Recent Impacts to Transit & Rail
CTAC Presentation

Lisa Guthrie
VTA Executive Director

Danny Plaugher
VHSR Executive Director
VTA Deputy Director

May 21, 2020
Transit Baseline.
Where are we now?
VA Public Transportation by Mode

- 70.5 million Bus passengers
- 92.5 million Metro & Tide Rail passengers
- 4.6 million Commuter Rail passengers
- 4.6 million Para & Vanpool passengers
- 327 thousand Ferry passengers

172.5 Million Annual Trips
VA Public Transportation by Impact

- 14 Million Gallons of Fuel
- 1.1 Billion Passenger Miles
- 130,000+ Metric Tons
- 97,000+ Vehicles Equaled
- $2.8 Billion Economic Benefits
Funding by Source:

- **Farebox**: 26%
- **State**: 21%
- **Federal**: 20%
- **Local**: 33%
- **Other**: 0%

**VIRGINIA TRANSIT**

**FUNDING BY SOURCE**
VA Passenger Rail by Impact

- 552 Million Passenger Miles
- 16 Million Gallons of Fuel
- 147,000+ Metric Tons
- 1.6 million Passenger Trips
- $775 million Economic Benefits
What’s next?
2020 General Assembly & COVID-19
### 2020 Transportation Omnibus

<table>
<thead>
<tr>
<th>Transportation Fund</th>
<th>Avg. Annual Increase</th>
<th>SYIP New Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Structures*</td>
<td>$62 million</td>
<td>$372.1 million</td>
</tr>
<tr>
<td>Mass Transit Fund</td>
<td>$118.7 million</td>
<td>$712.4 million</td>
</tr>
<tr>
<td>Rail Fund (benefits VRE &amp; Amtrak)</td>
<td>$39.8 million</td>
<td>$239.2 million</td>
</tr>
<tr>
<td>Total Transit &amp; Rail Funds</td>
<td>$158.5 million</td>
<td>$951 million</td>
</tr>
</tbody>
</table>

- Creates a Passenger Rail Authority that receives 93 percent of total rail funding;
- Creates a transit ridership incentive program for regions of 100,000 or greater in size;
  - Identifies and supports regional corridors of significance;
  - 25 percent of funding goes to reduce impact of fares on low-income individuals.
## 2020 Other Funding Legislation

<table>
<thead>
<tr>
<th>New Transit Program</th>
<th>Avg. Annual Increase</th>
<th>SYIP New Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central VA Transportation Authority</td>
<td>$32.3 million</td>
<td>$193.6 million</td>
</tr>
<tr>
<td>Hampton Roads Regional Transit Program</td>
<td>$34.8 million</td>
<td>$208.8 million</td>
</tr>
<tr>
<td>TANF Low Income Grant (Governor’s 2-year budget)</td>
<td>$1 million</td>
<td>$2 million</td>
</tr>
<tr>
<td><strong>Total New Transit Funds</strong></td>
<td><strong>$68.1 million</strong></td>
<td><strong>$404.4 million</strong></td>
</tr>
</tbody>
</table>
2020 Funding After COVID-19

- COVID-19 has dramatically impacted the ridership of our public transit systems by as much as 90 percent;
- Amtrak’s ridership is down nearly 98 percent;
- The Virginia Commonwealth Transportation Board (CTB) set aside $11 million to support our transit agencies and help them mitigate the COVID-19 responses at their March 17, 2020 meeting;
- Congress passed the CARES Act of 2020 which included $25 billion to help our nation’s transit agencies and $1 billion for Amtrak:
  - **Virginia total COVID-19 transit funding:** $455.2 million
    - NOVA and Fredericksburg: $256.4 million
    - Hampton Roads: $68.9 million
    - Richmond: $35.8 million
    - Rest of VA: $93.9 million
Details of Legislation
Special Thanks to Deputy Secretary of Transportation Nick Donohue
Key Transportation Legislation

- Governor’s Omnibus transportation package
  - HB1414 (Filler-Corn) / SB890 (Saslaw)

- Central Virginia Transportation Authority
  - HB1541 (McQuinn)

- Hampton Roads Transit Regional Transit Program
  - HB1726 (Askew) / SB1038 (Lucas)
Today’s transportation funding allocation model: confusing and opaque

New, streamlined allocation model
Statewide Revenue Sources

• Raises the gas tax by 5 cents a year for 2 years

• Indexes the gas and diesel tax to Consumer Price Index instead of the sales price of fuel

• Creates a new Highway Use Fee on fuel-efficient vehicles – a tiered fee based on fuel economy

• Cut most passenger vehicle registration fees by $10
Regional Funding Sources

- Indexes the regional fuels taxes to CPI instead of the sales price of fuel

- Imposes the regional fuels tax in all areas of the Commonwealth where it is not imposed to be used for the District Grant Program
  
  - Generates ~$119M in FY24, excluding Richmond area where funds would flow to the new Central Virginia Transportation Authority
  
  - For counties with the 81 regional fuels tax but through which I-81 does not run the funds will now go to the District Grant Program
Highway Use Fee
Chapter 7 of Title 46.2 (46.2-770 et seq.)

- Imposes a fee on fuel efficient, alternative fuel and electric vehicles
- Fee is based on 85% of the difference between fuel tax paid by the average vehicle (23.7 miles per gallon) and the fuel tax paid by the fuel-efficient vehicle
  - Assumes average miles traveled by passenger vehicles in Virginia and the manufacturers combined fuel economy
- Fee is paid at the time of registration
- Repeals $64 vehicle license tax for electric vehicles
Mileage-Based User Fee Program
Chapter 7 of Title 46.2 (46.2-770 et seq.)

• Voluntary program for vehicles subject to the Highway Use Fee

• Vehicle owner would pay a permile fee capped at the applicable Highway Use Fee
  • Per mile fee would be determined by dividing the applicable Highway Use Fee by the average number of miles traveled by passenger vehicles in Virginia

• Program becomes effective July 1, 2022
Transportation Trust Fund Distribution
- 53% for construction programs
- 23% for the Commonwealth Mass Transit Fund
- 7.5% for the Commonwealth Rail Fund
- 2.5% for the Commonwealth Port Fund
- 1.5% for the Commonwealth Aviation Fund
- 1% for the Commonwealth Space Flight Fund
- 10.5% for the Priority Transportation Fund
- 1% for the Department of Motor Vehicles
Addresses Key Transportation Needs

• Provides additional SMARTSCALE funding, particularly in districts without regional funds
• Increases transit funding by 45%
• Funds special structures needs – bridges, etc.
• Funds WMATA PRIIA match
• Increases funding for pavement maintenance
Commonwealth Mass Transit Fund (23% of TTF)

- Up to $50M off-the-top to WMATA to match the federal PRIIA funds, provided DC, MD and FTA provide their pro-rata shares
- 27% for operating assistance
- 18% for capital purposes
- 46.5% for WMATA
- 6% for the Transit Ridership Incentive Program
- 2.5% for special programs
Commonwealth Rail Fund
33.2-1526.4

• Consolidation of Rail Enhancement Fund and the Intercity Passenger Rail Operating and Capital Fund
  • 93% provided directly the Virginia Passenger Rail Authority
  • 7% retained for use by DRPT for non-Authority related rail purposes and activities

• Includes funds (i) previously provided by Transit Capital Program for VRE track access payments and (ii) Priority Transportation Fund revenues allocated by the Board to Atlantic Gateway and Long Bridge
Virginia Passenger Rail Authority
Article 6 of Chapter 2 of Title 33.2 (33.2-289 et seq.)

- Establishes Authority as a political subdivision
  - Increase passenger rail capacity and improve passenger rail services
  - Ameliorate current and future traffic congestion
  - Promote industrial and economic development

- Purpose is to promote, sustain, and expand the availability of passenger and commuter rail service and increase ridership by connecting population centers in Virginia with service and increasing the availability of such service
Other Safety Legislation

HB874 (Bourne) / SB160 (Surovell) – prohibits the holding of a handheld personal communications device while driving

- Delayed enactment until January 1, 2021
- Requires training and educational materials for law enforcement
- Requires educational materials for the public prior to law’s effective date
Questions?