
DRPT Transit Update

VTA Conference- June 2, 2022

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Looking Ahead: FY23 and Beyond

Refreshing the DRPT Brand

Focus on Innovation & Technology

Completion of Transit Equity & Modernization Study

Oversight & Use of Federal & State Funds



Refreshing DRPT Brand

Rebrand: New DRPT Logo

DRPT



**VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION**

Rebrand: DRPT Website



Consolidating and updating all pages



Improving transparency and navigation

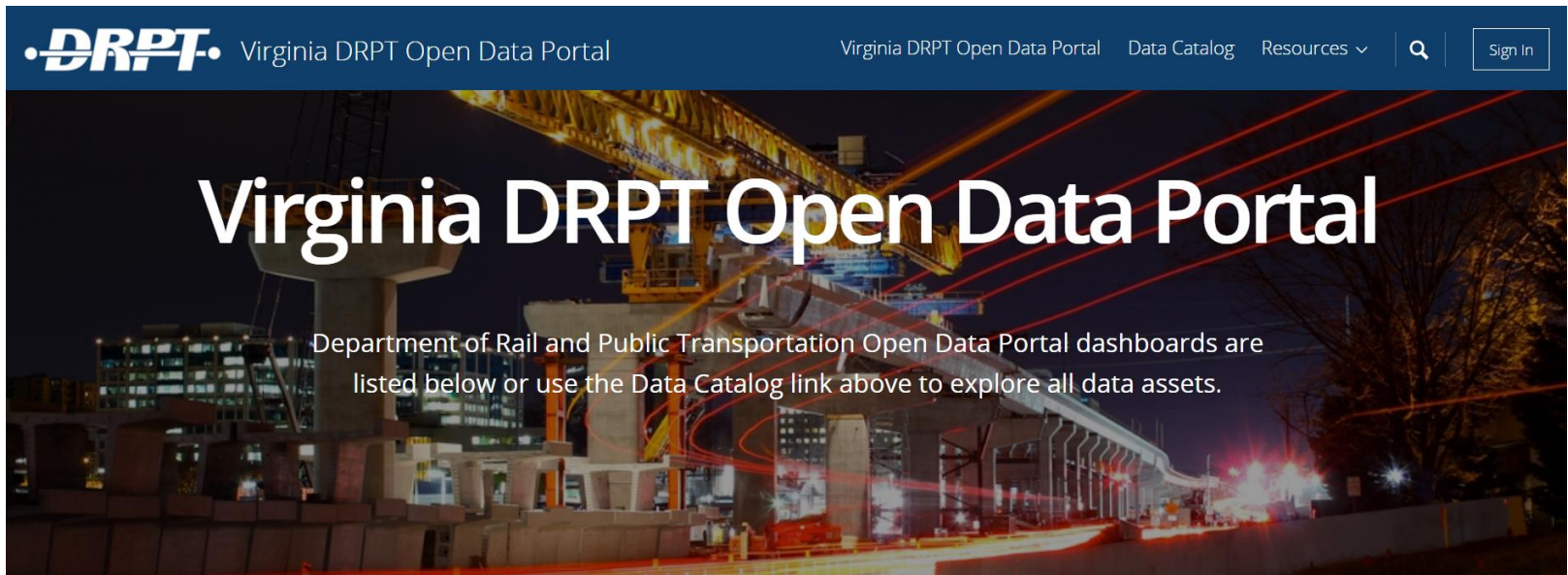


Ensuring consistency in all agency output



Enhancing the overall look of the website

Rebrand: Open Data Portal



- **Increased transparency and accountability:**
 - Six Year Improvement Plan
 - SMART SCALE Dashboard
 - Multi-year project dashboard
 - Transit route and rail infrastructure databases
 - Performance Data (coming in July 2022)

Innovation & Technology

Transportation Navigator

- **History**

- 2020 Mobility for All funding used to develop a GIS map illustrating available transit services

- **Goal**

- Utilize innovative coordination strategies to enhance mobility and access to services

- **Focus**

- Develop an online listing of services
- Widget for use by agency and partners
- Develop GTFS feeds for existing fixed-route transportation
- Connect Google Maps to VirginiaNavigator





Transportation Navigator

Virginia Transportation Finder



SERVICES

 Select a Topic 

- Select a Topic
- Commuting and Ride Sharing
- Inter-City Transportation
- Non-Emergency Medical Transportation
- Opioid and Substance Use Transportation
- Veteran Transportation
- Public Transportation
- Ride App Services
- Taxis

SERVICE AREAS

 Select an Area 

 SEARCH

POWERED BY  VirginiaNavigator



Growing Technology in Transit

- **DRPT role in the testing and deployment of emerging technologies:**
 - Technical assistance
 - Grants and funding for technology
 - State contracting and cooperative purchase agreements.
- **Room for improvement**
 - Survey found that of 39 transit agencies:
 - 8% use contactless fare payment
 - 34% use real-time vehicle tracking
 - 5% have implemented mobility-on-demand services



Zero Emission Buses

- Current statewide transit fleet includes +2,500 revenue vehicles
 - Roughly 1% of the statewide fleet is electric
- Preliminary cost estimates for statewide transit electrification:
 - **\$800M** incremental cost to convert transit vehicles to electric (\$1.6B total cost)
 - **\$300M** to design, upgrade and install charging infrastructure



HJ 542 Transit Equity & Modernization Study

Virginia Transit Equity & Modernization Study

Goals set by the Virginia Transit Equity & Modernization Committee

Safety & Operations

Ensure the dignity of operators and employees with protections for their wellbeing and safety, fair and intentional hiring practices, and competitive wages.

Performance & Funding

Support measures that enable equitable service growth as it relates to vulnerable populations, the environment, and the economy.

Connectivity & Access

Upgrade technology and address travel barriers in the region to provide future improvements that optimize reliability, access, affordability, and multimodal connections.

Education & Engagement

Develop meaningful public engagement methods and expand transit use through education and activities which inform and empower the public to influence decision-making.



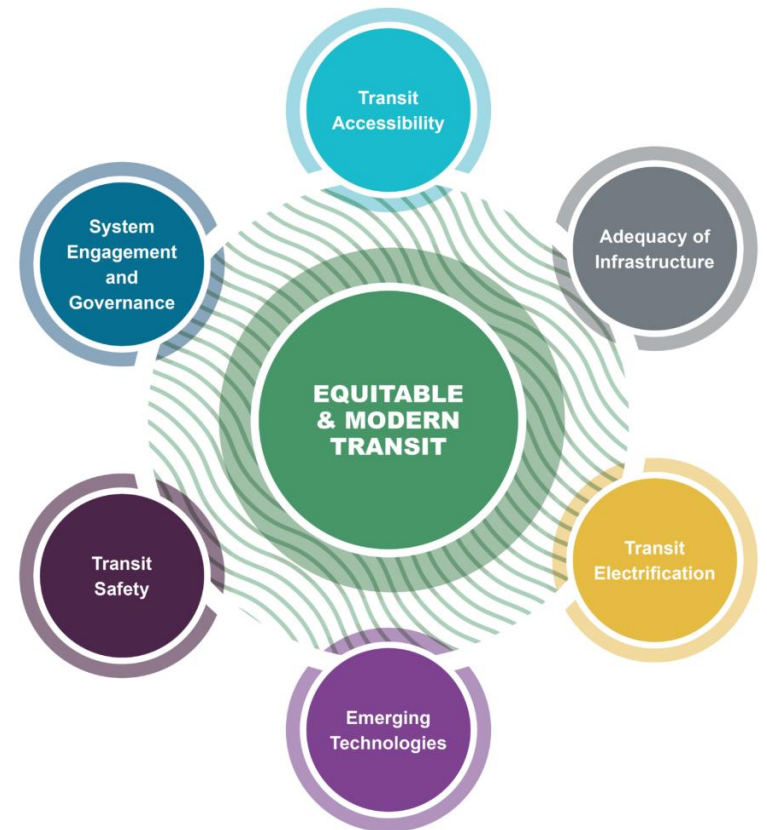
Study Features

The Interim Report has addressed...

- Opportunities or Gap Assessment of Transit Service
- Needs and barriers to improve transit infrastructure
- Opportunities to reduce carbon footprint through electrification

Action Planning will address...

- Strategies to inform priorities of implementing emerging technologies
- Framework for identifying and engaging disadvantaged populations and underserved communities



Interim Findings



There are unique needs for and barriers to adopting new and emerging technology among Virginia's transit agencies



Numerous bus stops are poorly placed and not well-connected to sidewalks



Basic transit infrastructure is insufficient



Transit is among the safest ways to travel, but there is room to improve both perceived and actual safety for transit riders, operators, and employees



There is increasing interest in piloting zero-fare service to overcome barriers to transit access



Transit riders have limited opportunities to be a part of the decision-making process



Availability of transit in Virginia is high, but gaps exist



More and better data is needed to make informed and equitable decisions



There is strong interest in fleet electrification across Virginia transit agencies, but more resources are needed.



Equity and accessibility must be more heavily considered in guidance, requirements, and funding programs for transit agencies

Oversight & Use of Federal & State Funding

MERIT: Current Results

Capital Assistance Projects

FY20 to FY23:

- **722** Replacement Vehicles
- **68** Expansion Vehicles
- **175** Revenue Vehicle Rehabilitations
- **383** Minor Enhancement Projects
- **11** Major Expansion Projects - Arlington (4), Alexandria (2), VRE - System Wide (2), Hampton Roads (2), Blacksburg (1)

MERIT: Proposed Changes

1

Update the definitions of the three program categories

2

Leveraging local match

3

Create a annual capital set-aside

4

Update Asset Condition Scores

MERIT: Proposed Changes

5

Update Service Impact Scoring

6

Update the descriptions of the Major Expansion (MAJ) Accessibility measures

7

Remove SMART SCALE area based factor weights from MAJ scoring

FY22 TRIP Projects

Project Title	Partners	Total State Cost
System-Wide Zero-Fare	Charlottesville Area Transit	\$1.1M
System-Wide Zero-Fare	City of Alexandria	\$7.2M
Subsidized Pass	Fairfax County	\$5.5M
System-Wide Zero-Fare	Fredericksburg Regional Transit	\$562K
System-Wide Zero-Fare	Greater Richmond Transit Company	\$8.0M
System-Wide Zero-Fare	Mountain Empire Older Citizens	\$102K
Route 4 Improvement Project	Greater Lynchburg Transit Company	\$1.6M
Petersburg- Southern Express	Petersburg Area Transit	\$1.1M
Norfolk Naval Base Circulator	Hampton Roads Transit	\$2.4M

FY23 TRIP Projects

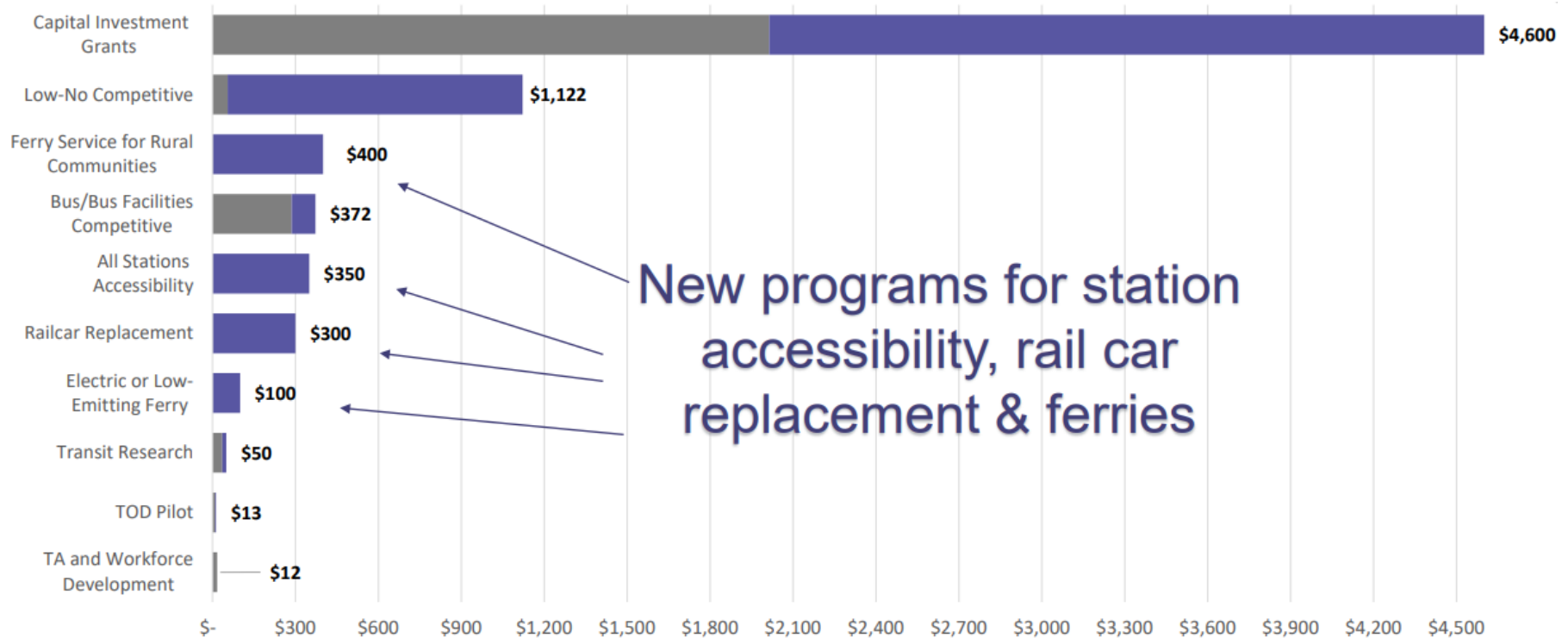
Project Title	Partners	Total State Cost
CUE- Systemwide ZF	City of Fairfax	\$651K
Petersburg- Systemwide ZF	Petersburg Area Transit	\$1.3M
Manassas Express Route	PRTC	\$1.0M

CTB to approve Draft FY23 SYIP in June 2022

Federal Grants: Bipartisan Infrastructure Law

Discretionary & CIG Funding – FY21 to FY22

(Millions of Dollars)



New programs for station accessibility, rail car replacement & ferries

Note: Transit Research includes Bus Testing and NTD

■ FAST FY21 ■ Additional Funding Under BIL (FY22)

Federal Grants: FTA Bus & Bus Facilities/Low-No

Program Component	FY 2021 Enacted	FY 2022 (in millions)	FY 2023 (in millions)	FY 2024 (in millions)	FY 2025 (in millions)	FY 2026 (in millions)
Buses and Bus Facilities Competitive	\$414.04	\$375.70	\$383.54	\$393.56	\$401.69	\$411.90
Low or No Emissions Competitive	\$180.00	\$1,121.56	\$1,123.06	\$1,124.96	\$1,126.51	\$1,128.46

- \$1.5B in discretionary funding is available through these programs

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