The Russell County Board of Supervisors hereby requests that the Commonwealth Transportation Board provide Economic Development Access Program funding to provide adequate road access to this property; and

BE IT FURTHER RESOLVED THAT: The County of Russell hereby agrees to provide a surety acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation less eligible private capital outlay credit as determined by VDOT; this surety shall be exercised by the Department of Transportation in the event that sufficient qualifying capital investment does not occur on Pure Salmon Virginia LLC, Parcel ID# 30L56A and 30L56C within five years of the Commonwealth Transportation Board's allocation of funds pursuant to this request; and

BE IT FURTHER RESOLVED THAT: The Russell County Board of Supervisors hereby request for roadway to be maintained by VDOT that the new roadway so constructed will be added to and become a part of the secondary system of state highways pursuant to § 33.2-1509, paragraph C., of the *Code of Virginia*.

(SEAL)

A COPY TESTE: _____
Steve Breeding, Chairman


VDOT
Virginia Department of Transportation

Locality Sustained Performance Program
Annual Update

Russ Dudley

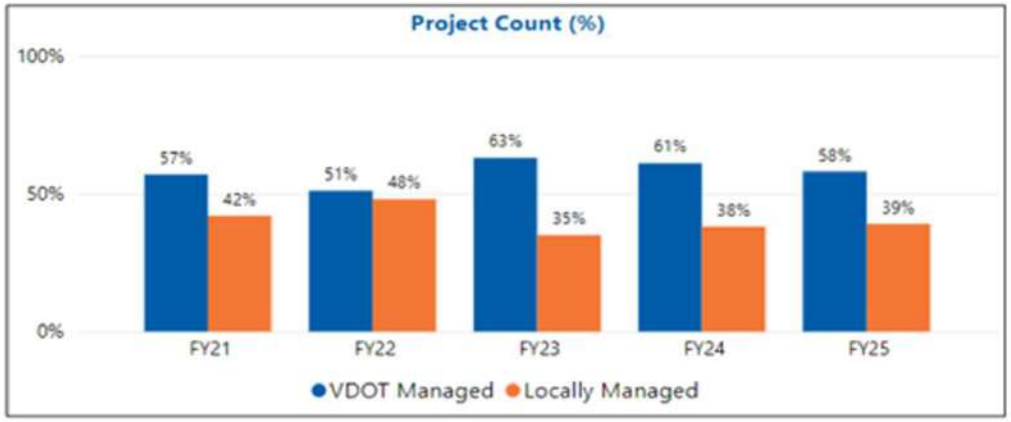
September 17, 2024

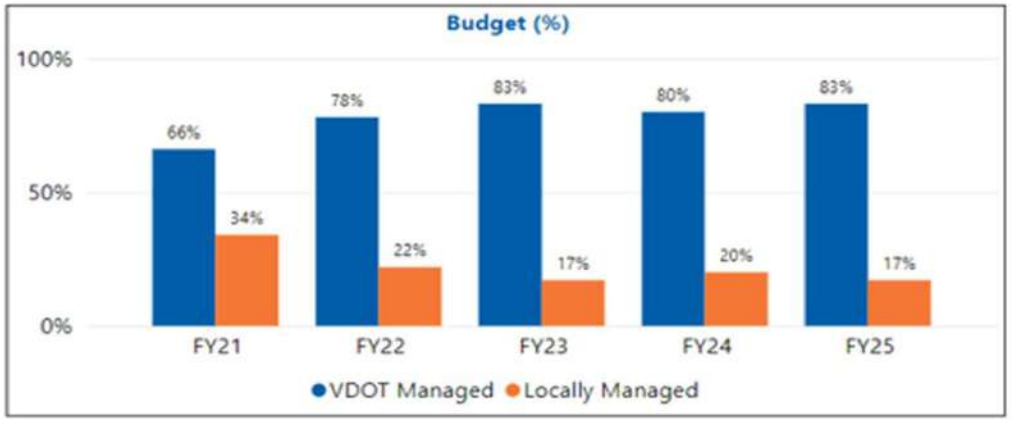
Locality Participation in SYIP

FY25 Project Development

Administered By	Number of Projects	Total Budget
VDOT	231	$1,997,188,527
Locally	158	$414,239,080
Rail	12	$5,610,710
Total	**401**	**$2,417,038,317**

FY21 - 25 Project Development Mix





Locality Sustained Performance Program (LSPP)

October 2023 CTB Performance Policy for Locally Administered Projects

- Creates an Annual Review under Locality Sustained Performance Program
- Using LSPP Metrics alongside Dashboard to measure Programmatic Success of Locality
- Results can inform recommendations to CTB regarding future allocations



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

Agenda item # 8

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

October 18, 2023

MOTION

Made By: Ms. Hynes **Seconded By:** Mr. Merrill
Action: Motion Carried, Unanimously

Title: Performance Policy for Locally Administered Projects

Locality Sustained Performance Program

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

- **Number of Localities with Active Locally Administered SYIP projects: 112**
  - Total Number of Projects: 1271
  - Total Fed/State Allocations: $2.7 billion
- **Number of Localities with 5 or more Active SYIP projects: 33 (30%)**
  - Total Number of Projects: 1169 (92%)
  - Total Fed/State Allocations: $2.49 billion (92%)

30% of Localities Account for 92% of all Local Projects and 92% of all VDOT Funding for Locally Administered Projects

LSPP focuses on these localities

(

LSPP Performance Metrics

1. On-Time Performance
   - Dashboard Performance (review of past two years)
   - Milestone Performance (review of current milestones on active projects)
   - Delayed Advertisements (review of "Carry Over" from previous Scheduled FY)

2. Reasonable Progress
   - Phase/Authorization starting within a reasonable timeframe

3. Fiscal Management
   - Minimize VDOT allocations programmed in the current or previous fiscal years that remain unexpended

LSPP Performance Metrics - On-time Performance

Measures the ability of a locality to meet scheduled delivery time-frame using three sub-metrics:

- **Dashboard Performance**
  => 70% on-time for Past Two Years
- **Current Milestone Performance**
  =>70% for all current milestones on all active projects
- **Delayed Advertisements**
  <25% of Projects have "Carry Over" Advertisements from previous Scheduled FY

➢ **Failing to achieve targets for two of these three sub-metrics results in Deficiency for the On-time Metric**

LSPP Performance Metrics – Reasonable Progress

Measures the ability of a locality to deliver major authorization milestones within a reasonable period of time

- **Major Authorization Milestones = Preliminary Engineering, Right of Way, Construction Advertisement, and Construction Award**
- **"Reasonable" defined as a 90-day grace period**

➢ **Failing to achieve 70% of active project authorizations results in Deficiency for the Reasonable Progress Metric**

LSPP Performance Metrics – Fiscal Management

Measures the ability of a locality to effectively manage state and federal allocations available for project expenditure

- **Comparison of project expenditures to available funding (i.e. allocations) for all the locality's projects**
- **Total unexpended allocations should be <80% or <$100M of available allocations**
- **Available allocations do not include locality, supplemental funding to the projects**

➢ **Failing to achieve <80% or <$100 million in unexpended allocations results in Deficiency for the Fiscal Management Metric***

*Vetting of metric results with the locality is intended to identify any mitigating circumstances beyond the locality's control

LSPP Performance Metrics - 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, >$100M (Fiscal Management)

- Localities identified as deficient are required to collaboratively work with VDOT to develop a Project Development Improvement Plan (PDIP)
- PDIP is approved by Locality Executive, District Engineer, Local Assistance Division Director, and Chief of Policy

FY24 LSPP Progress

FY24 EVALUATION:

- 13 localities enter Locality Sustained Performance Program (LSPP)

FY25 PRELIMINARY EVALUATION

- 3 localities attaining performance goals and should be removed from LSPP
- Metric improvements in several localities

●	Good Performance
⚑	Not Meeting Performance Target

FY24 Evaluation - November 2023				
District	**Locality**	**On-Time**	**Reasonable Progress**	**Fiscal Management**
Bristol	Bristol	⚑	●	⚑
Culpeper	Charlottesville	⚑	⚑	●
Fredericksburg	Stafford	⚑	⚑	●
Hampton Roads	Norfolk	⚑	⚑	⚑
Hampton Roads	Virginia Beach	⚑	⚑	⚑
Hampton Roads	Portsmouth	⚑	⚑	●
NOVA	Falls Church	⚑	⚑	●
NOVA	Loudoun	⚑	⚑	●
NOVA	Alexandria	⚑	⚑	●
Richmond	Richmond	⚑	●	⚑
Salem	Blacksburg	⚑	●	⚑
Salem	Salem	●	⚑	⚑
Staunton	Waynesboro	⚑	⚑	●

FY24 Project Development Improvement Plans (PDIP) – Take Aways

Examples from 13 FY24 PDIPs:

Root Causes:

- Staffing not aligned with Localities' Project Portfolio
- Late execution of agreements
- RW phase not scheduled or inadequate time
- Poor relations with utility companies
- Reimbursements not submitted timely
- Lack of Sufficient Bids/Contractors



PDIP Strategies Employed by Localities:

- Dedicated **Staffing** for funded project, addition of subject matter experts
- Improving **Processes and Procedures** to increase quality and expedite reimbursements
- Prioritize work on **Carryover** projects
- **Cancel** projects
- Regular & targeted **Communication**

Looking Ahead to FY25 - Tentative LSPP List

FY24 Evaluation - November 2023				
District	**Locality**	**On-Time**	**Reasonable Progress**	**Fiscal Management**
Bristol	Bristol	⚑	●	⚑
Culpeper	Charlottesville	⚑	⚑	●
Fredericksburg	Stafford	⚑	⚑	●
Hampton Roads	Norfolk	⚑	⚑	⚑
Hampton Roads	Virginia Beach	⚑	⚑	⚑
Hampton Roads	Portsmouth	⚑	⚑	●
NOVA	Falls Church	⚑	⚑	●
NOVA	Loudoun	⚑	⚑	●
NOVA	Alexandria	⚑	⚑	●
Richmond	Richmond	⚑	●	⚑
Salem	Blacksburg	⚑	●	⚑
Salem	Salem	●	⚑	⚑
Staunton	Waynesboro	⚑	⚑	●

FY25 Preliminary Evaluation - September 2024				
District	**Locality**	**On-Time**	**Reasonable Progress**	**Fiscal Management**
Bristol	Bristol	⚑	●	⚑
Culpeper	Charlottesville	⚑	⚑	●
Culpeper	Albemarle	⚑	⚑	●
Fredericksburg	Stafford	⚑	⚑	●
Hampton Roads	Virginia Beach	⚑	⚑	⚑
Hampton Roads	Portsmouth	●	⚑	⚑
Hampton Roads	Williamsburg	⚑	●	⚑
NOVA	Falls Church	⚑	⚑	●
NOVA	Alexandria	●	⚑	⚑
NOVA	Loudoun	⚑	⚑	●
Richmond	Henrico	●	●	⚑
Richmond	Richmond	●	●	⚑

DRAFT

●	Good Performance
⚑	Not Meeting Performance Target

What's Next?

- *October 2024* – Finalizing New LSPP Localities List
- *November 2024* – Notifying New LSPP Localities of Status and Notifying Return Localities of Status
- *January – April 2025* – Districts and Locality Finalize New Project Development Improvement Plans (PDIPs) and updates to existing plans
- *October 2025* – Report to CTB


VDOT
Virginia Department of Transportation

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

Agenda item # 8

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

October 18, 2023

MOTION

Made By: Ms. Hynes **Seconded By:** Mr. Merrill
Action: Motion Carried, Unanimously

Title: Performance Policy for Locally Administered Projects

WHEREAS Virginia's transportation program delivery is a collaborative approach with local governments whereby local governments provide significant fiscal resources to the program and administer a large percentage of the Six Year Improvement Program (the Program) of projects; and

WHEREAS, delivering the transportation system is a collective responsibility of the state and local governments, requiring all parties to meet reasonable performance expectations to ensure the successful delivery of the program and so that the fiscal and stewardship obligations to the State and federal government, as well as to the citizens of the Commonwealth, can be met; and

WHEREAS, the Virginia Department of Transportation (VDOT) has implemented means, utilizing appropriate metrics, to assess the performance of VDOT's construction and maintenance programs, and periodically reports to the Commonwealth Transportation Board (Board) on the performance of those programs; and

WHEREAS, successful delivery of the Program requires strong partnerships with the localities including reasonable State oversight of projects delivered in whole or in part with State or federal resources; and

WHEREAS, VDOT provides oversight, guidance, and training as necessary, to support locally administered projects, recognizing that local governments are responsible for successfully

delivering projects on time, on budget, with quality workmanship and in accordance with applicable federal and state requirements; and

WHEREAS, recognizing that when localities administering multiple projects fail to meet minimum expectations for reasonable progress toward project completion, there is a negative impact on the performance of the entire locally-administered projects program, the Board desires to facilitate acceptable performance in the delivery of locally-administered projects; and

WHEREAS, VDOT has established the Locality Sustained Performance Program, collaborating with local governments to identify the following as appropriate performance measures that reflect the oversight and stewardship of VDOT as well as the flexibility necessary for localities in the administration of projects: 1) On-time performance for past and currently active projects, 2) Reasonable progress meeting project authorization schedules, and 3) Fiscal accountability measuring reasonable expenditure of available allocations.

NOW THEREFORE, BE IT RESOLVED, that the Board, as a matter of policy, hereby directs VDOT as follows:

Annually conduct performance reviews for localities administering Program projects, in accordance with VDOT's Locality Sustained Performance Program, and report to the Board the result of such reviews.

For any locality identified as having not met performance measures established in the Locality Sustained Performance Program, VDOT shall collaborate with the locality to identify the causes and establish actions to be taken to improve performance across their portfolio of projects, and document such in a Project Development Improvement Plan (Plan). The results of any Plan shall be included in the annual report to the Board.

Plans shall include appropriate measures and administrative actions to ensure that reasonable progress and/or fiscally judicious use of allocations is made on identified projects. Such actions may include but are not limited to: deallocation of state-controlled funds, cancellation of projects, VDOT assumption of project administration, and/or denial of future requests for the locality to administer new projects.

Provide, as part of the annual assessment as warranted, recommendations to the Board based on locality performance, regarding locality access to future Board appropriations from any program administered by the Board, where such actions are in the best interest of the Commonwealth.

####

CTB Decision Brief

Performance Policy for Locally Administered Projects

Issue: When localities administering multiple projects fail to meet minimum expectations for reasonable progress toward project completion, there is a negative impact on the performance of the entire locally-administered projects program, which comprises a large percentage of the Six Year Improvement Program (SYIP). In recognition of the foregoing, the Commonwealth Transportation Board (CTB) desires to facilitate acceptable performance in the delivery of locally-administered projects by directing the Virginia Department of Transportation (VDOT) to (i) annually conduct performance reviews for localities administering projects in the Six Year Improvement Program, in accordance with VDOT's Locality Sustained Performance Program, and report to the CTB the result of such reviews and (ii) take other actions to ensure that reasonable progress and/or fiscally judicious use of allocations is made on identified projects in the locally-administered projects program.

Facts: There are over 1,300 projects, with a total value of $2.7B being administered by 125 localities in the current Six Year Improvement Program (SYIP). Forty-nine localities, each administering more than five projects in the SYIP, account for 88% of the number and 95% of the total value of those projects. Poor performance by such localities administering multiple projects has a negative impact on the entire locally administered projects program.

Since late 2021 VDOT has engaged with local and VDOT stakeholders to identify quantitative performance metrics that measure the key indicia of performance that reflect the oversight and stewardship of VDOT as well as the flexibility necessary for localities in the administration of projects Those stakeholders identified on-time performance, reasonable project progress, and fiscal management as the three primary measures of success.

Using those measures, VDOT has developed a Local Sustained Performance Program (LSPP) that will (i) identify those localities which fail to meet specific performance metrics; (ii) identify the root causes of the deficient performance; (iii) provide for appropriate remedial actions, including the collaborative development of Project Development Improvement Plans (Plans); and (iv) in those cases when such Plans do not yield improved performance, provide for actions that include but are not limited to deallocation of state-controlled funding, VDOT assumption of project administration, cancelation of projects, and/or denial of future requests for the locality administration of new projects.

VDOT will provide annual updates to the Board on the progress of the LSSP and will publish a report card identifying those localities exhibiting deficient performance along with the metrics those localities are failing to meet. Based on the progress or failure of these localities to improve performance, VDOT will provide recommendations to the Board regarding the need for future action to address project performance.

Recommendation: VDOT recommends the approval of the attached resolution entitled, ***Performance Policy for Locally Administered Projects.***

Action Required by the CTB: Consideration of and approval, as appropriate, of the proposed resolution.

Result, if Approved: VDOT will begin implementation of the LSSP as described.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Locality Sustained Performance Program
Preliminary as of September 2024

●	Good Performance
⚑	Not Meeting Performance Target

Locality Not Meeting Performance Targets

September 2024					
#	District	Locality	On-Time	Reasonable Progress	Fiscal Management
1	Bristol	Bristol	⚑	●	⚑
2	Culpeper	Albemarle	⚑	⚑	●
3	Culpeper	Charlottesville	⚑	⚑	●
4	Fredericksburg	Stafford	⚑	⚑	●
5	Hampton Roads	Chesapeake	●	●	⚑
6	Hampton Roads	Hampton	●	●	⚑
7	Hampton Roads	Newport News	⚑	●	●
8	Hampton Roads	Norfolk	●	●	●
9	Hampton Roads	Portsmouth	●	⚑	⚑
10	Hampton Roads	Suffolk	●	●	●
11	Hampton Roads	Virginia Beach	⚑	⚑	⚑
12	Hampton Roads	Williamsburg	⚑	●	⚑
13	Hampton Roads	York	●	●	⚑
14	Lynchburg	Danville	●	●	⚑
15	Lynchburg	Lynchburg	●	●	⚑
16	NOVA	Alexandria	●	⚑	⚑
17	NOVA	Fairfax	●	●	●
18	NOVA	Fairfax County	●	●	●
19	NOVA	Falls Church	⚑	⚑	●
20	NOVA	Loudoun	⚑	⚑	●
21	NOVA	Manassas	●	●	●
22	NOVA	Prince William	●	●	●
23	Richmond	Chesterfield	●	●	●
24	Richmond	Colonial Heights	●	●	●
25	Richmond	Hanover	●	●	●
26	Richmond	Henrico	●	●	⚑
27	Richmond	Hopewell	●	●	⚑
28	Richmond	Richmond	●	●	⚑
29	Salem	Christiansburg	●	●	●
30	Salem	Roanoke	●	●	●
31	Staunton	Harrisonburg	●	●	⚑
32	Staunton	Waynesboro	⚑	●	●
33	Staunton	Winchester	●	●	●

DRAFT

Figure 1. FY25 LSPP. 33 localities administering 5 or more Active Projects, 12 localities not meeting LSPP performance targets.
Note: Official SYIP data is still in development and may result in significant changes to the Fiscal Management metric.


VDOT
Virginia Department of Transportation

NIMMO PARKWAY PHASE VII-B PROJECT

Location Decision Introduction

Scott Smizik, Assistant Environmental Division Director

September 17, 2024

Presentations to CTB on Nimmo Parkway Phase VII-B EIS



- Study Background
- Study Location
- Study Process

Per § 33.2-208 Location of Routes

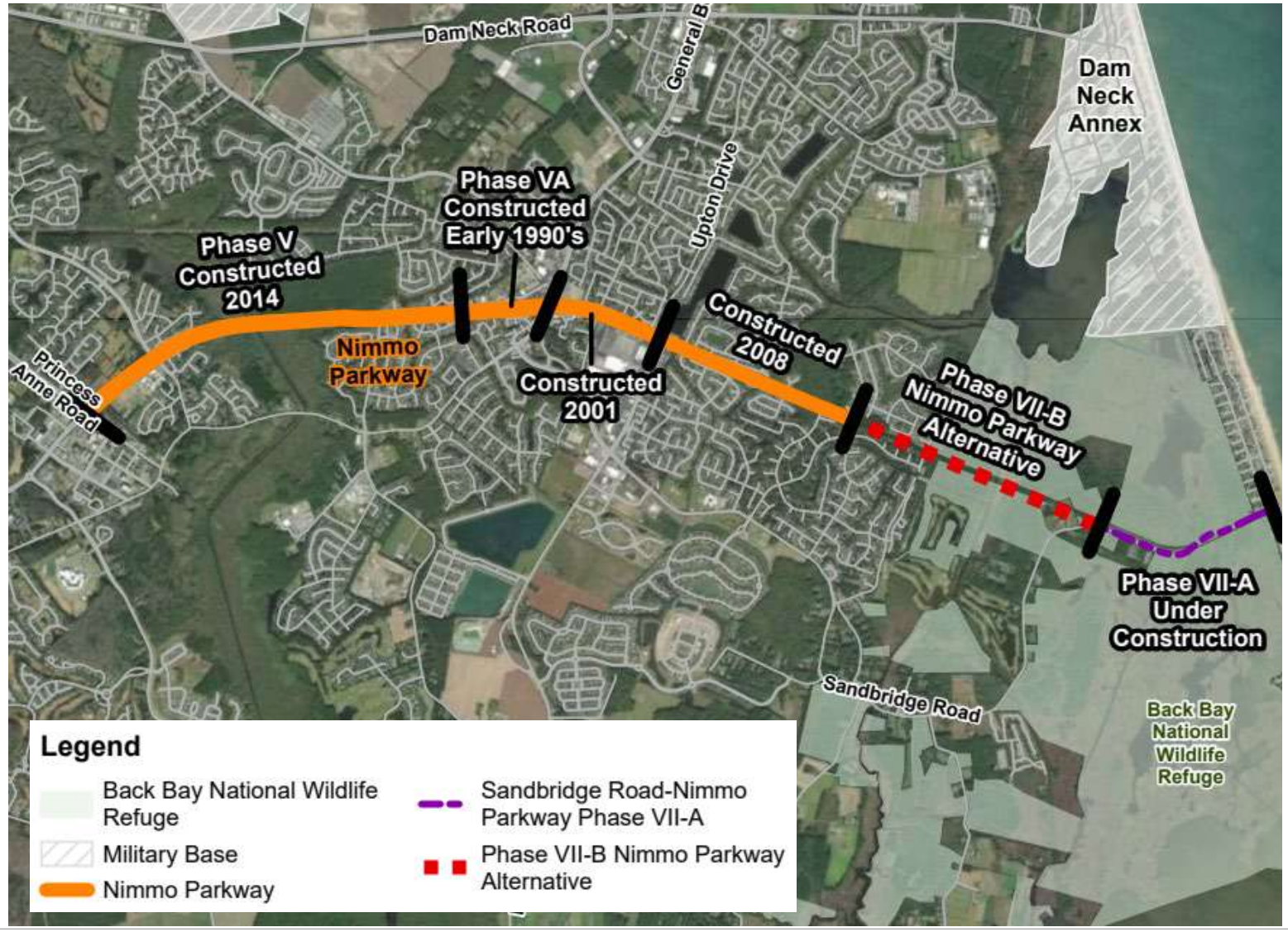
NEPA Process Introduction

- The National Environmental Policy Act (NEPA) applies to projects with a federal action, federal land, and/or federal funding
- For projects on new location, VDOT seeks direction from the CTB on the location of the preferred alternative (§ 33.2-208) that is to be included in the NEPA document
- Projects that that are assumed to result in significant impacts require an Environmental Impact Statement (EIS) to comply with NEPA
- When the level of impact is undetermined, an Environmental Assessment (EA) is prepared to comply with NEPA
- Multi-alternative EAs and EISs are the most complex

City of Virginia Beach Nimmo Parkway Phase VII-B History

- History of study for the roadway dates to 1968
- The Nimmo Parkway has been constructed as independent projects which achieved localized transportation goals and advanced the vision for the Parkway to improve access to and from Sandbridge
- Initial projects were constructed in the 1990s with additional projects constructed in 2008 and 2014
- The Phase VII-A project is currently under construction, realigning and elevating Sandbridge Road between the oceanfront and the VII-B Study Area
- The Phase VII-B project is the subject of the ongoing NEPA work

City of Virginia Beach Nimmo Parkway: Background



Nimmo Parkway Phase VII-B NEPA Background

- For Phase VII-B, the City developed an EA to document a single build alternative to extend Nimmo Parkway 1.8 miles
- FHWA approved the EA for public availability in May 2022
  - The purpose and need documented in the EA was: Provide reliable access and connectivity to the Sandbridge Community.
- Comments from other federal regulatory agencies on the EA led FHWA, VDOT, and the City to determine that an EIS was necessary, including a commitment to analyze improvements to existing Sandbridge Road

Nimmo Parkway Phase VII-B NEPA Background

A decision to elevate the level of NEPA document to an EIS was informed by comments related to:

- The proximity to Back Bay National Wildlife Refuge (BBNWR)
- The potential for impacts to BBNWR property
- The documented abundance of sensitive wildlife and habitat in the surrounding area

EIS Initiation

- January 2024: VDOT and the City amend a Project Agreement for Nimmo Parkway to allow VDOT to administer the NEPA process for the project
- March 2024: VDOT initiates agency coordination under NEPA with federal agencies and relevant state and local entities
- April-September 2024: VDOT coordinates with federal, state, and local agencies through monthly meetings; VDOT conducts field studies; and City of Virginia Beach conducts public involvement

Scope of the EIS

The EIS will consider:

- Improvements to Existing Sandbridge Road
- Extending Nimmo Parkway

Alternatives will be assessed to determine the extent to which they meet purpose and need



Next Steps with CTB

Activity	Timeframe*
CTB Briefing on Purpose and Need	Fall 2024
CTB Briefing on Range of Alternatives	Late 2024/Early 2025
CTB Action on Location Decision/Preferred Alternative	Spring 2025

*Schedule subject to change as NEPA process advances


VDOT
Virginia Department of Transportation

WMATA Annual Reporting Requirements

Commonwealth Transportation Board

Todd Horsley, Director of Northern Virginia Transit Programs

September 17, 2024

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



Background

- The Code of Virginia allocates 46.5% of the Commonwealth Mass Transit Fund (CMTF), ~$220 million annually, to the six localities in the Northern Virginia Transportation Commission (NVTC) to help them meet their annual WMATA subsidy payments.
- In 2018, legislation that created an additional state dedicated WMATA Capital Fund placed requirements on NVTC and WMATA to receive Commonwealth funding.
- The CTB must annually certify that WMATA meets these requirements; if WMATA does not, the Board must withhold a prescribed share of the funding available.
- To effect the law, the CTB adopted its “Policy and Guidelines for Implementation of Governance and Funding Reforms for WMATA” in September 2018.
  - Policy was last amended in September 2023 to incorporate legislative changes effective for FY 24.

WMATA Certification Process

- By July 1, WMATA must certify compliance with applicable law and CTB policy over its previous fiscal year concerning the following areas :
  - (1) Board Governance
  - (2) Capital Improvement Plan
  - (3) Strategic Plan
  - (4) 3% cap on annual growth in total Virginia Operating Assistance
  - (5) Submission of Budget and Annual CTB Update
- WMATA provides required documentation/certifications by policy deadlines
- Office of Attorney General reviews for compliance with statutory requirements
- DRPT reviews for compliance with CTB policy requirements (non-statutory)

FY 24 WMATA Legislative Changes

- The CTB shall adjust the annual funding allocation to ensure that the CMTF's share does not exceed 50% of the total NVTC subsidy for WMATA (operating and capital)
- The CTB shall withhold 20% of funds (passed through NVTC) each year unless:
  - WMATA submits a detailed annual operating budget, proposed capital expenditures, and defined-benefit pension plan financial statements by April 1
  - WMATA's General Manager and two principal Virginia Board Members address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's investment
- Adds additional strategic plan requirements to review routes, operating efficiency, overlapping service, and unserved areas

(1) WMATA Board Governance

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

DRPT Recommendation

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

(2) WMATA Capital Improvement Plan

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 public hearing on the CIP on February 28, 2024, in Arlington that was hosted 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

DRPT Recommendation

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

(3) WMATA Strategic Plan

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
  - WMATA held the required public hearing and the WMATA Board adopted a compliant strategic plan, “Your Metro, the Way Forward” on February 23, 2023
- Next update due on June 30, 2026

Consequences of Non-compliance (Code of Virginia)

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

DRPT Recommendation

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

(4) 3% Cap on Growth in Operating Assistance

Legislative Requirement

- Total Virginia operating subsidy in current approved WMATA budget increased by no more than 3% over the prior year approved budget
- 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

DRPT Recommendation

- **Virginia's 2025-2026 budget suspended this requirement for FY 25 & FY 26 due to the increased subsidies requested to close WMATA's operating budget deficit.**
  - **Virginia's operating subsidy increase between FY24 and FY25 is 39.2%.**

(5) Submission of Budget and Annual CTB Update

Legislative Requirement

- WMATA must submit a detailed annual operating budget, proposed capital expenditures, and financial statements on defined-benefit pension plans to the CTB by April 1
  - Submitted on March 22, 2024
- Virginia's Principal Members of the WMATA Board and the WMATA General Manager must annually address the CTB
  - Commonwealth appointee Paul Smedberg, NVTC appointee Matt Letourneau, and WMATA General Manager Randy Clarke addressed the CTB on October 17, 2023

Consequences of Non-compliance (Code of Virginia)

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

DRPT Recommendation

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

Next Steps

- October 2024 – 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 FY24 compliance recommendations
- April 1, 2025 – WMATA submits detailed proposed operating budget and proposed capital expenditures for FY26

WMATA Annual Reporting Requirements

Commonwealth Transportation Board

Todd Horsley, Director of Northern Virginia Transit Programs

September 17, 2024

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



Director's Report

September CTB Meeting

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



DRPT Next Stop 2030

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Next Stop: 2030
DRPT's Strategic Plan

- **Create a positive impact on the Commonwealth:** Provide support and solutions to positively impact the lives of Virginians, the economy, and the environment
- **Foster innovative practical solutions:** Challenge the status quo, creating solutions while sharing new ideas and innovative practices that contribute to better transportation outcomes
- **Convene with partners and stakeholders:** Bring together the right people at the right time to leverage resources, address important transportation issues, and create the best solutions collaboratively
- **Cultivate a sustainable well-managed organization:** Deliver exceptional service with an engaged workforce that effectively manages public assets and promotes transparency

Create a positive impact on the Commonwealth

- **Improve access to reliable transportation.**
  - The Virginia Breeze relocated its Blacksburg stop to the recently finished Multimodal Center on August 12 and its Staunton stop to the I-81 VDOT Park and Ride on September 3.
- **Increase throughput of people and goods.**
  - Virginia's public transportation agencies provided 126.6 million trips in FY 2024, up 22 million or 21% from FY 2023.
    - Virginia public transportation (non-WMATA or VRE) provided 52.6 million trips in FY 2024, up 5.3 million or 11% from FY 2023. Public transportation ridership is at ~90% of pre-pandemic levels.
    - WMATA provided 72.4 million trips in FY 2024, up 16.6 million or 30% from FY 2023. WMATA is at ~70% of pre-pandemic levels.
    - VRE provided 1.6 million trips in FY 2024, up 0.1 million or 8% from FY 2023. VRE is at ~40% pre-pandemic levels.
  - The Virginia Breeze provided nearly 62,000 trips in FY 2024, up from 56,000 in FY 2023. All four routes set new records for ridership.
  - In 2023, DRPT's freight rail programs diverted approximately 15.1 million trucks from Virginia's highways. This is an increase from approximately 14 million in calendar year 2022.
- **Facilitate clean transportation solutions minimizing the impact on the environment.**
  - Fairfax County (Fairfax Connector) received a $50 million grant from the FTA to buy new low-emission diesel-electric hybrid buses to replace older buses as part of its fleet replacement plan.
- **Promote factors driving economic vitality and development.**
  - The Port of Virginia opened the Norfolk International Terminal's expanded Central Rail Yard in August. The project gives the Port an additional 455,000 TEUs of annual on-dock rail capacity, bringing the total to 2 million TEUs annually. DRPT provided $20 million to support an overall $83 million investment.

Foster innovative practical solutions

- **Be the 'go-to' organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
  - DRPT presented to the Community Transportation Association of Virginia from August 5-7 on innovation in transportation.
  - DRPT is providing technical assistance to localities and commitments for grant matching funds for high-priority crossing studies identified in VDOT's Rail Safety Action Plan. including Suffolk, Chesapeake (Portlock Road), Ashland, City of Richmond (Broad Rock Boulevard), and Henrico County (Hungary Road) which will be submitted to the FRA's Rail Crossing Elimination Program. The deadline for submittal is September 23.
- **Minimize complexities and facilitate pragmatic solutions.**
  - The CEO of JAUNT presented to the Virginia Disability Commission on August 15. The presentation proposed that DRPT consider a state-level procurement for scheduling software, establishing a work group that develops best practices, and providing resources to ensure that all transit agencies access quality organizational development resources.
- **Foster a culture of innovation.**
  - DRPT coordinated with Norfolk Southern Industrial Development to review VEDP-listed economic development sites that may be incorporated into the Central Virginia Rail Economic Development Study.

Convene with partners and stakeholders

- **Clarify roles and responsibilities when engaging with our partners and stakeholders.**
  - DRPT and VPRA finalized an interagency agreement for VPRA to administer the $45 million FRA FASTLANE grant that DRPT previously received. The grant provides federal funding to support the Alexandria Fourth Track project, which will construct approximately six miles of new rail track up to the Long Bridge.
- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**
  - Acting Director Trogdon presented to the Joint Subcommittee on Northern Virginia Growing Needs of Public Transit on July 15, covering state public transit funding in Northern Virginia.
  - Acting Director Trogdon gave remarks on July 12 at the groundbreaking of the Crystal City Metrorail Station East Entrance project, and at the August 29 ribbon cutting of the Lewis Street Transit Hub in Staunton.
  - DRPT hosted a post-award grantee webinar on August 13 to guide how grantees can best manage grants awarded in FY25.

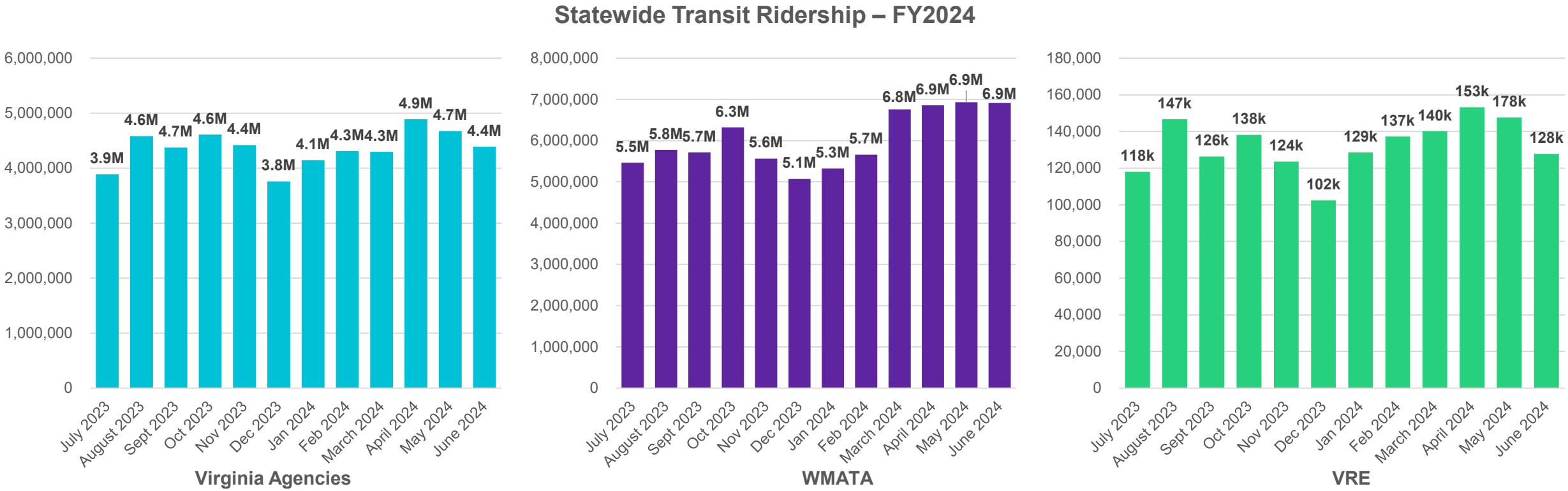
Cultivate a sustainable well-managed organization

- **Attract, develop, and retain a diverse and engaged workforce focused on customer service.**
  - DRPT has hired Christina McAllister to serve as the Deputy Director of Human Resources.
  - DRPT has hired Matt Bewley to join the NOVA team as a transit planner.
  - Through the first six months of CY 2024, DRPT's turnover rate was approximately eight percent, a significant drop compared to CY 2023.
- **Be good stewards of public resources.**
  - DRPT was able to decommission a server that was no longer needed after the agency moved to the WebGrants system for grants management saving the agency $10,800 annually.
  - DRPT conducted numerous on-site inspections for shortline railway or rail industrial access projects funded by DRPT. Projects with Buckingham Branch RR, Shenandoah Valley RR, Chesapeake & Albemarle RR, and Plasser American Corporation were all inspected.

Performance Measures

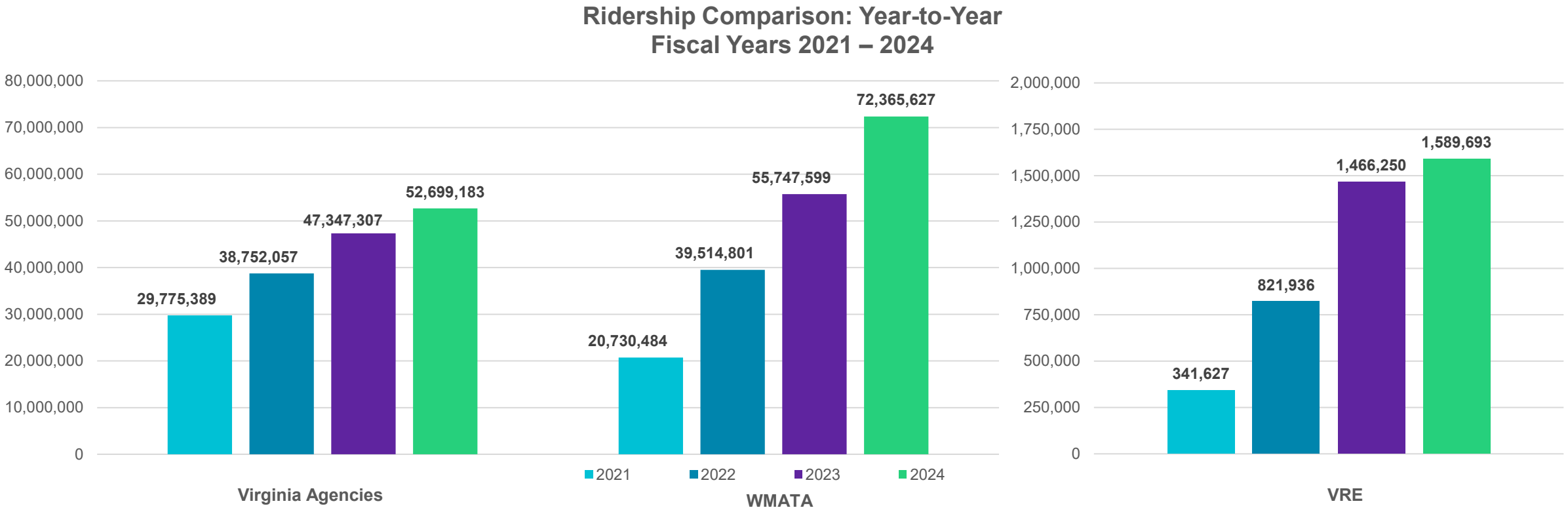
DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Statewide Transit Ridership



Agencies	July 2023	August 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	Total
Virginia Agencies	3,890,336	4,581,111	4,376,334	4,612,571	4,420,770	3,757,682	4,143,883	4,312,798	4,298,157	4,890,315	4,676,698	4,390,153	52,350,808
VRE	117,951	146,686	126,328	138,189	123,610	102,453	128,540	137,284	140,182	153,139	147,561	127,770	1,589,693
WMATA	5,465,891	5,777,047	5,712,322	6,323,067	5,566,283	5,072,553	5,324,597	5,660,243	6,759,533	6,856,539	6,930,758	6,916,793	72,365,626
All Agencies + VRE + WMATA	**9,474,178**	**10,504,844**	**10,214,984**	**11,073,827**	**10,110,663**	**8,932,688**	**9,597,020**	**10,110,325**	**11,197,872**	**11,899,993**	**11,755,017**	**11,434,716**	**126,306,127**

Statewide Ridership Comparison: Year-to-Year



Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	29,775,389	38,752,057	47,347,307	52,699,183	77%	36%	11%
VRE	341,627	821,936	1,466,250	1,589,693	365%	93%	8%
WMATA	20,730,484	39,514,801	55,747,599	72,365,627	249%	83%	30%
All Agencies + VRE + WMATA	**50,847,500**	**79,088,794**	**104,561,156**	**126,654,503**	**149%**	**60%**	**21%**

Virginia Breeze Ridership - June

In June 2024, ridership on VA Breeze routes totaled 3,872 which was:

- 135% higher than original estimates, and
- 17% higher than June 2023

For the month of June 2024, the VA Breeze contributed to a reduction of 119 metric tons of CO_2 equivalent emissions.

Valley Flyer:

- Ridership – 6% higher than June 2023
- Farebox Rev. – 3% higher than June 2023

Piedmont Express:

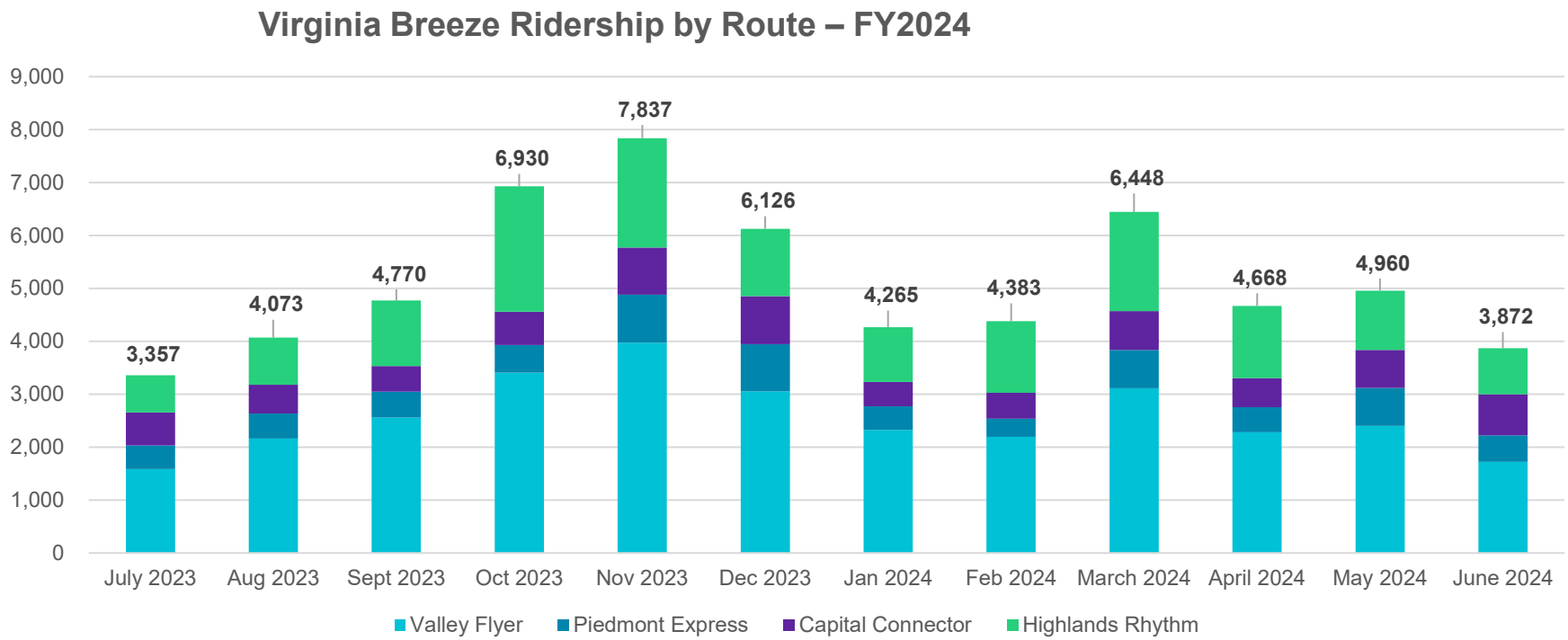
- Ridership – 7% higher than June 2023
- Farebox Rev. – 6% higher than June 2023

Capital Connector:

- Ridership – 67% higher than June 2023
- Farebox Rev. – 62% higher than June 2023

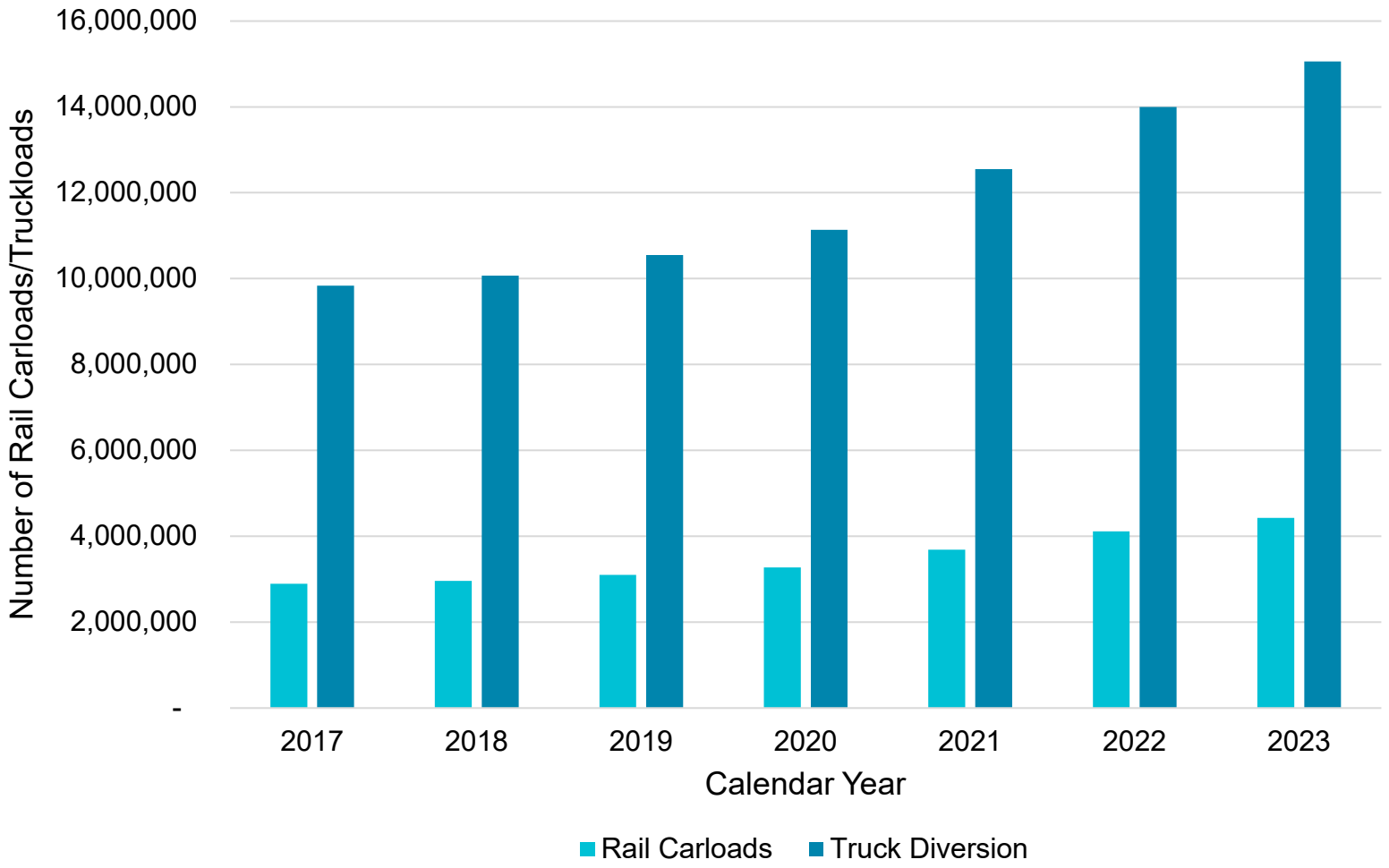
Highlands Rhythm:

- Ridership – 14% higher than June 2023
- Farebox Rev – 13% higher than June 2023



Route	July 2023	Aug 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	Total
Valley Flyer	1,586	2,166	2,562	3,407	3,975	3,058	2,326	2,196	3,117	2,281	2,404	1,722	30,800
Piedmont Express	446	469	486	521	907	887	447	343	719	476	719	500	6,920
Capital Connector	625	545	488	634	891	908	462	488	736	551	714	781	7,823
Highlands Rhythm	700	893	1,234	2,368	2,064	1,273	1,030	1,356	1,876	1,360	1,123	869	16,146
All Routes	**3,357**	**4,073**	**4,770**	**6,930**	**7,837**	**6,126**	**4,265**	**4,383**	**6,448**	**4,668**	**4,960**	**3,872**	**61,689**

Rail Carload Performance



- DRPT's Rail Programs (Rail Industrial Access, Railway Preservation, and Freight) supported the diverting of just over 15 million truckloads from Virginia's highways in Calendar Year 2023 on approximately 4.4 million rail carloads
- Over 83 million truckloads have been taken off of Virginia's highways since 2017
- Truck diversion/rail carload numbers are reported every summer for the prior Calendar Year

Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

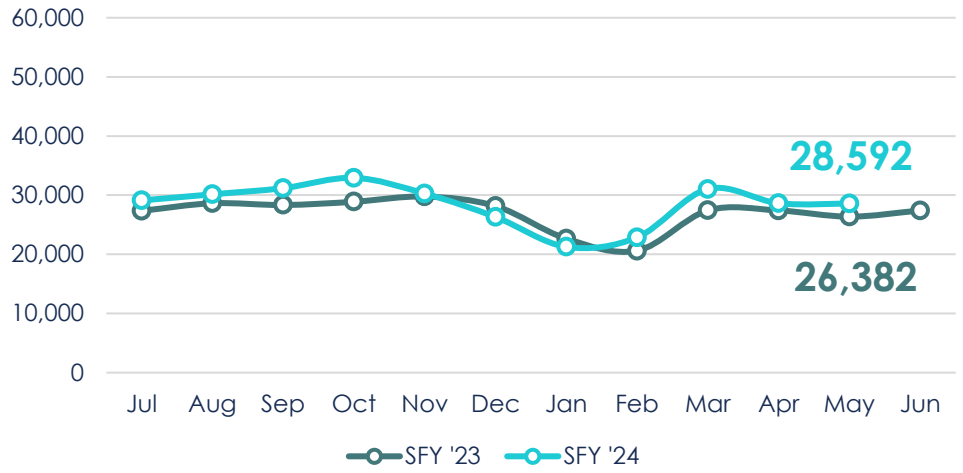
DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Virginia-Supported Monthly Ridership by Route SFY ‘24 vs SFY ‘23

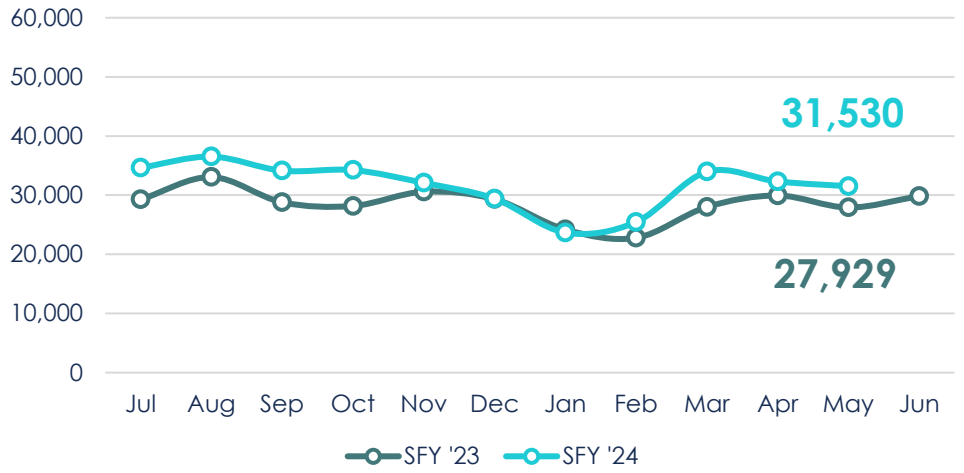
All four routes saw ridership increases year over year.

State Fiscal Year (SFY) YTD Ridership: 1,273,176

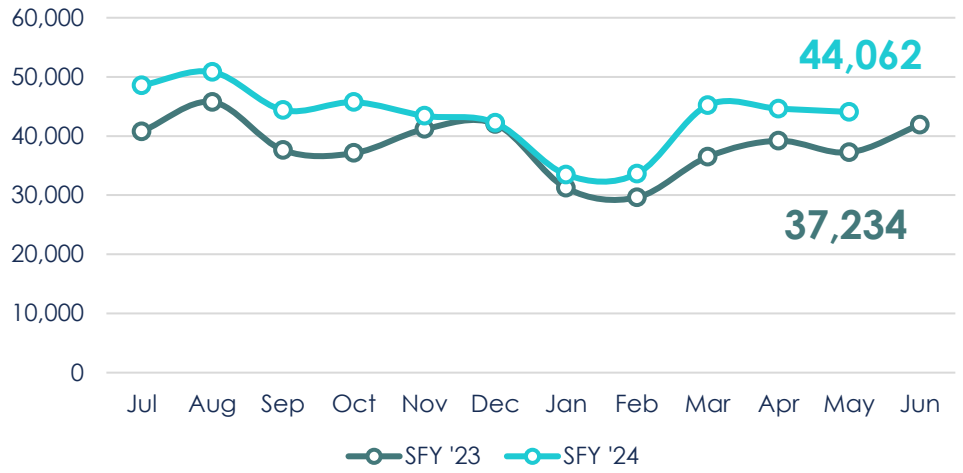
Route 46: Roanoke (+8.4%)



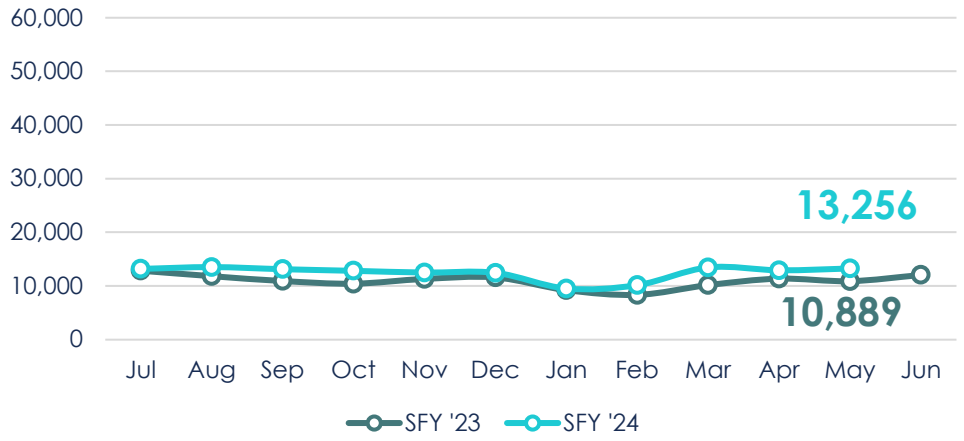
Route 47: Newport News (+12.9%)



Route 50: Norfolk (+18.3%)



Route 51: Richmond (+21.7%)



VIRGINIA PASSENGER RAIL AUTHORITY