



Virginia Department of Rail and Public Transportation

# State Transit Reforms & MSC Update

Update to the Senate Finance Committee

September 20, 2018

**Jennifer Mitchell**  
**Director**

# Statewide Transit Capital Prioritization



- Effective July 1, 2019
- 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



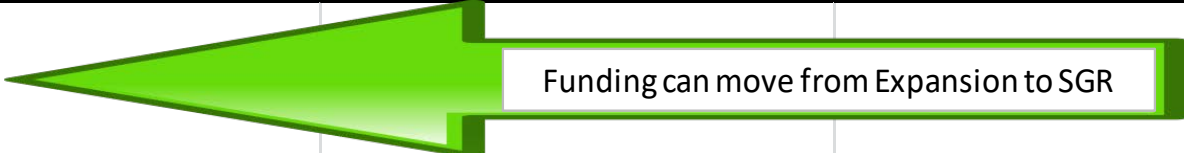

- Coordination with Transit Service Delivery Advisory Committee
- Extensive outreach to MPOs, transit agencies, and local governments
- Worked from the framework from the Revenue Advisory Board report (principles approved by CTB in July 2017)
  - State of Good Repair/Minor Enhancement – 80% of program 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
  - 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)



# Transit Capital Program Structure

	<b>State of Good Repair and Minor Enhancement (80%)</b>		<b>Expansion (20%)</b>
	<b>SGR (90-95%)</b>	<b>Minor Enhancement (5-10%)</b>	
	 		
<b>Funding Level</b>	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
<b>State Match Rate</b>	68% single rate	68% single rate	up to 50%



# Urban Transit Agency 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
- No agency shall be penalized for not submitting a strategic plan provided that they are in compliance with phased implementation

# Next Steps: Capital Prioritization and Strategic Plans

- September 10<sup>th</sup>: Draft CTB policies and guidelines released for 45-day public comment period
- October 30<sup>th</sup>: Action on CTB policy for Capital Prioritization and Strategic Planning
- December 1<sup>st</sup>: Call for Projects for Prioritization in FY2020 Six-Year Improvement Program



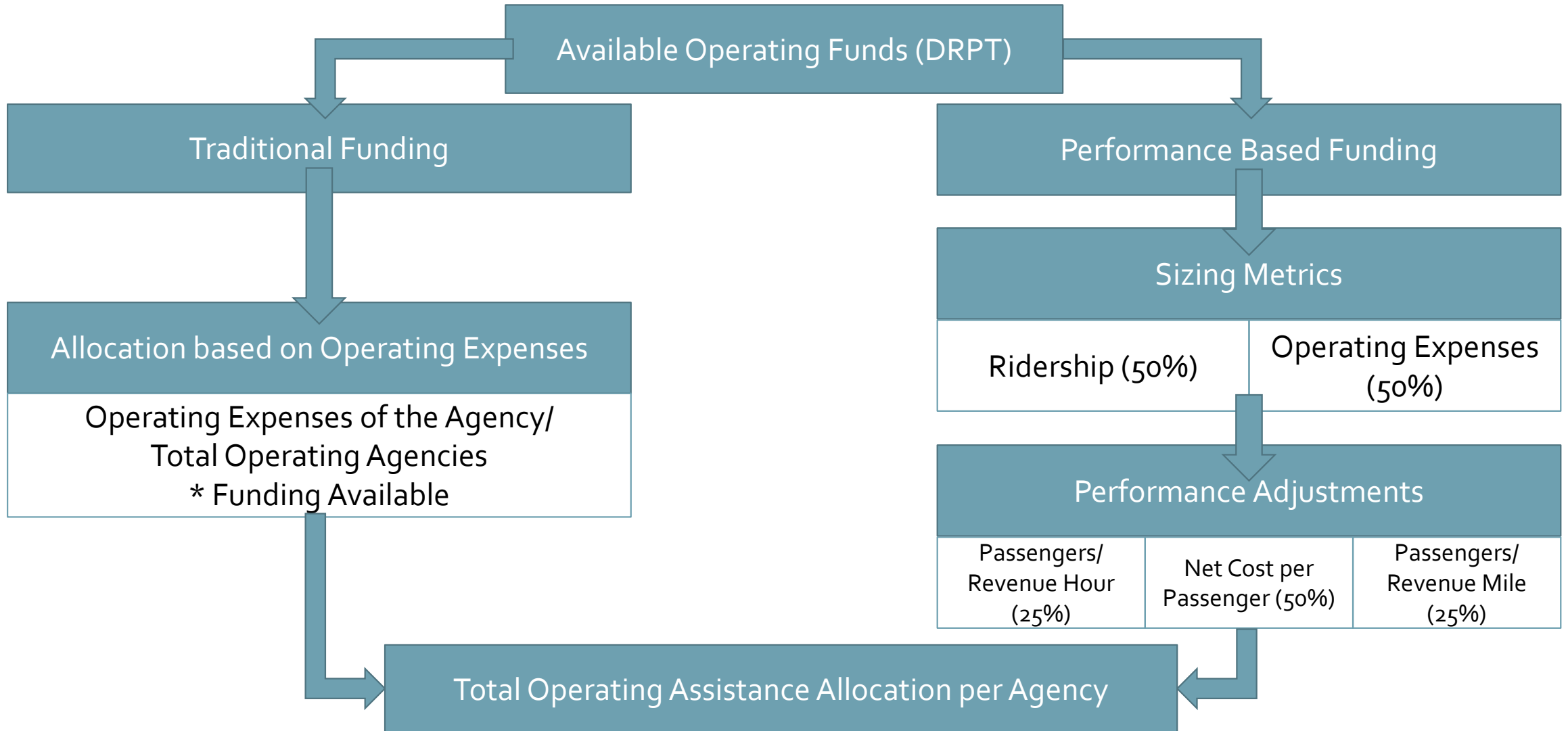
# Statewide Transit Operating Funds

- Effective July 1, 2019
- 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
- Coordination with TSDAC underway

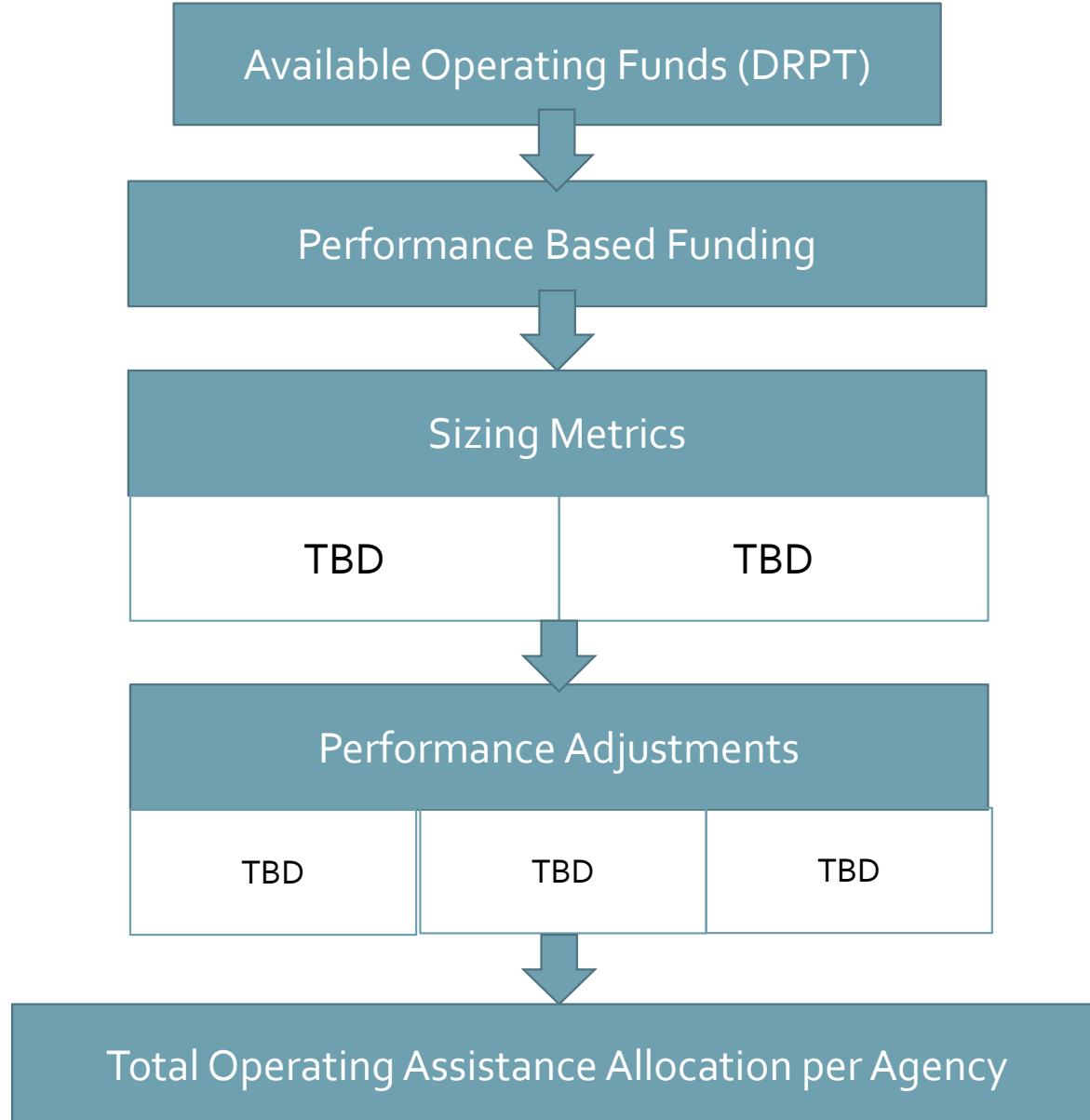




# Current Operating Assistance Allocation Methodology



# New Operating Assistance Allocation Methodology



## Next Steps: Operating Allocation

- October-December: Coordination with TSDAC
- December 4<sup>th</sup>: CTB Workshop briefing on operating allocation
- December 20<sup>th</sup>: Release draft operating allocation policy for public comment
- January 15<sup>th</sup>: CTB Workshop briefing on draft CTB policy for operating allocation
- February 20<sup>th</sup>: Action on CTB policy for operating allocation
- June 2019: Policy Incorporated into FY 2020 Six-Year Improvement Program



# Metro Safety Commission (MSC)



- HB 2316/SB1251 (2017) established MSC to oversee and monitor safety of WMATA Metrorail System
  - Legally and financially independent of WMATA to ensure that its priority is safety
  - Comply with federal law requiring state safety oversight of rail transit systems
  - Consists of three representatives from VA, MD, & DC (2-voting; 1-alternate)
- Federal government took over safety oversight work from TOC in 2015

# MSC Update

- Fall 2017/Spring 2018: Virginia appointed members
  - Mark Rosenker: former NTSB member
  - Greg Hull: former APTA director of security and operations
  - Barbara Reese: former Deputy Secretary of Transportation (alternate)
- April: David Mayer, former chief safety officer of New York Metropolitan Transit Authority hired as Executive Director
- August: Sharmila Samarsinghe, DRPT's State Safety Officer, hired as COO
- September 6<sup>th</sup>: FTA outlined process for certification and transition of oversight responsibilities
- September 10<sup>th</sup>: MSC Board voted to authorize Executive Director to submit final program documentation for certification





Virginia Department of Rail and Public Transportation

# State Transit Reforms & MSC Update

Update to the Senate Finance Committee

September 20, 2018

**Jennifer Mitchell**  
**Director**