

Recent Impacts to Transit & Rail

CTAC Presentation

Lisa Guthrie

VTA Executive Director

Danny Plaugher

VHSR Executive Director

VTA Deputy Director

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**Virginians For
High Speed Rail**

Transit Baseline.

Where are we now?

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VA Public Transportation by Mode



70.5 million
Bus passengers



4.6 million
Commuter Rail
passengers



327 thousand
Ferry passengers



92.5 million
Metro & Tide Rail
passengers



4.6 million
Para & Vanpool
passengers

172.5 Million
Annual Trips

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VA Public Transportation by Impact



14 Million
Gallons of Fuel



97,000+
Vehicles Equaled



1.1 Billion
Passenger Miles



130,000+
Metric Tons

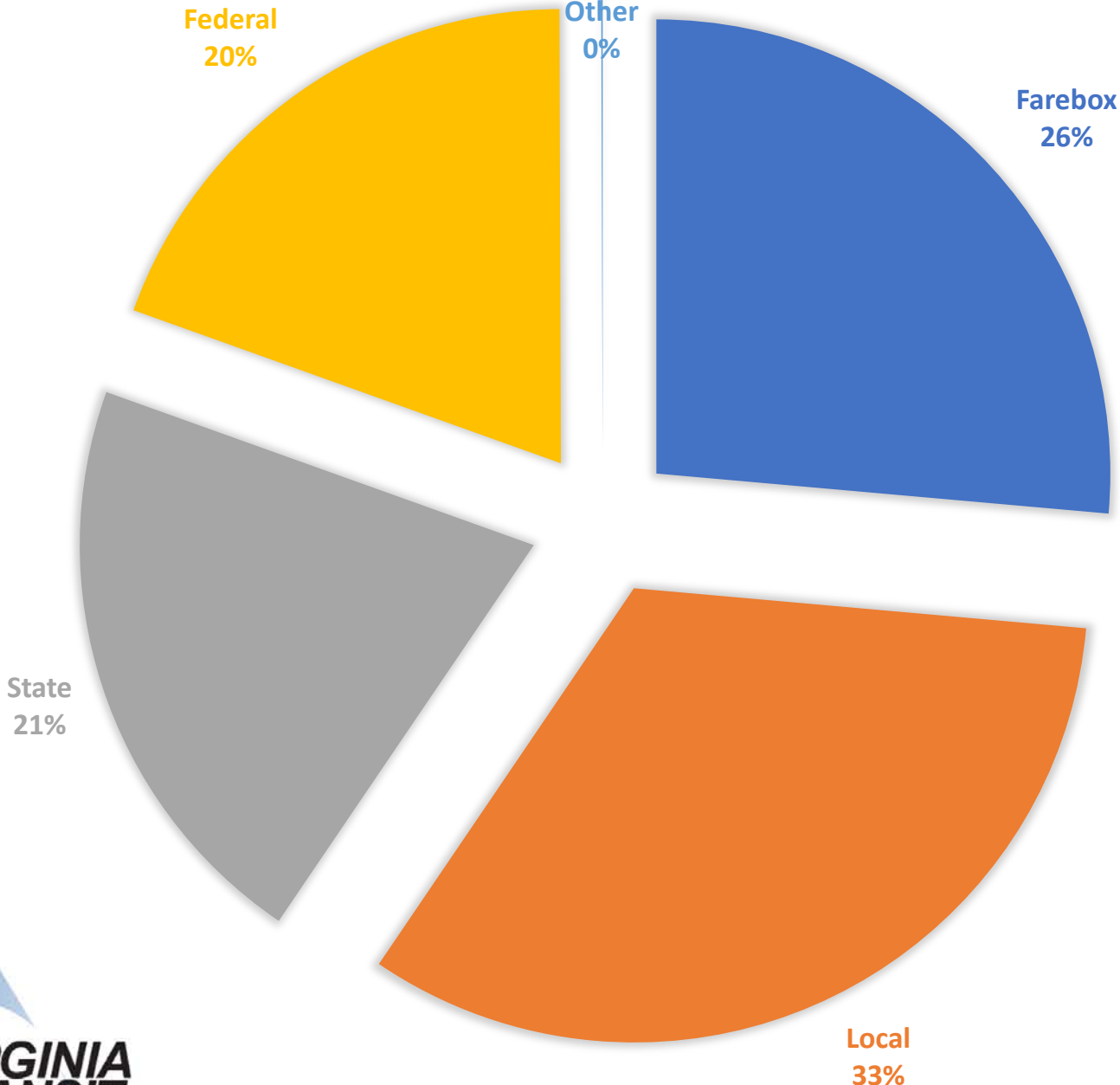


\$2.8 Billion
Economic Benefits

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VIRGINIA TRANSIT FUNDING BY SOURCE



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VA Passenger Rail by Impact



16 Million
Gallons of Fuel



1.6 million
Passenger Trips



552 Million
Passenger Miles



147,000+
Metric Tons



\$775 million
Economic Benefits

What's next?

2020 General Assembly & COVID-19

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2020 Transportation Omnibus

Transportation Fund	Avg. Annual Increase	SYIP New Funding
Special Structures*	\$62 million	\$372.1 million
Mass Transit Fund	\$118.7 million	\$712.4 million
Rail Fund (benefits VRE & Amtrak)	\$39.8 million	\$239.2 million
Total Transit & Rail Funds	\$158.5 million	\$951 million

- 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.

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2020 Other Funding Legislation

New Transit Program	Avg. Annual Increase	SYIP New Funding
Central VA Transportation Authority	\$32.3 million	\$193.6 million
Hampton Roads Regional Transit Program	\$34.8 million	\$208.8 million
TANF Low Income Grant (Governor's 2-year budget)	\$1 million	\$2 million
Total New Transit Funds	\$68.1 million	\$404.4 million

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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

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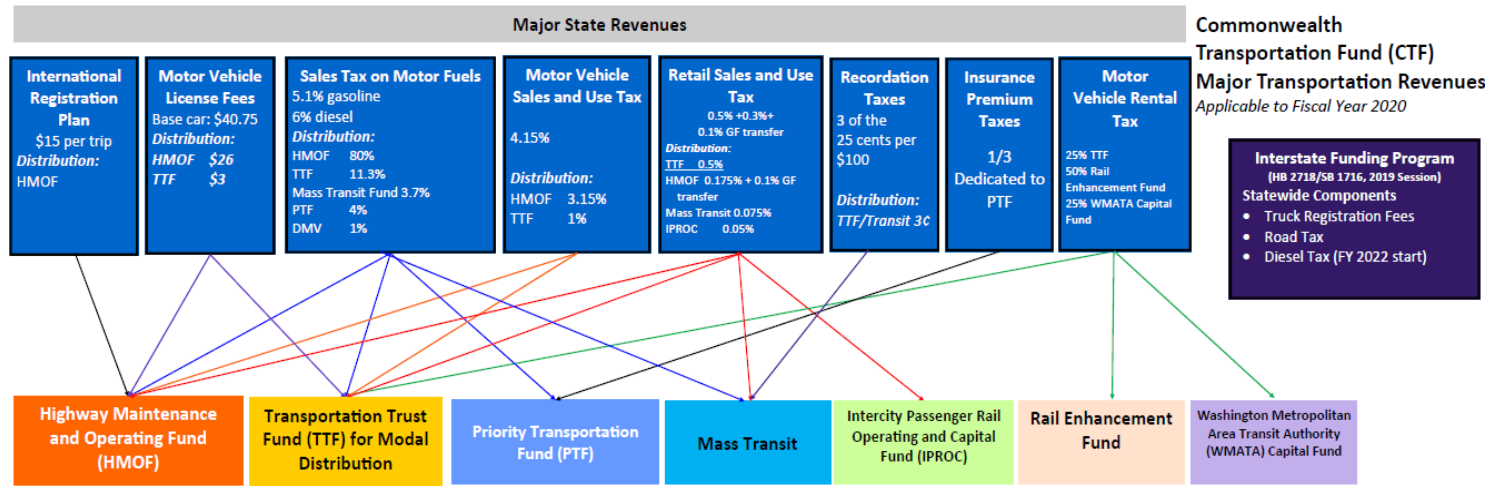


Key Transportation Legislation

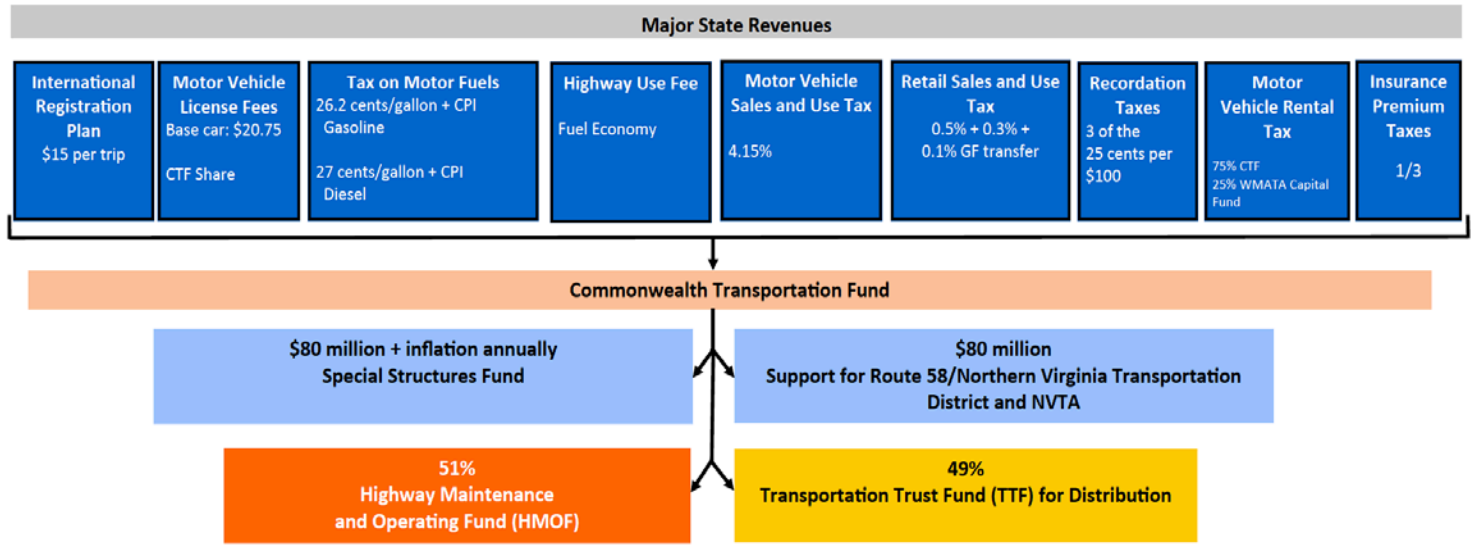
- Governor's Omnibus transportation package
 - HB1414 (Filler-Corn) / SB890 (Saslaw)
- Central Virginia Transportation Authority
 - HB1541 (McQuinn)
- Hampton Roads Transit Regional Transit Program
 - HB1726 (Askew) / SB1038 (Lucas)



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 per mile 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 SMART SCALE 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 to 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?

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