



Virginia Department of Rail and Public Transportation

# DRPT Virginia Update

Virginia Transit Association Annual Conference

May 23, 2018

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# DRPT Top Priorities

- Program Reforms and Accountability
- Sustainable Long-Term Funding
- Focus on State of Good Repair
- State Safety Oversight



# 2018 Legislation: Transit Reforms



## Commonwealth Mass Transit Fund Restructuring

Funding Program	Percent of Total
Statewide Operating	31%
Statewide Capital	12.5%
WMATA Operating and Capital	53.5%
Special Projects	3%

## Statewide Transit Capital Prioritization

- Beginning FY 2020
- Changes to be adopted through CTB Policy and Program Changes
- Separate Prioritization for State of Good Repair, Minor Enhancement and Major Expansion

2018  
Legislation:  
Transit  
Reforms  
(cont'd)



## Transit Operating Funds

- Beginning FY 2020, 100% allocation using service delivery factors

## Urban Transit Agency Strategic Plans

- Required every 5 years from agencies with 20+ bus fleets serving urbanized area of 50,000+
- Pilot Demos in 2019: GLTC and HRT
- Guidance and Schedule due December 1, 2018

# 2018 Legislation: New Transit Funding



## WMATA

- \$154 M/year in dedicated funding
- \$50M in one-time CPR Bonds if PRIIA is reauthorized

## NOVA Regional Gas Tax Floor Revenues

### VRE

- \$15 M/year to Commuter Rail Operating and Capital Fund

### PRTC

- \$7.85 M/year from Prince William, Manassas, Manassas Park
- Stafford, Spotsylvania, Fredericksburg 3 year maintenance of effort for transit



Potomac and Rappahannock  
Transportation Commission

# Implementation of Transit Reforms

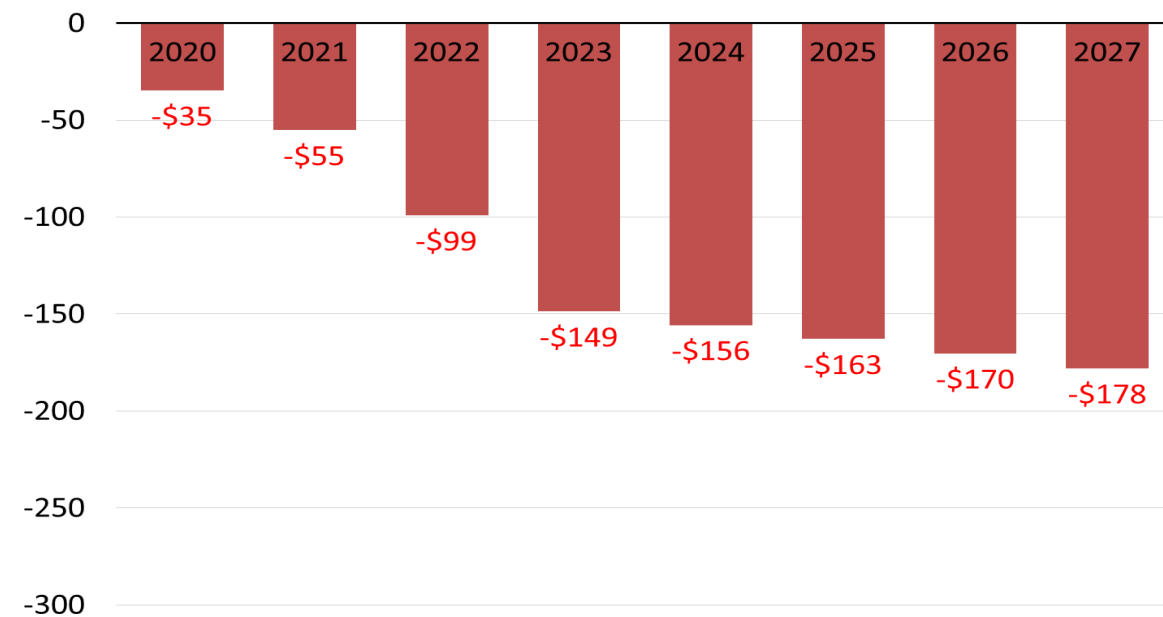


- TSDAC meetings March 2018 – August 2018
- Finalize CTB policy and program guidance for Capital Prioritization and Strategic Plans
  - CTB Workshop – September 2018
  - CTB Action – October 2018
- On-going Grantee outreach through Fall 2018
- Finalize Operating Formula Policy Changes
  - CTB Workshop: January 2019
  - CTB Action: February 2019
- Fully implemented for FY2020-2025 SYIP

# Statewide Funding Needs: *Outlook is Uncertain*

- 2017 Revenue Advisory Board Final Report
  - Average of \$130 million needed annually over next 10 years
  - Needs forecasts conducted in 2016 using 2014-2015 transit agency data
- ***FY 2018 and FY 2019 capital applications were below projected needs***

***2017 Revenue Advisory Board Report: Future Transit Capital Funding Gap (in \$millions)***



# Understanding the Changes: Analysis of Prior Years

- New statewide funding sources (SmartScale, Toll Revenues, etc.)
- Difficulty in meeting local match
  - Ridership declines impacting local operating subsidies
- Backlog of open grants from prior years
- Good maintenance practices are extending useful life of assets
- Cost advantages of rehabilitation versus replacement
- Delay or cancellation of several major expansion projects
- Unpredictability of federal funding for major capital expansion projects



# Since 2014: New Statewide Funding Sources for Transit



- SMART SCALE
  - Funds 100% of expansion costs with no local match requirement
  - \$178 million to transit in SMART Scale Rounds 1 and 2
- Toll Revenues to Transit
- State Rail Funds used for Commuter Rail
- Northern Virginia Dedicated Funds
  - NVTA: \$311 million in transit expansion
  - NVTC: \$29 million in regional gas taxes to WMATA
- Federal TIGER Grants
  - \$25 million to GRTC for Richmond BRT
- Dedicated state funding for Vanpools
  - \$1.2 million annually

# Transit Projects are Competing Well in SMARTScale



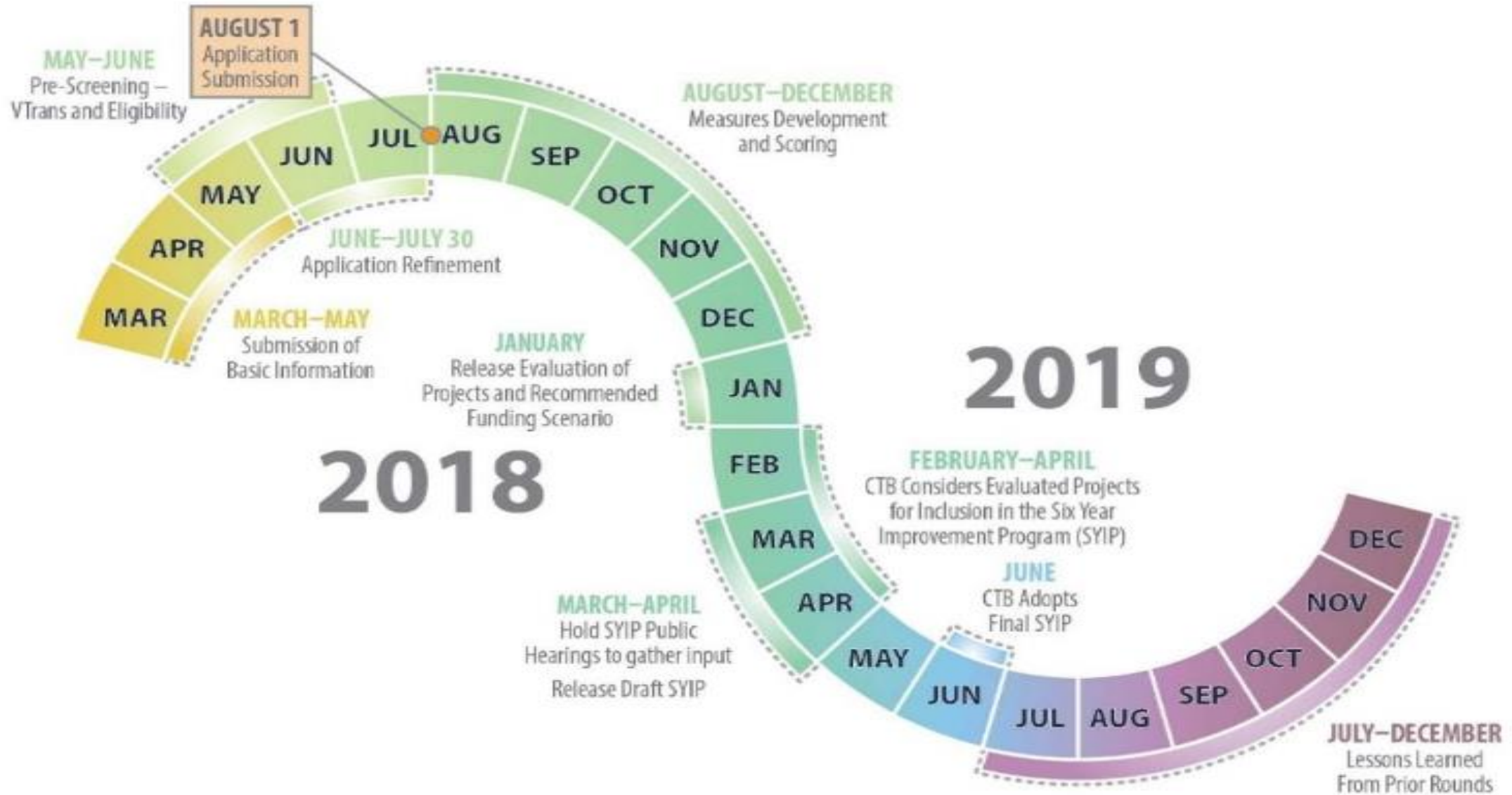
## Completed Projects

- *The Hopper*: Lynchburg Central Business District Circulator
- Danville Transit System Bus Shelter & Transit Buses
- I-66 TDM Strategies

## Round 2 High Scoring Projects

- VRE Fredericksburg Line Capacity Expansion—Highest Raw Benefit Score
- Columbia Pike Smart Corridor-3<sup>rd</sup> Highest Benefit/Cost Score
- Greater Roanoke Transit Company Smart Way Vehicle Expansion-4<sup>th</sup> Highest Benefit/Cost Score

# SMARTScale - Round 3 Schedule



# New Transit and TDM Funding: Toll Revenues

## I-66 Outside the Beltway

- \$800M over the next 50 years to support enhanced transit service in corridor
- **\$144M out of \$500M** Up-front Concession payment going to WMATA, VRE, PRTC projects

## I-66 Inside the Beltway

- \$10M in FY2017, \$12.7 for FY2018
- Includes capital and operating support

## I-395 / 95 HOT Lanes

- \$15M annual transit investment to fund new and improved services in corridor

## I-64 HOT Lanes in Hampton Roads

- Up to \$5M / year for 3 years for enhanced express bus and vanpooling services



Multimodal Solutions - 495 to Haymarket



Investing in Multimodal Solutions



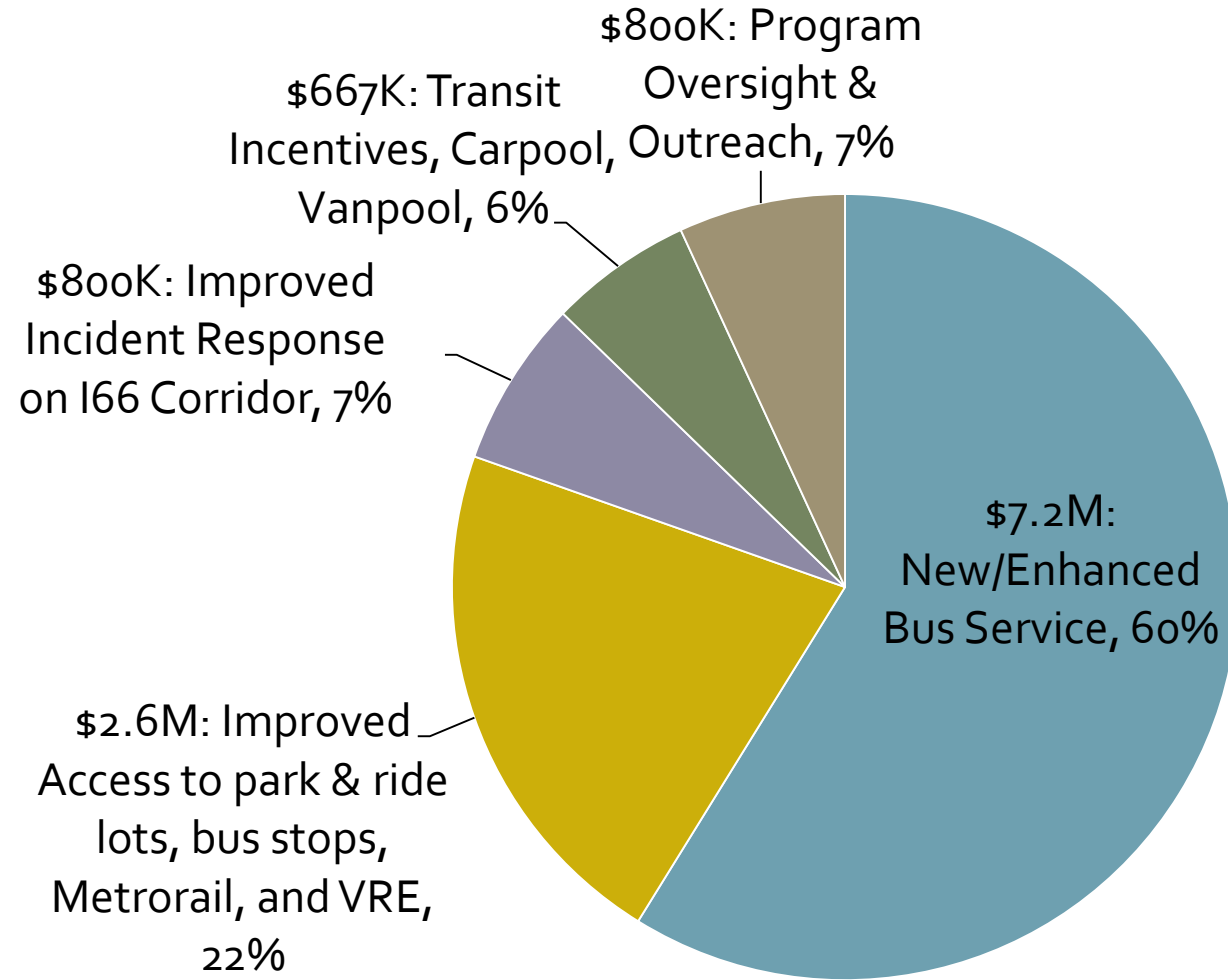
ExpressLanes



ExpressLanes



# Example: FY2018 I-66 Inside the Beltway Transit and TDM Projects



# I-66 Inside the Beltway: Project Benefits



Move More People



Reduce Roadway Congestion



Increase Travel Options



Enhance Transportation Connectivity



Improve Transit Service

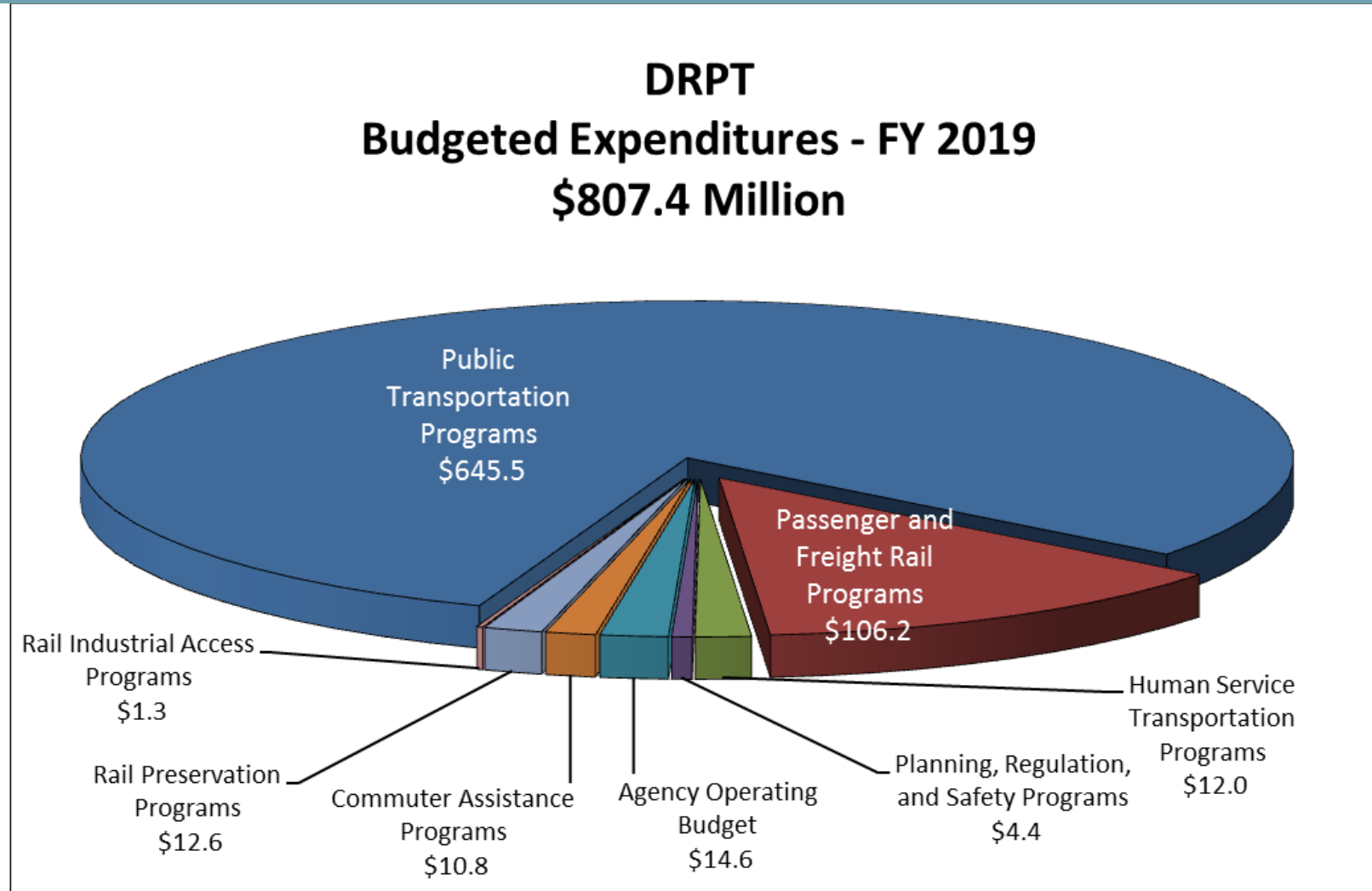
- Moves an additional **2,000 people** through corridor during rush hour
- Saves approximately **120,000** hours of travel delay annually
- Provides **two new bus routes** and enhances service on **three existing bus routes**
- Improves **emergency and incident response** capabilities to keep I-66 moving
- Solves **first and last mile issues** by improving park-and-ride lots and transit parking options

# Planning for the Future: Statewide Transit & TDM Plan



- Comprehensive review of transit and TDM in last five years
  - Funding, infrastructure, services and technology
- Planning process will include substantial data collection and analysis including:
  - Demographics, commuting patterns, ridership, asset management, etc.
- Phase 1: Public and stakeholder outreach process
- Phase 2: Additional outreach, goal/recommendation development, and final plan development.

# Transit and Rail Funding in the Commonwealth



# Transit Funding in FY2019-FY2024 Draft SYIP (\$ millions)

	FY 19-24							Total	Percentage
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024			
Operating	\$117	\$122	\$123	\$125	\$126	\$128	\$741	28%	
Capital	111	102	111	113	106	97	640	25%	
Other	5	9	9	9	9	10	51	2%	
WMATA	223	224	214	168	169	172	1,170	45%	
<b>Total</b>	<b>\$456</b>	<b>\$457</b>	<b>\$457</b>	<b>\$415</b>	<b>\$410</b>	<b>\$407</b>	<b>\$2,602</b>		

- Underlying state mass transit revenues show a slight increase as evidenced by upward trend in projected operating allocations
- WMATA allocations drop after 2021 when the \$50 million annual PRIIA match ends; However DRPT anticipates continuing to meet this obligation

# Transit Programming Highlights FY2019-FY2024



## Focus on State of Good Repair

- 706 Replacement Revenue Vehicles
- 120-125 Rehabbed/Rebuilt Buses
- 164 Replacement Railcars
- 234 Railcars to be Rehabbed
- WMATA PRIIA Match: \$50M/year through 2020

## Limited Capacity Expansion

- 31 Service Expansion Buses
- Multimodal Improvements at Ballston Metrorail Station
- Completion of funding for two new Silver Line Metrorail Parking Garages (Herndon and Innovation Station)

# Transit Programming Highlights FY2019-FY2024 (cont'd)



## Safety Enhancements

- Light Rail Advance Warning Intersection Control System (HRT)

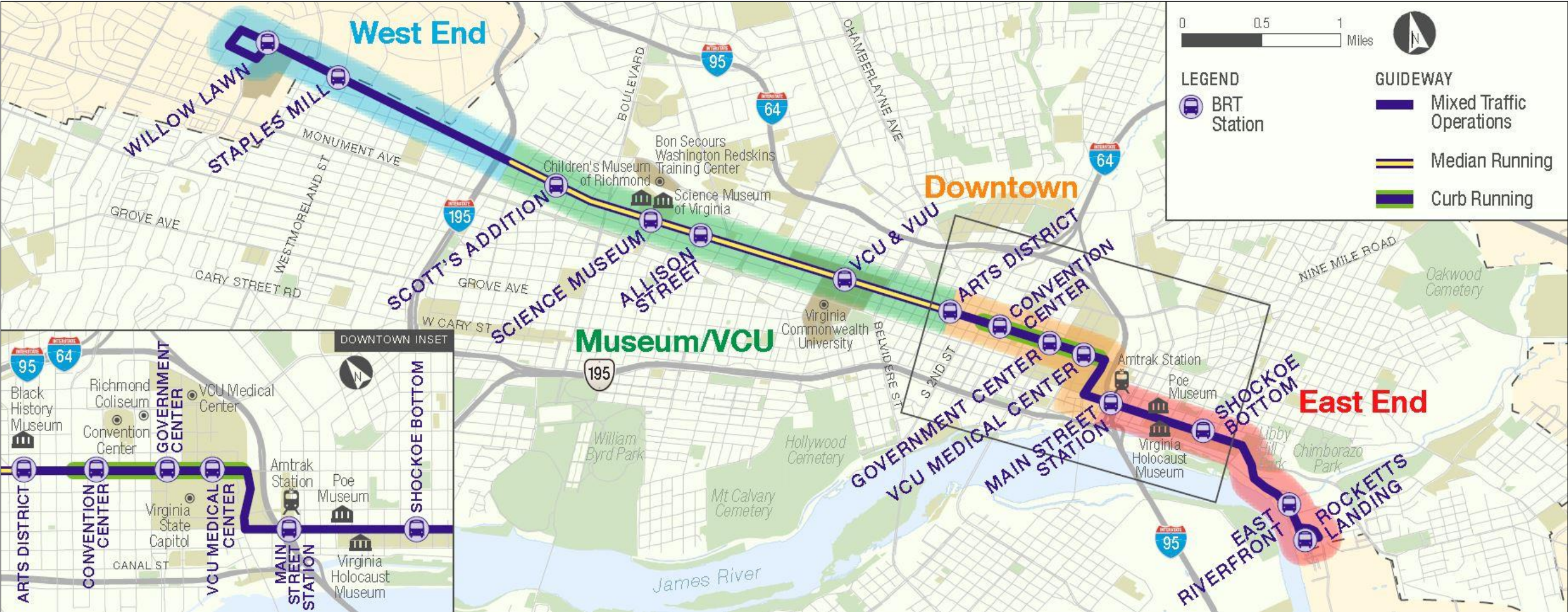
## Facility/Fleet Improvements

- Bus Stop & Shelter Improvements (NVTC – Arlington/Fairfax Counties)
- Design of new Bus Operations & Maintenance Facility (NVTC – Arlington County)
- Engineering/Design for Transfer Facility (WATA)

## Demonstration/Travel Demand Management

- Vanpool Assistance Programs
- Stafford-Quantico Bus Service
- Pedestrian Collision Avoidance System for Bus Systems

# GRTC Pulse Opening Day - June 24, 2018!



# Broad Street BRT: Unique Regional Partnership



Funding Source	Amount (\$M)	Percentage
DRPT /VDOT	\$35.9	36%
USDOT - TIGER Grant	\$24.9	52%
City of Richmond	\$7.6	11%
Henrico County	\$0.4	1%
<b>Total</b>	<b>\$68.8</b>	<b>100%</b>



# The Virginia Breeze: Intercity Bus Service

- Connects Blacksburg with Washington Union Station
- Daily route with stops in the New River Valley, Shenandoah Valley, Dulles Airport, Northern VA
- Section 5311 program requires VA to utilize up to 15% annually towards intercity bus service in underserved areas
- DRPT is examining opportunities for future services



# Program Highlights: Nova Vanpool Alliance

- Public-private partnership that assists riders find vanpools
- November 2013: 200 vans enrolled
- March 2018: 650 vans enrolled (225% increase)
- Funds earned above costs are *reinvested back into the program* to improve marketing and financial support

Fiscal Year	Earned Funds	Cost	Funds Earned above Costs
2017	\$1.8 M	\$1.3 M	\$444 K
2018	\$4.7 M	\$1.6 M	\$3.1 M
2019	\$5.8 M	\$1.6 M	\$4.1 M
2020	\$6.7 M	\$1.6 M	\$5.0 M
2021	\$6.8 M	\$1.6 M	\$5.2 M



# Looking to the Future: How Can DRPT Foster Innovation?



Demos: Public  
Transportation into  
Personal Mobility

Leveraging  
Technology and Big  
Data

Facilitate partnerships  
with new service  
providers,  
autonomous vehicles

Access to Statewide  
Innovation and  
Technology Funds

New DRPT Statewide  
Integrated Mobility  
Plan in 2019

# State Safety Oversight



- FTA certified DRPT State Safety Oversight Program for *The Tide* in April 2018 – **1 Year ahead of deadline**
- Metro Safety Commission
  - MSC has hired Executive Director
  - Program certification documents have been provided to FTA over past 12 months
  - April 2019 certification deadline to avoid **100% statewide** withholding penalty

# Looking Ahead

## *We're all in this together*

- Increased Accountability
- Long-term Strategic Planning
- Improved Data Collection and Reporting
- Impact of Emerging Technology



**DRPT**



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## Questions?

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