COMMONWEALTH of VIRGINIA
Department of Rail and Public Transportation

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CTB Policy Recommendation Summary: MERIT Capital, MERIT Operating, and TRIP

Sections § 33.2-214.4 and § 33.2-1526.3 of the Code of Virginia develop a framework for how the Commonwealth Transportation Board (CTB) and the Department of Rail and Public Transportation (DRPT) shall prioritize the use of Commonwealth Mass Transit Fund revenues. Included in these sections of the Code of Virginia is a requirement for DRPT, in consultation with the Transit Service Delivery Advisory Committee (TSDAC), to review the Statewide Operating (Making Efficient and Responsible Investments in Transit (MERIT) Operating Program), Statewide Capital (Making Efficient and Responsible Investments in Transit (MERIT) Capital Program), and Transit Ridership Incentive Program (TRIP) policies at least every three years in an effort to develop policy recommendations, as needed.

In 2025, DRPT initiated the three-year review of these policies and over the course of the last eighteen (18) months, DRPT conducted more than twenty (20) engagement opportunities to solicit feedback from TSDAC, transit agencies, and stakeholders on potential policy changes. Every transit agency in the Commonwealth was engaged as part of this review effort and on July 7, 2026, TSDAC voted unanimously (with one abstention) to support these recommendations.

Materials developed to inform TSDAC policy discussions can be found at https://drpt.virginia.gov/transit-service-delivery-advisory-committee-tsdac/

Pursuant to § 33.2-214.4 of the Code of Virginia, DRPT is soliciting public comments on the proposed policy recommendations for these programs, which include:

MERIT Capital

(1) Adding additional project sub-categories to formalize the difference between Major Expansion projects and Major State of Good Repair (SGR) projects; (2) developing a new scoring methodology for Major SGR projects; (3) clarifying language that defines how vehicle expansion projects are scored; and (4) removing underutilized incentive scoring categories and adding new incentive scoring categories for good grants management.

MERIT Operating

(1) Reserving 5% of total annual MERIT operating revenues to be used for the creation of a Performance Fund and split the remaining revenues accordingly by area type to be used for Base Allocations – Large Urban (81%), Small Urban (12%), and Rural (7%); (2) Base Allocations will be defined using a sizing metric, customized by area type, and will be capped at 30% of an agency's audited operating expenses; (3) all agencies will be eligible to receive additional allocations via the Performance Fund; (4) metrics used for determining Performance Allocations will be customized by area type; and (5) the DRPT Director will be given the discretion to recommend Stability Allocations for any agency that experiences a significant anomaly in the formula.

TRIP

(1) Expanding the applicant pool to include local governments and tribes with state or federal recognition; (2) defining 'routes of regional significance' as transit services that address regional travel needs as described in a regional plan or study; (3) adding 'other transit dependent populations' to the provision of transit passes; (4) establishing guidance for the new 'Enhanced Mobility Innovation' project category; and (5) removing 'trainings' from project eligibility.

PUBLIC COMMENT

DRPT is accepting public comments for a 45-day period on the proposed MERIT Operating, MERIT Capital, and TRIP policy recommendations, as required by § 33.2-214.4 of the Code of Virginia. Public comments may be submitted to DRPT on the DRPT TSDAC web page, or by emailing comments to DRPTPR@drpt.virginia.gov.

The resolutions for each policy may be accessed at:

- MERIT Operating Policy Resolution
- MERIT Capital Policy Resolution
- TRIP Policy Resolution

RESOLUTION

OF THE

COMMONWEALTH TRANSPORTATION BOARD

October 15, 2026

MOTION

Made By:

Action:

Title: CTB Policy Update: State Transit Operating Assistance Funding Formula Allocation

WHEREAS, Section 33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (the Board) shall allocate twenty-four and one-half percent of the Commonwealth Mass Transit Fund through the **Making Efficient and Responsible Investments in Transit (MERIT) program** to support operating costs of transit providers; and

WHEREAS, Section 33.2-1526.1 of the *Code of Virginia* provides that the the Board shall establish service delivery factors, based on effectiveness and efficiency, to guide the relative distribution of such funding; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has consulted with the Transit Service Delivery Advisory Committee (TSDAC) in the development of this performance-based allocation process; and

WHEREAS, the Board adopted an initial policy on the performance-based state transit operating assistance funding formula on March 21, 2019; and

WHEREAS, DRPT solicited input from the TSDAC, localities, transit agencies, and other stakeholders in the identification of new policy recommendations including but not limited to conducting more than 20 engagement opportunities (TSDAC and in-person or virtual stakeholder workshops) over the last 18 months; and

WHEREAS, TSDAC unanimously supported the policy recommendations developed by DRPT.

NOW THEREFORE BE IT RESOLVED, the Board hereby adopts the following policy for the allocation of operating funding pursuant to subdivision C of 33.2-1526.1 of the *Code of Virginia*:

1. Of the total available State Operating Assistance revenues available each year through the MERIT program, 5% shall be set aside to be used for Performance Allocations as defined by Section 4 below.
2. The remaining 95% of State Operating Assistance revenues shall be used as Base Allocations and shall be further broken down by area type (i.e. cohort) as defined by the Federal Transit Administration (FTA): Large Urban, Small Urban, and Rural areas.
    a. Large Urban areas shall receive 81% of these funds
    b. Small Urban areas shall receive 12% of these funds
    c. Rural areas shall receive 7% of these funds

    The list of transit agencies within each cohort and the Base Allocation revenue distribution percentages shall be reviewed at least every three (3) years or following a decennial census, whichever comes first.
3. Base Allocations for each transit agency shall be determined using a Sizing Metric, customized for each cohort, as defined below:
    a. Large Urban: Operating Cost (40%), Ridership (30%), Revenue Hours (15%), and Revenue Miles (15%)
    b. Small Urban: Operating Cost (45%), Ridership (25%), Revenue Hours (15%), and Revenue Miles (15%)
    c. Rural: Operating Cost (50%), Ridership (20%), Revenue Hours (15%), and Revenue Miles (15%)

    Base Allocations in the Sizing Metric shall be capped at 30% of each agency's most recent audited expenditures and any excess revenue generated by applying the cap will be added to the Performance Allocations fund. A three (3) year average dataset will be used for each metric identified in this section.
4. Revenues in the Performance Allocation fund shall be broken down by area type using the same definitions and distribution percentages as identified in Section 2 above. Once

the Performance Allocation fund revenues are identified for each cohort, agencies within those cohorts shall be evaluated for good performance using various cost efficiency, cost effectiveness, service productivity, and service utilization metrics as defined below:

   a. Large Urban: Passengers per Hour, Passengers per Mile, Passenger Miles Travelled Per Hour, and Passenger Miles Travelled per Mile
   b. Small Urban: Passengers per Hour, Passengers per Mile, and Passenger Miles Travelled per Mile
   c. Rural: Cost per Hour, Cost per Mile, and Cost per Passenger

A 60th percentile target shall be applied to each performance metric to determine which agencies will receive Performance Allocations and that 60th percentile target figure will be reviewed by TSDAC and DRPT at least every three (3) years to evaluate appropriateness. A single year dataset will be used for each metric identified in this section.

5. Total State Operating Assistance allocations for each transit agency will include a Base Allocation plus a Performance Allocation if the agency meets or exceeds the thresholds identified in Section 4.
6. On an annual basis, DRPT shall run the formula, as described above, in full prior to analyzing the data to identify significant, unforeseen anomalies that result from the formula. If significant anomalies in the formula are identified, DRPT will work with the transit agency who experienced the anomaly to better understand the underlying data and the potential need for Stability Allocations. The DRPT Director shall have the discretion to recommend Stability Funding for agencies who experience significant anomalies and will report these recommendations to the Board. If utilized, Stability Funding will be drawn from either the Performance Fund or DRPT's Emergency Reserve depending on the amount of funding required.

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

BE IT FURTHER RESOLVED, the Board hereby directs the Director of DRPT to analyze the outcomes of this process on an annual basis and to review the process at least every three years, in consultation with the Transit Service Delivery Advisory Committee, transit agencies, and local governments prior to making recommendations to the Board.

BE IT FURTHER RESOLVED, the Policy for the Implementation of Performance Based State Transit Operating Allocation, adopted by the Board on March 21, 2019., is superseded by this resolution and is hereby rescinded.

RESOLUTION OF THE

COMMONWEALTH TRANSPORTATION BOARD

October 15, 2026

MOTION

Made By: Seconded By:

Action:

Title: Policy for the Implementation of State Transit Capital Prioritization (2026 Update)

WHEREAS, Section 33.2-214.4 of the Code of Virginia provides that the Commonwealth Transportation Board (the Board) shall develop a prioritization process for capital projects funded pursuant to subdivision C of 33.2-1526.1 of the Code of Virginia through the Making Efficient and Responsible Investments in Transit (MERIT) program; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has consulted with the Transit Service Delivery Advisory Committee (TSDAC) in the development of this prioritization process; and

WHEREAS, the DRPT has solicited input from localities, metropolitan planning organizations, transit authorities, and other stakeholders in the development of the prioritization process; and

WHEREAS, the Board's priority for transit capital investment is to allocate funds in order to attain and maintain a state of good repair for transit assets, while also supporting needs beyond state of good repair that would enhance transit utilization, efficiency, and reduce congestion; and

NOW THEREFORE BE IT RESOLVED, the Board hereby adopts the following policy and process to govern the structure, scoring, and prioritization of projects for capital funding pursuant to subdivision C of 33.2-1526.1 of the Code of Virginia:

BE IT FURTHER RESOLVED, the Board hereby directs the Director of DRPT to take all actions necessary to implement and administer this policy and process, including, but not limited to, preparation of technical guidance and outreach consistent with this resolution.

1. For the purposes of review and prioritization, transit capital projects will be classified into three categories:

A) State of Good Repair – Capital projects or programs to replace or rehabilitate an existing asset organized into three sub-categories;

i. State of Good Repair with Asset Condition: the replacement or rehabilitation of existing assets that have a documented in-service date and a state accepted estimated service life (ESL)

ii. State of Good Repair without Asset Condition: the replacement or rehabilitation of existing assets that do not have a documented in-service date or state accepted estimated service life (ESL)

iii. Major State of Good Repair: the replacement of transit infrastructure and facilities with a total cost exceeding $3 million

B) Minor Enhancement – Capital projects or programs that add capacity or include the purchase of new assets meeting the following criteria: Total project cost of less than $3 million, or all expansion vehicle projects, or all projects for engineering and design;

C) Major Expansion – Capital projects or programs to add, expand, or improve transit services or facilities, with a total cost exceeding $3 million,

- In the rare instance that a project submitted for DRPT funding fits the definition of a Major Expansion project based solely on total project cost, but does not add, expand, or improve transit services or facilities, the DRPT Director shall determine the appropriate project category for project evaluation.

2. The MERIT Capital Program will provide a minimum of 80% of the annual allocation to State of Good Repair and Minor Enhancement projects and a maximum of 20% available for Major Expansion projects.

3. To provide predictability and to ensure projects are funded at a level sufficient to move forward, State of Good Repair with and without Asset Condition and Minor Enhancement projects will be matched at a maximum state match rate of 68% of total project cost. Major State of Good Repair and Major Expansion projects will be funded at a maximum state match rate of 50% of total project cost, providing applicants with funding that can be leveraged against other state and federal funding programs. Local matching funds, at a minimum of 4% of total project cost, are required for all transit capital projects except those that have been awarded federal discretionary grant funding. DRPT may allow for a lower local match for a capital project that has been awarded funding through a federal discretionary grant program.

4. DRPT may recommend to the Board an allocation of capital funding reserved to provide matching funds for projects awarded federal discretionary grants throughout the fiscal year. Projects will be evaluated using the MERIT prioritization methodology and allocations reported to the Board when the reserve funds are utilized.

5. State of Good Repair projects with Asset Condition will be evaluated considering asset condition (up to 60 points), service impact (up to 40 points), and incentive scoring (up to 10 points). The asset condition score depends upon the asset's age at the time of application. For vehicles, the asset condition score is the average of the age and mileage-based scoring tables. For non-vehicle assets, only the age score is used.

Age of Asset Relative to Service Life	Points	Mileage of Vehicle Relative to Service Life	Points
< 80% of ESL Age	0	< 80% of ESL Mileage	0
80-89.9% of ESL Age	25	80-89.9% of ESL Mileage	25
90-99.9% of ESL Age	30	90-99.9% of ESL Mileage	30
0-9.9% > ESL Age	35	0-9.9% > ESL Age	35
10-19.9% > ESL Age	40	10-19.9% > ESL Mileage	40
20-29.9% > ESL Age	45	20-29.9% > ESL Mileage	45
30-39.9% > ESL Age	50	30-39.9% > ESL Mileage	50
40-49.9% > ESL Age	55	40-49.9% > ESL Mileage	55
50% or more > ESL Age	60	50% or more > ESL Mileage	60

Service impact considers the asset impact on service (direct or indirect), and to what extent an asset affects the rider experience and system efficiency. Points for service impact will be awarded in four categories, with up to 10 points awarded per category:

- Service Frequency, Travel Time and/or Reliability – Speeds up transit routes or allows for increased frequency. Significant impact on reliability either through preventing breakdowns or removing vehicles from mixed traffic.
- Operating Efficiency – Provides for a significantly more cost-effective service.
- Service Accessibility and/or Customer Experience – Implements a significant improvement in a customer's ability to access the system or a significant improvement in the ease of use of the system.
- Safety and Security – Provides a significant improvement in safety or security.

Service impact scoring is primarily qualitative based on project type and takes into consideration specific project features and characteristics. Projects will automatically receive the minimum score for the criteria based on the default values with high = 10, medium = 6, and low =3.

Primary Project Types	Secondary Project Types	Operating Efficiency	Frequency, Travel Time and/or Reliability	Accessibility and/or Customer Experience	Safety and Security	Total Default Score
Admin/Maintenance Facilities	Supports Operations	High Impact	Medium Impact	Low Impact	Medium Impact	25
Admin/Maintenance Facilities	Non-Operational	Low Impact	Low Impact	Low Impact	Medium Impact	15
Customer Facilities	Transit Centers/Stations	Medium Impact	Medium Impact	High Impact	Medium Impact	28
Customer Facilities	Bus Stop/ Shelter Improvements	Low Impact	No Impact	High Impact	High Impact	23
Capital Finance Strategies	All	High Impact	High Impact	High Impact	Medium Impact	36
Maintenance Equipment & Parts	Vehicle and Vehicle Support Equipment	High Impact	High Impact	Medium Impact	Medium Impact	32
Maintenance Equipment & Parts	Property and Facilities	Medium Impact	Low Impact	Low Impact	High Impact	22
System Infrastructure	All	High Impact	Medium Impact	Medium Impact	Medium Impact	28
Technology/Equipment	Onboard Systems—ITS/Communications	Medium Impact	Medium Impact	High Impact	Medium Impact	28
Technology/Equipment	Operations Support	Medium Impact	Medium Impact	Medium Impact	Medium Impact	24
Technology/Equipment	Onboard Systems—Safety	No Impact	No Impact	Medium Impact	High Impact	16
Technology/Equipment	Administrative	Low Impact	Low Impact	Low Impact	Low Impact	12
Vehicles	Revenue Vehicles	High Impact	High Impact	High Impact	High Impact	40
Vehicles	Overhaul/Rebuild	High Impact	High Impact	Medium Impact	High Impact	36
Vehicles	Support Vehicles	Medium Impact	Medium Impact	Low Impact	Low Impact	18

Incentive scoring prioritizes specific statewide goals and program requirements, and allows for further differentiation in project scores. Two incentive points are awarded to

5 factors within two criteria areas: Agency Accountability and Good Grants Management.

Criteria	Points	**DRPT Incentive Points: SGR and MIN Projects** *Incentives for projects that satisfy DRPT Goals*
Good Grants Management	2 Points for Each Requirement Met:	- Project Progress - Agency is making good progress toward implemented awarded capital projects - Project Closeout - Agency has closed out completed projects
Agency Accountability	2 Points for Each Requirement Met:	- Compliance with State Asset Management Requirements (WebGrants Updates) - Compliance with State Strategic Planning Requirements (TSP/TDP Documents Up to Date) - Compliance with State Performance Reporting (On-time reporting)

6. State of Good Repair projects without an Asset Condition will be evaluated considering just the service impact and incentive scoring methodology that is applied to State of Good Repair with Asset Condition.

7. Major State of Good Repair projects will be evaluated based on Asset Condition score, service impact score, and incentive scoring that is applied to State of Good Repair with Asset Condition, ridership impacted by the project, the cost of the project, and based on the information included in the project application.

8. Minor Enhancement projects will be evaluated considering the same service impact and incentive scoring methodology that is applied to State of Good Repair projects.

9. Major Expansion projects will be evaluated based upon the following factor areas identified in 33.2-214.4 of the Code of Virginia: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use.

10. The factors specified in 33.2-214.4 of the Code of Virginia will be measured and weighted according to the following metrics:

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

11. Candidate Major Expansion projects will be scored based on the factors and weights identified above, the cost of the project, and based on the information included in the project application.

12. The final score for Major Expansion projects will be determined by calculating the anticipated benefits relative to the amount of funding requested pursuant to 33.2-1526.1 of the Code of Virginia.

13. A project that has been selected for transit capital funding (state of good repair, minor enhancement, or major expansion) must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

BE IT FURTHER RESOLVED, the methodology may continue to evolve and improve based upon advances in technology, data collection, and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth herein, they shall be brought to the Board for review and approval.

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

BE IT FURTHER RESOLVED, the Board hereby directs the Director of DRPT to analyze the outcomes of this process on an annual basis and to revisit the process at least every three years, in consultation with TSDAC, transit agencies, metropolitan planning organizations, and local government prior to making recommendations to the Board.

BE IT FURTHER RESOLVED, the Board hereby repeals the previous Policy for the Implementation of State Transit Capital Prioritization (2022 Update), adopted by the Board dated October 25, 2022.

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RESOLUTION

OF THE

COMMONWEALTH TRANSPORTATION BOARD

October 15, 2026

MOTION

Made By:

Action:

Title: Policy Update for the Implementation of the Transit Ridership Incentive Program

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

WHEREAS, House Bill 200 was passed in the 2026 General Assembly to amend and reenact the Transit Ridership Incentive Program (TRIP) to promote improved transit service across the Commonwealth by encouraging the identification and establishment of routes of regional significance; supporting the establishment of programs to reduce the impact of fares on low-income individuals; encouraging innovative approaches to micromobility, paratransit, and other specialized transportation; and supporting local, regional, and state entities in improving the accessibility and safety of transit bus passenger facilities; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has consulted with the Transit Service Delivery Advisory Committee (TSDAC) in the development of guidelines for the eligible project types and recommended improvements to the existing policy; and

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

1. TRIP Regional Connectivity funding shall encourage the identification, establishment, or improvement of routes of regional significance. For the purpose of review and prioritization, projects requesting TRIP Regional Connectivity funding shall be classified into the following eligible project types: i) capital projects such as the establishment of bus-only lanes, implementation of integrated fare collection, or enhanced passenger amenities and; ii) operating projects such as enhancements to service frequencies, expansions of areas served, or extensions of service hours.
2. The following entities are eligible for TRIP Regional Connectivity funding: i) public transit providers that receive state operating assistance pursuant to 33.2-1526.1 D 1; ii) Metropolitan Planning Organizations (MPOs), Planning District Commissions (PDCs), and other statewide or regional bodies; iii) local governments and; iv) tribes with state or federal recognition.
3. The Commonwealth recognizes the need for both state and local funding commitments to establish transit services. Therefore, TRIP Regional Connectivity funding may be applied to a project for a maximum of five years with the state share for operating projects decreasing over time.
4. Candidate TRIP projects should be supported by a plan or study at the regional level that documents regional travel needs and establishes an operational approach to transit service that addresses such needs.
5. A project that has been selected for TRIP funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project.
6. Projects that are interregional or have statewide significance may be eligible for TRIP funding if they demonstrate fulfillment of unmet regional, interregional, or statewide travel needs as determined by the DRPT Director.

BE IT FURTHER RESOLVED, the Board hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Zero and Reduced Fare funding pursuant to §33.2-1526.3 of the Code of Virginia.

1. TRIP Zero and Reduced Fare funding will support the establishment of programs to reduce the impact of fares on low-income individuals. For the purposes of review and prioritization, projects requesting TRIP Zero and Reduced Fare funding will be classified into the following four eligible types: i) the provision of subsidized or fully free passes to low-income or other transit dependent populations; ii) the elimination of fares on routes or high-capacity corridors, establishing 'zero fare zones' (net fares, less the cost of fare collection); iii) the deployment of an entirely zero fare system (net fare, less the cost of fare collection); and iv) fare policy planning.
2. The following entities are eligible for TRIP Zero and Reduced Fare funding: i) public transit providers who receive state operating assistance pursuant to 33.2-1526.1 D 1; ii) Metropolitan Planning Organizations (MPOs), Planning District Commissions (PDCs), and other statewide or regional bodies; iii) local governments and; iv) tribes with state or federal recognition.
3. Applications focused on the provision of zero-fare transit services must be submitted by the organization providing the service.
4. The Commonwealth recognizes the need for both state and local funding commitments to establish programs to reduce the impact of transit fares on low-income and other transit dependent populations. Therefore, TRIP Zero and Reduced Fare funding may be applied to a project for a maximum of three years with the state share decreasing over time.
5. Successfully enacting system-wide zero fare operations rely on a strong financial commitment from the service provider and its community. To ensure the success of these projects, all system-wide zero fare applicants must commit to an additional year of operation beyond the project agreement with DRPT where the funding recipient provides one hundred percent (100%) of project expenses.
6. Projects prioritized for funding should be supported by planning, either at the regional or corridor level that documents an evaluation of fare policies and establishes an approach to meet community needs through the implementation of new fare policies.

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

BE IT FURTHER RESOLVED, the Board hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Passenger Amenities and Safety funding pursuant to §33.2-1526.3 of the Code of Virginia.

1. TRIP Passenger Amenities and Safety funding will support local, regional, and state entities in improving the accessibility and safety of transit bus passenger facilities. For the purpose of review and prioritization, projects requesting TRIP Passenger Access and Safety funding will be classified into the following eligible project types: i) the improvement or addition of bus stops; ii) the improvement of other bus passenger facilities; iii) bus stop or passenger facility planning; iv) public safety equipment, planning, or programming.
2. The following entities are eligible for TRIP Passenger Amenities and Safety funding: i) public transit providers who receive state operating assistance pursuant to 33.2-1526.1 D 1 ii) Metropolitan Planning Organizations (MPO), Planning District Commissions (PDCs), and other statewide or regional bodies iii) local governments and; iv) tribes with state or federal recognition
3. A project that has been selected for TRIP funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or the cost of the project

BE IT FURTHER RESOLVED, the Board hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Enhanced Mobility Innovation funding pursuant to §33.2-1526.3 of the Code of Virginia.

1. TRIP Enhanced Mobility Innovation funding will encourage innovative approaches to micromobility, paratransit, and other specialized transportation. For the purpose of review and prioritization, TRIP Enhanced Mobility Innovation projects will be classified into the following eligible project types: i) innovative approaches to improving first and

last mile connections to public transportation with micromobility; ii) innovative approaches to specialized transportation that supports the mobility of older adults, people with disabilities, or other groups with special transportation needs; and iii) innovative approaches to coordinating specialized transportation with public transportation.

2. The following entities are eligible for TRIP Enhanced Mobility Innovation funding: i) public transit providers that receive state operating assistance pursuant to 33.2-1526.1 D 1; ii) local governments, Metropolitan Planning Organizations (MPOs), Planning District Commissions (PDCs), and other statewide or regional bodies; iii) local governments and; iv) tribes with state or federal recognition.
3. A project that has been selected for TRIP funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope, timeline or the cost of the project.

BE IT FURTHER RESOLVED, that any such improvements modify or affect the policy set forth herein shall be brought to the Board for review and approval.

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

BE IT FURTHER RESOLVED, the Board hereby directs the DRPT Director to analyze the outcomes of this process on an annual basis and to review the process at least every three years, in consultation with TSDAC prior to making recommendations to the Board.

BE IT FURTHER RESOLVED, that all versions of the Policy for the Implementation of the Transit Ridership Incentive Program approved by the Board prior to this action are superseded by this revised policy and are hereby rescinded.