



# TSDAC Meeting

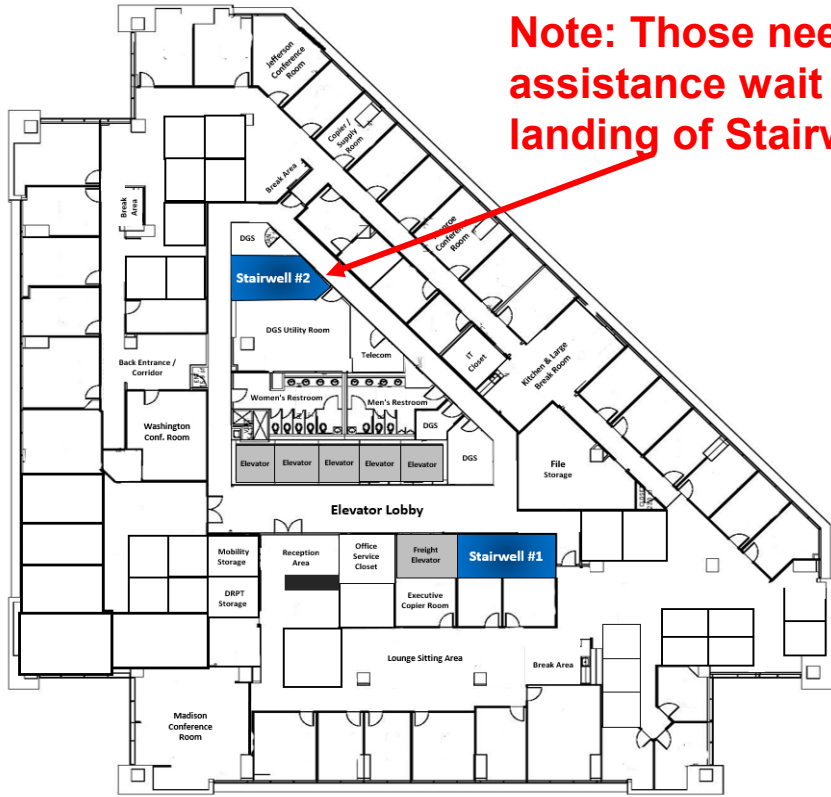
May 12, 2026



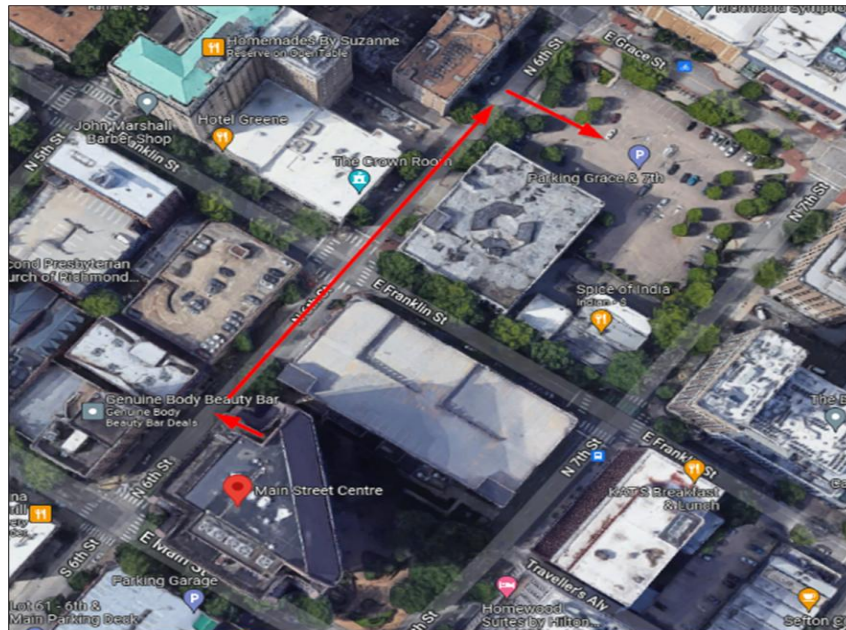
# Today's Agenda

- Welcome and Introductions (Chair)
- Safety Briefing
- Approval of Minutes from April 14, 2026 Meeting
- Comments from DRPT Director
- Overview of FY27 SYIP
- Recap from April Meeting and Cohort Workshops
- MERIT Operating Policy Decision #2: Recommended Sizing Metric Weights by Cohort
- MERIT Operating Policy Decision #3: Performance and Stability Fund Concepts
- TRIP Policy Recommendations
- Next Meeting

# DRPT Safety Briefing (600 East Main Street, 21<sup>st</sup> Floor)



## Assemble at 6<sup>th</sup> & Grace Street



## In Case of Evacuation

### AED & First Aid Kit



AEDs – outside Madison conference room and in Main Kitchen  
First Aid Kit – Located in kitchen areas.

### Fire Extinguishers & Alarms



Fire Extinguishers – Located in the Kitchen, and near Stairwells.

### Security & Active Shooter



If you See something, Say something  
Flee. Hide. Fight.

### Remote Participation



Be aware of phishing emails and scams.  
Know your medical emergency and evacuation strategies.

# Approval of the Minutes from April 14, 2026

# Comments from the DRPT Director

# Overview of FY27 SYIP

# Overview of FY27 SYIP

- FY27 MERIT Operating Assistance Recommended Award: **\$138.8M**
  - 39 Eligible Transit Service Operators – New addition is Town of Bedford
  - Projected revenue decline to \$129.5M in FY28
- FY27 MERIT Capital Assistance Recommended Award: **\$100.9M**
  - State of Good Repair: \$63M
  - Minor Enhancements: \$32M
  - Major Expansion: \$6M in FY27 and \$17M in future year funding
  - 19 Projects with \$11M in state funding transferred to the TRIP program due to dual eligibility between programs
- FY27 Transit Ridership Incentive Program (TRIP) Recommended Award: **\$35M**
  - Regional Routes: \$20M
  - Passenger Amenities: \$10M
  - Public Safety \$4M
  - Zero and Reduced Fares: \$1M

# Recap from April Meeting and Cohort Workshops

# April TSDAC Meeting Recap

- Introduced the Transit Ridership Incentive Program (TRIP) and changes to the program under HB200
- Defined cohorts for MERIT Operating Program
- Identified recommended MERIT Operating Program revenue distribution among cohorts
- Discussed Sizing Metric within each cohort and associated weights of each measure (Cost, Ridership, Miles, Hours)
- Introduced Performance & Stability Fund and the concept of using FTA's STIC program as a model

# Cohort Workshop Feedback and Observations

## General

- Very good attendance at all four workshops. Almost every transit agency represented.
- Consistency in giving more weight to service measures (Revenue Hours and Revenue Miles) across cohorts.
- Questions were mostly seeking clarification on the process/concepts for both TRIP and MERIT Operating
- Good feedback on the Sizing Metric calculator tool but needed more time to use it

## Large Urban

- Careful consideration for the weighting of cost and the impacts of HB 547/SB 731
- Rewarding good performance through a model similar to FTA's STIC received positive feedback

# Cohort Workshop Feedback and Observations

## **Small Urban Feedback**

- Federal Reauthorization uncertainty and the impact to agencies in this cohort, including FTA's 5307 STIC funding
- Two very distinct groups of agencies in this cohort: University towns and non-University towns. Interest in additional cohorting within the Small Urban

## **Rural Feedback**

- Question about how and when TSDAC/DRPT will review the new MERIT Operating formula, once implemented, to see if it's working as intended
- Most of the performance metrics used in the current formula have benefited larger, more urban transit systems (ex: passenger per mile). Need to consider this when identifying the appropriate performance metrics for the rural cohort.
- Even within the cohorts, communities are very different and diversity in service models exist. The most equitable method for distributing funds in this cohort is to heavily weigh cost.

# TSDAC Timeline and Schedule



## MERIT Operating

- Finalize Capital Policy Recommendations
- Introduce Cohort Concept

- Finalize Cohorts
- Introduce Sizing Metric Concept

- FY27 Draft SYIP Review
- Finalize Sizing Metric
- Introduce Performance & Stability Fund Concept

- Finalize Performance & Stability Fund

- Finalize MERIT Operating Policy Recommendations
- Begin CTB briefings for MERIT Operating Policy Changes

## Transit Ridership Incentive Program (TRIP)

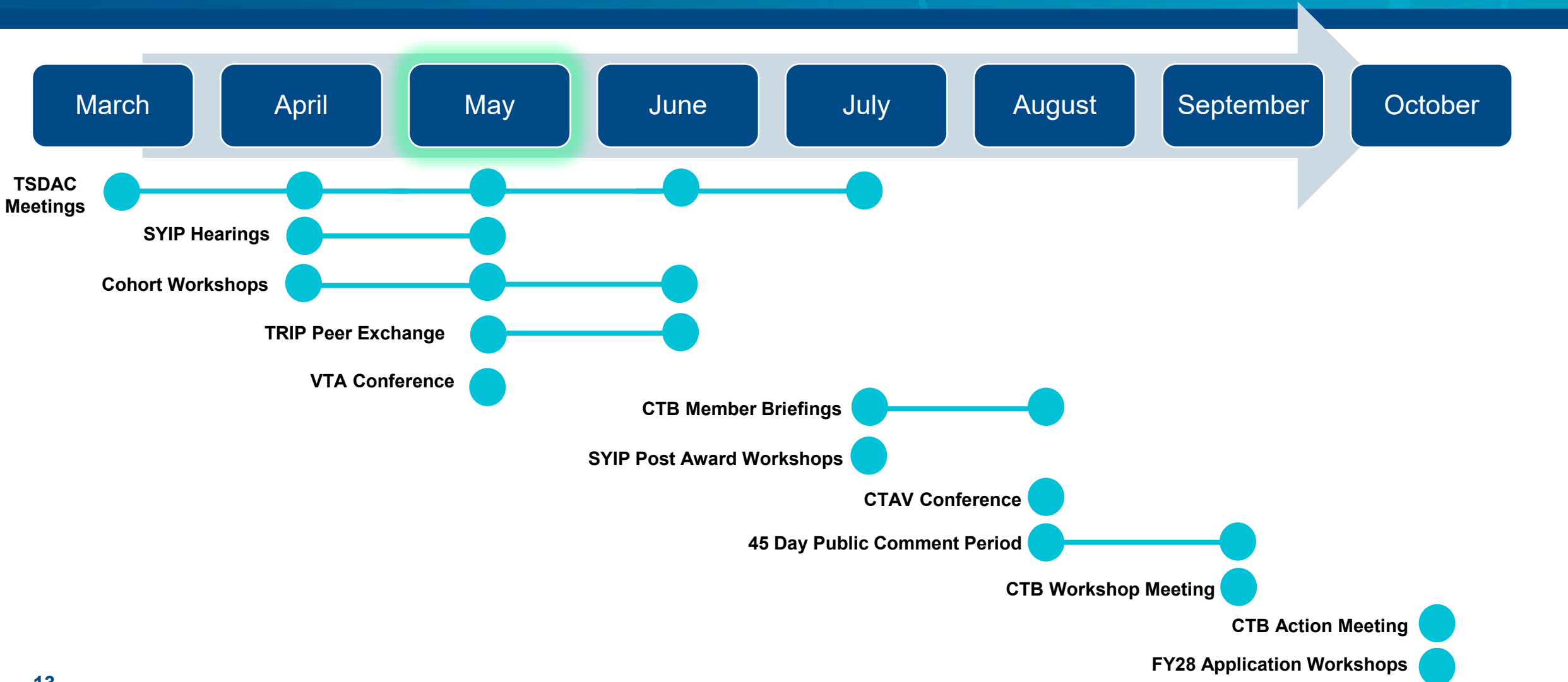
- Review Current TRIP Policy and Legislative Changes

- Introduce Proposed TRIP Policy Changes and Definitions

- Refine Proposed TRIP Policy Changes

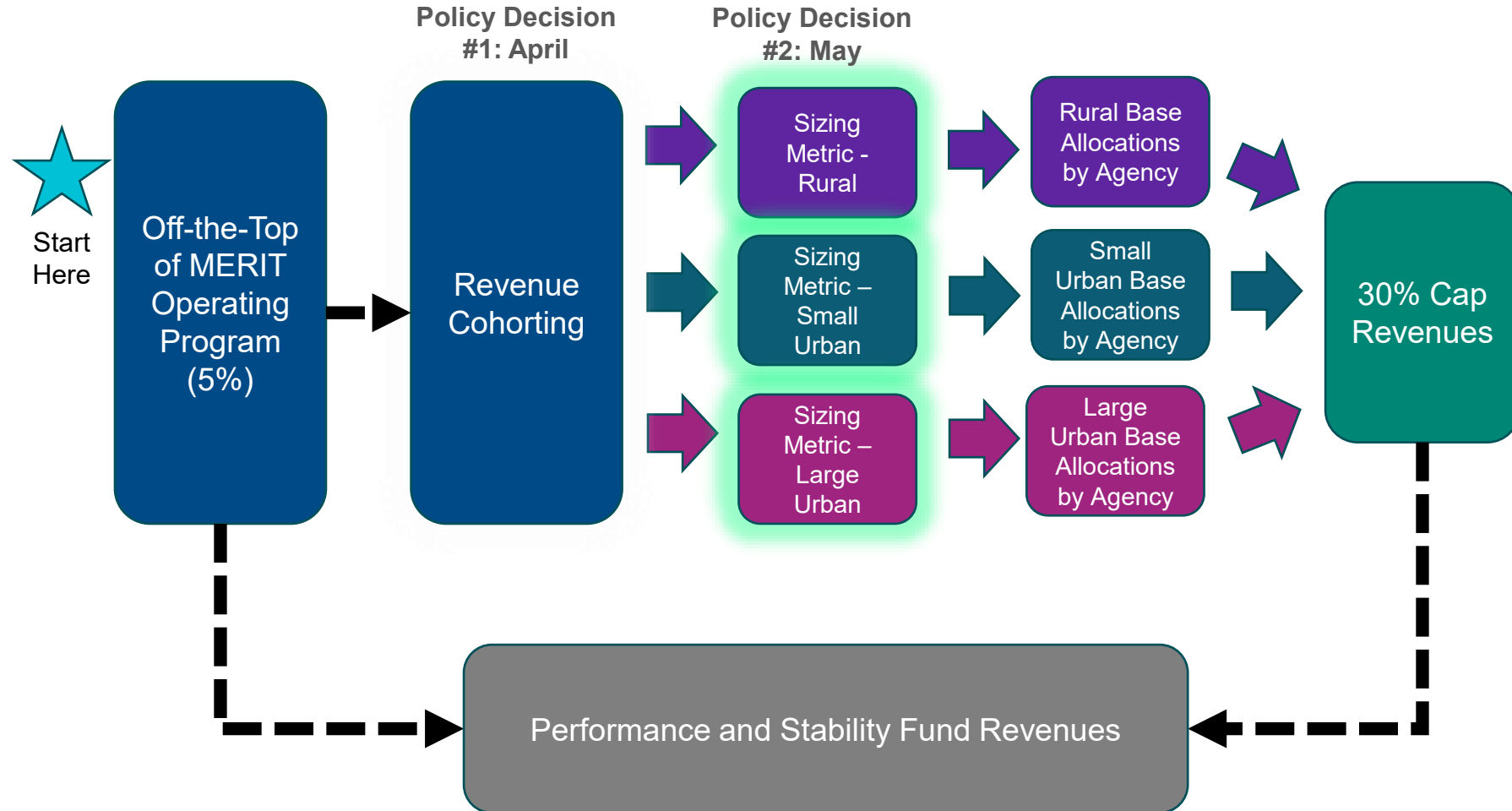
- Finalize TRIP Policy Recommendations
- Begin CTB briefings for TRIP Policy Changes

# Outreach Schedule

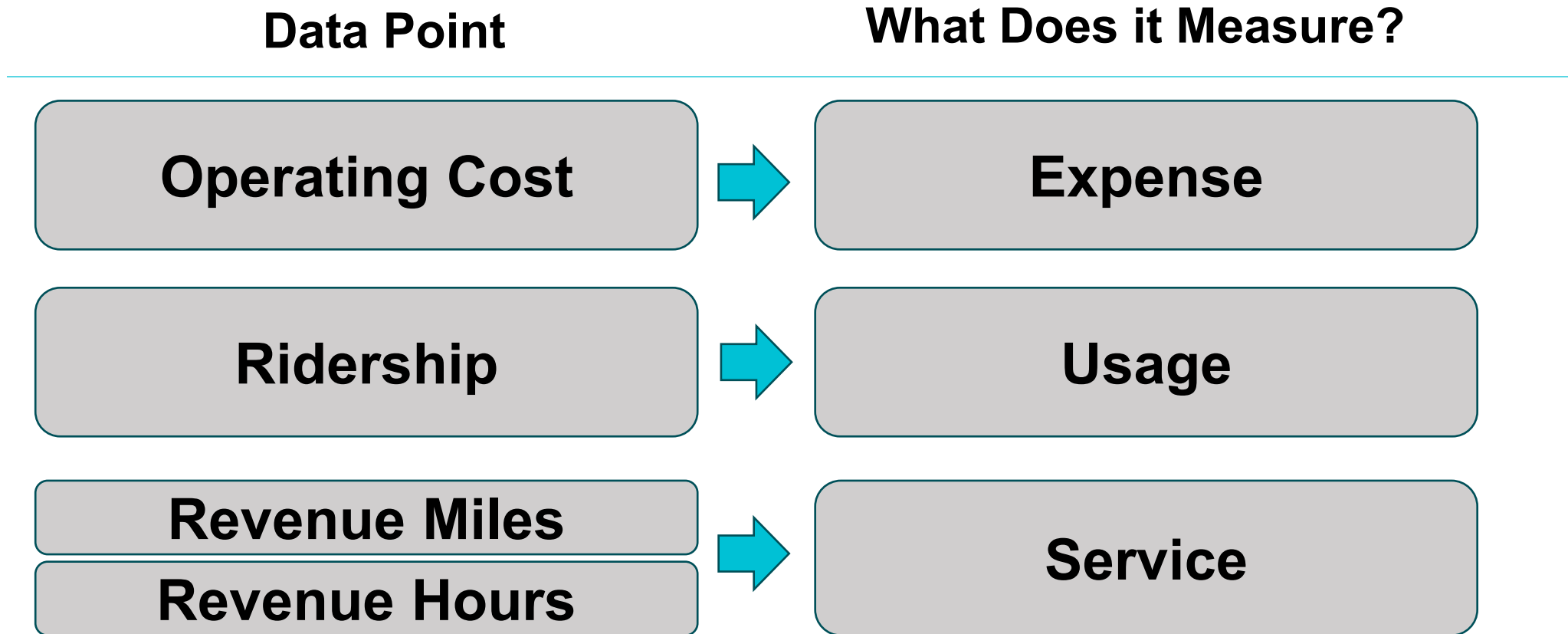


# MERIT Operating Policy Decision #2

# Full Cohorting Conceptual Process



# Terminology: Sizing Metric Measures



# Policy Decision #2

- 2a: How many years of data should be incorporated into the sizing metric?
- 2b: What are the Sizing Metric weights for Rural?
- 2c: What are the Sizing Metric weights for Small Urban?
- 2d: What are the Sizing Metric weights for Large Urban?

# Policy Decision #2a: How many years of data should be incorporated into the sizing metric?

## Key Considerations:

- In the current formula, the sizing metric is calculated using one year of data (most recent year).
- Using a single year of data allows for a quick response to significant changes in transit service provision by agency.
- However, a single year of data leads to less predictability as the data is moving dynamically year-over-year, which leads to single-year data anomalies
- Changing from a single-year of data to an average of data over multiple years would lead to much less variation year-over-year (i.e. better predictability).
- Using average data over multiple years will not respond to changes in transit service provision quickly.

# DRPT Recommendation: Policy Decision #2a

- DRPT recommends utilizing a three (3) year average dataset for operating costs, vehicle revenue miles (VRM), vehicle revenue hours (VRH), and ridership in the Sizing Metric.
- The three (3) years of data incorporated in the Sizing Metric will be the most recent years of data (ex: FY28 SYIP will use FY24, FY25, and FY26 data).
- Beginning in FY29, DRPT will only accept audited expenses and will not utilize General Ledger submissions for the Operating Cost measure.

# Policy Decision #2b: What should be the Sizing Metric weights for the Rural Cohort?

## Key Considerations:

- Rural agencies tend to have low operating costs and travel long distances for service delivery.
- Maximizing ridership is not always a top priority for these agencies but rather getting individuals to medical appointments and other essential services is most critical.
- The ability to enhance service efficiency metrics is limited.
- DRPT acts as the designated recipient of Section 5311 funding for these agencies (i.e. federal operating assistance to each rural agency is administered by DRPT).
- Modes of service operated include fixed route, demand-response/paratransit, and commuter bus

# DRPT Recommendation: Policy Decision #2b

- DRPT recommends the following Sizing Metric Weights for the Rural Cohort:
  - Operating Cost: 50%
  - Ridership: 20%
  - Vehicle Revenue Hours (VRH): 15%
  - Vehicle Revenue Miles (VRM): 15%

# Policy Decision #2b: What should be the Sizing Metric weights for the Rural Cohort?

Disclaimer: Sizing Metric Allocations based on 95% of total FY27 MERIT Operating revenues. Figures are illustrative and should not be compared to actual allocations in SYIP

	Cost	50%		Cost	50%		Difference (%)	Difference (\$)
	Ridership	30%		Ridership	20%			
	Revenue Hours	10%		Revenue Hours	15%			
	Revenue Miles	10%		Revenue Miles	15%			
	Share of Funding (%)	Base Allocation (\$)	Capped Funding (\$)	Share of Funding (%)	Base Allocation (\$)	Capped Funding (\$)		
Town of Chincoteague	0%	\$ 19,659	\$ -	0%	\$ 18,329	\$ -	-6.8%	\$ (1,330)
Greensville County	1%	\$ 55,763	\$ -	1%	\$ 55,362	\$ -	-0.7%	\$ (401)
Town Of Blackstone/ Blackstone Area	2%	\$ 161,373	\$ 32,424	2%	\$ 161,373	\$ 53,342	0.0%	\$ -
Lake Country Area Agency on Aging	1%	\$ 90,008	\$ -	1%	\$ 91,538	\$ -	1.7%	\$ 1,530
Farmville Area Bus	3%	\$ 224,779	\$ 56,950	3%	\$ 224,779	\$ 25,529	0.0%	\$ -
Town of Altavista	1%	\$ 53,039	\$ 3,691	1%	\$ 53,039	\$ 1,153	0.0%	\$ -
Danville Transit System	11%	\$ 993,566	\$ -	10%	\$ 920,638	\$ -	-7.3%	\$ (72,927)
Pulaski Area Transit	2%	\$ 202,432	\$ -	2%	\$ 216,871	\$ -	7.1%	\$ 14,439
AASC / Four County Transit	7%	\$ 636,755	\$ -	7%	\$ 633,070	\$ -	-0.6%	\$ (3,685)
Mountain Empire Older Citizens, Inc.	7%	\$ 640,269	\$ -	7%	\$ 645,752	\$ 7,833	0.9%	\$ 5,482
Town of Bluefield-Graham Transit	1%	\$ 136,109	\$ -	1%	\$ 133,504	\$ -	-1.9%	\$ (2,605)
RADAR UHSTS	4%	\$ 325,331	\$ -	4%	\$ 324,529	\$ -	-0.2%	\$ (802)
STAR Transit	5%	\$ 421,376	\$ -	5%	\$ 417,263	\$ -	-1.0%	\$ (4,113)
Virginia Regional Transit	12%	\$ 1,132,658	\$ -	12%	\$ 1,143,670	\$ -	1.0%	\$ 11,012
JAUNT, Inc.	11%	\$ 982,651	\$ -	11%	\$ 1,006,682	\$ -	2.4%	\$ 24,031
City of Suffolk	5%	\$ 482,718	\$ -	5%	\$ 486,767	\$ -	0.8%	\$ 4,049
City of Radford	7%	\$ 634,450	\$ -	7%	\$ 626,889	\$ -	-1.2%	\$ (7,562)
Bay Aging	12%	\$ 1,136,397	\$ -	13%	\$ 1,198,413	\$ -	5.5%	\$ 62,016
Town of Bedford	0%	\$ 32,584	\$ -	0%	\$ 31,737	\$ -	-2.6%	\$ (847)
District Three Public Transit	8%	\$ 775,231	\$ -	8%	\$ 752,152	\$ -	-3.0%	\$ (23,078)
<b>TOTAL</b>	<b>100%</b>	<b>\$ 9,137,147</b>	<b>\$ 93,065</b>	<b>100%</b>	<b>\$ 9,142,356</b>	<b>\$ 87,857</b>		

# Policy Decision #2c: What should be the Sizing Metric weights for the Small Urban (SU) Cohort?

## Key Considerations:

- Small urban transit agencies have a wide variety of service models and characteristics.
- Some agencies serve large Universities and thus have high performance metrics while others tend to be more rural in nature with longer trips and relatively low ridership.
- This cohort has a broad range of different communities and service models.
  - Two (2) agencies are unionized
  - One (1) agency is a full turnkey operation (operations and maintenance are contracted)
  - One (1) agency has less annual ridership than the average rural agency
- FTA provides financial incentives to agencies in this cohort that meet any of their six (6) service efficiency/productivity measures (i.e. STIC funding).
- Modes of service operated include fixed route, demand-response/paratransit, and commuter bus.

# DRPT Recommendation: Policy Decision #2c

- DRPT recommends the following Sizing Metric Weights for the Small Urban Cohort:
  - Operating Cost: 45%
  - Ridership: 25%
  - Vehicle Revenue Hours (VRH): 15%
  - Vehicle Revenue Miles (VRM): 15%

# Policy Decision #2b: What should be the Sizing Metric weights for the Small Urban (SU) Cohort?

Disclaimer: Sizing Metric Allocations based on 95% of total FY27 MERIT Operating revenues. Figures are illustrative and should not be compared to actual allocations in SYIP

	Cost	50%		Cost	45%	
	Ridership	30%		Ridership	25%	
	Revenue Hours	10%		Revenue Hours	15%	
	Revenue Miles	10%		Revenue Miles	15%	
	Share of Funding (%)	Base Allocation (\$)	Capped Funding (\$)	Share of Funding (%)	Base Allocation (\$)	Capped Funding (\$)
City of Winchester	3%	\$ 494,285	\$ -	3%	\$ 522,625	\$ -
Fredericksburg Regional Transit	6%	\$ 995,995	\$ -	6%	\$ 1,021,962	\$ -
City of Bristol Virginia	1%	\$ 110,288	\$ -	1%	\$ 122,948	\$ -
Town of Blacksburg	25%	\$ 4,008,129	\$ -	24%	\$ 3,798,013	\$ -
Charlottesville Area Transit	21%	\$ 3,326,241	\$ -	21%	\$ 3,350,958	\$ -
City of Harrisonburg Dept. of Public Transportation	13%	\$ 2,099,018	\$ -	13%	\$ 2,060,542	\$ -
Williamsburg Area Transit Authority	14%	\$ 2,172,851	\$ -	14%	\$ 2,171,112	\$ -
Greater Lynchburg Transit Company	12%	\$ 1,859,313	\$ -	12%	\$ 1,943,432	\$ -
Central Shenandoah PDC	5%	\$ 757,103	\$ -	5%	\$ 831,629.69	\$ -
<b>TOTAL</b>	<b>100%</b>	<b>\$ 15,823,221</b>	<b>\$ -</b>	<b>100%</b>	<b>\$ 15,823,221</b>	<b>\$ -</b>

Difference (%)	Difference (\$)
5.7%	\$ 28,341
2.6%	\$ 25,967
11.5%	\$ 12,659
-5.2%	\$ (210,116)
0.7%	\$ 24,717
-1.8%	\$ (38,475)
-0.1%	\$ (1,739)
4.5%	\$ 84,120
9.8%	\$ 74,527

# Policy Decision #2c: What should be the Sizing Metric weights for the Large Urban (LU) Cohort?

## Key Considerations:

- Large urban transit agencies operate in areas with high populations, jobs, and congestion.
- Generally, agencies in this cohort have more opportunities to influence ridership increases through schedule and route changes.
- These agencies tend to have high ridership, cost, revenue hours and revenue miles.
- Most agencies in this cohort have access to regional funding sources.
- Multiple agencies in this cohort are unionized.
- Modes of service operated in this cohort include fixed route, demand-response/paratransit, commuter bus, bus rapid transit (BRT), light rail, and ferry.

# DRPT Recommendation: Policy Decision #2d

- DRPT recommends the following Sizing Metric Weights for the Large Urban Cohort:
  - Operating Cost: 40%
  - Ridership: 30%
  - Vehicle Revenue Hours (VRH): 15%
  - Vehicle Revenue Miles (VRM): 15%

# Policy Decision #2c: What should be the Sizing Metric weights for the Large Urban (LU) Cohort?

Disclaimer: Sizing Metric Allocations based on 95% of total FY27 MERIT Operating revenues. Figures are illustrative and should not be compared to actual allocations in SYIP

Cost	50%
Ridership	30%
Revenue Hours	10%
Revenue Miles	10%

Cost	40%
Ridership	30%
Revenue Hours	15%
Revenue Miles	15%

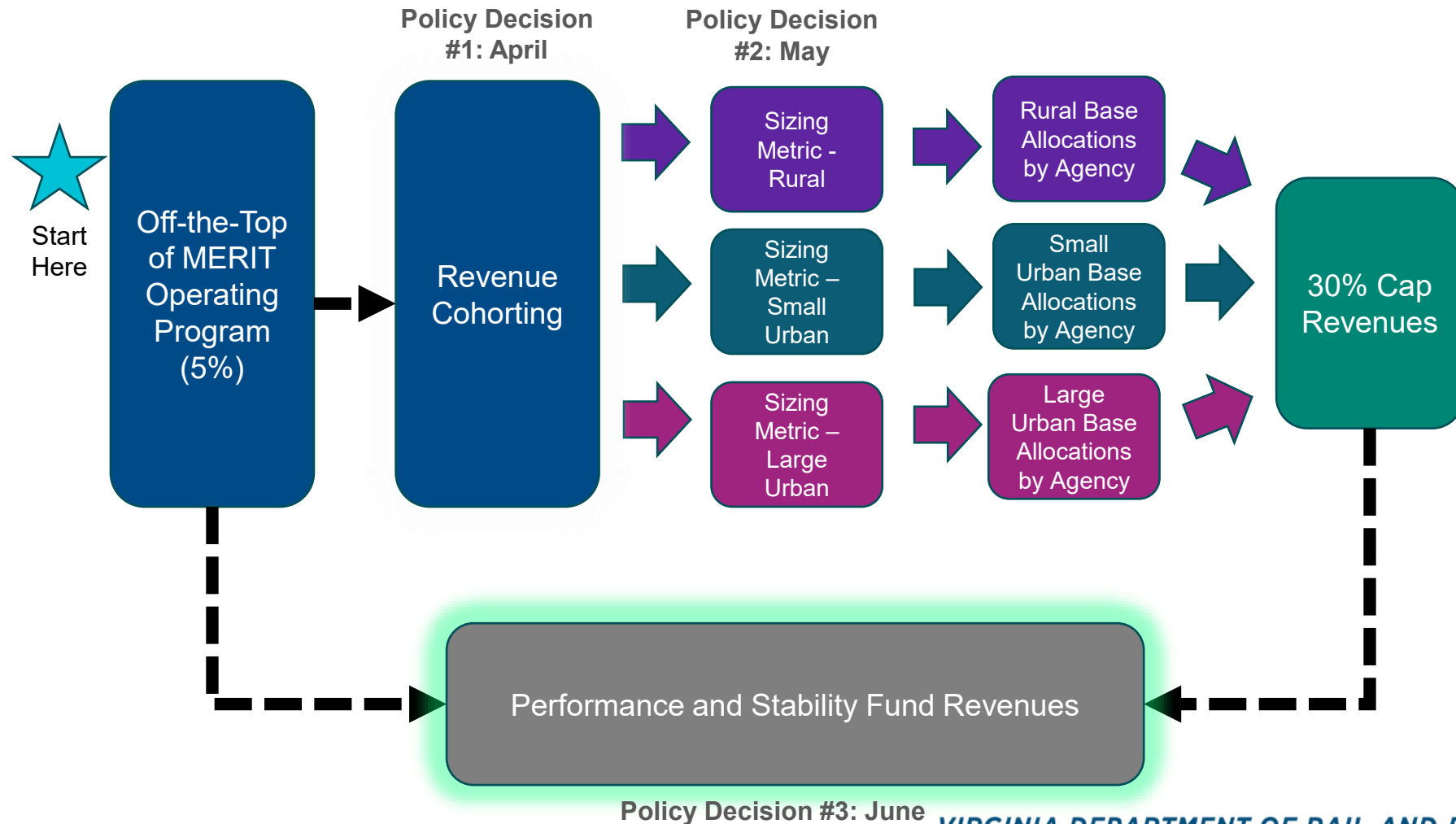


	Share of Funding (%)	Base Allocation (\$)	Capped Funding (\$)	Share of Funding (%)	Base Allocation (\$)	Capped Funding (\$)	Difference (%)	Difference (\$)
NVTC - City of Alexandria	9%	\$ 9,260,765	\$ -	9%	\$ 9,307,327	\$ -	0.5%	\$ 46,562
NVTC - Arlington County	6%	\$ 5,933,153	\$ -	6%	\$ 5,919,916	\$ -	-0.2%	\$ (13,237)
NVTC - City of Fairfax	1%	\$ 1,523,496	\$ -	1%	\$ 1,500,183	\$ -	-1.5%	\$ (23,313)
NVTC - Fairfax County	23%	\$ 24,830,292	\$ -	23%	\$ 24,678,782	\$ -	-0.6%	\$ (151,510)
County of Loudoun	4%	\$ 4,365,864	\$ -	4%	\$ 4,446,631	\$ -	1.8%	\$ 80,767
Greater Richmond Transit Company	19%	\$ 20,411,958	\$ -	19%	\$ 20,542,168	\$ -	0.6%	\$ 130,210
Hampton Roads Transit	25%	\$ 26,945,888	\$ -	25%	\$ 26,845,349	\$ -	-0.4%	\$ (100,539)
City of Petersburg	1%	\$ 1,145,325	\$ -	1%	\$ 1,163,817	\$ -	1.6%	\$ 18,492
Greater Roanoke Transit Company	3%	\$ 3,444,141	\$ -	3%	\$ 3,590,086	\$ 39,688	4.2%	\$ 145,945
PRTC	8%	\$ 8,945,862	\$ -	8%	\$ 8,772,797	\$ -	-1.9%	\$ (173,065)
<b>TOTAL</b>	<b>100%</b>	<b>\$ 106,806,745</b>	<b>\$ -</b>	<b>100%</b>	<b>\$ 106,767,057</b>	<b>\$ 39,688</b>		

# Discussion

# MERIT Operating Policy Decision #3

# Full Cohorting Conceptual Process



# Policy Decision #3

- 3a: Should Performance and Stability fund be cohorted?
- 3b: Should agencies who hit their 30% cap be allowed to get performance funding and if so, should performance funding get capped at 30%?

*Note: Additional policy recommendations under #3 will be brought to TSDAC in June*

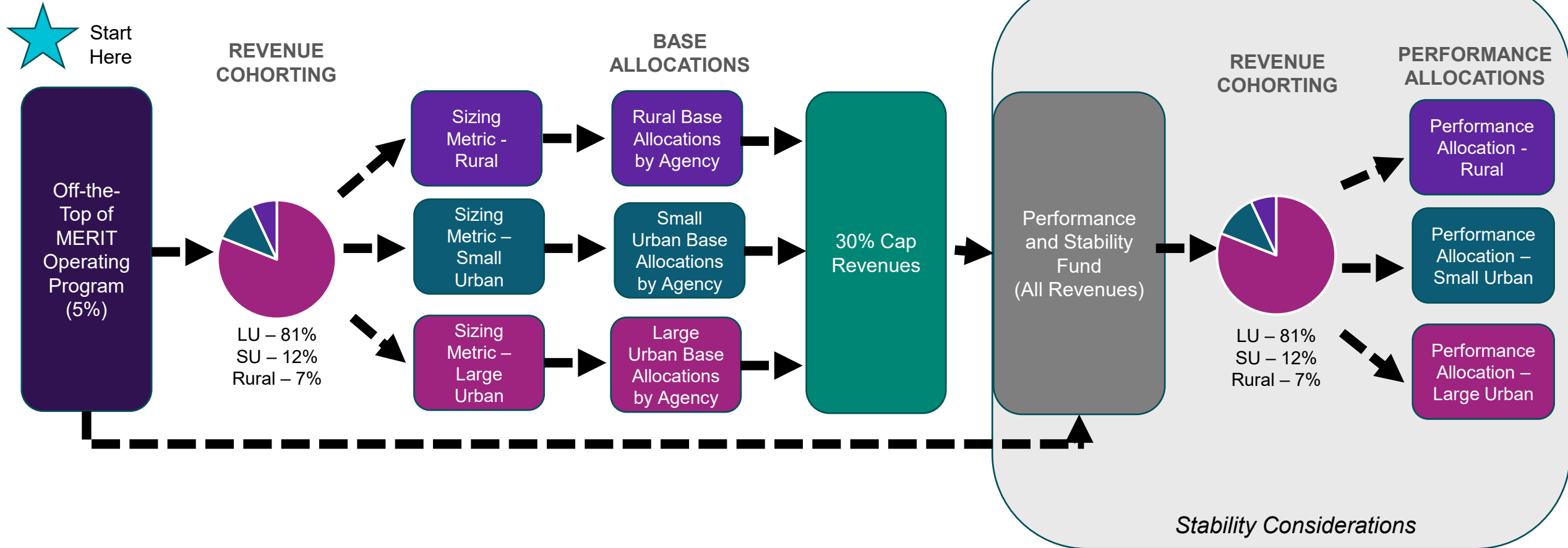
# DRPT Recommendation: Policy Decision #3a

- DRPT recommends cohorting the Performance and Stability Fund revenues using the same distribution percentages as defined in Policy Decision #1b:
  - Rural: 7%
  - Small Urban: 12%
  - Large Urban: 81%
- Cohorting the Performance and Stability Fund revenues will ensure that each cohort has a proportional share of funding to reward good performance

# DRPT Recommendation: Policy Decision #3b

- DRPT recommends allowing agencies who hit their 30% cap in the Sizing Metric to be eligible for Performance funding.
  - *Example: Agency A gets capped at \$500,000 in the Sizing Metric but they get an additional \$50,000 in Performance Allocation for a total allocation of \$550,000.*
- All agencies should be incentivized to strive for good performance

# Full Cohorting Conceptual Process (Funding Flow)



# Performance Concept

# Transit Performance Measures

Metric Type	Definition	Performance Measures
<b>Cost Efficiency</b>	Measures how efficiently a system is run regardless of passenger usage	<ul style="list-style-type: none"> <li>• <b>Operating Cost/Revenue Hour</b></li> <li>• <b>Operating Cost/Revenue Mile</b></li> </ul>
<b>Cost Effectiveness</b>	Compares the cost of providing service to outcomes resulting from service provision	<ul style="list-style-type: none"> <li>• <b>Operating Cost/Passengers</b></li> </ul>
<b>Productivity</b>	Measures how many passengers are served per unit of service	<ul style="list-style-type: none"> <li>• <b>Passengers/Revenue Hours</b></li> <li>• <b>Passengers/Revenue Miles</b></li> </ul>
<b>Service Utilization</b>	Examines the passenger load of transit service	<ul style="list-style-type: none"> <li>• <b>Passenger Miles Traveled (PMT)/Revenue Hour</b></li> <li>• <b>Passenger Miles Traveled (PMT)/Revenue Mile</b></li> </ul>

# Performance Concept Example

Measure	Pax/Hr	Pax/Mi	Cost/Hr	Cost/Mi	
Threshold for Performance Funding	Target: 10	Target: 3	Target: 75	Target: 10	Targets Hit
Agency A	9	4	85	9	2
Agency B	13	1	92	11	1
Agency C	11	2	68	8	3

# Stability Concept

# Considerations for Stability Funding

- Reminder that we will need to run the full formula in order to identify anomalies.
- The proposed formula helps address stability by (1) utilizing a 3-year average in the Sizing Metric and (2) removing trend adjustments. However, there may still be anomalies.
- Stability funds should provide a backstop to cover anomalies in the formula, not a guarantee of a certain level of allocation.
- An agency's allocation should not significantly decline relative to overall MERIT Operating funding if their output/outcome metrics (ridership, hours, miles) remain relatively steady.

# Stability Funding Framework

After the full MERIT Operating formula has been run, DRPT will look for anomalies using a set of questions as a guide. If anomalies are identified, DRPT will contact the agency for more information and discussion.

*Example 1: Agency A's transit service is contracted out to a private provider. Agency A rebids their service contract and issues a new contract that includes a 15% increase in the cost per mile. Will Agency A need Stability funding?*

## Stability Considerations

Did an agency's allocation decline by more than 5%?

Did an agency's allocation decline at a rate greater than the total MERIT Operating revenues?

Did an agency's allocation decline at a rate greater than the agency's service output metrics (Revenue Hours/Revenue Miles)?

# Stability Funding Framework

*Example 2: Agency B experienced a catastrophic weather event that caused them to suspend service for an extended period of time. As a result, their hours, miles, and ridership declined significantly. Will Agency B need Stability funding?*

*Example 3: Agency C is a small agency and their Executive Director left for another job. Agency C was unable to fill the position for many months, so their costs went down but their service levels were not impacted. Will Agency C need Stability funding?*

## Stability Considerations

Did an agency's allocation decline by more than 5%?

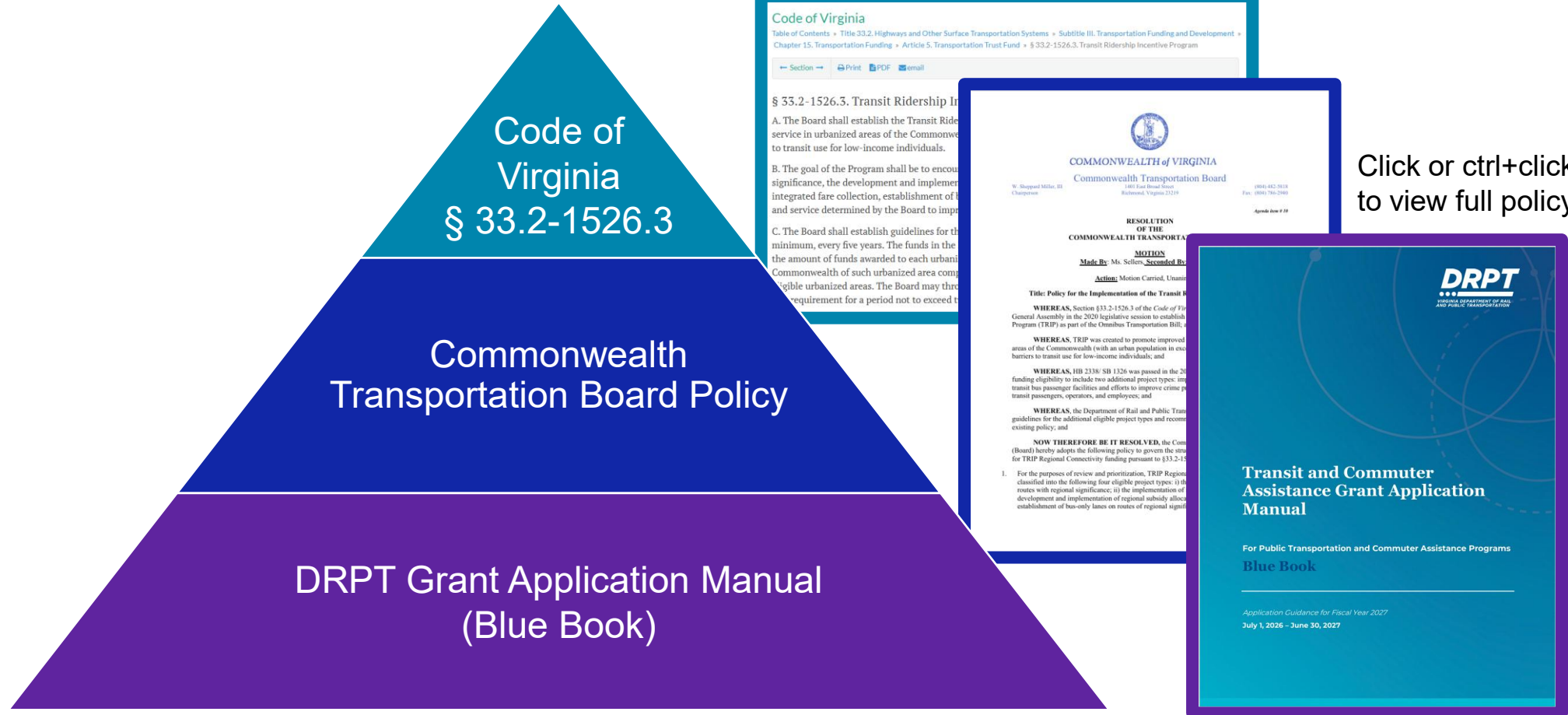
Did an agency's allocation decline at a rate greater than the total MERIT Operating revenues?

Did an agency's allocation decline at a rate greater than the agency's service output metrics (Revenue Hours/Revenue Miles)?

# Discussion

# TRIP Policy Recommendations

# TRIP Policy Pyramid



# HB 200 (McQuinn)

## *Transit Entities, certain; funding and administration*

### **Bill Text:**

- A. The Board shall establish the Transit Ridership Incentive Program (the Program) 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.
- B. The Board shall, in conjunction with the Transit Service Delivery Advisory Committee, establish guidelines for the implementation of the Program and review such guidelines, at a minimum, every three years.
- &c.

### **Primary Legislative Changes:**

1. Regional connectivity projects now open to non-urbanized areas
2. Adds "innovative approaches to micromobility, paratransit, and other specialized transportation"
3. CTB, in conjunction with TSDAC, shall establish the program guidelines every three years

# What We Heard

- TRIP has changed over time in response to changing needs.
- TRIP provides additional funding for passenger amenity and public safety projects.
- TRIP has provided capital and operating support for regionally significant services.
- Most comments focused on TRIP Zero and Reduced Fare, including
  - Request for continued support for systems operating without fares
  - Request for improved support for rural agencies considering zero fare operations

# Summary of Proposed TRIP Changes



## Passenger Comfort

- ✓ Combine Passenger Amenities and Public Safety



## Regional Connectivity

- ✓ New definition of 'regional significance'



## Enhanced Mobility Innovation

- ✓ Define concepts and potential eligible projects
- ✓ Extend applicant eligibility



## Zero and Reduced Fare

- ✓ Retains use of local definition of 'low-income'
- ✓ Consider extended project eligibility

# TRIP Regional Connectivity

## What is ‘regional significance’?

**Bill Text:** “encouraging the identification and establishment of routes of regional significance”

### Standing CTB Guidance

Improved transit services in urbanized areas of the Commonwealth

### DRPT Recommendation #1

Routes or service areas that address regional travel needs as described in a plan or study at a regional level.

- ✓ Permits applicants to define significance as appropriate for their region
- ✓ Agnostic to service mode
- ✓ Ensures regional coordination and support by making project identification in a regional plan or study the limiting factor

# TRIP Regional Connectivity

## Eligible Projects

**Bill Text:** “encouraging the identification and establishment of routes of regional significance”

### Standing CTB Guidance

- i. the improvement and expansion of routes with regional significance;
- ii. the implementation of integrated fare collection;
- iii. the development and implementation of regional subsidy allocation models; and
- iv. the establishment of bus-only lanes on routes of regional significance

### DRPT Recommendation #1

the improvement or expansion of routes with regional significance, including

- i. Capital projects such as the establishment of bus-only lanes, implementation or integrated fare collection, or enhanced passenger amenities.
- ii. Operating projects such as enhancements to service frequencies or expansions of areas served.

- ✓ All eligible projects remain eligible
- ✓ Provides flexibility for applicants to fund other improvements not explicitly stated
- ✓ Reorients guidance toward existing budget and application concepts

# TRIP Enhanced Mobility Innovation

## Program Concept

**Bill Text:** “encouraging innovative approaches to micromobility, paratransit, and other specialized transportation”

### DRPT Recommendations #2

#### Program Concepts

**Innovation:** Test ‘proof of concept’ for new technologies (DRPT Grant Application Handbook)

**Micromobility:** Small, lightweight human-powered or electric vehicles operated at low speeds. (VDOT)

**Paratransit:** Comparable transportation service required by the ADA for individuals with disabilities who are unable to use fixed route transportation (FTA)

**Specialized Transportation:** Eligibility-restricted transportation services for targeted populations, including older adults and people with disabilities. (DRPT CHSM)

#### Eligible Applicants

- Public transit providers that receive state operating assistance pursuant to 33.2-1526.1 D1
  - (aka MERIT Operating Recipients)
- Metropolitan Planning Organizations
- Planning District Commissions
- Other statewide or regional bodies (including Area Agencies on Aging, Community Service Boards, etc.)
- **Local Governments**

#### Eligible Projects Could Include

- Regional mobility hubs to coordinate services
- Innovative approaches to first/last mile connections
- Innovative approaches to supporting the mobility of older adults or people with disabilities

# TRIP Zero and Reduced Fare Program Concept

**Bill Text:** “supporting the establishment of programs to reduce the impact of fares on low-income individuals”

## Standing CTB Guidance

- i. the provision of subsidized or fully free passes to low-income populations
- ii. the elimination of fares on high-capacity corridors, establishing ‘zero fare zones’ (net fares, less the cost of fare collection)
- iii. deployment of an entirely zero fare system (net fare, less the cost of fare collection)
- iv. fare policy planning

## DRPT Recommendation #3

- i. the provision of subsidized or fully free passes to low-income populations
- ii. the elimination of fares on high-capacity corridors, establishing ‘zero fare zones’ (net fares, less the cost of fare collection)
- iii. deployment of an entirely zero fare system (net fare, less the cost of fare collection)
- iv. fare policy planning

## Agency Request

DRPT is currently considering request to provide funding for the continuation of systemwide zero-fare programs

# Discussion Questions

## Zero and Reduced Fare

- What is your agency's rationale for continued support of zero-fare transit systems?
- Does your agency have concerns about continued support of zero-fare systems?
- Should DRPT implement customized zero fare stepdown policy by cohort?

## Enhanced Mobility Innovation

- What does 'innovative' mean to *your* agency within this program?
- What are some examples of other projects that could be eligible under this program?

# Recap

# Recap of DRPT Policy Recommendations

#	Policy Recommendations – MERIT Capital	Status
0	Add new subcategories to MERIT Capital and develop new scoring methodology for MAJ-SGR	✓
0	Remove 5 vehicle or 5% fleet threshold for MAJ projects in MERIT Capital policy and score all vehicle expansion projects as MIN	✓
0	Remove underutilized incentive categories and add good grants management incentive category in MERIT Capital policy	✓

# Recap of DRPT Policy Recommendations

#	Policy Recommendations – MERIT Operating	Status
1a	Cohorts will be defined as Rural, Small Urban, and Large Urban. The list of agencies by cohort will be revisited every 3 years or following a decennial census, whichever comes first.	✓
1b	Total MERIT Operating revenues will be apportioned as follows: Rural (7%), Small Urban (12%), Large Urban (81%). These apportionment percentages will be reviewed at least every 3 years.	✓
2a	Use a three (3) year average dataset for operating costs, vehicle revenue miles (VRM), vehicle revenue hours (VRH), and ridership in the Sizing Metric.	
2b	Sizing Metric Weights for Rural Cohort: 50% Cost, 20% Ridership, 15% Revenue Miles, 15% Revenue Hours	
2c	Sizing Metric Weights for Small Urban Cohort: 45% Cost, 25% Ridership, 15% Revenue Miles, 15% Revenue Hours	
2d	Sizing Metric Weights for Large Urban Cohort: 40% Cost, 30% Ridership, 15% Revenue Miles, 15% Revenue Hours	

# Recap of DRPT Policy Recommendations (cont'd)

#	Policy Recommendations – MERIT Operating	Status
3a	Cohorting the Performance and Stability Fund revenues using the same distribution percentages as defined in Policy Decision #1b	
3b	Allow agencies who hit their 30% cap in the Sizing Metric to be eligible for Performance funding	

# Recap of DRPT Policy Recommendations

#	Policy Recommendations – TRIP Program	Status
1	Definition and program guidance regarding ‘Routes of Regional Significance’	
2	Definitions and program guidance regarding ‘Enhance Mobility Innovation’	
3	Program guidance for ‘Zero and Reduced Fare’	
4	Request to consider ongoing support for systemwide zero-fare efforts	

# Next Steps

# Next Steps

## **Action Items for TSDAC Members:**

Meet with agencies/partners you represent to get feedback on what was discussed at today's meeting and prepare to help DRPT answer the following questions at the next meeting:

- What Performance Metrics should be used for each cohort?
- How do we define performance targets for each metric?
- Participate in Cohort Workshops

## **Action Items for DRPT:**

- Conduct two (2) in-person workshops at the upcoming VTA conference on May 19<sup>th</sup> and 20<sup>th</sup>
- Conduct two (2) virtual Cohort Workshops