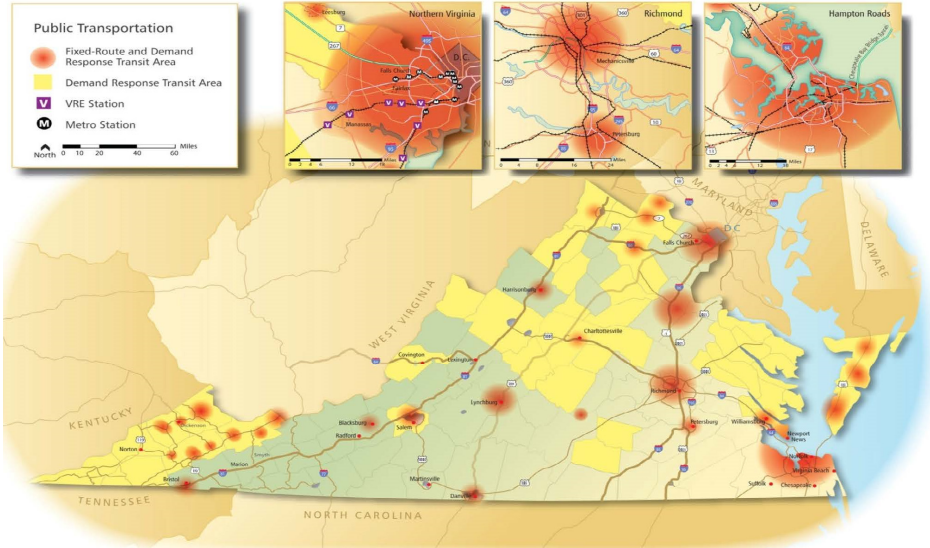


What Transit Means to Virginia

Facts & Figures

- Every \$1 in government spending on transit returns \$4 in economic benefit to the local community. (*APTA ROI calculus*)
- Transit trips in Virginia's rural communities exceed 1.6 million annually.
- About 30 percent of Virginians between the ages of 18 and 24 who are eligible for a driver's license choose not to have one.
- Virginia's population is slated to grow from 8 million to more than 10 million by 2030.



Transit in the Commonwealth

If transit was discontinued...

Richmond would experience an annual increase of 571,000 hours delay (one hour delay annually per consumer) with a congestion cost of \$11 million

Virginia Beach would see an annual increase of 1.3 million hours delay (two hours delay annually per consumer) with a congestion cost of \$25 million

Northern Virginia would experience an annual increase of 35.5 million hours of delay (18 hours annually per consumer) for a total congestion cost of \$726 million

Demographic shifts and changes in lifestyles have altered Virginians' transportation needs. Transportation choices are essential if the Commonwealth is to remain economically competitive and provide its residents with access to healthcare, retail, recreation, employment and education.

Not Your Grandmother's Transit

Long thought of as only bus travel, transit also includes commuter and light rail, ferry, streetcar, trolley and vanpool service. Fare boxes and coin tokens are becoming obsolete, replaced by electronic fare card payment systems. On the horizon is a system that will let passengers use a smartphone or government ID to pay their fare. Wi-Fi and comfortable, ergonomic seats increase passenger comfort and buses that can be lowered to curb height make access easier. Even bus stops are getting a facelift. Well-lit stops often offer shelter from the elements and provide real-time arrival information.

All Aboard

Such enhancements are attracting riders from every socioeconomic background and profession. Transit in the Commonwealth truly is a mass market service. For some – particularly the elderly and disabled – transit is a necessity; for others – such as Millennials – it is a lifestyle choice.

Take a Ride

Transit is found in communities, both large and small, throughout Virginia. Rural transit services are a lifeline, providing roughly 1.6 million rides each year to people who live in small towns and remote locations. In more populated areas it also serves commuters, tourists and students.

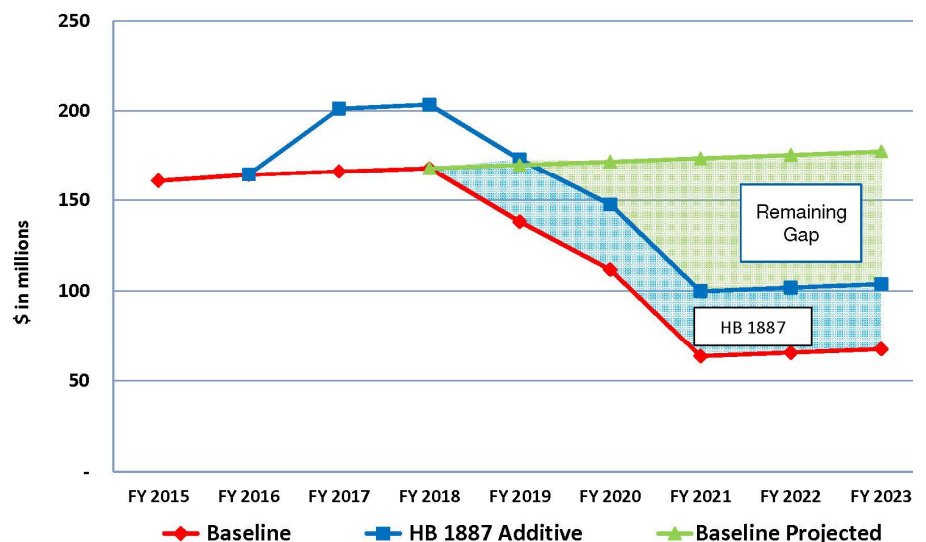
Virginia Transit Highlights

- **Williamsburg** – The downtown trolley, just \$2 for an all-day pass, connects residents and visitors to 15 points of interest. Of the 10 bus routes in the city, one serves students and faculty at the College of William & Mary.
- **Norfolk** – The Tide light rail has transported more than 5.2 million passengers. Its 11 stations are strategically located near a major medical complex, baseball park and university.
- **Virginia Beach** – A 3.2-mile extension of the Tide light rail into the Virginia Beach Town Center is being studied with plans calling for a late 2019 or early 2020 opening.
- **Prince William, Spotsylvania and Stafford Counties** – Two new stations, part of a plan to double ridership by 2040, will expand the reach of Virginia Railway Express (VRE), a commuter rail service that terminates at Union Station in Washington, D.C. A study will explore the possibility of extending the Manassas Line to Gainesville and Haymarket in Prince William County. VRE’s new mobile app lets riders purchase and present tickets via smartphone.
- **Richmond** – Known as the Pulse, Richmond’s planned Bus Rapid Transit (BRT) line will run 7.6 miles along Broad Street from Willow Lawn to Rocketts Landing. When it opens in 2017, the Pulse will fuel economic activity in the corridor, which has 33,000 residents and 77,000 jobs within a half-mile of the 14 proposed BRT stations.
- **Charlottesville** – The city’s free trolley connects downtown and the University of Virginia, with stops at the Greyhound and Amtrak stations and UVA Hospital. Its nine other bus routes provide access to shopping, entertainment, education and recreation facilities.
- **Blacksburg** – Among its dozen routes is the Two Town Trolley, which connects Blacksburg and Christiansburg. Several routes serve Virginia Tech and there are special game day buses for football and basketball games on campus.
- **Northern Virginia** – More than half of all jobs here are located within a quarter-mile of a bus stop or rail station. Each day, commuters take more than a half million trips via transit. Eight transit systems serve the region, providing bus, BRT and commuter rail service.

Despite the key role that transit plays – connecting people to jobs, school and health care – a potentially disastrous fiscal cliff looms large. In 2018, 62 percent of the annual capital funding for equipment and stations will expire, making it difficult for transit providers to maintain a state of good repair for their current vehicles and to provide additional services down the road. Localities, which will have to make up the deficit, may choose to hike fares or cut service.

Projected Transit Capital Revenues: Impact of HB1887 (2015)

The Virginia Department of Rail and Public Transportation (DRPT) has relied on bond revenues to supplement its transit capital program for the past five years. In FY2018, DRPTs allocated bond fund revenue begins to drop, declining by 62%, and disappears completely in FY 2019. Without new funding to replace this lost revenue, DRPT’s capital funding program will be decimated.





What Transit Means to the Bristol District

Transit Means...

- Ability to Commute
- Access to Jobs, School and Health Care
- Business
- Economic Opportunity
- Greener Environments
- Improved Health
- Independence
- Less Congestion
- Mobility



The Bristol District comprises 12 counties and 2 cities:

- Bland
- Buchanan
- Dickenson
- Grayson
- Lee
- Russell
- Scott
- Smyth
- Tazewell
- Wise
- Wythe
- Washington
- Bristol
- Norton

Public Transportation Funding Equation

Revenues	\$ 251,460
Federal	\$ 4,718,770
State	\$ 1,398,138
Local	\$ 2,027,144
Other	\$ 17,000
Total	\$ 8,412,512

Bristol by the Numbers

- 49,787 average monthly ridership on all modes of transit
- 597,405 2014 passenger trips on all modes of transit
- \$469,802 to purchase 29 vehicles for commuter programs and human services
- \$1.4 million to support public transportation and human services
- \$12 million to support freight rail in Bristol and other districts

Projects of Note

- Mountain Empire Older Citizens Inc.'s Regional Mobility Enhancement Project
- New shop equipment for Four County Transit, based in Cedar Bluff



"The service Four County Transit provides has meant almost everything when it comes to going to college. I can honestly say that without their help, I would not be working on my bachelor's degree."

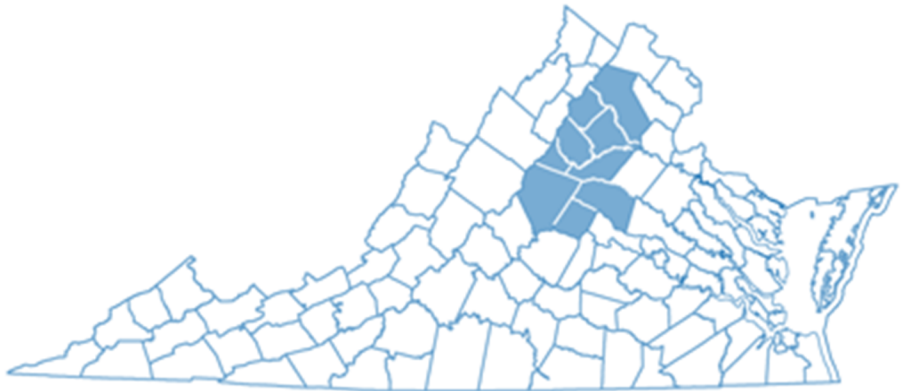
—Matt Mullins, Dickenson County

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What Transit Means to the Culpeper District

Transit Means...

- Ability to Commute
- Access to Jobs, School and Health Care
- Business
- Economic Opportunity
- Greener Environments
- Improved Health
- Independence
- Less Congestion
- Mobility



The Culpeper District comprises 9 counties and 1 city:

- Albemarle • Culpeper • Fauquier • Fluvanna • Greene
- Louisa • Madison • Orange • Rappahannock • Charlottesville

Public Transportation Funding Equation

Revenues	\$	762,438
Federal	\$	3,295,716
State	\$	2,065,017
Local	\$	3,967,885
Other	\$	64,608
Total	\$	10,155,664

Culpeper by the Numbers

- 237,993 average monthly ridership on all modes of transit
- 2,853,891 2014 passenger trips on all modes of transit
- \$3.6 million to support public transportation and commuter services
- \$953,742 to purchase 15 vehicles to assist with commuter programs and human services
- \$19.3 million to support freight rail in Culpeper and other districts

Projects of Note

- Renovation of an administrative and maintenance facility for JAUNT, a public transit provider in Charlottesville
- Assistance to Green County Transit to extend a second route into Charlottesville



"Since the late 70s, JAUNT and CAT have been an integral part of Charlottesville, connecting all of our citizens to important resources in our community: jobs, volunteer opportunities, programs for seniors, local businesses and more. Transportation makes a difference."

—Charlottesville Mayor Satyendra Huja

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Potomac and Rappahannock
Transportation Commission



What Transit Means to the Fredericksburg District

Transit Means...

- Ability to Commute
- Access to Jobs, School and Health Care
- Business
- Economic Opportunity
- Greener Environments
- Improved Health
- Independence
- Less Congestion
- Mobility



The Fredericksburg District comprises 14 counties and 1 city:

- Caroline
- Essex
- Gloucester
- King and Queen
- King George
- King William
- Lancaster
- Mathews
- Middlesex
- Northumberland
- Richmond
- Spotsylvania
- Stafford
- Westmoreland
- Fredericksburg

Public Transportation Funding Equation

Revenues	\$	470,459
Federal	\$	3,249,480
State	\$	1,399,005
Local	\$	<u>2,926,031</u>
Total	\$	8,044,975

Fredericksburg by the Numbers

- 63,232 average monthly ridership on all modes of transit
- 758,781 2014 passenger trips on all modes of transit
- \$2 million to support public transportation and commuter services
- \$4.3 million to purchase 13 vehicles for commuter programs and human services
- \$5.4 million to expand VRE's Potomac Shores station, currently under construction
- \$14 million to support freight rail in Fredericksburg and other districts

Projects of Note

- High-speed passenger rail between Richmond and Washington, D.C. (DC2RVA) currently is being studied
- Bay Transit's new \$5 million LEED gold certified administrative and maintenance facility in Gloucester opened in May 2015.



NVTC
Executive Director
Kelley Coyner
571-483-3225

PRTC Interim
Executive Director
Eric Marx
703-580-6117

The Potomac Rappahannock Transportation Commission comprises the counties of Prince William, Spotsylvania and Stafford and the cities of Fredericksburg, Manassas and Manassas Park

What Transit Means to the Hampton Roads District

Transit Means...

- Ability to Commute
- Access to Jobs, School and Health Care
- Business
- Economic Opportunity
- Greener Environments
- Improved Health
- Independence
- Less Congestion
- Mobility



The Hampton Roads District comprises 9 counties and 11 cities:

- Accomack
- Greensville
- Isle of Wright
- James City
- Northampton
- Southampton
- Surry
- Sussex
- York
- Chesapeake
- Emporia
- Franklin
- Hampton
- Newport News
- Norfolk
- Poquoson
- Portsmouth
- Suffolk
- Virginia Beach
- Williamsburg

Public Transportation Funding Equation

Revenues	\$ 22,541,098
Federal	\$ 32,329,652
State	\$ 34,741,760
Local	\$ 50,808,065
Other	\$ 392,500
Total	\$140,813,075

Hampton Roads by the Numbers

- 1,692,631 average monthly ridership on all modes of transit
- 20,246,126 2014 passenger trips on all modes of transit
- \$31.7 million to support public transportation and commuter services
- \$22.7 million to support freight and passenger rail
- \$19.1 million for operating expenses
- \$11.7 million for capital projects

Projects of Note

- Routes and transit modes that would link Tide light rail with Norfolk's Navy base are being studied along with multimodal connectivity options to other cities in Hampton Roads.
- A 3.2-mile extension of the Tide light rail into Virginia Beach is being studied with plans calling for a late 2019/early 2020 opening.
- Improvements to the docking facilities and purchase of new ticket vending machines and four ferries for HRT's Elizabeth River Ferries.



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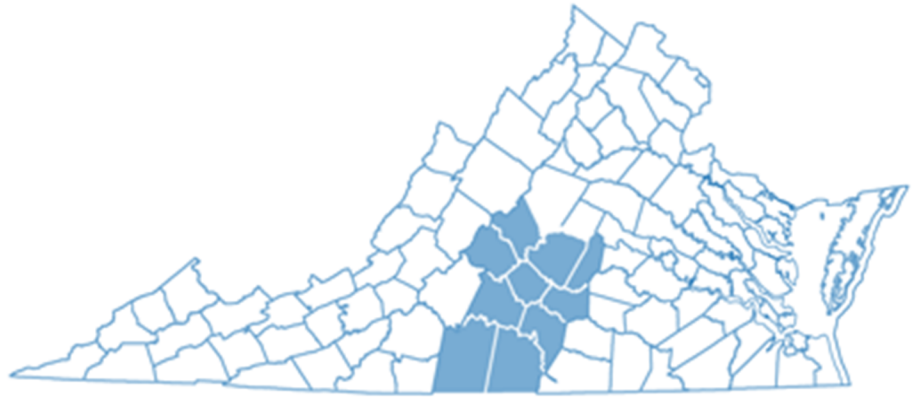
"A complete network of light rail and buses not only increases the job opportunities for all our citizens, it allows our businesses to recruit the best and most highly trained employees from across the region."

—Bryan Stephens, President & CEO, Hampton Roads Chamber of Commerce

What Transit Means to the Lynchburg District

Transit Means...

- Ability to Commute
- Access to Jobs, School and Health Care
- Business
- Economic Opportunity
- Greener Environments
- Improved Health
- Independence
- Less Congestion
- Mobility



The Lynchburg District comprises 10 counties and 2 cities:

- Amherst
- Appomattox
- Buckingham
- Campbell
- Charlotte
- Cumberland
- Halifax
- Nelson
- Pittsylvania
- Prince Edward
- Danville
- Lynchburg

Public Transportation Funding Equation

Revenues	\$	1,712,771
Federal	\$	11,033,945
State	\$	6,118,130
Local	\$	4,873,943
Other	\$	35,000
Total	\$	23,773,789

Lynchburg by the Numbers

- 341,064 average monthly ridership on all modes of transit
- 3,737,471 2014 passenger trips on all modes of transit
- \$6.2 million to support public transportation and commuter services
- \$1.3 million to purchase 20 vehicles for commuter programs and human services
- \$49.8 million to support passenger and freight rail in Lynchburg and other districts
- \$3.9 million to construct an operations/maintenance facility



Projects of Note

- Construction of a new headquarters for the Greater Lynchburg Transit Company (GLTC) to accommodate 125 employees and 53 vehicles, with room for fleet expansion
- Additional Amtrak frequency, beginning and ending in Lynchburg

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"Many individuals in the Lynchburg area rely on GLTC as their primary mode of transportation."

Gary DuPriest, Greater Lynchburg Transit Company ADA Chairperson



Potomac and Rappahannock
Transportation Commission



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

What Transit Means to the Northern Virginia Highway District



Potomac and Rappahannock
Transportation Commission



Transit by the Numbers



2 Transportation Districts

Northern Virginia Transportation Commission (NVTC) and Potomac and Rappahannock Transportation Commission (PRTC)

9 Counties and Cities

NVTC includes the counties of Arlington, Fairfax, Loudoun, and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park

8 Bus Systems

Alexandria DASH, Arlington Transit (ART), Fairfax Connector, City of Fairfax CUE, Loudoun County Transit, Metrobus, OmniRide/OmniLink, Virginia Regional Transit

1 Bus Rapid Transit (BRT) System

Metroway, connecting Crystal City and Braddock Road Metrorail stations; 2 other BRT systems under construction

1 Fixed Rail System

Metrorail

1 Commuter Rail System

Virginia Railway Express (VRE)

2 Highway Lanes

saved on I-66 and I-95 combined by VRE (20,000 passenger trips daily)

707,812 Jobs

within a ¼ mile of a transit stop or station¹

152,900,000 Passenger Trips

on all modes of transit in FY2014 (550,000 per work day)²

35,500,000 Hours of Delay

eliminated by transit each year (18 hours annually per Northern Virginian)³

Silver Line Stats

- Phase 1's five stations exceeded ridership estimates in first year; Phase 2 (2020) to add six stations and extend line to Dulles International Airport.
- \$18 billion in private investment (20 development projects) align corridor, of which \$1 billion is at Wiehle-Reston East Metrorail Station.
- 20 million square feet of new office space under development in Tysons will increase its massive job pool (nearly the same size as downtown Baltimore) by 40 percent.
- 10,800 riders — about double the normal weekday volume — entered/exited the Tysons Corner Station on Black Friday 2014, the busiest shopping day of the year.

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¹NVTC/VA Tech study, May 2015 (www.novatransit.org/uploads/Events/Forum2015/ForumResearchPosters.pdf)

²NVTC, FY 2014 (www.novatransit.org/uploads/data/AllNovaDataAllNovaDataFY14.pdf)

³VDOT/DRPT, Nov. 2012 (<http://1.usa.gov/1CS8KyW>)



Potomac and Rappahannock
Transportation Commission



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Northern Virginia Highway District Transit Information

New in NoVa Transit

I-66 Inside the Beltway multimodal transit options

I-66 Outside the Beltway transit and TDM

High speed rail between Richmond and Washington, D.C. (DC2RVA)

Five Silver Line Metrorail stations open (2014); six under construction (2020)

Potomac Yard Metrorail Station in City of Alexandria

Infrastructure Bank makes first transit loan (\$50 million for Potomac Yard Metrorail Station)

VRE Spotsylvania station open (Fall 2015); Potomac Shores station under construction (2017); planning underway for Gainesville/Haymarket extension

West End Transitway BRT in Alexandria

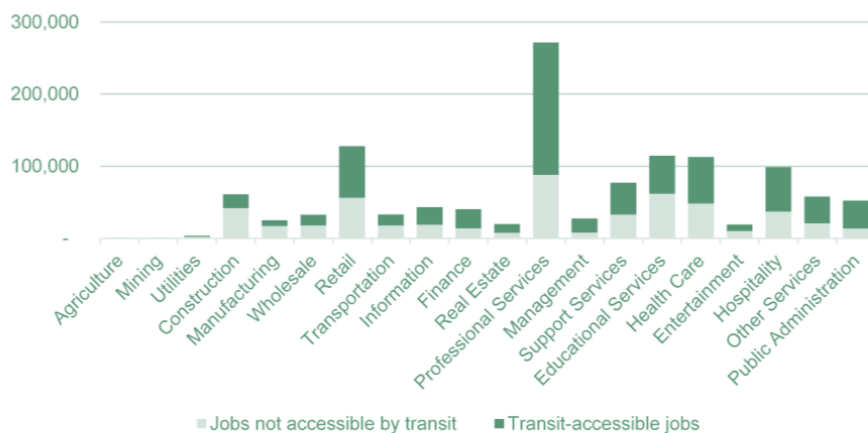
Route 1 hybrid BRT between the Beltway and Woodbridge

Route 7 alternatives analysis to recommend transit service from Tysons Corner to Alexandria, connecting people to economic opportunity and Metrorail along this historic thoroughfare (Spring 2016)

Transit Accessible Jobs and Passenger Trips by Transit System

Transit System	ART	Connector	CUE	DASH	LCT	Metrobus	Metrorail	PRTC (OmniRide OmniLink)	VRE
Stops (Nov 2014)	562	2,667	255	623	94	3,109	26	555	16
Jobs within ¼-mile of Transit (LEHD 2011)	113,758	364,646	29,080	85,329	93,225	417,014	79,170	154,758	16,383
Annual Passenger Trips FY 2014	2,837,023	10,655,021	826,747	4,238,784	1,756,948	21,379,404	103,601,441	3,174,804	4,431,671

NoVa Jobs by Profession within a ¼ Mile of Transit



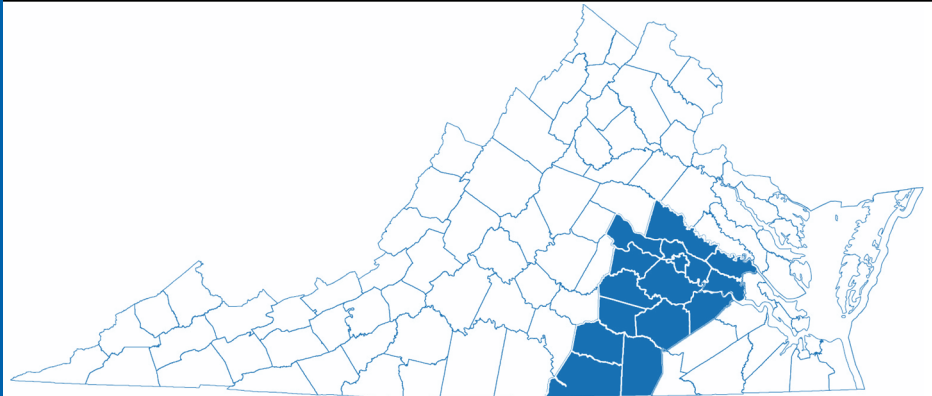
A cooperative study by NVTC and Virginia Tech details the importance of proximity to transit based on job characteristics such as age, income, education and industry, and provides data for the number of transit-accessible jobs by transit system. Findings include:

- Public administration has greatest percentage of transit accessible jobs at 75%
- Employee age produced the least variation, with transit accessible jobs being 58% for all ages
- Of the highest paying jobs (\$3,333+ per month), 62% were transit accessible

What Transit Means to the Richmond District

Transit Means...

- Ability to Commute
- Access to Jobs, School and Health Care
- Business
- Economic Opportunity
- Greener Environments
- Improved Health
- Independence
- Less Congestion
- Mobility



The Richmond District comprises 14 counties and 4 cities:

- Amelia •Brunswick •Charles City •Chesterfield •Dinwiddie
- Goochland •Hanover •Henrico •Lunenburg •Mecklenburg
- New Kent •Nottoway •Powhatan •Prince George
- Colonial Heights •Hopewell •Petersburg •Richmond

Public Transportation Funding Equation

Revenues	\$ 18,683,886
Federal	\$ 24,559,207
State	\$ 14,708,834
Local	\$ 18,331,960
Other	\$ 740,000
Total	\$ 77,023,887

Richmond by the Numbers

- 788,615 average monthly ridership on all modes of transit
- 7,358,299 2014 passenger trips on all modes of transit
- \$13.9 million to support public transportation and commuter services and ongoing studies of transit projects
- \$1 million to purchase 78 vehicles for commuter programs and human services
- \$24 million to support passenger and freight rail in Richmond and other districts
- \$10.4 million preliminary and final design costs for the Greater Richmond Transit Company's Bus Rapid Transit (BRT)

Projects of Note

- High-speed passenger rail between Richmond and Washington, D.C. (DC2RVA) currently is being studied
- GRTC Pulse, a high-capacity BRT system arriving in 2017, will run 7.6 miles through the City of Richmond and Henrico County along Broad, 14th and Main Streets.

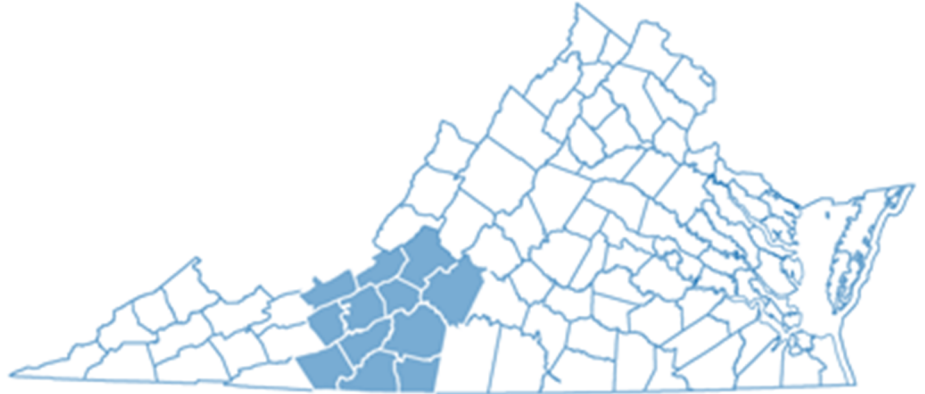




What Transit Means to the Salem District

Transit Means...

- Ability to Commute
- Access to Jobs, School and Health Care
- Business
- Economic Opportunity
- Greener Environments
- Improved Health
- Independence
- Less Congestion
- Mobility



The Salem District comprises 12 counties and 5 cities:

- Bedford •Botetourt •Carroll •Craig •Floyd •Franklin
- Giles •Henry •Montgomery •Patrick •Pulaski •Roanoke
- Galax •Martinsville •Radford •Roanoke •Salem

Public Transportation Funding Equation

Revenues	\$	3,243,015
Federal	\$	17,410,270
State	\$	9,491,614
Local	\$	9,983,351
Total	\$	40,128,250

Salem by the Numbers

- 569,909 average monthly ridership on all modes of transit
- 6,760,664 2014 passenger trips on all modes of transit
- \$9.7 million to support public transportation and commuter services
- \$2.6 million to purchase 39 vehicles for commuter programs and human services
- \$44.6 million to support freight rail in Salem and other districts

Projects of Note

- Construction of a multimodal transfer facility for Blacksburg Transit on the Virginia Tech campus. It will serve as the hub for all bus routes passing through the campus. Not only will it reduce congestion but it will allow Blacksburg Transit to consolidate services.



"Thank you so much for being a reliable transportation service. After transferring from community college where I had to drive myself everywhere, relying on the bus system was an intimidating thought. Your convenient times and ample locations have made the transition smooth and rather enjoyable."

—Krystalyn, Satisfied Student and Blacksburg Transit Rider

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What Transit Means to the Staunton District

Transit Means...

- Ability to Commute
- Access to Jobs, School and Health Care
- Business
- Economic Opportunity
- Greener Environments
- Improved Health
- Independence
- Less Congestion
- Mobility



The Staunton District comprises 11 counties and 7 cities:

- Alleghany •Augusta •Bath •Clarke •Frederick
- Highland •Page •Rockbridge •Rockingham •Shenandoah
- Warren •Buena Vista •Covington •Harrisonburg •Lexington
- Staunton •Waynesboro •Winchester

Public Transportation Funding Equation

Revenues	\$	2,045,540
Federal	\$	4,787,331
State	\$	2,130,251
Local	\$	840,030
Other	\$	5,000
Total	\$	9,808,152



Staunton by the Numbers

- 24 the national ranking of the Harrisonburg Department of Public Transportation based on # of trips per capita
- 17,000 the number of James Madison University students who ride public transportation daily
- 291,084 average monthly ridership on all modes of transit
- 3,450,858 2014 passenger trips on all modes of transit
- \$2.4 million to support public transportation and commuter services
- \$1.1 million to purchase 21 vehicles for commuter programs and human services
- \$14.6 million to support freight rail in Staunton and other districts

Project of Note

- New \$17.4 million Harrisonburg transportation facility project provided jobs and a boost to the local construction economy. The maintenance facility and equipment provided HDPT with state-of-the-art repair equipment and tools.

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"As a senior at JMU, I've utilized the Harrisonburg transit system for four years. I'm grateful for this service and overall my experiences have been extremely positive."

—Maddie Pennington