

State Transit Funding and Reforms

Update to the Northern Virginia Transportation Authority
October 11, 2018

Jennifer Mitchell
Director

Statewide Transit Capital Prioritization

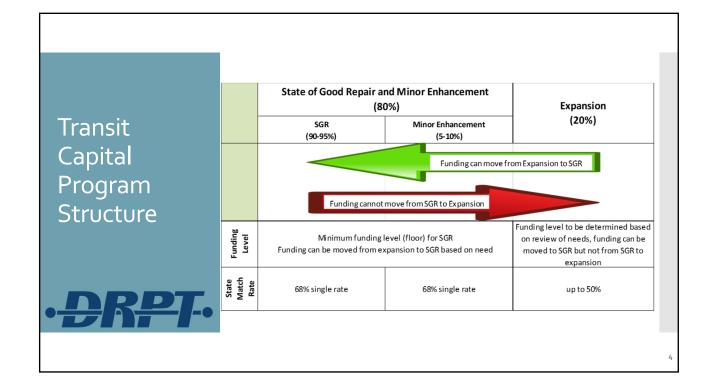


- Effective July 1, 2019 (FY 20)
- WMATA exempt from process
- State of Good Repair
 - Based on transit asset management principles, including federal requirements for Transit Asset Management
- Major Expansion
 - Based on SMART SCALE factors:
 - Congestion mitigation
 - Economic development
 - Accessibility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



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
 - \bullet 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)

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

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

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

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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