

Public Transportation in Virginia

Statewide Economic Impacts of Public Transportation and Projected Near-Term Capital Needs



MERIT Transit Reforms Implemented

- Capital Program Prioritization
 - » *Methodology implemented with capital project funding in FY20*
- Performance Based Operating Assistance
 - » *Transition Formula/Transition Assistance in FY20*
- Transit Strategic Plans
 - » *Pilots nearing completion, several others underway*
- Special Programs updated using the MERIT methodology
 - » *Demonstration, Technical Assistance, Transportation Demand Management, Senior/Human Service*

Major Studies/Initiatives Completed

- Virginia Breeze Intercity Bus Expansion Study
 - » *Two routes identified for expansion, service to begin in Spring/Summer 2020*
- Coordinated Human Service Mobility Plan
 - » *Identified priority areas for improvement in human service transportation*
- Integrated Mobility Plan
 - » *Autonomous Bus and Autonomous Shuttle projects underway*
- Battery Electric Transit Buses
- Economic Impacts of Transit
- Transit Capital Needs Assessment

Transit Ridership in Virginia

Forty-one agencies provide transit services in urban, suburban, and rural communities throughout Virginia. Ridership in many parts of the state is growing for the first time in 5 years, in contrast with national trends. In 2019, transit accounted for:

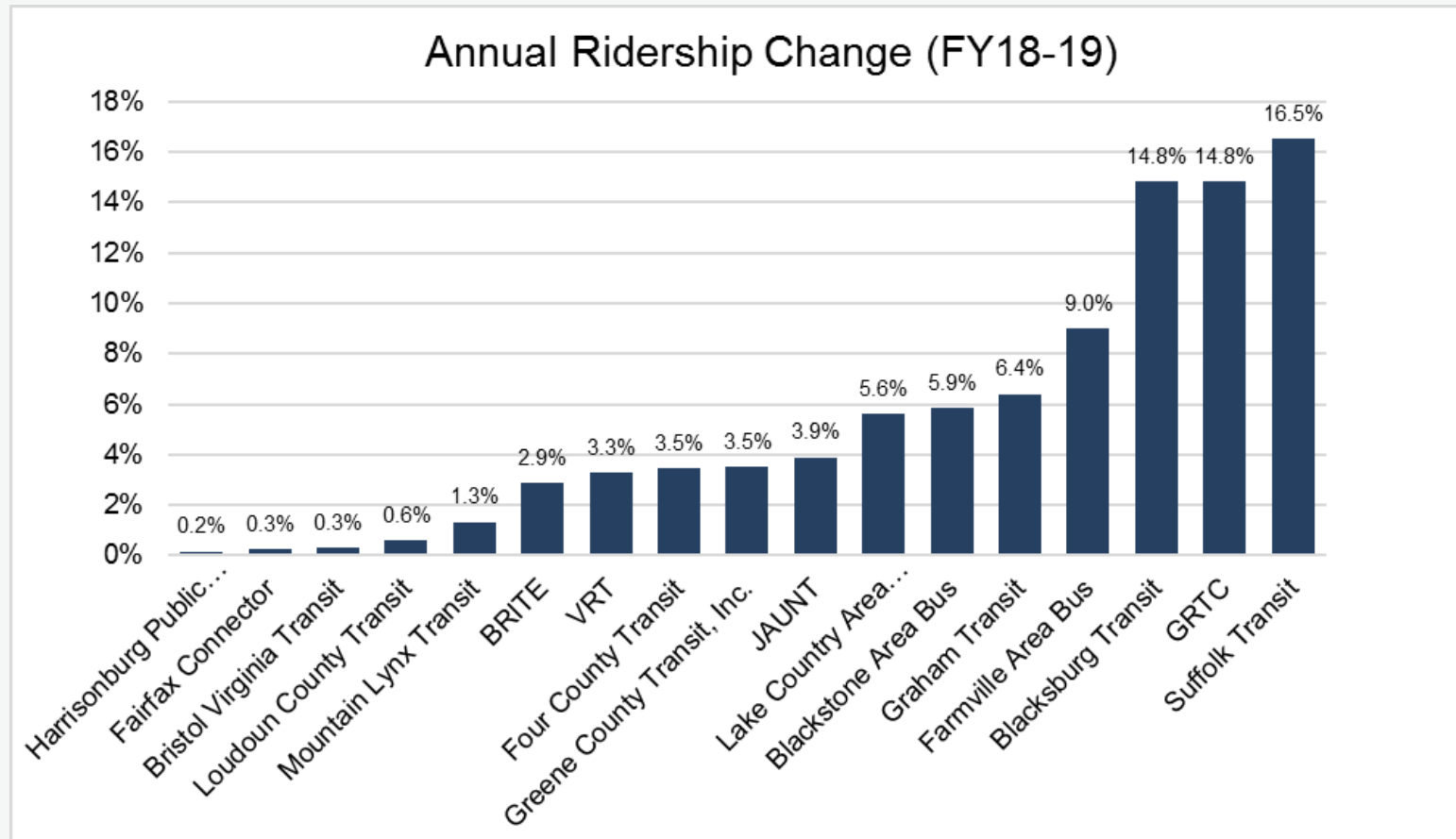
○ **172 Million**
Annual Riders

○ **1 Billion**
Annual Passenger Miles Travelled

○ **470,000**
Daily Riders

○ **2.7 Million**
Daily Passenger Miles Travelled

Ridership Trends



Economic Impacts of Transit

The presence of transit as a travel option in communities throughout Virginia has a large annual impact on the economy of the state:

○ Transit Supports:



28,940
Jobs Statewide

○ Those Jobs Create:



\$1.9 Billion
In Labor Income

○ Generating:



\$3.5 Billion
In Gross State Product

○ And Brings Back:

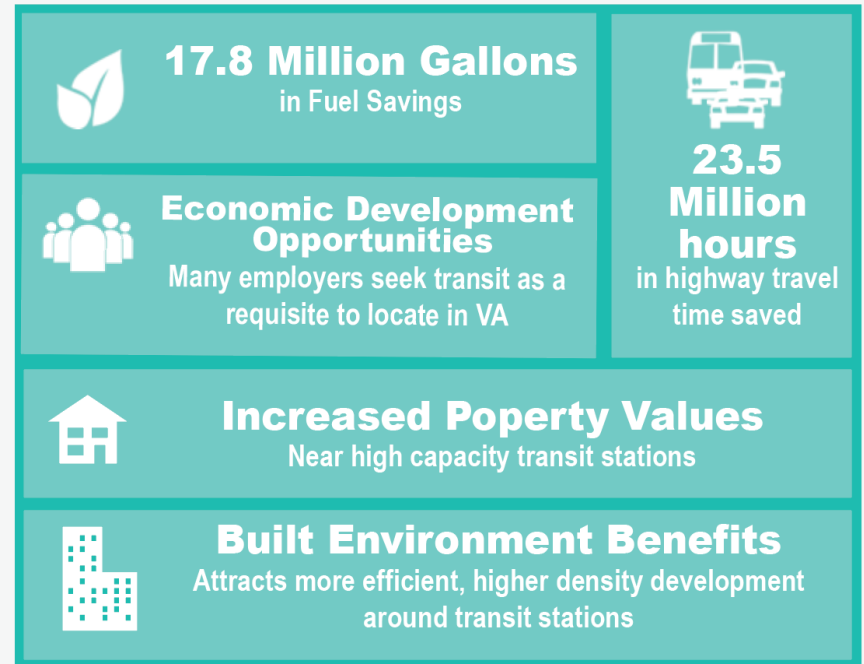
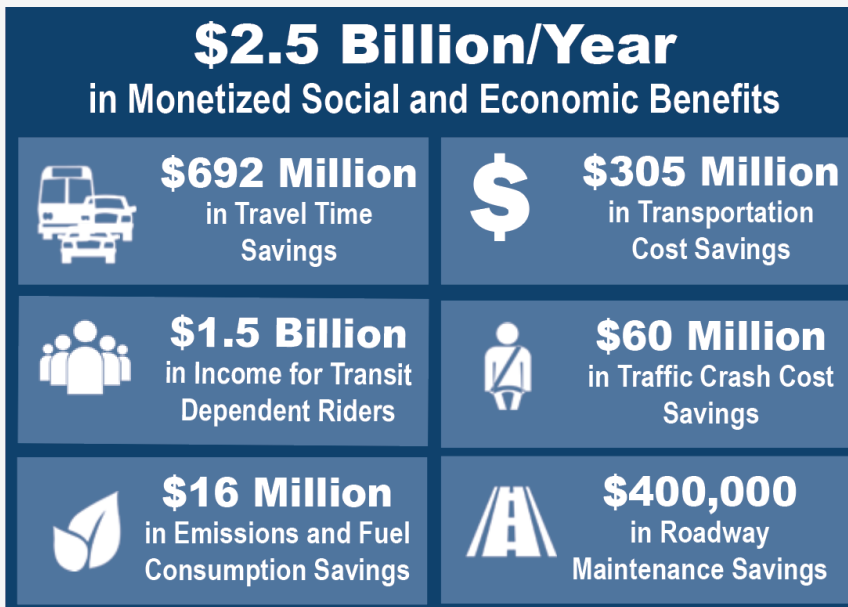


\$607 Million
In Tax Revenues

Every dollar of public investment in transit generates **\$2.91** in economic activity statewide.

Economic Impacts of Transit

The presence of transit also brings an impressive amount of additional monetized and qualitative social and economic benefits annually:



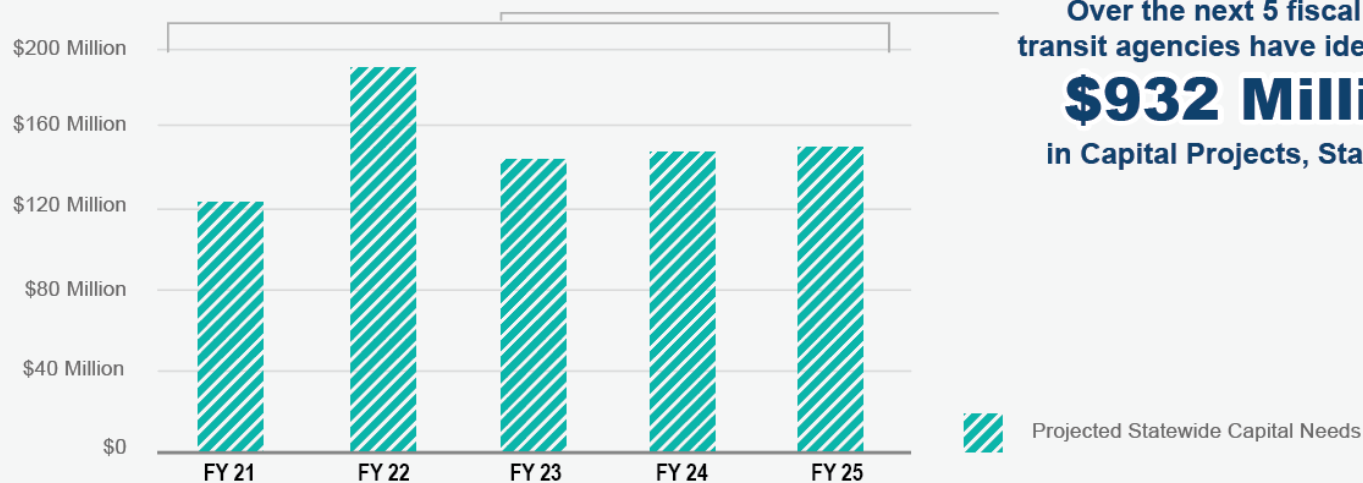
Capital Needs - Fall 2019 Update

- Each Fiscal Year, transit agencies submit a 5-year capital budget that is included in the Six Year Improvement Program
 - » *Includes projected capital expenses with federal, state, and local shares*
- Fall 2019 Update: In order to improve the accuracy of these capital budget projects, DRPT staff engaged transit agencies throughout the state to:
 - » *Account for recent changes in the use of the capital program – WMATA, SMART SCALE, Toll Revenues*
 - » *Reassess revenues – major de-obligated balances allocated, capital bonds programmed to projects*
 - » *Identify those “projects that will realistically be implemented” over the next 5 years with greater scrutiny and accuracy*
- Moving forward, Transit Strategic Plans will provide better forecasts of needs to support improved capital forecasts.

Statewide Capital Needs

Continued capital investment is needed to ensure that Virginia transit agencies have sufficient funds to replace aging assets when needed and expand services where appropriate.

Projected Statewide Transit Capital Needs, FY2021-25



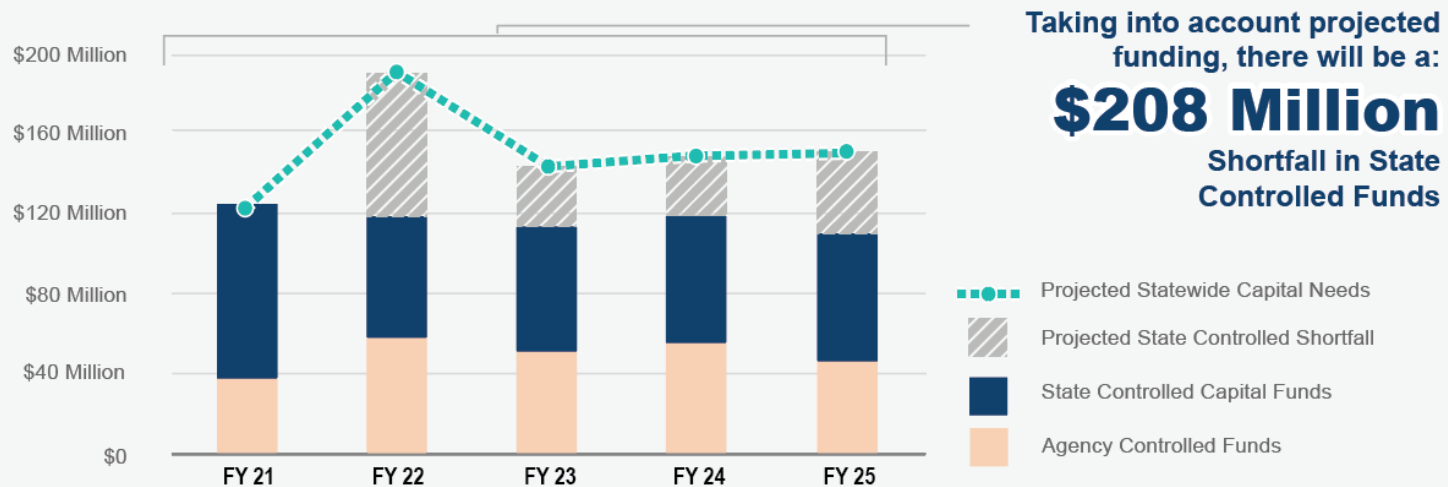
Over the next 5 fiscal years, transit agencies have identified **\$932 Million** in Capital Projects, Statewide

NOTE: Capital Needs for Washington Metropolitan Area Transit Authority (WMATA) are not included

Statewide Capital Needs

However, state controlled capital funds are projected to fall short of the needs that statewide agencies have identified.

Projected Statewide Transit Capital Needs and Funding, FY2021-25



NOTE: Capital Needs for Washington Metropolitan Area Transit Authority (WMATA) are not included

Statewide Capital Needs

To make up for the anticipated \$208 Million shortfall in statewide capital funds...

The state will need:

**\$42 Million
per Year**
in Additional Capital Revenues

Without Additional Resources

- Identified needs are primarily for State of Good Repair (SGR)
- Limits on the use of federal funding
- Prioritization can be used to direct timing of funding, but the backlog of unfunded needs will increase over time
- Limited resources can be redirected from major expansion projects (20% of available funds) to SGR, but will not fulfill SGR needs
- More financial burden will fall on localities, which will need to provide additional resources or cut services

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