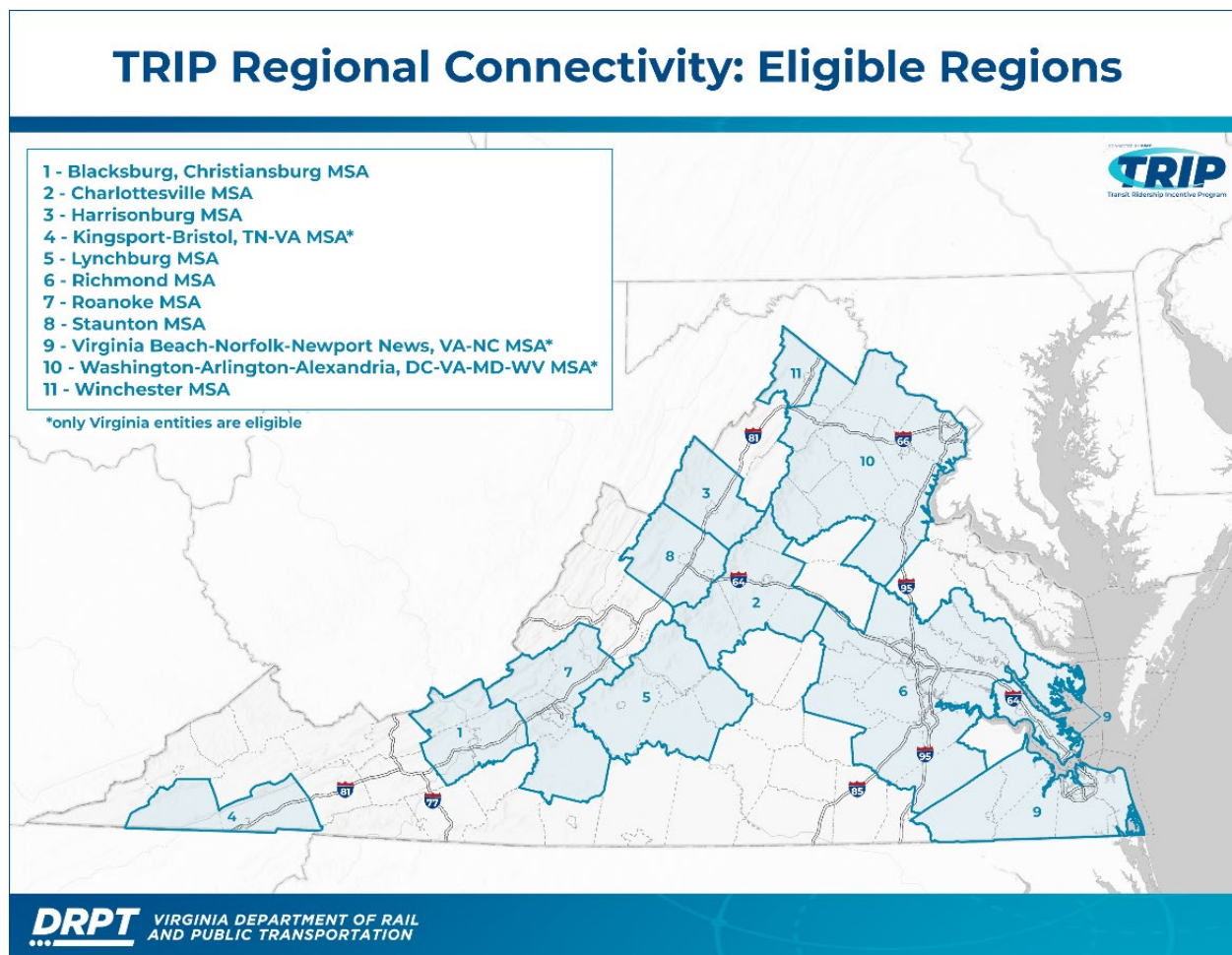


Section 2.1 TRIP Regional Connectivity

Eligible Applicants

The following entities are eligible for TRIP Regional Connectivity funding:

- Public transit providers that serve a Metropolitan Statistical Area (MSA) exceeding a population of 100,000 and receive state operating assistance pursuant to 33.2-1526.1 D 1 or;
- Metropolitan Planning Organizations (MPOs), Planning District Commissions (PDCs), and other statewide or regional bodies that serve a MSA exceeding a population of 100,000



Eligible Projects

The following project types are deemed eligible for TRIP Regional Connectivity funding:

- The improvement and expansion of routes with regional significance
- The implementation of integrated fare collection
- The development and implementation of regional subsidy allocation models
- The establishment of bus-only lanes on routes of regional significance

The following definitions are helpful in determining the eligibility of projects:

Regionally significant service: Transit must facilitate intra-regional travel within the urbanized area. These routes will be deemed significant based on their connections to employment, education, recreation, health care, and other vital community services.

Integrated fare collection: Investments that help integrate the fare collection process among multiple transit agencies throughout a region. This can include the development or improvement of regionally significant mobile apps, fare cards, and other efforts that improve the inoperability of fare collection processes.

Metropolitan Statistical Area (MSA): Consists of one or more counties that contain a city of 50,000 or more inhabitants or contain a Census Bureau-defined urbanized area (UA) and have a total population of at least 100,000.¹

Program Goals

To heighten regional connectivity and mitigate congestion in urban areas with population excess of 100,000 through the provision of regional public transportation improvements.

Grant Match Requirements

TRIP Regional Connectivity is a multi-year program. Applicants can apply for up to 5 years of funding. Multi-year grantees must participate in a funding step-down, meaning local funding will increase as the project develops, while the state share will decrease. This structure promotes heightened applicant commitment and increases

¹ "The General Concept of a Metropolitan Area (MA)." n.d.
<https://www2.census.gov/geo/pdfs/reference/GARM/Ch13GARM.pdf>.

the likelihood of operations continuing after the conclusion of the TRIP grant. The below table outlines the maximum state contribution for each year of operations.

First Year	Second Year	Third Year	Fourth Year	Fifth Year
Up to 80% of eligible project costs	Up to 60% of eligible project costs	Up to 30% of eligible project costs	Up to 20% of eligible project costs	Up to 10% of eligible project costs

Application Evaluation Criteria & Process

Prospective applicants are required to submit an application package to be considered for funding. TRIP regional connectivity projects will be prioritized based on their project score.

In general, priority will be given to projects that score well, are quickly implementable, included in locally administered or statewide corridor studies, and have fully considered the financial capacity for project continuation after grant expiration.

For *new regional route* applicants, it is encouraged to explore the [DRPT Demonstration Project Assistance Program](#). This program can support new transit route projects for up to 18 months at 80% state funding. Applicants who have received Demonstration funding and have satisfied the requirements of the program will receive additional consideration within the project readiness category of TRIP Regional Connectivity scoring.

Application Requirements

Project Description – a brief yet informative summary of the project that includes:

- Reasonable and explanatory project scope
- Brief project schedule
- Project objective
- Confirmation of ability to provide data and evidence of project’s success on a quarterly basis

Project Justification – The project justification must provide a clear and demonstrable unmet need that will be met by the project and a thorough description on the mitigation of the implementation plan.

Project Objective – The following objectives are applicable to regional connectivity projects: ridership projection, emissions reduction, decrease in SOV trips and congestion mitigation. These objectives should be paired with a measurable target which yields available data that speaks to the project’s success in meeting the defined objective on a quarterly basis.

Project Schedule and Readiness – What, if anything, needs to be done prior to project deployment (e.g. vehicle purchase, bus stop improvement, road or signal enhancement, software/hardware installation, etc.)

Financial Detail and Maintenance of Effort – Provide details on project cost, financial duration, and plans to continue service funding after TRIP funding phases out.

Local and Regional Support – For bus lanes and traffic signal projects, applicants must get a letter of support/approval from the Virginia Department of Transportation (VDOT) or the local government that is responsible for maintenance (Cities, Towns). For routes of regional significance, transit agencies or sponsoring jurisdiction must get board approval from all jurisdictions in which route operates prior to application submission.

Congestion Mitigation – Applicants must provide explanation on how this project will reduce traffic congestion through heightening the investment in transit.

Technical Capacity/Oversight – Enter the name, title, phone number, email address and qualifications of the person responsible for the completion of this project, who will also serve as DRPT’s point of contact for the project.

Section 2.2 TRIP Zero and Reduced Fare

Eligible Applicants

This source of funding does not have a size nor population requirement. The following entities are eligible for TRIP Zero and Reduced Fare funding:

- Public transit providers that receive State Operating Assistance pursuant to 33.2-1526.1 D 1 **OR**;
- Metropolitan Planning Organizations (MPO), Planning District Commissions (PDCs), and statewide bodies

Program Description

TRIP provides funding to transit agencies for the purpose of supporting the deployment of zero fare and/or reduced fare pilot programs designed to support low-income communities. These programs will aim at increasing a system's ridership and accessibility.

The following terms and metrics should guide applicants and will be utilized in project ranking and selection:

Reduced Fare projects for low-income individuals: The Department of Rail and Public Transportation recognizes that "low-income" can take many shapes in different communities. To ensure the creation of a locally developed threshold that accurately represents the needs of the community, this application will permit multiple metrics of low-income. Applicants will select the most suitable metric for their system and provide their rationale.

Program Goals

To reduce barriers to transit use in communities through the creation and implementation of zero or reduced fare pilot programs

Eligible Projects

The following project types are deemed eligible for TRIP Zero and Reduced Fare funding:

- The provision of subsidized or fully free passes to low-income populations
- The elimination of fares on high-capacity corridors, establishing 'zero fare zones'^{1*}
- The deployment of an entirely zero fare system*
- Fare policy planning

Grant Match Requirements

Similar to TRIP Regional Connectivity, TRIP Zero and Reduced Fare is a multi-year program. Applicants can apply for up to 3 years of funding. Multi-year grantees must participate in a funding step-down, meaning local funding will increase as the project develops, while the state share will decrease. This structure promotes heightened applicant commitment and increases the likelihood of operations continuing after the conclusion of the TRIP grant. The below table outlines the maximum state contribution for each year of operations.*

First Year	Second Year	Third Year
Up to 80% of eligible project costs	Up to 60% of eligible project costs	Up to 30% of eligible project costs

to ensure the success of these projects, all **system-wide zero fare applicants must commit to an additional 4th year of operations where the grantee provides one hundred percent (100%) of project expenses with continued DRPT oversight*

Application Requirements

The TRIP Zero and Reduced Fare application will touch on the following components:

Project Description – a brief yet informative summary of the project that includes:

- Reasonable and explanatory project scope
- Predicted impact on ridership
- Brief project schedule
- Estimated project cost, funding request, and duration of funding
- For zero fare zones, a visual component (Google map, GIS map) of the proposed route should be attached to the application.

Project Justification – Prior to submitting an application, applicants will have conducted a study or performed research to develop project justification and prepare an implementation plan. The project justification must provide a clear and demonstrable unmet need that will be met by the project and a thorough description on the implementation plan

Project Objective – Each applicant should provide a measurable target for increasing ridership and/or reducing barriers to accessing quality transit service in their community. That objective can focus on system-wide ridership or a specific community/population (with an equity approach).

Project Schedule and Readiness – What, if anything, needs to be done for pilot deployment (e.g. vehicle purchase, bus stop improvement, road or signal improvement, software/hardware installation, etc.)

Financial Detail and Maintenance of Effort – Provide details on project cost, financial duration and plans to continue implementation after TRIP funding phases out.

Technical Capacity/Oversight – Provide the name, title, phone number, email address and qualifications of the person responsible for the completion of this project, who will serve as DRPT’s point of contact for the project.

Partnerships with Community Organizations – Zero and reduced fare pilot programs strongly rely on community support to target the most appropriate audience and perform expansive community outreach. Applicants are strongly encouraged to build relationships with social services or non-profit organizations for the deployment of this pilot. Applicants should identify partner organizations, if applicable.

Section 2.3 TRIP Public Safety

Eligible Applicants

This source of funding does not have a size nor population requirement. The following entities are eligible for TRIP Public Safety funding:

- Public transit providers that receive State Operating Assistance pursuant to 33.2-1526.1 D 1 **OR**;
- Metropolitan Planning Organizations (MPO), Planning District Commissions (PDCs), and statewide bodies

Program Goals

The safety of transit riders, operators, and employees is a priority of the state of Virginia. To improve safety on and accessing transit for riders, and to improve safety for the transit workforce in delivering transit service, TRIP funds public safety equipment, infrastructure, as well as public safety initiatives/planning.

Eligible Projects

The following project types are deemed eligible for TRIP Public Safety funding:

- Public Safety Equipment
- Public Safety Planning
- Public Safety Programming and Training

Public safety equipment includes, but is not limited to:

- Purchase and installation of lighting
- Purchase and installation of cameras
- Purchase and installation of emergency help buttons and call boxes

- Implementation of Intelligent Transportation Systems (ITS) designed to improve the safety of the transit system, and
- Purchase of other equipment that directly improves the perception of safety among riders, operators, and other transit employees

Public safety programming and training includes, but is not limited to:

- Staff salaries for personnel exclusively involved with security (including fare enforcement officers)
- Costs associated with training operators and other transit staff around emerging driver assistance and passenger safety technologies

Any training efforts that are intended to increase the safety and security of transit riders, operators, and staff (ex: *National Transit Institute’s Assault Awareness and Prevention for Transit Operators, first responder training for thermal events involving transit vehicles and facilities*).

Grant Match Requirements

TRIP Public Safety projects are anticipated to be supported with one year of funding; however, in special circumstances, applicants may apply for multiple years if necessary. Due to the nature of these projects, the step down noted in previous sections does not apply for this project category. **A non-state match is required.**

The below table outlines the anticipated state contribution for each project type.*

Capital Projects with a state ask <\$3 million	Capital Projects with a state ask >\$3 million*	Planning Projects	Training Programs
Up to 68% of eligible project costs	Up to 50% of eligible project costs	Up to 50% of eligible project costs	Up to 80% of program cost (one year only)

**Projects with a state ask that is greater than \$3 million may receive TRIP funding, but must be submitted through the MERIT Capital Program as Major Expansion projects and will be evaluated under that program. DRPT staff will decide which program to fund each project based on eligibility and available funding.*

Application Requirements

The TRIP Public Safety application will touch on the following components:

Project Description – a brief yet informative summary of the project that includes:

- Reasonable and explanatory project scope
- Predicted impact on rider and transit workforce safety
- Brief project schedule
- Independent cost estimates, funding request, and duration of funding
- Any applicable planning and design documentation, or training program curricula

Section 2.4 TRIP Passenger Amenities and Facilities

Eligible Applicants

This source of funding does not have a size nor population requirement. The following entities are eligible for TRIP Passenger Amenities funding:

- Public transit providers that receive State Operating Assistance pursuant to 33.2-1526.1 D 1 **OR;**
- Metropolitan Planning Organizations (MPO), Planning District Commissions (PDCs), and statewide bodies

Program Goals

Passenger amenities and facilities greatly improve the transit rider experience and increase the accessibility of the system. TRIP supports the addition and improvement of passenger related infrastructure.

Eligible Projects

The following project types are deemed eligible for TRIP Passenger Amenities funding:

- Improvements to existing bus stops
- Addition of new bus stops
- Improvements to other passenger facilities
- Bus stop or facility planning

Improvements to existing bus stops and other passenger facilities include, but are not limited to:

- Installation of amenities such as lighting, seating, trash receptacles, off-board ticketing machines, or customer restrooms where appropriate
- Installation, replacement, or improvement to bus stop shelters

- Installation of bike racks and other multi-modal infrastructure
- Improving signage or installation of real-time information equipment
- ADA accessibility improvements such as installation of ramps, audio messaging, or vibro-tractile devices
- Renovations to transit stations or transfer centers

Grant Match Requirements

TRIP Passenger Amenities projects are anticipated to be supported with one year of funding; however, in special circumstances, applicants may apply for multiple years if necessary. Due to the nature of these projects, the step down noted in previous sections does not apply for this project category. **A non-state match is required.**

The below table outlines the anticipated state contribution for each project type.*

Capital projects with a state ask <\$3 million	Capital projects with a state ask >\$3 million*	Planning Projects
Up to 68% of eligible project costs	Up to 50% of eligible project costs	Up to 50% of eligible project costs

**Projects with a state ask that is greater than \$3 million may receive TRIP funding, but must be submitted through the MERIT Capital Program as Major Expansion projects and will be evaluated under that program. DRPT staff will decide which program to fund each project based on eligibility and available funding.*

Application Requirements

The TRIP Passenger Amenities application will touch on the following components:

Project Description – a brief yet informative summary of the project that includes:

- Reasonable and explanatory project scope
- Predicted impact on rider and transit workforce safety
- Brief project schedule
- Independent cost estimates, funding request, and duration of funding
- Any applicable planning and design documentation, or training program curricula