



Virginia Department of Rail and Public Transportation

Transit Funding and Reforms

FAMPO Policy Board

May 21, 2018

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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

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

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



Urban Transit Agency Strategic Plans



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

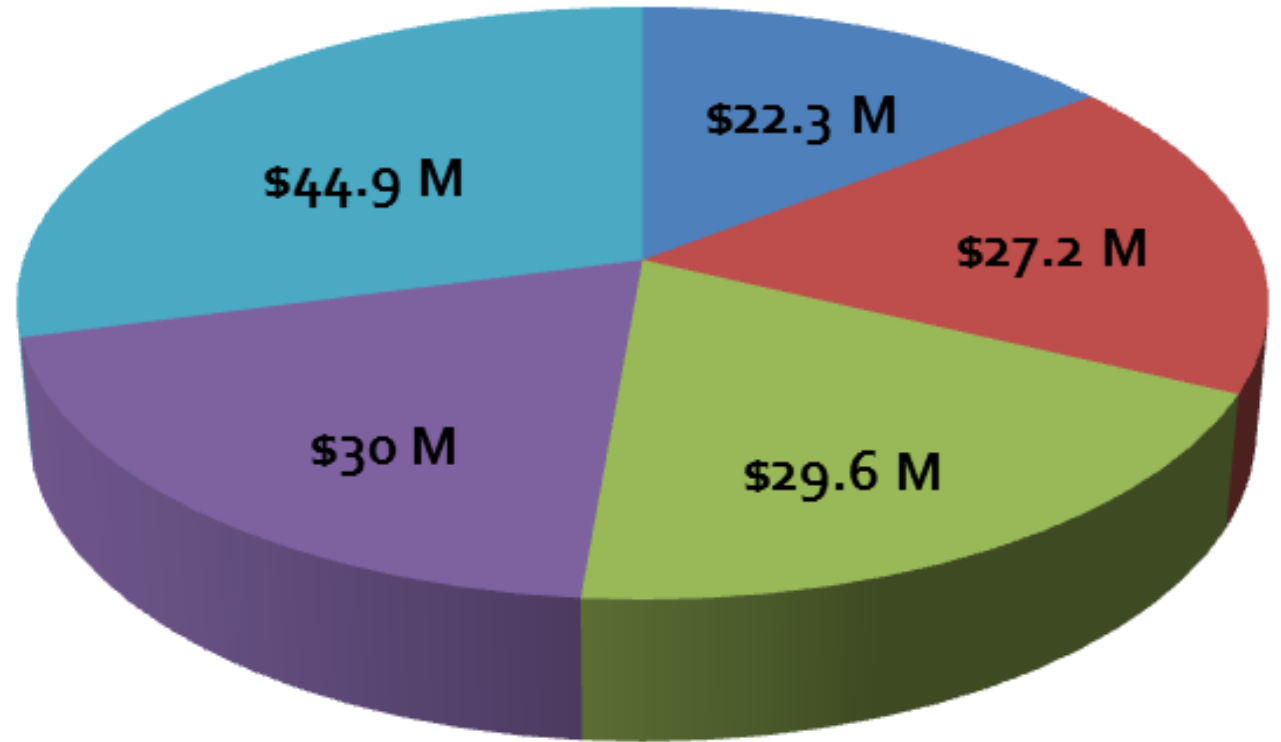
Regional Transit Planning Process



- 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

WMATA Capital Fund: \$154 M annually

- NVTC Regional Gas Tax Floor
- NVTA 30% Local Contribution
- 2% NVTC Transient Occupancy Tax
- Statewide Recordation and Motor Vehicle Rental Tax
- \$0.10/\$100 NVTC grantor's tax



Transit in Northern Virginia



- WMATA Reforms
 - WMATA Board of Director Membership
 - NVTC Oversight & Annual Reporting
 - WMATA Operating Expenses
 - WMATA Capital Improvement Program & Strategic Plan
- VRE Funding
 - \$15 M: Commuter Rail Operating and Capital Fund (NOVA gasoline tax floor revenues)
- PRTC Dedicated Funding
 - \$7.85 M: NOVA gas tax floor revenues



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