



Virginia Department of Rail and Public Transportation

State Transit Funding and Reforms

Update to the Northern Virginia Transportation Authority
October 11, 2018

Jennifer Mitchell
Director

Statewide Transit Capital Prioritization



- Effective July 1, 2019 (FY 20)
- WMATA exempt from process
- State of Good Repair
 - Based on transit asset management principles, including federal requirements for Transit Asset Management
- Major Expansion
 - Based on SMART SCALE factors:
 - Congestion mitigation
 - Economic development
 - Accessibility
 - Safety
 - Environmental quality
 - Land use

Capital Prioritization – Policy Process




- Coordination with TSDAC
- Extensive outreach to MPOs, transit agencies, and local governments
- Worked from the framework from the Revenue Advisory Board report (principles approved by CTB in July 2017)
 - State of Good Repair/Minor Enhancement – 80% of program funding
 - Board can use discretion to shift funds from Major expansion to State of Good Repair
 - Establishment of a single matching rate across asset types, with State of Good Repair/Minor Enhancement matched at a higher rate than Major Expansion
 - Maintain minimum local matching of 4%

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Transit Capital Program Structure



	State of Good Repair and Minor Enhancement (80%)		Expansion (20%)
	SGR (90-95%)	Minor Enhancement (5-10%)	
			
Funding Level	Minimum funding level (floor) for SGR Funding can be moved from expansion to SGR based on need		Funding level to be determined based on review of needs, funding can be moved to SGR but not from SGR to expansion
State Match Rate	68% single rate	68% single rate	up to 50%

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Project Types



- **State-of-Good Repair (SGR):** Projects/programs to replace or rehabilitate an existing asset
 - Includes acquiring assets/technology to serve current functions
- **Minor Enhancement:** Projects/programs to add capacity, new technology, or a customer enhancement meeting the following:
 - Project costs less than \$2 million, OR
 - Expansion vehicles: less than 5 vehicles or less than 5% of fleet
- **Major Expansion:** New projects/programs that add, expand, or improve service (greater than \$2 million)

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Capital Prioritization – Status



- Draft CTB Policy
 - Consistent with July CTB Briefing
 - Coordinated with TSDAC
 - Addresses program structure and prioritization methodology
- Draft released for public comment on September 10 – comment period open for 45 days (closes October 25)

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Strategic Plans



- CTB approval of guidelines and implementation plan by December 1, 2018
- Major Components:
 - Assessment of state of good repair needs
 - Review of the performance of fixed-route bus service
 - Evaluation of opportunities to improve operating efficiency of the transit network
 - Examination and identification of opportunities to share services where multiple transit providers' services overlap
 - Examination of opportunities to improve service in underserved areas

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Strategic Plans - Status



- Draft CTB Policy
 - Addresses legislative requirements
 - Draft Guidelines and Implementation Plan
- Draft released for public comment on September 10 – comment period open for 45 days (closes October 25)
- Actively working with pilot agencies – Hampton Roads Transit and Greater Lynchburg Transit
 - PRTC also working to convert current TDP update

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Next Steps – Capital and Strategic Plans



- October – Outreach to legislators on CTB policy for transit capital prioritization and strategic plans
- October 30th – Action on CTB policy for transit capital prioritization and strategic plans
 - CTB briefed on draft policies at its workshop on September 17th
- November 7th – DRPT FY 20 Grantee Workshop at VDOT NOVA District Office in Fairfax
- December 1st – DRPT's FY 20 Grant Application Cycle opens
- February 1st – FY 20 Grant Applications due to DRPT

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Statewide Transit Operating Funds



- Effective July 1, 2019 (FY 20)
- WMATA exempt from process
- 100% of Statewide Operating Funds
 - Allocated on the basis of service delivery factors
- Current Factors:
 - Passengers Per Revenue Hour
 - Passengers Per Revenue Mile
 - Net Cost Per Passenger

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Next Steps – Operating Allocation



- December 4th – CTB Workshop briefing on operating allocation policy
- December 20th – Release draft operating allocation policy for public comment – comment period open for 45 days
- December/January – Legislator outreach on draft CTB policy for operating allocation
- January 15th – CTB Workshop briefing on draft CTB policy for operating allocation
- February 20th – Action on CTB policy for operating allocation

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