



TSDAC

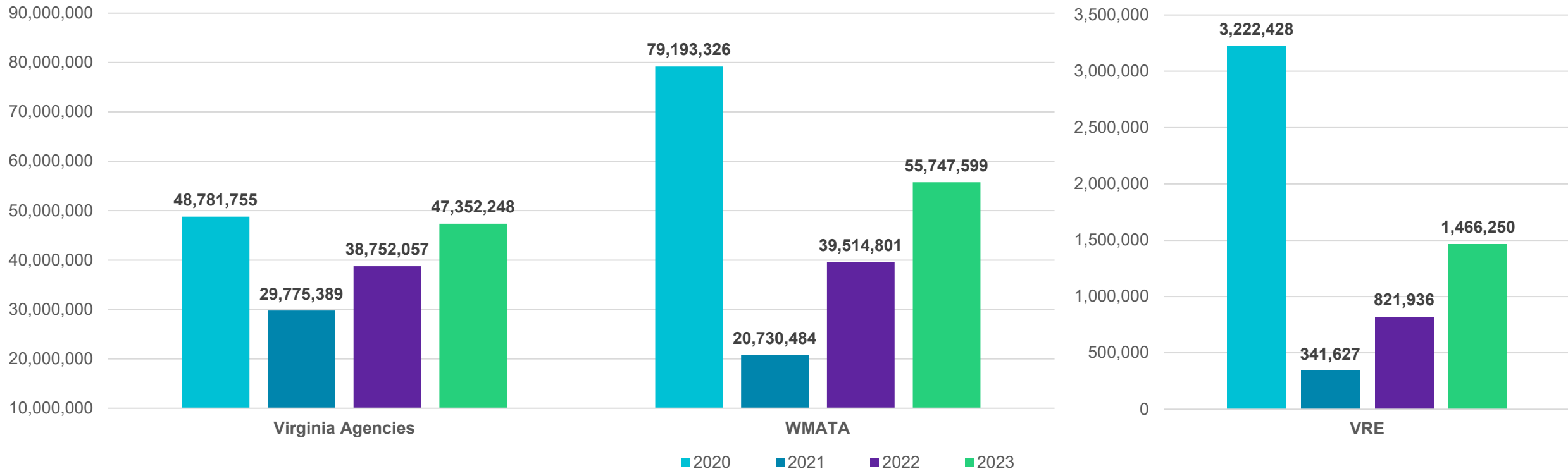
Summer Transit Update

August 29, 2023



VA Transit Data and Performance

FY20 to FY 23 Transit Ridership



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%
All Agencies + VRE + WMATA	131,197,509	50,847,500	79,088,794	104,566,097	-20%	106%	32%

FY24 SYIP Review

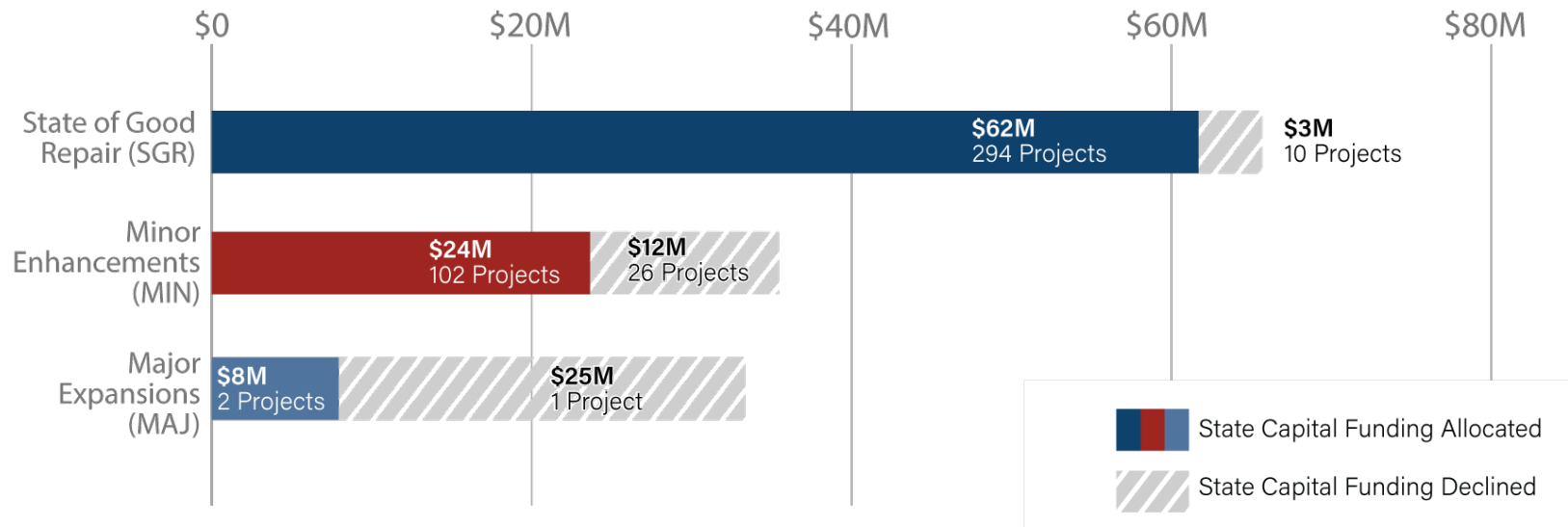
FY24 SYIP State Allocations by Program Area

Transit Program	FY24 Total State Funding Allocated
MERIT Operating Assistance	\$133.3 million
MERIT Capital Assistance	\$100.8 million
MERIT Special Programs (Demonstration, Technical Asst., Workforce Development)	\$5.5 million
Commuter Assistance Programs	\$4.6 million
Transit Ridership Incentive Program	\$26.9 million (all projects)
WMATA – Dedicated Funding	\$154.5 million
WMATA – NVTC Allocation	\$210.5 million
WMATA – PRIIA (VA Portion)	\$50 million

FY24 MERIT – Capital Assistance

FY24 - DRPT State Controlled Capital Transit Funding Allocated

Includes: State Capital (CMTF) Revenues

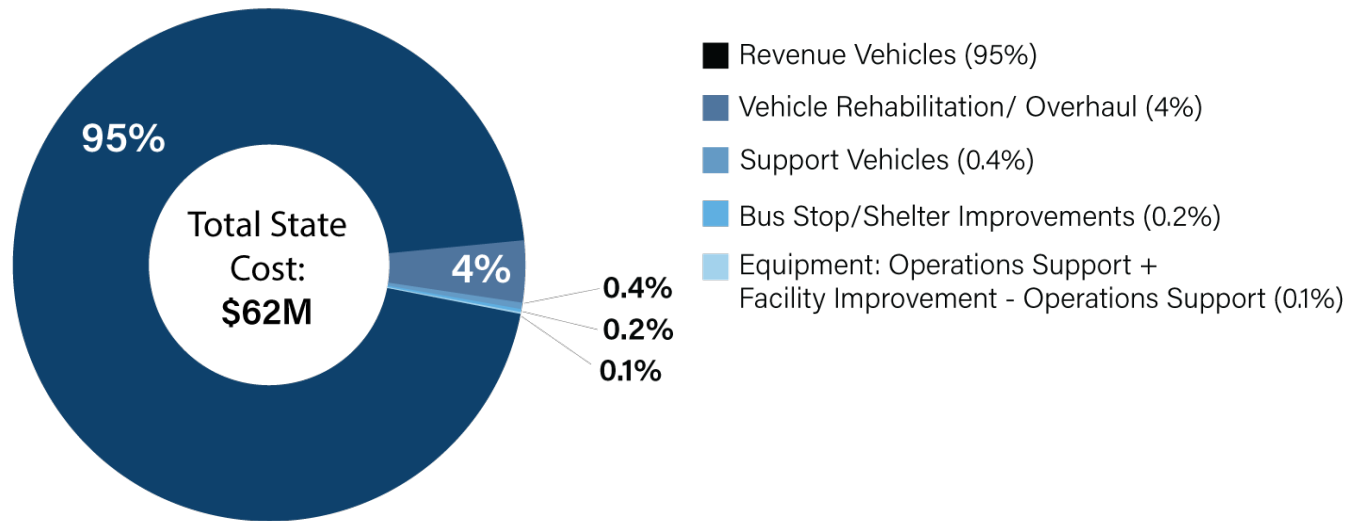


- A total of **\$135 million** in state capital funding was requested across **435 individually-evaluated projects**
- The FY24 Recommended Capital Assistance Program includes:
 - **State of Good Repair** projects that replace assets that meet or exceed 80% of their useful life
 - **Minor Enhancement** projects exceeding 18 points
 - Two **Major Expansion** projects

State of Good Repair Projects

FY24 - State of Good Repair Projects

Allocations By Project Type

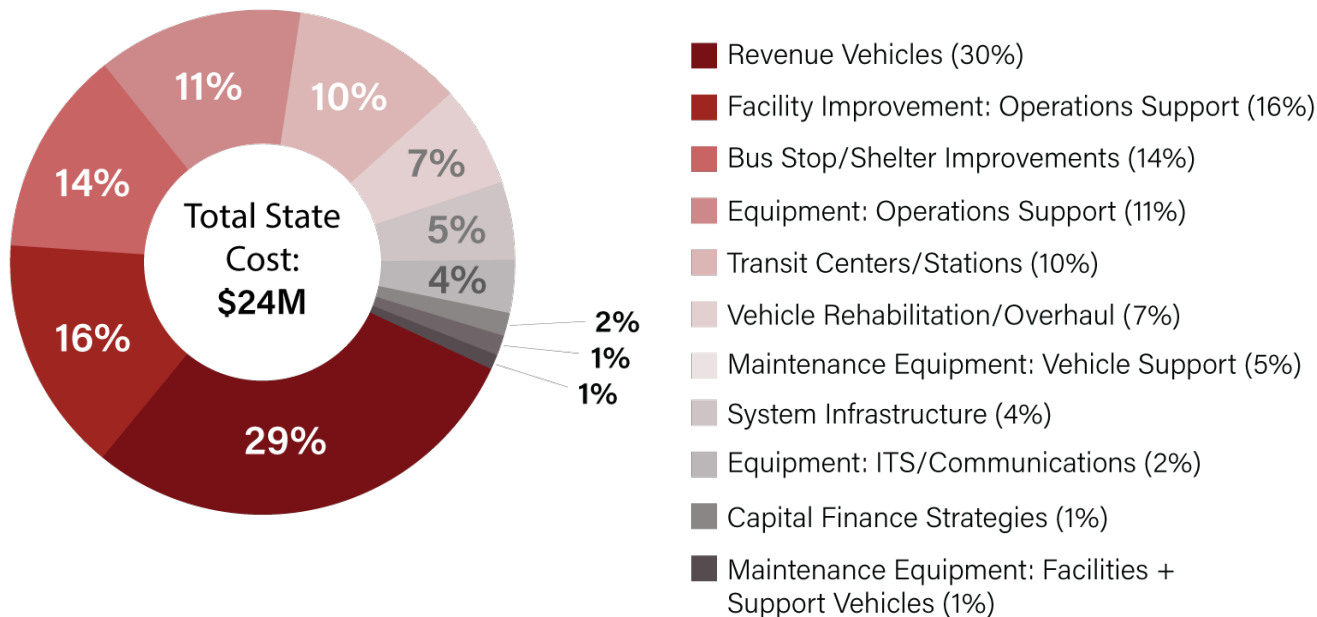


- **304 projects evaluated**
- **294 projects recommended for funding**
- Projects that scored well include:
 - Vehicle revenue replacements and rehabilitations
 - Replacement support vehicles
 - Replacement of bus shelters exceeding useful life
- Projects that did not score well include:
 - Replacements of assets that have not yet met their useful life (80%)

Minor Enhancement Projects

FY24 - Minor Enhancement Projects

Allocations By Project Type



- **128 projects evaluated**
- **102 projects recommended for funding**
- Projects that scored well include:
 - Expansion vehicles
 - Equipment for operational support & onboard ITS systems
 - System infrastructure
 - Maintenance equipment and parts
 - Facility Improvements with operational impacts
- Projects that did not score well include:
 - Equipment for administrative support
 - Facility improvements with non-operational impacts

Major Expansion Projects

- City of Winchester – Maintenance Facility Replacement
 - **Total Cost:** \$8,481,250
 - **State Cost:** \$2,242,000 (26%)



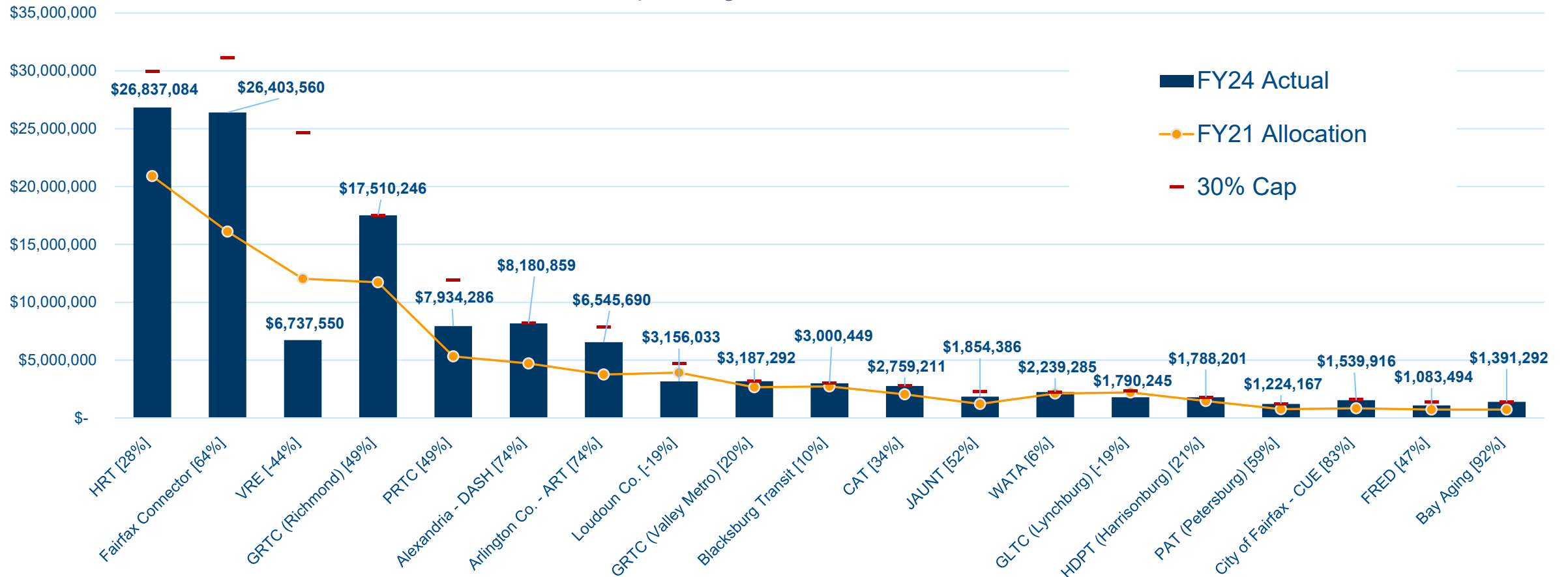
- Virginia Regional Express (VRE) – Manassas Park Parking Garage Expansion
 - **Total Cost:** \$32,084,000
 - **State Cost:** \$6,101,000 (19%)



FY24 MERIT - Operating Assistance Allocations

FY24 vs FY21 Operating Assistance Allocation [Upper 2 Quartiles]

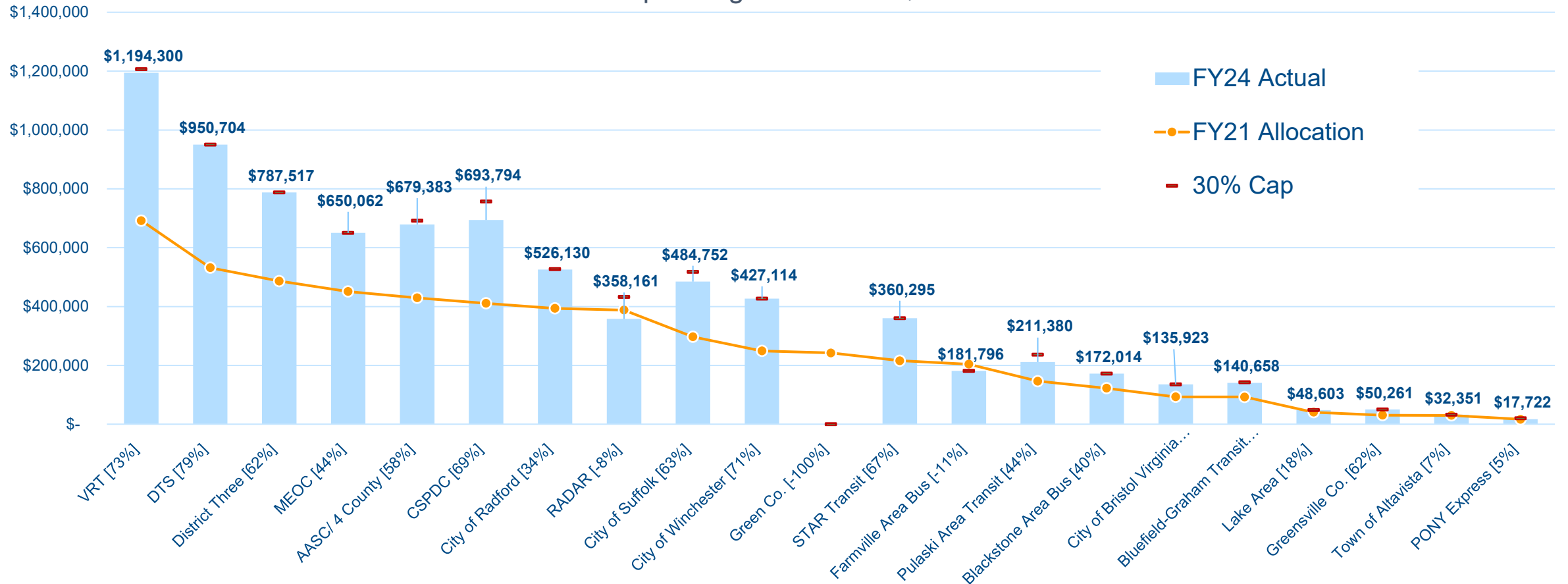
Total Operating Assistance: \$133.2M



FY24 MERIT - Operating Assistance Allocations

FY24 vs. FY21 Operating Assistance Allocation [Lower 2 Quartiles]

Total Operating Assistance: \$133.2M



Reductions Compared to FY21

- **VRE: -43%**
 - Ridership and PMT decreased substantially during the pandemic and are recovering slowly
 - General Assembly passed legislation to take VRE out of the DRPT MERIT programs
- **Loudoun County: -19%**
 - County discontinued many long-haul commuter routes during pandemic
 - DRPT awarded a TRIP grant to support new service alignment
- **GLTC (Lynchburg): -19%**
 - Liberty University campus service was eliminated – reduced expenses, ridership, hours, & miles
 - Allocation equals 23.2% of audited operating expenses
- **Farmville Area Bus: -11%**
 - Operating Expenses decreased, still reaching 30% cap
- **RADAR: -6%**
 - Roanoke County service was eliminated – reduced expenses, ridership, hours, & miles
 - Operating allocation equal to 24% of FY22 Operating Costs

Transit Program Policy Changes

Commonwealth Mass Transit Fund Changes

HB1496 (Delegate Austin)/ SB1079 (Senator Cosgrove)

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

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

One of the Governor's transportation priorities for 2023 Session



Transit Ridership Incentive Program

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



Virginia Railway Express

Commonwealth Mass Transit Fund Legislative Changes and Requirements

Legislative Change: HB 1496/SB 1079 (2023)

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

Legislative Requirement: §33.2-1526.1

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



Summary of VRE CTB Policy

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

Washington Metropolitan Area Transit Authority

WMATA Legislative Changes and Requirements

Legislative Change: HB 1496/SB 1079 (2023)

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

Legislative Requirement: §33.2-1526.1

Summary of WMATA CTB Policy Changes

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

Transit Ridership Incentive Program

TRIP Legislative Changes and Requirements

Legislative Change: HB 2338/SB 1326 (2023)

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

Legislative Requirement: §33.2-1526.3 (2020)

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



Summary of Updates to TRIP CTB Policy

1) Expanded Project Eligibility

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

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

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

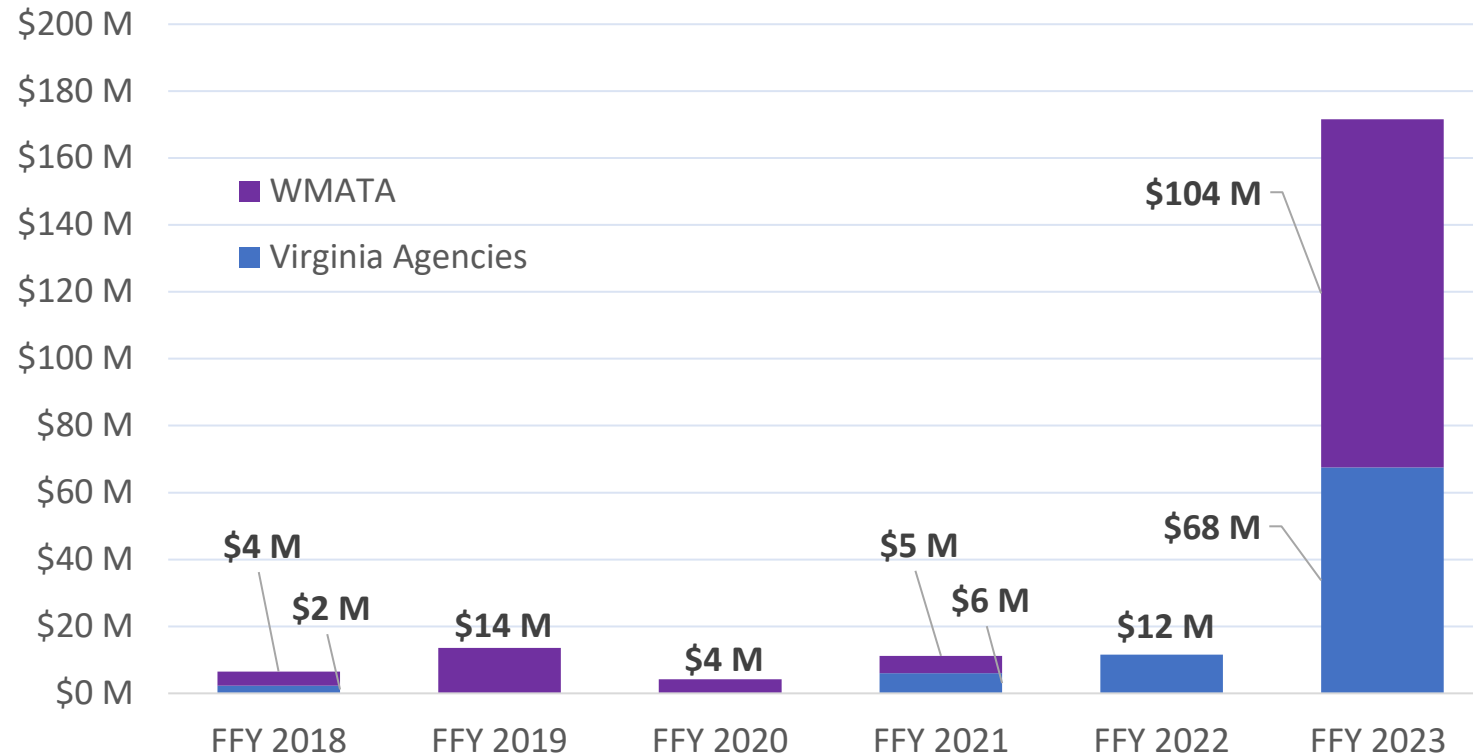
3) Revised Scoring Rubric to Align with Other DRPT Funding Programs

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

FFY23 Federal Discretionary Awards

VA Allocations FFY2018 to FFY2023

**Virginia Allocated FTA Bus and Low/No-Emission Grant Awards
FFY 2018 to FFY 2023**



VA FFY23 Bus/Bus Facilities and Low/No Awards

- **DRPT: \$4.7 M**
 - Rural Transit Agency Bus Replacements
- **Loudoun County: \$13.9 M**
 - Compressed Natural Gas (CNG) Bus Transition
- **DASH (Alexandria): \$23.9 M**
 - Battery Electric Bus Transition
- **HRT: \$25 M**
 - Southside Maintenance Facility Replacement
- **WMATA: \$104 M**
 - Battery Electric Bus Transition

FY25 Look Ahead

FY25 Look Ahead

- **New Requirement:** MERIT- Capital Assistance Major Expansion Pre-Application
 - For construction projects, this process will allow DRPT engineering staff to conduct a performance enhanced review of project readiness and costs
- **FY25 Operating Revenues** are projected to return to normal levels
 - FY25 Projection: \$114.4M total
- **VRE Direct Allocation** is not projected to impact the total MERIT – Capital or MERIT – Operating Assistance revenues substantially
- **WebGrants** – New Grants Management Software