



Virginia Department of Rail and Public Transportation

# Transit Funding and Reforms

Virginia Transit Association Conference

May 22 and 23, 2018

**Jennifer DeBruhl**  
Chief of Public  
Transportation

# Commonwealth Mass Transit Fund



## Restructured Fund:

- Statewide Operating – 31%
- Statewide Capital – 12.5%
- WMATA Operating & Capital – 53.5%
- Special Projects – 3%
  - TDM, experimental transit, operation studies, & technical assistance

## CPR Bonds:

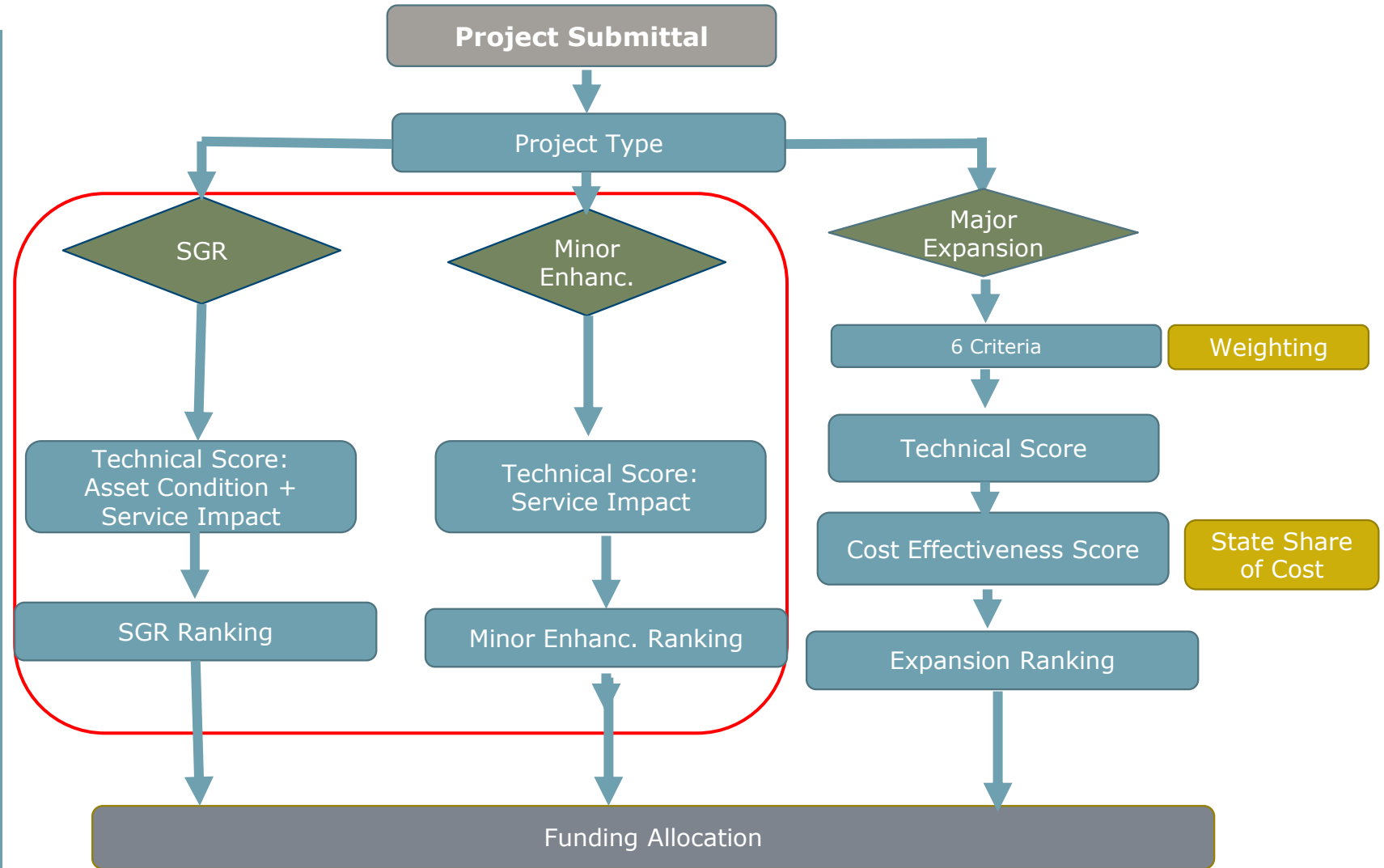
- Does not address the statewide revenue loss by reauthorizing bonds
- One-time \$50 million reauthorization for federal PRIIA match for WMATA

# Statewide Transit Capital Prioritization



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

# Structure for Capital Program Prioritization



# FY 2018 – Sample Data Set

- Capital programs are inherently “lumpy”
- Large vehicle requests from HRT and GRTC, relatively few vehicle requests from NOVA agencies
- No bus replacement requests from GLTC, Valley Metro, or Blacksburg. Smaller agencies had more significant paratransit vehicle requests.
- Amplifies the need to focus on general themes and policy tradeoffs based on the results – not specific agencies or projects



# Recommended Prioritization Principles



- Program Priorities
  - Reduce backlog
  - Maintain state of good repair
- Match Rate
  - Single rate for all assets, 68%
- Program Structure
  - Separate funding for state of good repair, minor enhancement, and major expansion
- Transparency

# Urban Transit Agency Strategic Plans



- Required every five years from transit agencies with 20+ bus fleet serving urbanized areas of 50,000+ population
- Impacted Agencies:

<b>Alexandria (DASH)</b>	<b>Arlington Transit</b>
<b>Fairfax Connector</b>	<b>Loudoun Transit</b>
<b>PRTC</b>	<b>Blacksburg Transit</b>
<b>Charlottesville Area Transit</b>	<b>Fredericksburg Transit</b>
<b>GLTC- Lynchburg</b>	<b>GRTC- Richmond</b>
<b>GRTC- Roanoke</b>	<b>Harrisonburg Transit</b>
<b>Hampton Roads Transit</b>	<b>Petersburg Area Transit</b>
<b>Radford Transit</b>	<b>Williamsburg Area Transit</b>

# Strategic Plan Legislative Guidelines

- 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





# Regional Transit Planning Process



- Required for transit systems serving population areas between 1.5 million and 2.0 million
  - Coordinated by local MPO
- Requirements:
  - Identification and prioritization of projects
  - Establishment of performance benchmarks incorporating state and federal requirements
  - Development and implementation of a regional subsidy allocation model
  - Distribution of funds solely designated for transit and rail and that are administered by a regional body to enter into agreements for the operation and maintenance of transit and rail facilities

# Current Requirements for Transit Development Plans



- Required of an public transit operator receiving state funding
  - Cover a planning horizon of ten years
  - Update at least every six years
- Outline
  - Chapter 1: Overview of Transit System
  - Chapter 2: Goals, Objectives, and Service Design
  - Chapter 3: Service and System Evaluation
  - Chapter 4: Service and Capital Improvement Plan
  - Chapter 5: Implementation Plan
  - Chapter 6: Financial Plan

# Integrating Planning Requirements

- For agencies that serve areas over 50,000 and have 20+ vehicles, TDPs will transition to meet the Strategic Plan requirements outlined in Code
  - Integrating requirements from TDPs and legislation
  - Pilot agencies
  - Policy Questions
- For areas that do not meet the threshold for strategic plans—TDPs still will be required, no change



# TDP Status: Strategic Plan Agencies



Agency	Last TDP
Alexandria (DASH)	2016
Arlington Transit	2017
Blacksburg Transit	In progress
Charlottesville Transit	In progress
Fairfax Connector	2016
Fredericksburg Transit	In progress
GLTC- Lynchburg	In progress
GRTC- Richmond	2018
GRTC- Roanoke	In progress
Hampton Roads Transit	2018
Harrisonburg	2017
Loudoun Transit	2016
Petersburg Transit	In progress
PRTC	In progress
Radford Transit	In progress
Williamsburg Area Transit	2016

# Statewide Transit Operating Funds

- Effective July 1, 2019
- 100% of Statewide Operating Funds:
  - Allocated on the basis of service delivery factors
  - Made available for public comment at least one year before application
- Current Factors:
  - Passengers Per Revenue Hour
  - Passengers Per Revenue Mile
  - Net Cost Per Passenger
- WMATA exempt from process



# Summer 2018 - June, July, and August

- Develop draft CTB policy statement/guidance for project prioritization
- Develop draft guidance for strategic plans
- Begin to discuss operating formula
- CTB Briefing (June)
- On-going outreach



Fall 2018 –  
September,  
October,  
November

- Finalize CTB policy and program guidance for project prioritization and guidance for strategic plans
  - CTB Workshop – September
  - CTB Action - October
- On-going outreach (includes fall grants workshops)



# Winter 2018/19 – December, January, February

- Open FY20 grant cycle – December 3rd
- Finalize Performance Factors for Operating
  - CTB Workshop – January
  - CTB Action - February
- FY20 grant applications due – February 1st







Virginia Department of Rail and Public Transportation

# Transit Funding and Reforms

Virginia Transit Association Conference

May 22 and 23, 2018

**Jennifer DeBruhl**  
Chief of Public  
Transportation