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# Transit Ridership Incentive Program (TRIP)

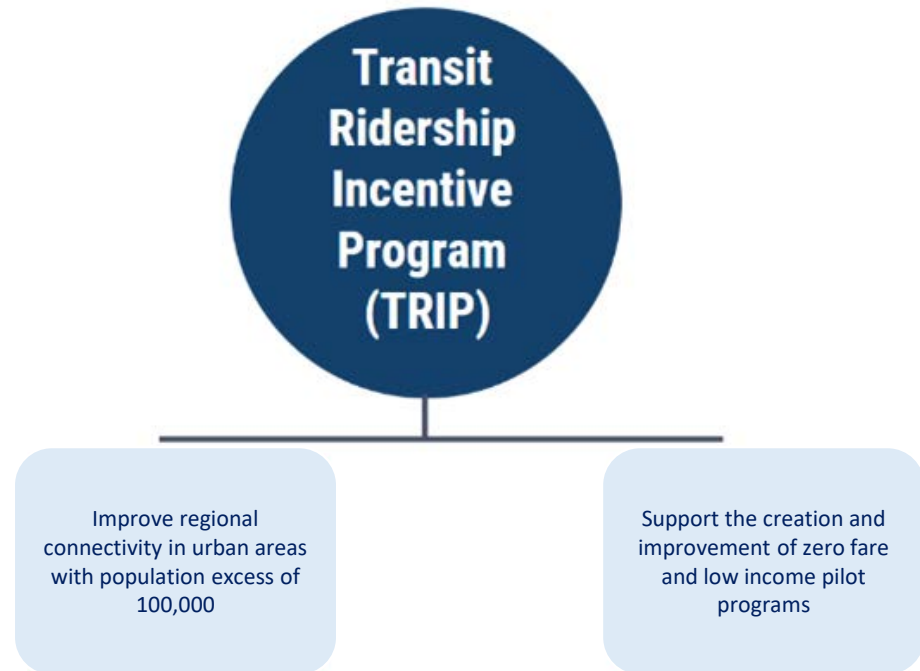
## Commonwealth Transportation Board-October 19, 2021

Jennifer DeBruhl, Chief of Public Transportation  
Department of Rail and Public Transportation



# General Program Overview

- Established in the 2020 General Assembly Session, [Code of Virginia §33.2-1526.3](#)
- Promote increased ridership of large urban transit systems
- Reduce the barriers to transit use for low-income individuals
- Implementation delayed due to COVID-19
- CTB Policy approved in July



# Program Funding FY22-27

(\$ in millions)

	FY22	FY23	FY24	FY25	FY26	FY27	Total
Regional Routes	\$7.5	\$11.3	\$16.9	\$16.5	\$18.0	\$18.2	\$88.4
Zero Fare/ Low Income	\$12.5	\$3.7	\$5.6	\$5.8	\$6.0	\$6.0	\$39.6
<b>Total</b>	<b>\$20.0</b>	<b>\$15.0</b>	<b>\$22.5</b>	<b>\$23.3</b>	<b>\$24.0</b>	<b>\$24.2</b>	<b>\$129</b>

- FY22 – Includes \$10M in 2021 Transportation Initiative Funding dedicated for Zero-Fare Pilots
- Beyond FY22, up to 25% annually can be utilized for Zero-Fare/Low Income projects on a statewide basis

# Regional Routes Funding FY22-27

(\$ in millions)

Region	Share	FY22	FY23	FY24	FY25	FY26	FY27	Total
NOVA	42.4%	\$3.2	\$4.8	\$7.2	\$7.0	\$7.6	\$7.7	\$37.5
Hampton Roads	27.3%	\$2.0	\$3.0	\$4.6	\$4.5	\$4.9	\$5.0	\$24.0
Richmond	18.1%	\$1.4	\$2.0	\$3.0	\$3.0	\$3.3	\$3.3	\$16.0
Roanoke	4.0%	\$0.3	\$0.5	\$0.7	\$0.6	\$0.7	\$0.7	\$3.5
Fredericksburg	2.7%	\$0.2	\$0.3	\$0.4	\$0.4	\$0.5	\$0.5	\$2.3
Lynchburg	2.2%	\$0.2	\$0.3	\$0.4	\$0.4	\$0.5	\$0.5	\$2.3
Blacksburg	1.7%	\$0.1	\$0.2	\$0.3	\$0.3	\$0.3	\$0.3	\$1.5
Charlottesville	1.7%	\$0.1	\$0.2	\$0.3	\$0.3	\$0.3	\$0.3	\$1.5

- Each region must receive their proportional share on a 5-year rolling average
- Percentages will be revisited with data from the 2020 Census

# Key Themes for Project Evaluation

## Well Planned

- Project included in statewide or local transportation plans (I.E TSP, TDP, etc.)
- Well defined and quantifiable measures of success - clear rationale behind target performance measures

## Collaborative

- Supported by appropriate MPO (regional connectivity projects), serviced localities, and VDOT if project has infrastructure needs
- Built through partnerships with local organizations or municipalities

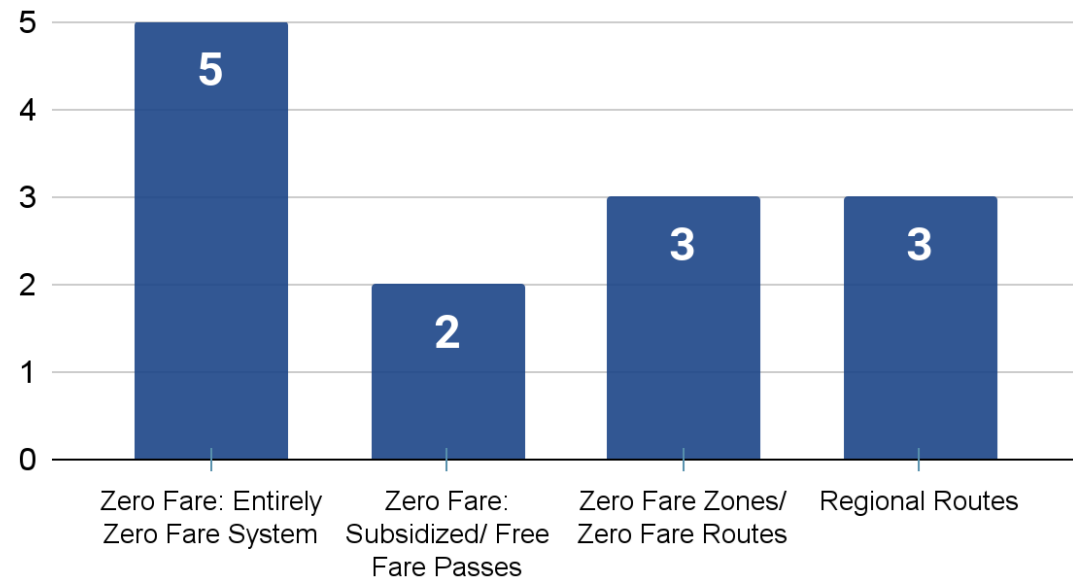
## Quickly Implementable

- A strong rationale for funding duration request and financial capacity to continue after pilot
- Existing technical capacity and experienced project management
- Low start up costs and a quick implementation timeline

# TRIP Applications at a Glance

- Application period opened August 1 and closed September 17
  - Supporting materials accepted through October 4
- Received **10** zero fare and **3** regional applications
- Total FY22 state funding requested for zero fare projects: **\$11,274,486**
- Total FY22 state funding requested for regional projects: **\$2,184,327**
- Need to consider multi-year project needs when approving projects in FY22

FY 22 TRIP Applications Received



# Regional Routes – Funding Recommendations

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- Policy provides for a five year pilot – with funding step down
- Projects were evaluated and prioritized using the policy criteria
- Regional services are still seeing diminished ridership due to COVID, low number of applications was anticipated
- All three projects are recommended for multi-year funding
  - GLTC – Route 4 Extension (recommended in Transit Strategic Plan)
  - PAT Southern Connector – Petersburg – Emporia connection (recommended in Transit Strategic Plan)
  - HRT – Naval Base Circulator – increased on-base circulation (recommended in Transit Strategic Plan)

# Regional Routes – Funding Recommendations

	FY22	FY23	FY24	FY25	FY26	Total
<b>Available Funding</b>	<b>\$7.5M</b>	<b>\$11.3M</b>	<b>\$16.9M</b>	<b>\$16.5M</b>	<b>\$18.0M</b>	<b>\$88.4M</b>
GLTC Route 4	\$652K	\$489K	\$244K	\$163K	\$81K	\$1.6M
Petersburg Southern Connector	\$530K	\$301K	\$151K	\$101K	\$50K	\$1.0M
HRT Naval Station Circulator	\$1.0M	\$924K	\$463K	\$0	\$0	\$2.4M
<b>Unallocated</b>	<b>\$5.3M</b>	<b>\$9.6M</b>	<b>\$16.0M</b>	<b>\$16.2M</b>	<b>\$17.9M</b>	<b>\$65.0M</b>



# Zero Fare – Funding Recommendations

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- Policy provides for a three year pilot – with funding step down
- Projects were evaluated and prioritized using the policy criteria
- Tier I Projects – recommended for multiyear funding (FY22, FY23, FY24)
  - GRTC, Alexandria, and MEOC – Systemwide Zero Fare
  - Fairfax County – Low Income Pass Program
- Tier II Projects – recommend continuing to work with applicants and advancing as funding becomes available
  - CAT, FRED – Systemwide Zero Fare
  - Based on current projections, funding would become available in FY24

# Zero Fare- Funding Recommendations

	FY22	FY23	FY24	Total
<b>Available Funding</b>	<b>\$12.5M</b>	<b>\$3.7M</b>	<b>\$5.6M</b>	<b>\$21.8M</b>
GRTC-Richmond	\$4.5M	\$2.5M	\$1.0M	\$8.0M
Alexandria-DASH	\$2.5M	\$2.4M	\$2.2M	\$7.1M
MEOC	\$48K	\$36K	\$18K	\$102K
Fairfax County	\$2.2M	\$1.9M	\$1.3M	\$5.4M
<b>Unallocated</b>	<b>\$3.3*</b>	<b>\$0</b>	<b>\$1.0M</b>	<b>\$1.0M</b>

\* FY22 unallocated will be fully utilized in FY23 to fulfill year 2

# Next Steps

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- December 2021 –
  - CTB Action to add recommended projects to the SYIP
  - Execute multiyear funding agreements for pilot projects
  - FY23 Grant Application Cycle Opens
    - Solicit applications for Regional Routes projects as part of the regular grant cycle
- Spring 2022 –
  - Incorporate additional Regional Routes projects into the FY23 SYIP, based on applications/prioritization
  - Incorporate Tier 2 recommended Zero Fare pilot projects into the FY23 SYIP, as funding becomes available

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