



MERIT Program Review

Operating & Capital Assistance

DRAFT August 27, 2025

Agenda

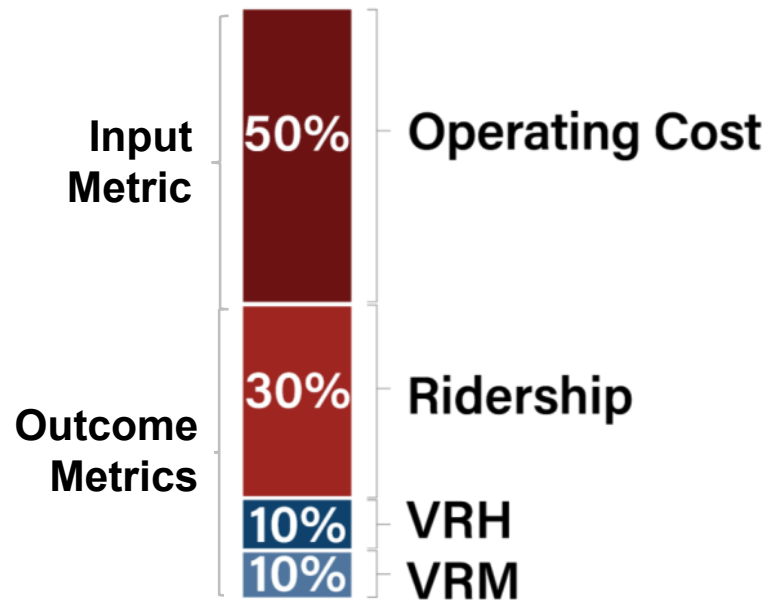
- **Operating Assistance Program Review**
 - Current Formula and Goals of Review
 - Key Scenarios Considered
 - Sizing + Performance Adjustment Scenario
 - Other Scenarios
 - Rationale for Shifting from Trend Adjustment to Direct Performance Measurement
 - Detailed Review of Sizing + Performance Adjustment Scenario
 - Performance Set-Aside Sensitivity
 - Estimate by District
 - Estimate by Agency
 - Key Findings
 - Alignment of Scenarios with Goals
 - Potential Alternative Approaches and Limitations
- **Capital Assistance Program Review**
- **Next Steps**

MERIT Operating Assistance Program Review: Current Formula and Goals of Review

Current MERIT Operating Allocation Approach

CURRENT FORMULA

STEP 1: Sizing Metric



STEP 2: Performance (Trend) Adjustments



Redistribution - Return to Step 1

MERIT funding for
each agency
capped at
30% of prior year
Operating Cost

Pax = Passengers

VRH = Vehicle Revenue Hour*

4 VRM = Vehicle Revenue Mile*

* Includes deadhead for Commuter Bus services

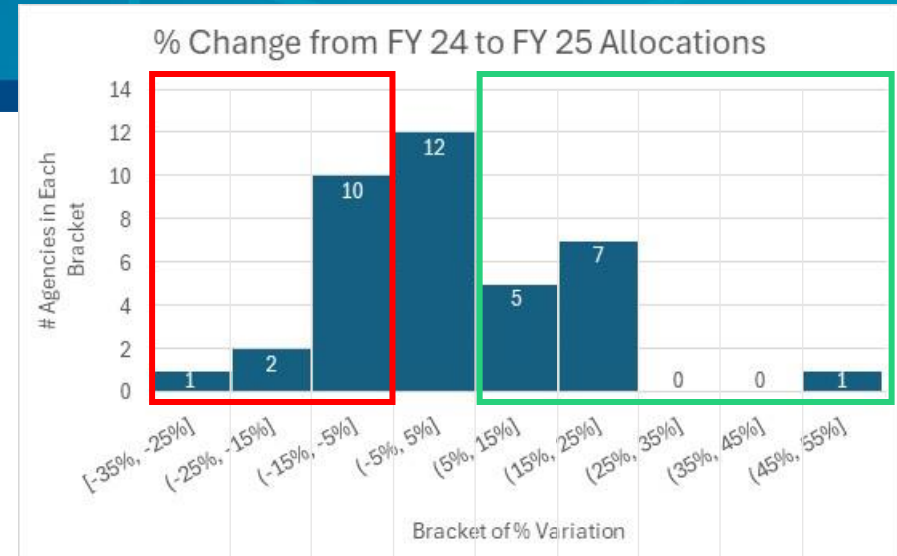
Goals of MERIT Operating Formula Evaluation

1. Emphasis on **outcome focused metrics** (ridership/service) vs. input (operating cost) focused metrics
2. Emphasizing **performance-based** allocation
3. Formula **simplification**
4. Year-over-year **predictability** in allocation

Annual Variation in Operating Allocation by District and Agency

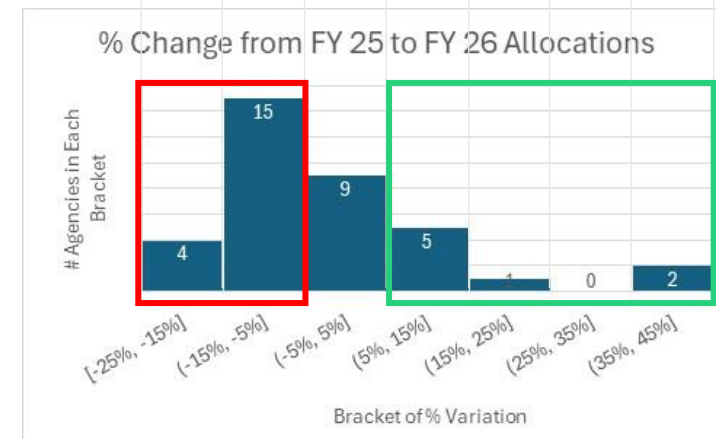
	FY23-FY24	FY24-FY25	FY25-FY26
Bristol	22%	-6%	-10%
Culpeper	1%	-6%	37%
Fredericksburg	-10%	-3%	2%
Hampton Roads	2%	-4%	10%
Lynchburg	-2%	11%	-6%
Northern Virginia	-8%	1%	10%
Richmond	-11%	12%	-14%
Salem	-1%	5%	-4%
Staunton	5%	9%	2%
XMulti	3%	0%	-5%
Average by Agency	2%	2%	0%

- Significant annual variation in operating allocation occurs from year-to-year with current approach



13 agencies saw a decline >5%

13 agencies saw an increase >5%



19 agencies saw a decline >5%

8 agencies saw an increase >5%

*% change graph for FY 25-26 excludes two outliers:

- Town of Chincoteague received an FY 26 increase of nearly 80%
- JAUNT service metrics transferred to Charlottesville Area Transit in FY 26 resulted in significant reduction in funding for JAUNT

Key Scenarios Considered

Sizing + Performance Adjustment Scenario

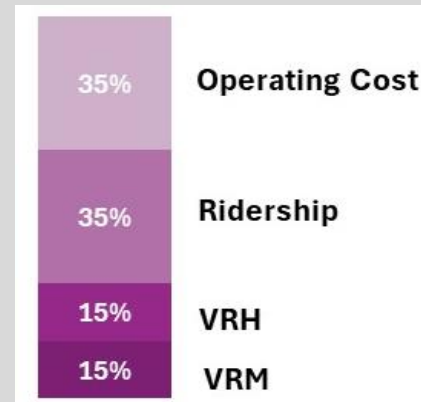
FY 24-26 Average Allocations by District

Construction District	Average Allocation According to Current Approach	Average Allocation According to Revised Approach	Difference	% Difference
BY DISTRICT				
Bristol	\$ 2,257,448	\$ 2,302,545	45,097	2%
Culpeper	\$ 2,971,812	\$ 2,955,606	(16,206)	-1%
Fredericksburg	\$ 1,071,485	\$ 991,728	(79,757)	-7%
Hampton Roads	\$ 28,692,231	\$ 29,276,880	584,649	2%
Lynchburg	\$ 2,772,386	\$ 3,028,554	256,168	9%
Northern Virginia	\$ 56,728,252	\$ 54,932,328	(1,795,924)	-3%
Richmond	\$ 20,052,091	\$ 20,781,994	729,903	4%
Salem	\$ 7,455,197	\$ 7,767,251	312,054	4%
Staunton	\$ 3,142,870	\$ 3,232,912	90,041	3%
XMulti	\$ 4,404,644	\$ 4,278,619	(126,024)	-3%
	\$ 129,548,416	\$ 129,548,416		

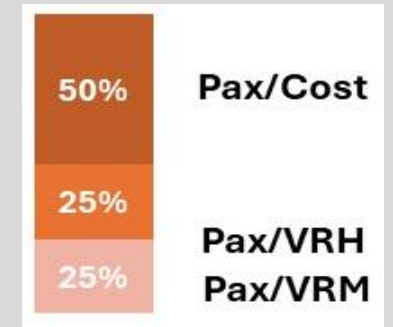
- Reductions in Northern Virginia (-3%) and Fredericksburg (-7%) allocations
- Increased allocations for Lynchburg (+9%) Richmond (+4%), Salem (+4%) Hampton Roads (+2%)

POTENTIAL FORMULA

**STEP 1: 95%
Revenue Sizing
Metric**



**STEP X: 5% of Revenue +
30% Capped Remainder of
Step 1: Performance Based
Allocation**



Potential Approaches and Scenarios Tested

**Total of 30+
Scenarios
Tested**

Approach 1

Adjust Size-Weight

- Test different weights for Size-Weight metrics; **6 scenarios**

Approach 2:

Eliminate Iteration

- Allocate remainder (over 30%) from adjusted size-weight allocation in a single round; **2 scenarios**

Approach 3

Performance-Based Allocation of Redistribution

- Test different absolute Performance-Based allocations with Funds Remaining (after 30% Cap) after adjusted Size-Weight allocations WITHOUT Performance Set-Aside, with and without 30% Cap; **4 scenarios**

Approach 4

Performance-Based Allocation of Redistribution + Set-Aside

- Test different absolute Performance-Based allocations with Funds Remaining (after 30% Cap) after adjusted Size-Weight allocations WITH Performance Set-Aside, with and without 30% Cap; **5 scenarios**

Approach 5

Higher Predictability

- Test different caps to limit growth in allocation over prior years; **2 scenarios**

Other Scenarios

- A. Sizing Adjustment Only
 - Maintain Step 2 as-is
- B. Remove Cost from Sizing
 - Maintain Step 2 as-is
- C. Additional Performance Allocation
 - Maintain current Steps 1 and 2 and add additional performance set-aside (Step X)
- D. Capped Funding Growth
 - Maintain current Steps 1 and 2 and cap allocation growth over prior year

A. Sizing Adjustment Only

FY 26 Estimated Allocation

Construction District	Current Allocations	Revised Allocations	Difference	% Difference
BY DISTRICT				
Bristol	\$ 2,084,998	\$ 2,187,924	102,925	5%
Culpeper	\$ 3,555,342	\$ 3,574,298	18,956	1%
Fredericksburg	\$ 1,077,295	\$ 1,056,543	(20,752)	-2%
Hampton Roads	\$ 27,898,428	\$ 27,575,793	(322,635)	-1%
Lynchburg	\$ 2,663,086	\$ 2,700,905	37,819	1%
Northern Virginia	\$ 55,092,509	\$ 54,359,261	(733,248)	-1%
Richmond	\$ 19,815,990	\$ 20,369,515	553,525	3%
Salem	\$ 7,689,792	\$ 7,845,595	155,803	2%
Staunton	\$ 3,362,544	\$ 3,435,208	72,663	2%
XMulti	\$ 3,464,885	\$ 3,599,828	134,944	4%
Unchanged			6	
Lose Funds			7	
Gain Funds			25	

- Minor changes to allocations but does not address any other goal

Only Adjusts Sizing Weights

POTENTIAL FORMULA

STEP 1: Sizing Metric

35%	Operating Cost
35%	Ridership
15%	VRH
15%	VRM

STEP 2: Performance (Trend) Adjustments

20%	x Pax/ VRH SP-Weight
20%	x Pax/ VRM SP-Weight
20%	x Cost/ VRH SP-Weight
20%	x Cost/ VRM SP-Weight
20%	x Cost/ Pax SP-Weight

B. Remove Cost from Sizing

FY 26 Estimated Allocation

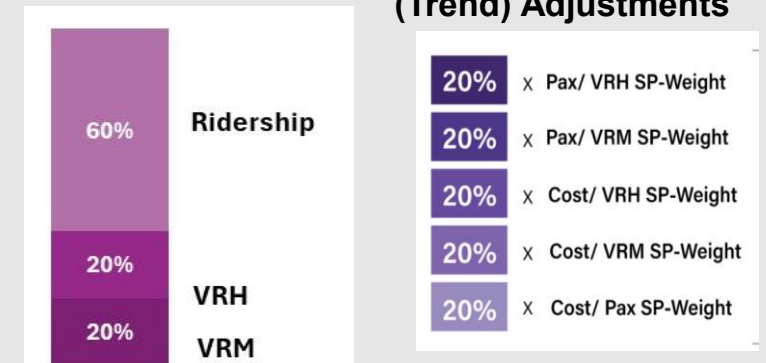
Construction District	Current Allocations	Revised Allocations	Difference	% Difference
BY DISTRICT				
Bristol	\$ 2,084,998	\$ 2,221,793	136,795	7%
Culpeper	\$ 3,555,342	\$ 3,785,791	230,449	6%
Fredericksburg	\$ 1,077,295	\$ 995,737	(81,558)	-8%
Hampton Roads	\$ 27,898,428	\$ 26,235,266	(1,663,162)	-6%
Lynchburg	\$ 2,663,086	\$ 2,663,566	480	0%
Northern Virginia	\$ 55,092,509	\$ 52,241,051	(2,851,458)	-5%
Richmond	\$ 19,815,990	\$ 23,577,307	3,761,317	19%
Salem	\$ 7,689,792	\$ 8,085,418	395,627	5%
Staunton	\$ 3,362,544	\$ 3,526,464	163,919	5%
XMulti	\$ 3,464,885	\$ 3,372,476	(92,409)	-3%
Unchanged			6	
Lose Funds			11	
Gain Funds			21	

- Shifts to outcomes-based sizing approach
- Major change from current approach
- Does not account for higher cost of certain service types (commuter bus and light rail), or regional variation in labor, operating cost
- Results in significant shift in allocation away from systems serving major urban centers
- Allocations are still limited by 30% cap

Removes Cost from Sizing Metric

POTENTIAL FORMULA

STEP 1: Sizing Metric STEP 2: Performance (Trend) Adjustments



C. Additional Performance Allocation

FY 26 Estimated Allocation

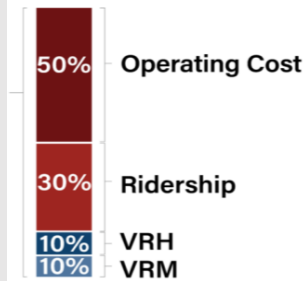
Construction District	Current Allocations	Revised Allocations	Difference	% Difference
BY DISTRICT				
Bristol	\$ 2,084,998	\$ 2,059,987	(25,011)	-1%
Culpeper	\$ 3,555,342	\$ 3,561,495	6,154	0%
Fredericksburg	\$ 1,077,295	\$ 1,069,217	(8,078)	-1%
Hampton Roads	\$ 27,898,428	\$ 27,811,214	(87,214)	0%
Lynchburg	\$ 2,663,086	\$ 2,648,408	(14,678)	-1%
Northern Virginia	\$ 55,092,509	\$ 54,998,147	(94,362)	0%
Richmond	\$ 19,815,990	\$ 20,113,345	297,354	2%
Salem	\$ 7,689,792	\$ 7,680,622	(9,170)	0%
Staunton	\$ 3,362,544	\$ 3,353,928	(8,616)	0%
XMulti	\$ 3,464,885	\$ 3,408,505	(56,379)	-2%
Unchanged			6	
Lose Funds			24	
Gain Funds			8	

- Only capped remainder is allocated per Step X
- Does not simplify and adds a layer of complexity to current approach

Keeps Step 2, Adds Step X

POTENTIAL FORMULA

STEP 1: Sizing Metric



STEP 2: Performance (Trend) Adjustments



STEP X: Performance Allocation of 30% Capped Remainder of Step 2



D. Capped Funding Growth

FY 26 Estimated Allocation

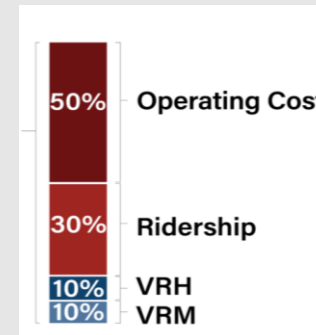
Construction District	Current Allocations	Revised Allocations	Difference	% Difference
BY DISTRICT				
Bristol	\$ 2,084,998	\$ 2,114,797	29,798	1%
Culpeper	\$ 3,555,342	\$ 2,863,825	(691,517)	-19%
Fredericksburg	\$ 1,077,295	\$ 1,093,536	16,241	2%
Hampton Roads	\$ 27,898,428	\$ 28,310,466	412,038	1%
Lynchburg	\$ 2,663,086	\$ 2,703,235	40,149	2%
Northern Virginia	\$ 55,092,509	\$ 54,640,420	(452,088)	-1%
Richmond	\$ 19,815,990	\$ 20,114,735	298,744	2%
Salem	\$ 7,689,792	\$ 7,747,790	57,999	1%
Staunton	\$ 3,362,544	\$ 3,322,049	(40,495)	-1%
XMulti	\$ 3,464,885	\$ 3,507,975	43,090	1%
Unchanged			4	
Lose Funds			5	
Gain Funds			29	

- Having a ceiling disconnects the formula from the sizing metrics (cost and ridership) and any performance basis artificially
- Does not account for external factors that may warrant a greater-than-threshold increase in allocation such as a significant increase in cost or ridership

Caps Funding Growth at 10%

POTENTIAL FORMULA

STEP 1: Sizing Metric



STEP 2: Performance (Trend) Adjustments



Funding capped at 10% growth over prior year allocations

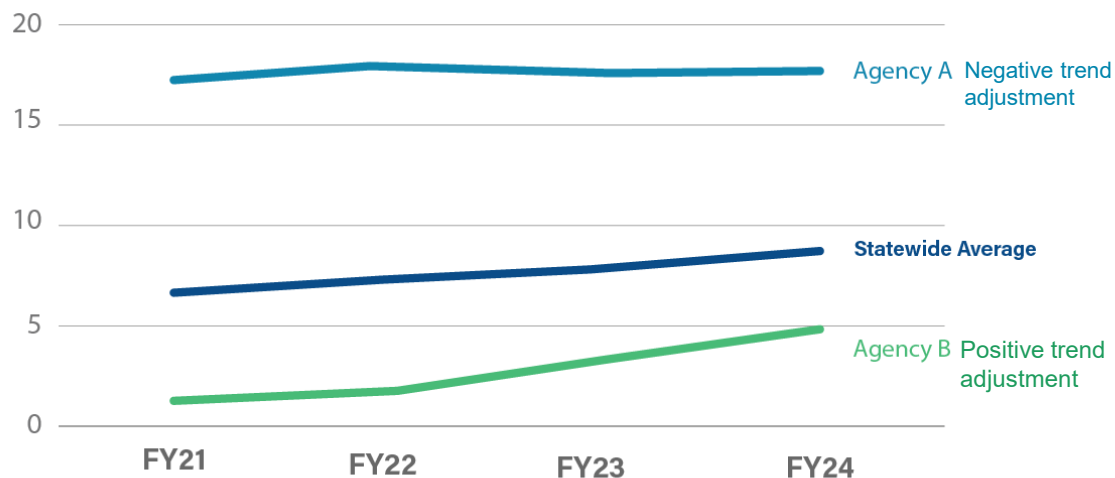
Rationale for Shifting from Trend Adjustment to Direct Performance Measurement

Performance Trend Adjustment vs. Direct Performance Measurement

TREND ADJUSTMENT

- Rewards movement of performance metrics that beats statewide trends
- Agency trends are compared to statewide average trends to compute **relative** direction of change over time: **improving, steady or declining**
- Does not measure performance relative to others

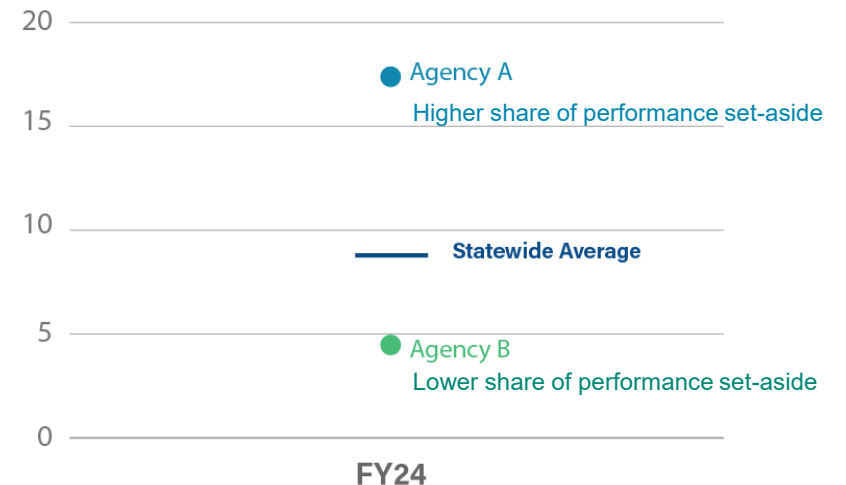
Trend Comparison
Riders per Hour - 4 Years



DIRECT PERFORMANCE MEASUREMENT

- Individual data points that quantify how well a transit system is performing relative to others
- Agencies compared directly on specific metrics to determine **higher vs. lower** performance outcomes.

Direct Metric Comparison
Riders per Hour - 1 Year



New Performance-Based Formula Applied to a Set-Aside NOT as an Adjustment to Size-Weight

CURRENT APPROACH

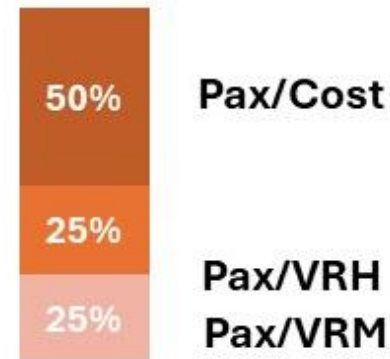
STEP 2: Performance Trend Adjustments to Size-Weight

20%	x Pax/ VRH SP-Weight
20%	x Pax/ VRM SP-Weight
20%	x Cost/ VRH SP-Weight
20%	x Cost/ VRM SP-Weight
20%	x Cost/ Pax SP-Weight

Adjust size-weight of each agency based on its performance trends relative to statewide trends over a 4-year historical period using 5 equally weighted performance metrics

NEW APPROACH

STEP X: Separate Set-Aside Performance-Based Allocation

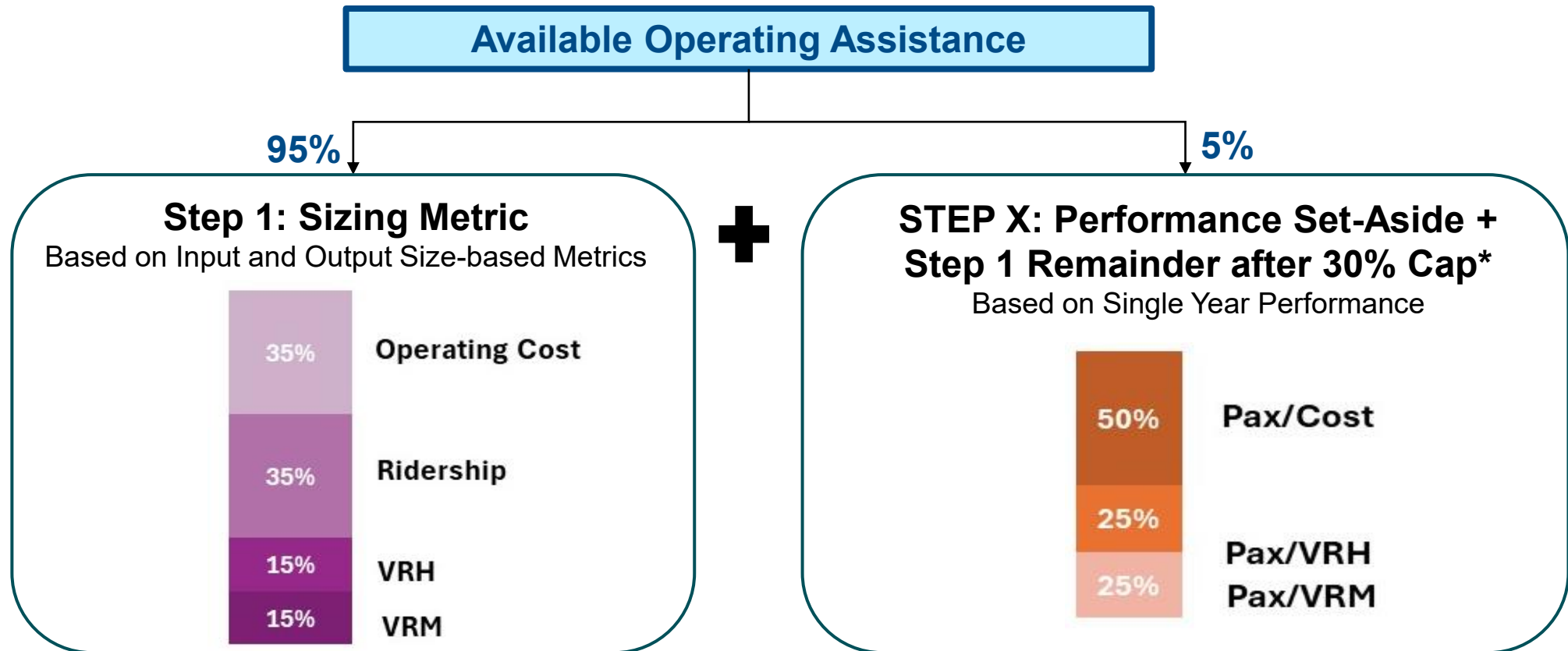


Allocate a portion of funding based on an agency's recent single-year performance, measured using 3 efficiency and effectiveness metrics

- ✓ Reduced # metrics
- ✓ Single year of data
- ✓ Easier to communicate/ track performance
- ✓ Gives agencies greater ability to track metrics to position for higher allocation
- ✓ Measures performance not trend

Detailed Review of Sizing + Performance Adjustment Scenario

Sizing + Performance Adjustment Scenario



Pax = Passengers

VRH = Vehicle Revenue Hour*

VRM = Vehicle Revenue Mile*

* Includes deadhead for Commuter Bus services

*MERIT funding for each agency capped at 30% of prior year Operating Cost

Performance Set-Aside Sensitivity

FY 26 Estimated Allocation

		5% Performance Set-Aside			10% Performance Set-Aside			15% Performance Set-Aside			20% Performance Set-Aside		
# Transit Agencies Impacted	Unchanged		6			6			6			5	
	Lose Funds		14			17			17			22	
	Gain Funds		18			15			15			11	
		Change by District			Change by District			Change by District			Change by District		
		Bristol	(94,620)	-5%	Bristol	(145,186)	-7%	Bristol	(192,643)	-9%	Bristol	(239,607)	-11%
		Culpeper	(150,190)	-4%	Culpeper	(125,008)	-4%	Culpeper	(86,724)	-2%	Culpeper	(46,362)	-1%
		Fredericksburg	(98,767)	-9%	Fredericksburg	(112,035)	-10%	Fredericksburg	(122,852)	-11%	Fredericksburg	(133,281)	-12%
		Hampton Roads	334,753	1%	Hampton Roads	716	0%	Hampton Roads	(267,422)	-1%	Hampton Roads	(525,101)	-2%
		Lynchburg	140,722	5%	Lynchburg	98,187	4%	Lynchburg	61,679	2%	Lynchburg	26,127	1%
		Northern Va	(2,878,077)	-5%	Northern Va	(2,900,449)	-5%	Northern Va	(3,145,445)	-6%	Northern Va	(3,421,558)	-6%
		Richmond	2,558,936	13%	Richmond	3,168,685	16%	Richmond	3,893,002	20%	Richmond	4,635,500	23%
		Salem	335,967	4%	Salem	300,203	4%	Salem	276,260	4%	Salem	254,191	3%
		Staunton	32,049	1%	Staunton	11,568	0%	Staunton	(6,299)	0%	Staunton	(23,751)	-1%
		XMulti	(180,773)	-5%	XMulti	(296,682)	-9%	XMulti	(409,554)	-12%	XMulti	(526,158)	-15%

- Sizing + Performance Adjustment Scenario assumes 95% of funding allocation on a sizing basis and 5% on performance basis
- This table demonstrates how funding allocation shifts if performance set-aside is increased

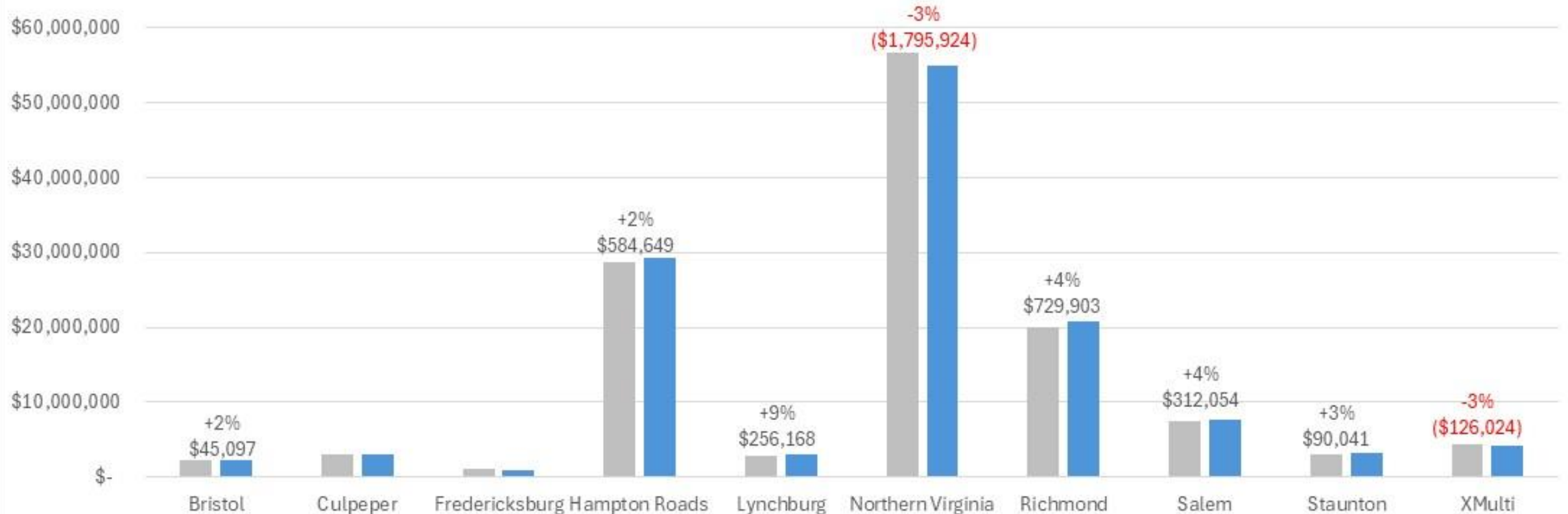
Sizing + Performance Adjustment Scenario

Average FY 24-26 Estimated Allocations by District

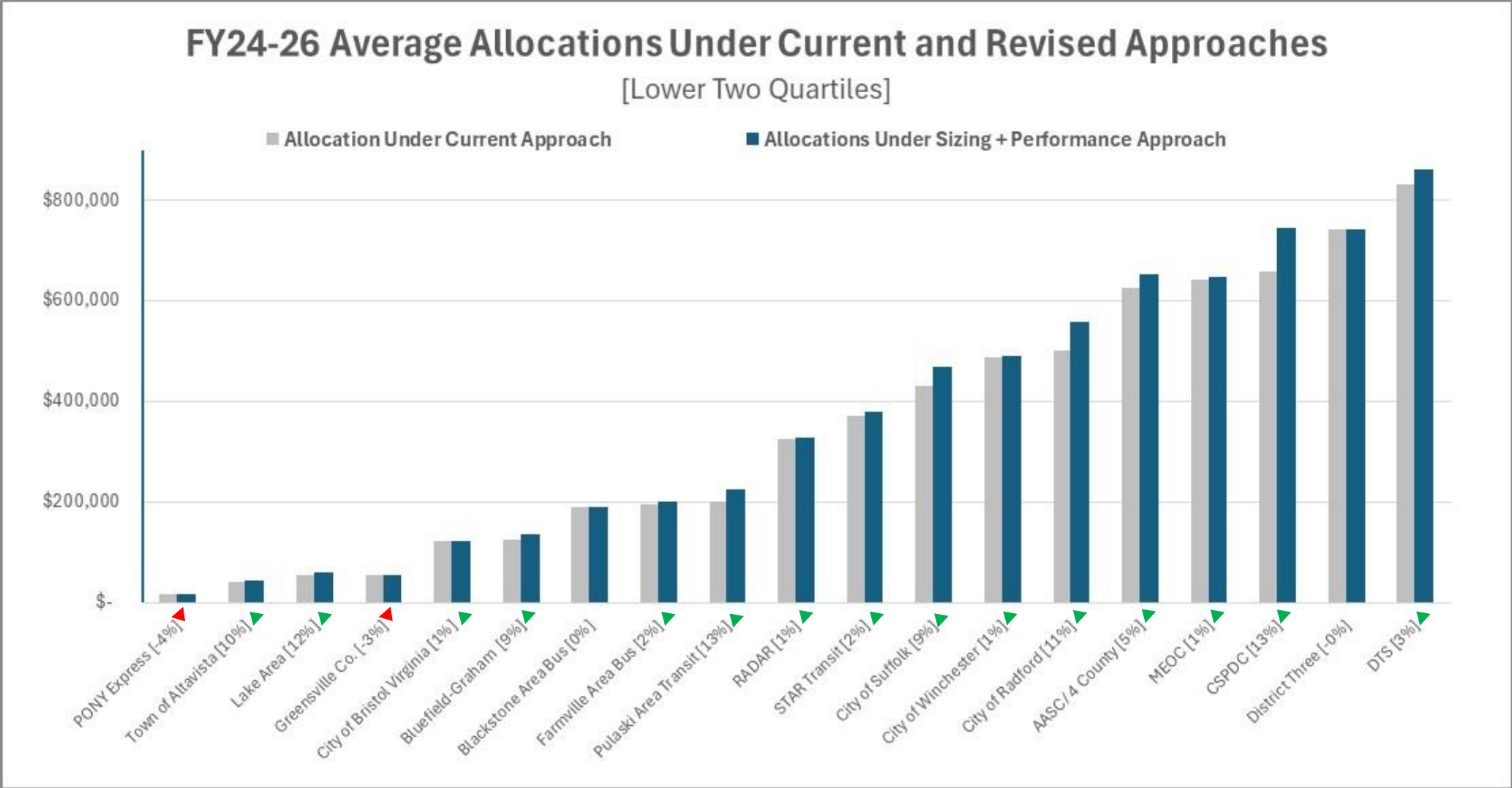
FY24-26 Average Allocations by District Under Current and Revised Approaches

■ Allocation Under Current Approach

■ Allocation Under Sizing + Performance Approach

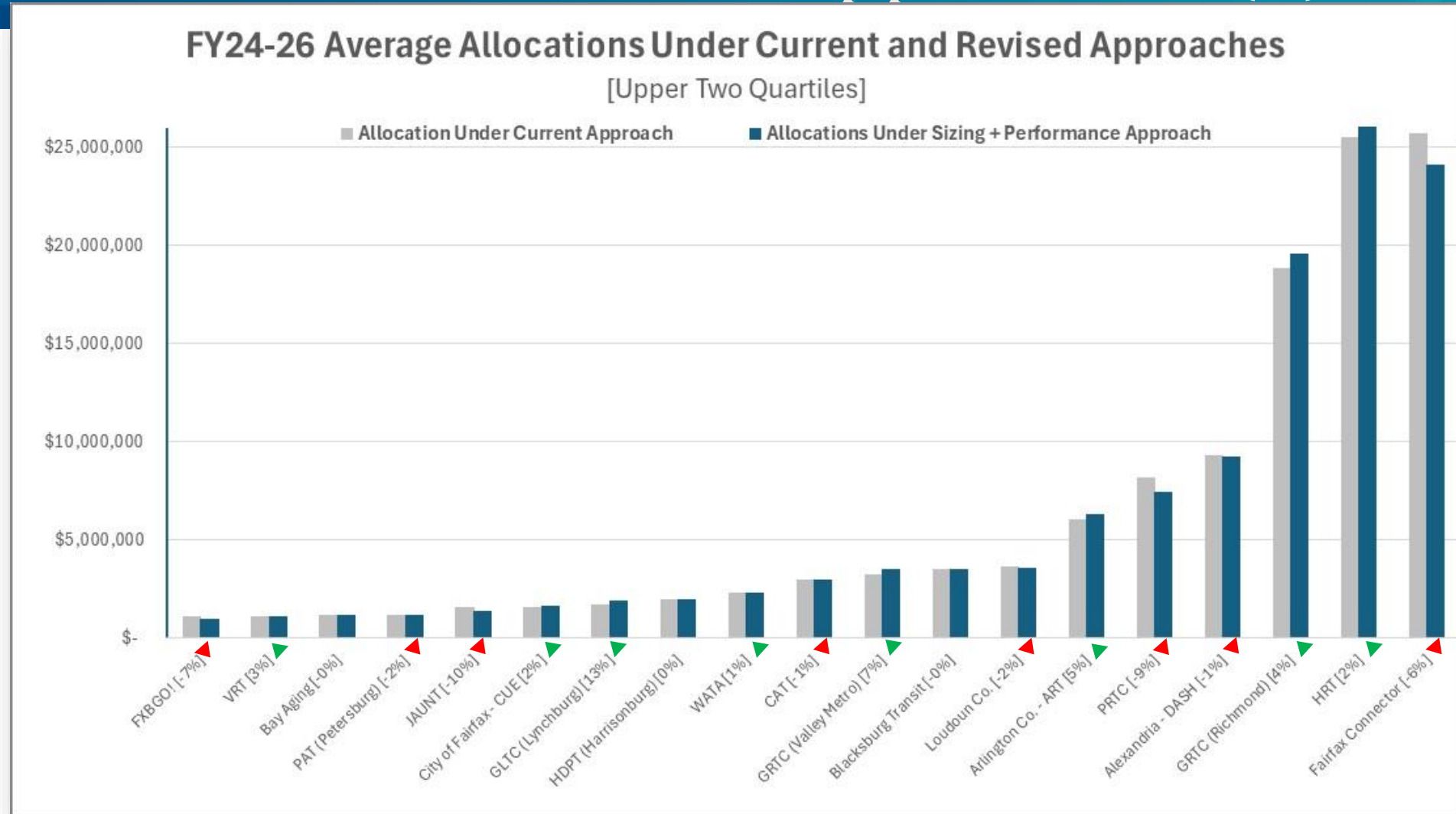


FY 24-26 Average Allocations by Agency Under Current and Revised Approaches (1)



23	Large Urban	(672,207)	-0.61%
	Small Urban/Rural	672,207	3.60%

FY 24-26 Average Allocations by Agency Under Current and Revised Approaches (2)

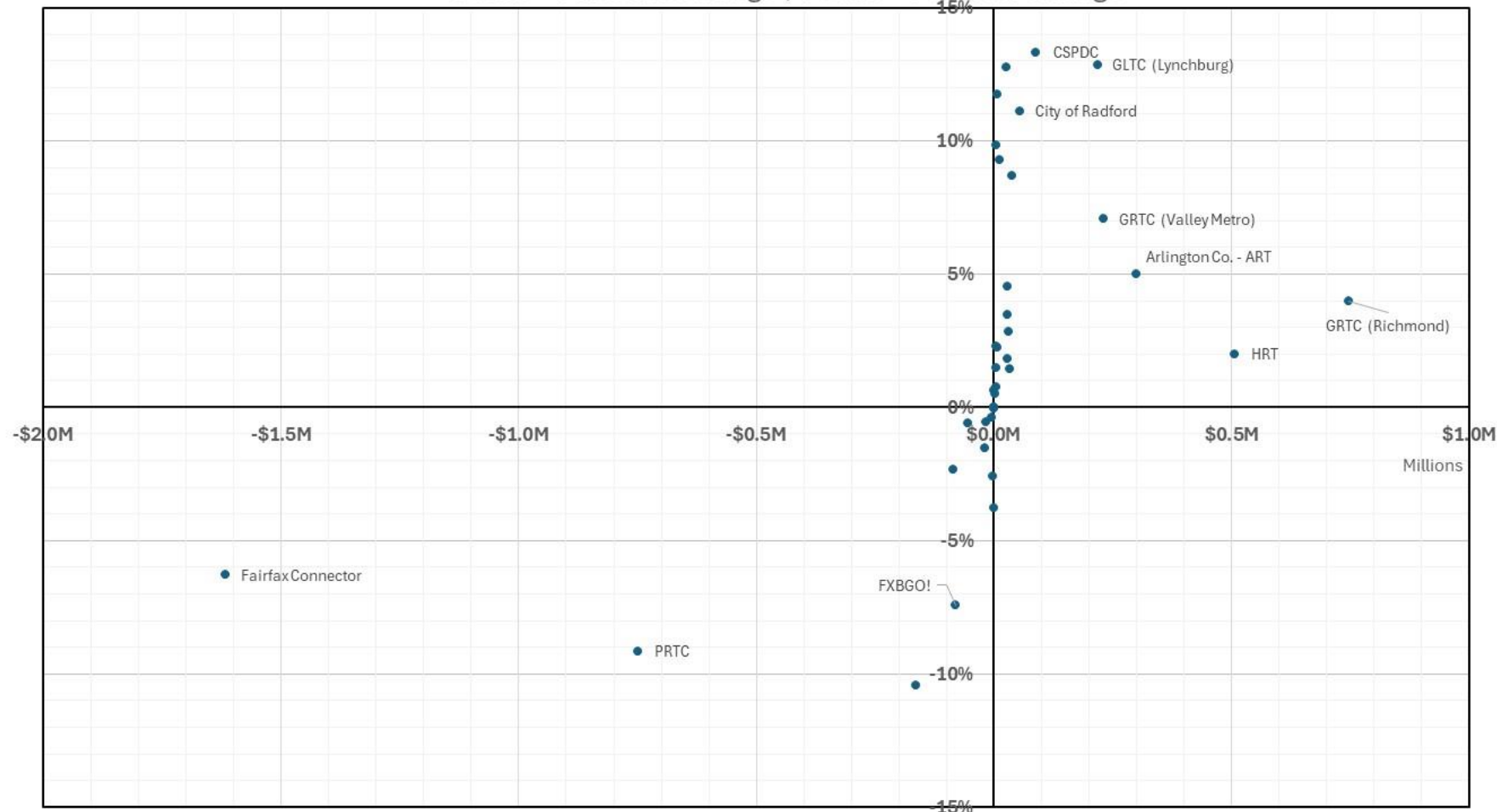


Sizing + Performance Adjustment Scenario

FY 24-26 Average Allocations Comparison *by Agency*

FY24-26 Average Allocation Comparison Between Current and Revised Approaches

X-Axis = Amount Change ; Y-Axis = Percent Change



Key Findings of Sizing + Performance Adjustment Scenario

- Simplifies formula by removing trend adjustment—easier to communicate
- Makes formula more outcome focused and performance oriented
- Still accounts for disparity in agency size by considering cost
 - Addresses types of service operated: bus, commuter bus, light rail, demand response
 - Geographic area and population density served; regional cost variation
- Shifts allocations mainly from removal of trend adjustment
 - Trends favored larger urban areas in the last 2 years due to strong recovery from slowdown during COVID
- Overall results in small shift away from large urban to small urban/rural
 - Reductions in Fairfax County, JAUNT and PRTC
 - Increases for HRT, Lynchburg, Arlington, GRTC and Valley Metro

Alignment of Scenarios with Goals

# GOALS/SCENARIO	A. Sizing Only	B. Remove Cost	C. Additional Performance Allocation	D. Cap Growth	Sizing + Performance
1 Outcome-focused	✓	✓			✓
2 Alternative Performance-Based Allocation			✓		✓
3 Simplification					✓
4 Predictability				✓	

✓ Addresses goal directly

Potential Alternative Approaches and Limitations

- **Tiered Allocations by Mode (motor bus, paratransit, commuter bus, etc.)**
 - Need standardized methodology for allocating administrative/overhead costs by mode
 - Need approach to partition revenues into tiers
- **Tiered Allocations by Transit Agency Type (Large Urban, Small Urban/Rural)**
 - Need standardized procedures for reporting performance measures
 - Need to account for agencies that provide multiple types of services
 - Need approach to partition revenues into tiers
- **Passenger Miles Traveled (PMT)**
 - Need additional time and budget resources for new approaches to collecting PMT data (e.g., cameras)
 - PMT data is currently only collected for 12 out of 38 eligible agencies; rough estimate, limited sampling of rides
 - For analytical purposes, DRPT "synthesizes" PMT data for remaining 26 agencies
- **Locally Derived Income (LDI)**
 - Need operating fund source data by agency and associated time/effort for data collection and verification.
- **Cost of Living**
 - Need approach to isolate agencies by service areas with distinct cost of living

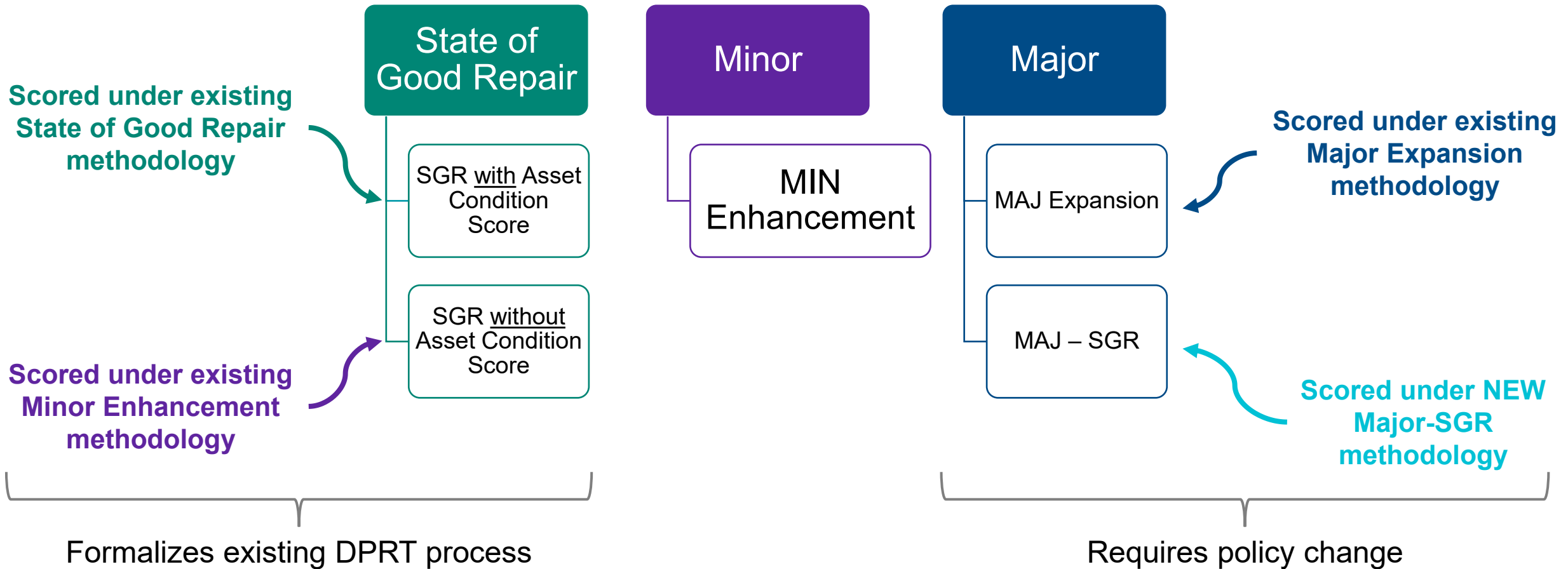
MERIT Capital Assistance Program Review

MERIT - Capital Assistance Project Types

Transit Capital Projects are classified into three categories:

	State of Good Repair	• Replace or rehab existing asset <u>and</u> project cost $\leq$ \$3M	68% maximum state match
	Minor Enhancement	• Add capacity or new assets <u>and</u> project cost $\leq$ \$3M • Expansion vehicle purchase of $\leq$ 5 vehicles or 5% fleet (greater of) • All projects for engineering and design	68% maximum state match
	Major Expansion	• Add, expand, or improve services or facilities <u>and</u> project cost $>$ \$3M • Expansion vehicle purchase of $>$ 5 vehicles or 5% fleet (greater of)	50% maximum state match

Proposed New Subcategories



Project Breakdown in New Subcategories

Year	SGR	MIN	MAJ	Total
FY 24	305	128	3	436
FY 25	301	156	3	460
FY 26	350	149	4	503
Total	956	433	10	1399

Year	SGR w/ Asset Cond.	SGR w/o Asset Cond.	MIN	MAJ - Expansion	MAJ - SGR	Total
FY 24	305	62	66	2	1	436
FY 25	301	76	80	2	1	460
FY 26	350	98	51	2	2	503
Total	956	236	197	6	4	1399

Proposed Incentive Scoring



- Continue to incentivize the 3 existing Agency Accountability criteria
- Add 2 new Good Grants Management incentive criteria
 - **Project Progress:** Award to agencies that have no projects >2 years old with no claims/invoices against them
 - Incentivizes agencies to show progress is being made on already funded projects
 - **Project Closeout:** Award to agencies that have no projects >90 days expired
 - Incentivizes agencies to closeout projects in a timely manner
- Award 2 points for each of the 5 criteria (up to 10 points total)

Impact of Proposed Incentive Scoring

- For FY 26 projects, existing incentive scoring added an average of:
 - +5.1 points to SGR projects
 - +5.5 points to MIN projects
- For FY 26 projects, proposed incentive scoring would add an average of:
 - +7.0 points to SGR projects
 - +6.0 points to MIN projects
- Implementing proposed incentive scoring to FY 26 projects results in:
 - Average change in SGR technical score of +1.9 points (range of score change: -8 to +8 points)
 - Average change in MIN technical score of +0.5 points (range of score changes: -8 to +8 points)
- In general, incentive points only impact projects near the funding cutoff line

Agency Survey Questions

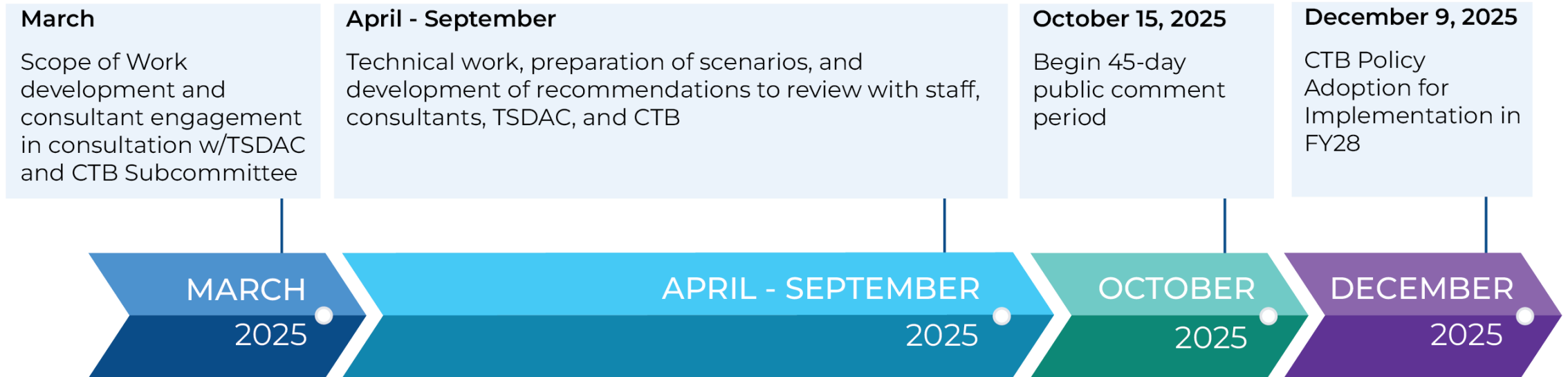
1. Would your agency/locality support moving the application period up by two months each cycle for all grants except State Operating Assistance?
 2. Would your agency/locality support moving from an annual cycle for Major Construction projects (construction projects that have a total cost of \$3M or more) to a biennial application cycle (every other year)?
- Survey results will be presented at TSDAC meeting

MERIT Program Review Next Steps and Timeline

Next Steps

- CTB to consider adoption of modifications to MERIT Operating and Capital Assistance Programs
- DRPT to develop revised procedures, training, and data collection for implementation in FY 28
- DRPT to evaluate collection of new data from agencies to support potential future refinements to allocation approach

Timeline



A black and white photograph of a person's hands holding a cup and pointing at a map on a table. The map shows a network of lines and points, likely representing a transit system. The image is partially obscured by a large blue circle on the right side of the slide.

Questions, Comments, Feedback?

Appendix: FY 26 Estimated Allocations by Agency by Scenario

Sizing+ Performance Adjustment Scenario

- FY 26 Estimated Allocation by Agency

Construction District	Recipient (Eligible Agency)	CURRENT ALLOCATION	NEW ALLOCATION	Difference	% Difference
BY AGENCY					
Bristol	AASC / Four County Transit	\$ 554,807	\$ 604,444	\$ 49,637	9%
Bristol	City of Bristol Virginia	\$ 108,464	\$ 108,464	\$ -	0%
Bristol	District Three Public Transit	\$ 681,013	\$ 716,206	\$ 35,193	5%
Bristol	Mountain Empire Older Citizens, Inc.	\$ 632,075	\$ 646,776	\$ 14,701	2%
Bristol	Town of Bluefield-Graham Transit	\$ 108,640	\$ 130,699	\$ 22,060	20%
Culpeper	Charlottesville Area Transit	\$ 3,555,342	\$ 3,357,524	\$ (197,818)	-6%
Fredericksburg	FRED / Fredericksburg Regional Transit	\$ 1,077,295	\$ 984,191	\$ (93,104)	-9%
Hampton Roads	City of Suffolk	\$ 373,177	\$ 451,271	\$ 78,094	21%
Hampton Roads	Greensville County	\$ 56,159	\$ 53,329	\$ (2,829)	-5%
Hampton Roads	Hampton Roads Transit	\$ 24,837,288	\$ 25,183,332	\$ 346,044	1%
Hampton Roads	STAR Transit	\$ 379,222	\$ 404,323	\$ 25,101	7%
Hampton Roads	Town of Chincoteague	\$ 21,388	\$ 21,388	\$ -	0%
Hampton Roads	Williamsburg Area Transit Authority	\$ 2,231,194	\$ 2,330,963	\$ 99,769	4%
Lynchburg	Danville Transit System	\$ 758,875	\$ 832,038	\$ 73,163	10%
Lynchburg	Farmville Area Bus	\$ 196,085	\$ 209,510	\$ 13,425	7%
Lynchburg	Greater Lynchburg Transit Company	\$ 1,666,636	\$ 1,789,056	\$ 122,420	7%
Lynchburg	Town of Altavista	\$ 41,490	\$ 49,713	\$ 8,223	20%
Northern Virginia	Loudoun County	\$ 4,616,923	\$ 4,236,789	\$ (380,134)	-8%
Northern Virginia	NVTC - Arlington County	\$ 5,903,647	\$ 5,967,302	\$ 63,655	1%
Northern Virginia	NVTC - City of Alexandria	\$ 10,280,105	\$ 9,948,245	\$ (331,860)	-3%
Northern Virginia	NVTC - City of Fairfax	\$ 1,636,081	\$ 1,636,081	\$ -	0%
Northern Virginia	NVTC - Fairfax County	\$ 23,974,960	\$ 22,567,314	\$ (1,407,647)	-6%
Northern Virginia	PRTC	\$ 8,680,793	\$ 7,473,987	\$ (1,206,806)	-14%
Richmond	City of Petersburg	\$ 1,036,984	\$ 1,050,989	\$ 14,006	1%
Richmond	Greater Richmond Transit Company	\$ 18,779,007	\$ 20,652,350	\$ 1,873,343	10%
Salem	Blacksburg Transit	\$ 3,842,698	\$ 3,842,698	\$ -	0%
Salem	City of Radford	\$ 471,126	\$ 555,030	\$ 83,904	18%
Salem	Greater Roanoke Transit Company	\$ 3,193,343	\$ 3,574,909	\$ 381,566	12%
Salem	Pulaski Area Transit	\$ 182,624	\$ 217,202	\$ 34,577	19%
Staunton	Central Shenandoah PDC	\$ 618,201	\$ 708,870	\$ 90,669	15%
Staunton	City of Harrisonburg Dept. of Public Tran	\$ 2,230,681	\$ 2,230,681	\$ -	0%
Staunton	City of Winchester	\$ 513,663	\$ 533,703	\$ 20,040	4%
XMulti	Bay Aging	\$ 1,001,822	\$ 1,121,316	\$ 119,494	12%
XMulti	Blackstone Area Bus	\$ 181,453	\$ 181,453	\$ -	0%
XMulti	JAUNT	\$ 962,325	\$ 898,908	\$ (63,416)	-7%
XMulti	Lake Area	\$ 61,834	\$ 80,791	\$ 18,957	31%
XMulti	RADAR	\$ 290,339	\$ 303,839	\$ 13,500	5%
XMulti	VRT	\$ 967,113	\$ 1,049,186	\$ 82,073	8%
	Statewide Total	\$ 126,704,869	\$ 126,704,869	\$ (0.00)	

Scenario A. Sizing Adjustment Only

- FY 26 Estimated Allocation by Agency

Construction District	Recipient (Eligible Agency)	CURRENT ALLOCATION	NEW ALLOCATION	Difference	% Difference
BY AGENCY					
Bristol	AASC / Four County Transit	\$ 554,807	\$ 591,212	\$ 36,405	7%
Bristol	City of Bristol Virginia	\$ 108,464	\$ 108,464	\$ -	0%
Bristol	District Three Public Transit	\$ 681,013	\$ 721,066	\$ 40,054	6%
Bristol	Mountain Empire Older Citizens, Inc.	\$ 632,075	\$ 646,776	\$ 14,701	2%
Bristol	Town of Bluefield-Graham Transit	\$ 108,640	\$ 120,405	\$ 11,766	11%
Culpeper	Charlottesville Area Transit	\$ 3,555,342	\$ 3,574,298	\$ 18,956	1%
Fredericksburg	FRED / Fredericksburg Regional Transit	\$ 1,077,295	\$ 1,056,543	\$ (20,752)	-2%
Hampton Roads	City of Suffolk	\$ 373,177	\$ 388,913	\$ 15,736	4%
Hampton Roads	Greensville County	\$ 56,159	\$ 59,607	\$ 3,448	6%
Hampton Roads	Hampton Roads Transit	\$ 24,837,288	\$ 24,370,600	\$ (466,688)	-2%
Hampton Roads	STAR Transit	\$ 379,222	\$ 404,323	\$ 25,101	7%
Hampton Roads	Town of Chincoteague	\$ 21,388	\$ 21,388	\$ -	0%
Hampton Roads	Williamsburg Area Transit Authority	\$ 2,231,194	\$ 2,330,963	\$ 99,769	4%
Lynchburg	Danville Transit System	\$ 758,875	\$ 760,141	\$ 1,266	0%
Lynchburg	Farmville Area Bus	\$ 196,085	\$ 209,510	\$ 13,425	7%
Lynchburg	Greater Lynchburg Transit Company	\$ 1,666,636	\$ 1,684,918	\$ 18,282	1%
Lynchburg	Town of Altavista	\$ 41,490	\$ 46,337	\$ 4,847	12%
Northern Virginia	Loudoun County	\$ 4,616,923	\$ 4,484,980	\$ (131,942)	-3%
Northern Virginia	NVTC - Arlington County	\$ 5,903,647	\$ 5,822,970	\$ (80,677)	-1%
Northern Virginia	NVTC - City of Alexandria	\$ 10,280,105	\$ 10,489,155	\$ 209,049	2%
Northern Virginia	NVTC - City of Fairfax	\$ 1,636,081	\$ 1,636,081	\$ -	0%
Northern Virginia	NVTC - Fairfax County	\$ 23,974,960	\$ 23,570,704	\$ (404,257)	-2%
Northern Virginia	PRTC	\$ 8,680,793	\$ 8,355,371	\$ (325,422)	-4%
Richmond	City of Petersburg	\$ 1,036,984	\$ 1,077,693	\$ 40,709	4%
Richmond	Greater Richmond Transit Company	\$ 18,779,007	\$ 19,291,822	\$ 512,816	3%
Salem	Blacksburg Transit	\$ 3,842,698	\$ 3,842,698	\$ -	0%
Salem	City of Radford	\$ 471,126	\$ 480,060	\$ 8,934	2%
Salem	Greater Roanoke Transit Company	\$ 3,193,343	\$ 3,315,026	\$ 121,684	4%
Salem	Pulaski Area Transit	\$ 182,624	\$ 207,810	\$ 25,185	14%
Staunton	Central Shenandoah PDC	\$ 618,201	\$ 679,847	\$ 61,647	10%
Staunton	City of Harrisonburg Dept. of Public Tran	\$ 2,230,681	\$ 2,230,681	\$ -	0%
Staunton	City of Winchester	\$ 513,663	\$ 524,680	\$ 11,017	2%
XMulti	Bay Aging	\$ 1,001,822	\$ 1,062,290	\$ 60,468	6%
XMulti	Blackstone Area Bus	\$ 181,453	\$ 181,453	\$ -	0%
XMulti	JAUNT	\$ 962,325	\$ 970,539	\$ 8,214	1%
XMulti	Lake Area	\$ 61,834	\$ 61,278	\$ (556)	-1%
XMulti	RADAR	\$ 290,339	\$ 313,799	\$ 23,460	8%
XMulti	VRT	\$ 967,113	\$ 1,010,470	\$ 43,357	4%
	Statewide Total	\$ 126,704,869	\$ 126,704,869	\$ (0.00)	

Scenario B. Remove Cost from Sizing

- FY 26 Estimated Allocation by Agency

Construction District	Recipient (Eligible Agency)	CURRENT ALLOCATION	NEW ALLOCATION	Difference	% Difference
BY AGENCY					
Bristol	AASC / Four County Transit	\$ 554,807	\$ 595,732	\$ 40,925	7%
Bristol	City of Bristol Virginia	\$ 108,464	\$ 108,464	\$ -	0%
Bristol	District Three Public Transit	\$ 681,013	\$ 737,800	\$ 56,787	8%
Bristol	Mountain Empire Older Citizens, Inc.	\$ 632,075	\$ 646,776	\$ 14,701	2%
Bristol	Town of Bluefield-Graham Transit	\$ 108,640	\$ 133,021	\$ 24,381	22%
Culpeper	Charlottesville Area Transit	\$ 3,555,342	\$ 3,785,791	\$ 230,449	6%
Fredericksburg	FRED / Fredericksburg Regional Transit	\$ 1,077,295	\$ 995,737	\$ (81,558)	-8%
Hampton Roads	City of Suffolk	\$ 373,177	\$ 368,858	\$ (4,319)	-1%
Hampton Roads	Greensville County	\$ 56,159	\$ 60,196	\$ 4,038	7%
Hampton Roads	Hampton Roads Transit	\$ 24,837,288	\$ 23,049,538	\$ (1,787,750)	-7%
Hampton Roads	STAR Transit	\$ 379,222	\$ 404,323	\$ 25,101	7%
Hampton Roads	Town of Chincoteague	\$ 21,388	\$ 21,388	\$ -	0%
Hampton Roads	Williamsburg Area Transit Authority	\$ 2,231,194	\$ 2,330,963	\$ 99,769	4%
Lynchburg	Danville Transit System	\$ 758,875	\$ 733,413	\$ (25,462)	-3%
Lynchburg	Farmville Area Bus	\$ 196,085	\$ 209,510	\$ 13,425	7%
Lynchburg	Greater Lynchburg Transit Company	\$ 1,666,636	\$ 1,670,930	\$ 4,294	0%
Lynchburg	Town of Altavista	\$ 41,490	\$ 49,713	\$ 8,223	20%
Northern Virginia	Loudoun County	\$ 4,616,923	\$ 3,652,218	\$ (964,705)	-21%
Northern Virginia	NVTC - Arlington County	\$ 5,903,647	\$ 5,850,365	\$ (53,282)	-1%
Northern Virginia	NVTC - City of Alexandria	\$ 10,280,105	\$ 10,814,170	\$ 534,064	5%
Northern Virginia	NVTC - City of Fairfax	\$ 1,636,081	\$ 1,636,081	\$ -	0%
Northern Virginia	NVTC - Fairfax County	\$ 23,974,960	\$ 23,108,898	\$ (866,062)	-4%
Northern Virginia	PRTC	\$ 8,680,793	\$ 7,179,320	\$ (1,501,473)	-17%
Richmond	City of Petersburg	\$ 1,036,984	\$ 1,178,713	\$ 141,729	14%
Richmond	Greater Richmond Transit Company	\$ 18,779,007	\$ 22,398,595	\$ 3,619,588	19%
Salem	Blacksburg Transit	\$ 3,842,698	\$ 3,842,698	\$ -	0%
Salem	City of Radford	\$ 471,126	\$ 433,314	\$ (37,812)	-8%
Salem	Greater Roanoke Transit Company	\$ 3,193,343	\$ 3,586,802	\$ 393,459	12%
Salem	Pulaski Area Transit	\$ 182,624	\$ 222,604	\$ 39,980	22%
Staunton	Central Shenandoah PDC	\$ 618,201	\$ 761,199	\$ 142,998	23%
Staunton	City of Harrisonburg Dept. of Public Tran	\$ 2,230,681	\$ 2,230,681	\$ -	0%
Staunton	City of Winchester	\$ 513,663	\$ 534,584	\$ 20,921	4%
XMulti	Bay Aging	\$ 1,001,822	\$ 1,002,965	\$ 1,143	0%
XMulti	Blackstone Area Bus	\$ 181,453	\$ 181,453	\$ -	0%
XMulti	JAUNT	\$ 962,325	\$ 843,819	\$ (118,506)	-12%
XMulti	Lake Area	\$ 61,834	\$ 51,632	\$ (10,201)	-16%
XMulti	RADAR	\$ 290,339	\$ 323,522	\$ 33,184	11%
XMulti	VRT	\$ 967,113	\$ 969,084	\$ 1,971	0%
	Statewide Total	\$ 126,704,869	\$ 126,704,869	\$ 0.00	

Scenario C. Additional Performance Allocation

- FY 26 Estimated Allocation by Agency

Construction District	Recipient (Eligible Agency)	CURRENT ALLOCATION	NEW ALLOCATION	Difference	% Difference
BY AGENCY					
Bristol	AASC / Four County Transit	\$ 554,807	\$ 547,302	\$ (7,505)	-1%
Bristol	City of Bristol Virginia	\$ 108,464	\$ 108,464	\$ -	0%
Bristol	District Three Public Transit	\$ 681,013	\$ 673,208	\$ (7,805)	-1%
Bristol	Mountain Empire Older Citizens, Inc.	\$ 632,075	\$ 623,301	\$ (8,774)	-1%
Bristol	Town of Bluefield-Graham Transit	\$ 108,640	\$ 107,712	\$ (927)	-1%
Culpeper	Charlottesville Area Transit	\$ 3,555,342	\$ 3,561,495	\$ 6,154	0%
Fredericksburg	FRED / Fredericksburg Regional Transit	\$ 1,077,295	\$ 1,069,217	\$ (8,078)	-1%
Hampton Roads	City of Suffolk	\$ 373,177	\$ 367,687	\$ (5,491)	-1%
Hampton Roads	Greensville County	\$ 56,159	\$ 55,365	\$ (794)	-1%
Hampton Roads	Hampton Roads Transit	\$ 24,837,288	\$ 24,710,135	\$ (127,153)	-1%
Hampton Roads	STAR Transit	\$ 379,222	\$ 375,418	\$ (3,804)	-1%
Hampton Roads	Town of Chincoteague	\$ 21,388	\$ 21,388	\$ -	0%
Hampton Roads	Williamsburg Area Transit Authority	\$ 2,231,194	\$ 2,281,222	\$ 50,027	2%
Lynchburg	Danville Transit System	\$ 758,875	\$ 754,043	\$ (4,832)	-1%
Lynchburg	Farmville Area Bus	\$ 196,085	\$ 197,097	\$ 1,012	1%
Lynchburg	Greater Lynchburg Transit Company	\$ 1,666,636	\$ 1,655,956	\$ (10,680)	-1%
Lynchburg	Town of Altavista	\$ 41,490	\$ 41,313	\$ (178)	0%
Northern Virginia	Loudoun County	\$ 4,616,923	\$ 4,537,637	\$ (79,286)	-2%
Northern Virginia	NVTC - Arlington County	\$ 5,903,647	\$ 5,913,306	\$ 9,659	0%
Northern Virginia	NVTC - City of Alexandria	\$ 10,280,105	\$ 10,432,772	\$ 152,667	1%
Northern Virginia	NVTC - City of Fairfax	\$ 1,636,081	\$ 1,636,081	\$ -	0%
Northern Virginia	NVTC - Fairfax County	\$ 23,974,960	\$ 23,908,278	\$ (66,683)	0%
Northern Virginia	PRTC	\$ 8,680,793	\$ 8,570,075	\$ (110,718)	-1%
Richmond	City of Petersburg	\$ 1,036,984	\$ 1,040,564	\$ 3,580	0%
Richmond	Greater Richmond Transit Company	\$ 18,779,007	\$ 19,072,781	\$ 293,774	2%
Salem	Blacksburg Transit	\$ 3,842,698	\$ 3,842,698	\$ -	0%
Salem	City of Radford	\$ 471,126	\$ 463,794	\$ (7,332)	-2%
Salem	Greater Roanoke Transit Company	\$ 3,193,343	\$ 3,194,560	\$ 1,218	0%
Salem	Pulaski Area Transit	\$ 182,624	\$ 179,570	\$ (3,055)	-2%
Staunton	Central Shenandoah PDC	\$ 618,201	\$ 612,389	\$ (5,811)	-1%
Staunton	City of Harrisonburg Dept. of Public Tran	\$ 2,230,681	\$ 2,230,681	\$ -	0%
Staunton	City of Winchester	\$ 513,663	\$ 510,859	\$ (2,804)	-1%
XMulti	Bay Aging	\$ 1,001,822	\$ 982,981	\$ (18,841)	-2%
XMulti	Blackstone Area Bus	\$ 181,453	\$ 181,453	\$ -	0%
XMulti	JAUNT	\$ 962,325	\$ 944,498	\$ (17,827)	-2%
XMulti	Lake Area	\$ 61,834	\$ 60,878	\$ (956)	-2%
XMulti	RADAR	\$ 290,339	\$ 286,266	\$ (4,073)	-1%
XMulti	VRT	\$ 967,113	\$ 952,430	\$ (14,683)	-2%
	Statewide Total	\$ 126,704,869	\$ 126,704,869	\$ (0.00)	

Scenario D. Capped Funding Growth

- FY 26 Estimated Allocation by Agency

Construction District	Recipient (Eligible Agency)	CURRENT ALLOCATION	NEW ALLOCATION	Difference	% Difference
BY AGENCY					
Bristol	AASC / Four County Transit	\$ 554,807	\$ 563,171	\$ 8,364	2%
Bristol	City of Bristol Virginia	\$ 108,464	\$ 108,464	\$ -	0%
Bristol	District Three Public Transit	\$ 681,013	\$ 691,279	\$ 10,267	2%
Bristol	Mountain Empire Older Citizens, Inc.	\$ 632,075	\$ 641,604	\$ 9,529	2%
Bristol	Town of Bluefield-Graham Transit	\$ 108,640	\$ 110,277	\$ 1,638	2%
Culpeper	Charlottesville Area Transit	\$ 3,555,342	\$ 2,863,825	\$ (691,517)	-19%
Fredericksburg	FRED / Fredericksburg Regional Transit	\$ 1,077,295	\$ 1,093,536	\$ 16,241	2%
Hampton Roads	City of Suffolk	\$ 373,177	\$ 378,803	\$ 5,626	2%
Hampton Roads	Greensville County	\$ 56,159	\$ 57,005	\$ 847	2%
Hampton Roads	Hampton Roads Transit	\$ 24,837,288	\$ 25,211,733	\$ 374,445	2%
Hampton Roads	STAR Transit	\$ 379,222	\$ 384,939	\$ 5,717	2%
Hampton Roads	Town of Chincoteague	\$ 21,388	\$ 13,154	\$ (8,234)	-39%
Hampton Roads	Williamsburg Area Transit Authority	\$ 2,231,194	\$ 2,264,832	\$ 33,637	2%
Lynchburg	Danville Transit System	\$ 758,875	\$ 770,316	\$ 11,441	2%
Lynchburg	Farmville Area Bus	\$ 196,085	\$ 199,041	\$ 2,956	2%
Lynchburg	Greater Lynchburg Transit Company	\$ 1,666,636	\$ 1,691,762	\$ 25,126	2%
Lynchburg	Town of Altavista	\$ 41,490	\$ 42,116	\$ 626	2%
Northern Virginia	Loudoun County	\$ 4,616,923	\$ 3,552,777	\$ (1,064,146)	-23%
Northern Virginia	NVTC - Arlington County	\$ 5,903,647	\$ 5,992,650	\$ 89,003	2%
Northern Virginia	NVTC - City of Alexandria	\$ 10,280,105	\$ 10,381,633	\$ 101,528	1%
Northern Virginia	NVTC - City of Fairfax	\$ 1,636,081	\$ 1,636,081	\$ -	0%
Northern Virginia	NVTC - Fairfax County	\$ 23,974,960	\$ 24,336,405	\$ 361,445	2%
Northern Virginia	PRTC	\$ 8,680,793	\$ 8,740,875	\$ 60,082	1%
Richmond	City of Petersburg	\$ 1,036,984	\$ 1,052,617	\$ 15,633	2%
Richmond	Greater Richmond Transit Company	\$ 18,779,007	\$ 19,062,118	\$ 283,111	2%
Salem	Blacksburg Transit	\$ 3,842,698	\$ 3,842,698	\$ -	0%
Salem	City of Radford	\$ 471,126	\$ 478,229	\$ 7,103	2%
Salem	Greater Roanoke Transit Company	\$ 3,193,343	\$ 3,241,485	\$ 48,143	2%
Salem	Pulaski Area Transit	\$ 182,624	\$ 185,378	\$ 2,753	2%
Staunton	Central Shenandoah PDC	\$ 618,201	\$ 627,520	\$ 9,320	2%
Staunton	City of Harrisonburg Dept. of Public Tran	\$ 2,230,681	\$ 2,173,122	\$ (57,559)	-3%
Staunton	City of Winchester	\$ 513,663	\$ 521,407	\$ 7,744	2%
XMulti	Bay Aging	\$ 1,001,822	\$ 1,016,925	\$ 15,103	2%
XMulti	Blackstone Area Bus	\$ 181,453	\$ 181,453	\$ -	0%
XMulti	JAUNT	\$ 962,325	\$ 976,833	\$ 14,508	2%
XMulti	Lake Area	\$ 61,834	\$ 56,355	\$ (5,478)	-9%
XMulti	RADAR	\$ 290,339	\$ 294,716	\$ 4,377	2%
XMulti	VRT	\$ 967,113	\$ 981,693	\$ 14,580	2%
	Statewide Total	\$ 126,704,869	\$ 126,418,828	\$ (286,041.08)	