

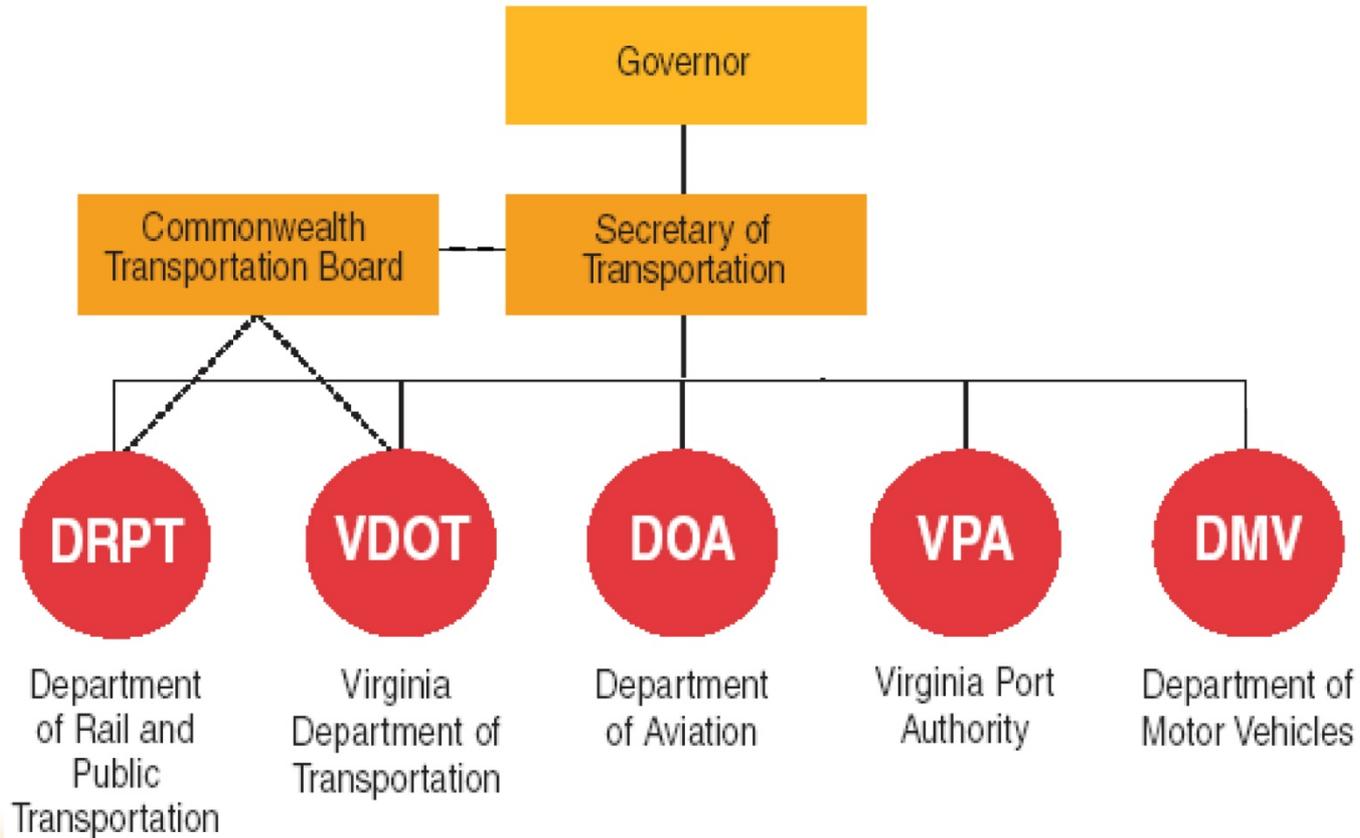
DRPT Update and Transit Funding Needs



Jennifer Mitchell, Director

Department of Rail and Public Transportation

Department of Rail and Public Transportation



Role of DRPT

Administer funding
for projects and
programs

Provide leadership,
advocacy, technical
assistance

Conduct statewide
rail and public
transportation
studies

Plan and program
new services and
capital improvement
projects

Assess feasibility
and environmental
impacts of new and
expanding services

2014 Transit Accomplishments

Richmond Broad Street BRT TIGER Grant

Lynchburg Transfer Facility

VRE Potomac Shores Station

Dulles Corridor Metrorail Project – Phase 1

Harrisonburg Maintenance and Administration Facility

Route 1 Multimodal Alternatives Analysis

I-95 HOT Lanes Start of Operations

Alexandria BRT Project Opening

Major Upcoming Priorities

State of Good Repair Investments Statewide

Blacksburg Multimodal Facility

HRT Light Rail Expansion to Virginia Beach

Lynchburg Operations and Maintenance Facility

I-66 Multimodal Project

Roanoke Intermodal Facility

Transit Development Plans

Improve Transit Data Collection Practices

I-95 Rail Corridor Improvements

Economic Impact of Transit

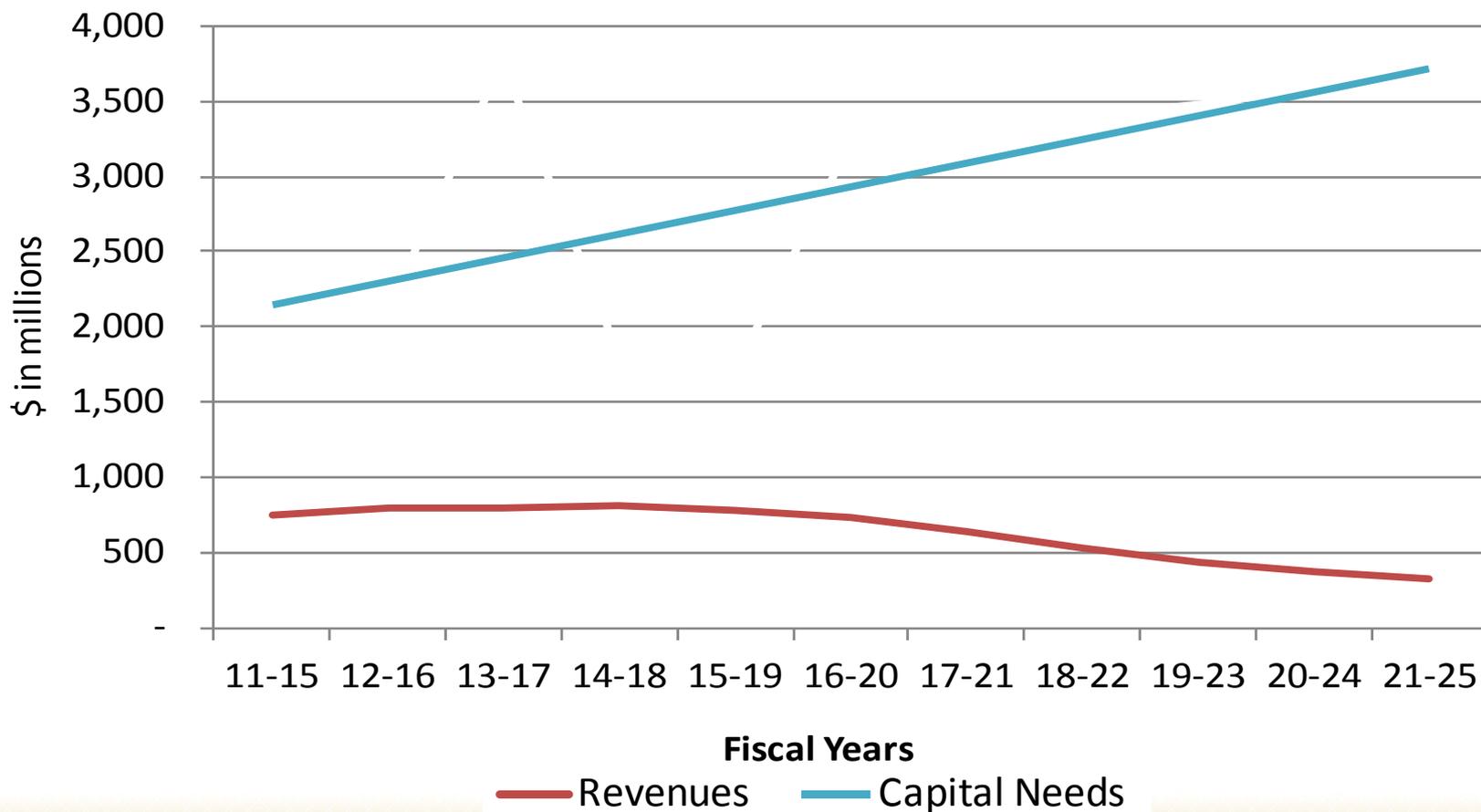
- Every \$1 = \$4 return in economic benefits
- Every \$1 billion invested =
 - 21,800 jobs supported per year
 - \$3 billion added business output per year
 - \$432 million in federal, state and local tax revenues per year
- Access to healthcare, jobs and educational opportunities in rural areas

Transit Funding

Prioritization of Transit Funds

- New capital and operating formulas adopted in December 2013 following SB1140
- Capital Funds prioritized based on the following tiers: Vehicles, Infrastructure, and Other Capital
 - Funding percentages are set by tier to reflect CTB priorities
- Operating funds allocated based on performance metrics
 - Formulas designed to incentivize cost-effective performance

Transit Capital Needs / Revenues Ten-Year Trend Analysis



Transportation Capital Projects Revenue (CPR) Bonds

Va. Code § 33.2-365

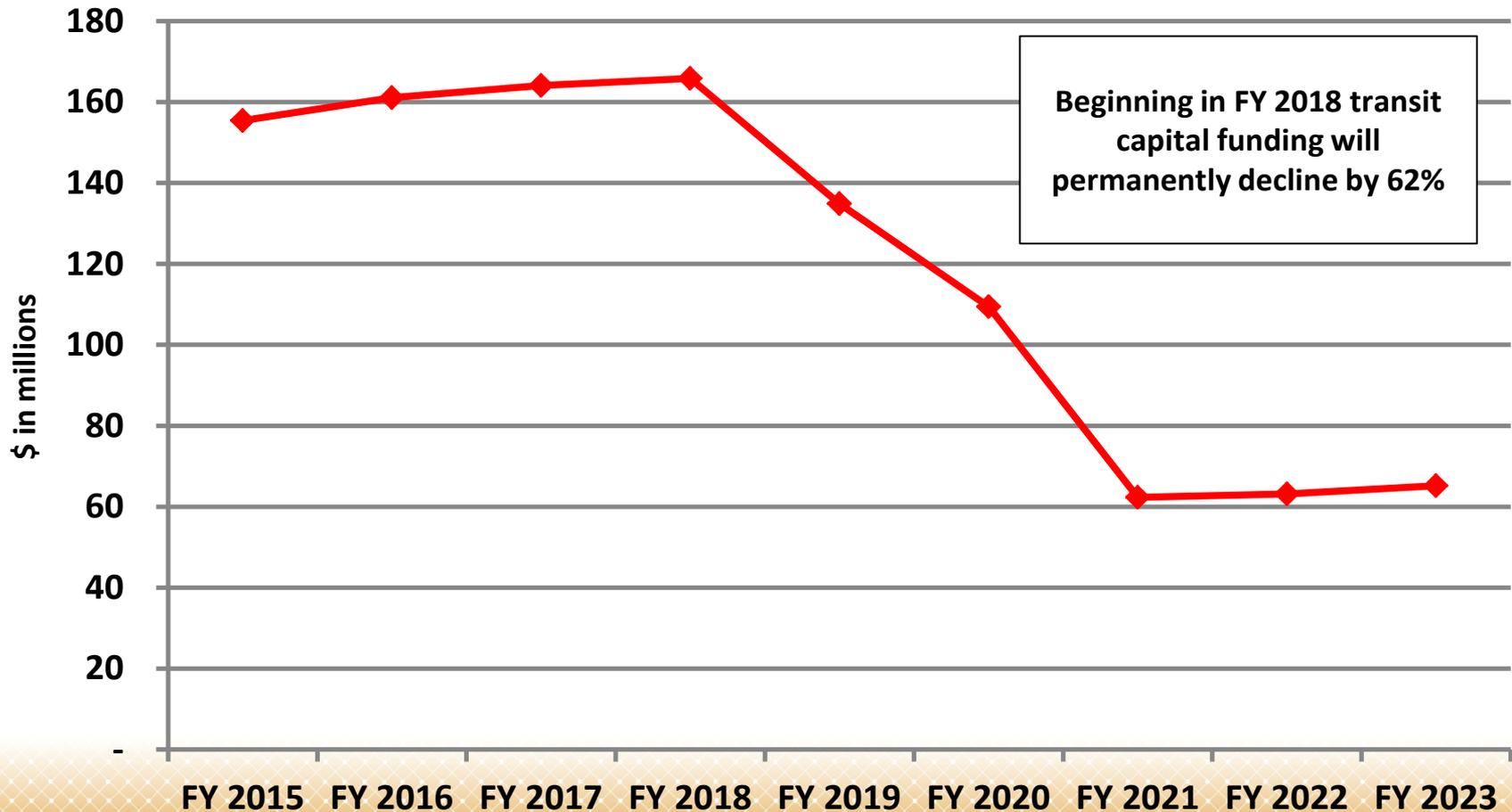
- In 2007, the Commonwealth Transportation Board authorized to issue CPR bonds for transportation projects
- \$3 billion total bond authority
- A **minimum** of 20% dedicated to transit capital (\$60 million annually)
- Transit elected to receive funding over a ten-year period versus the accelerated bond allocations adopted by highways
- Above the **minimum**, \$50 M per year over ten years allocated to WMATA PRIIA match

Transit Capital Funding

Other Considerations

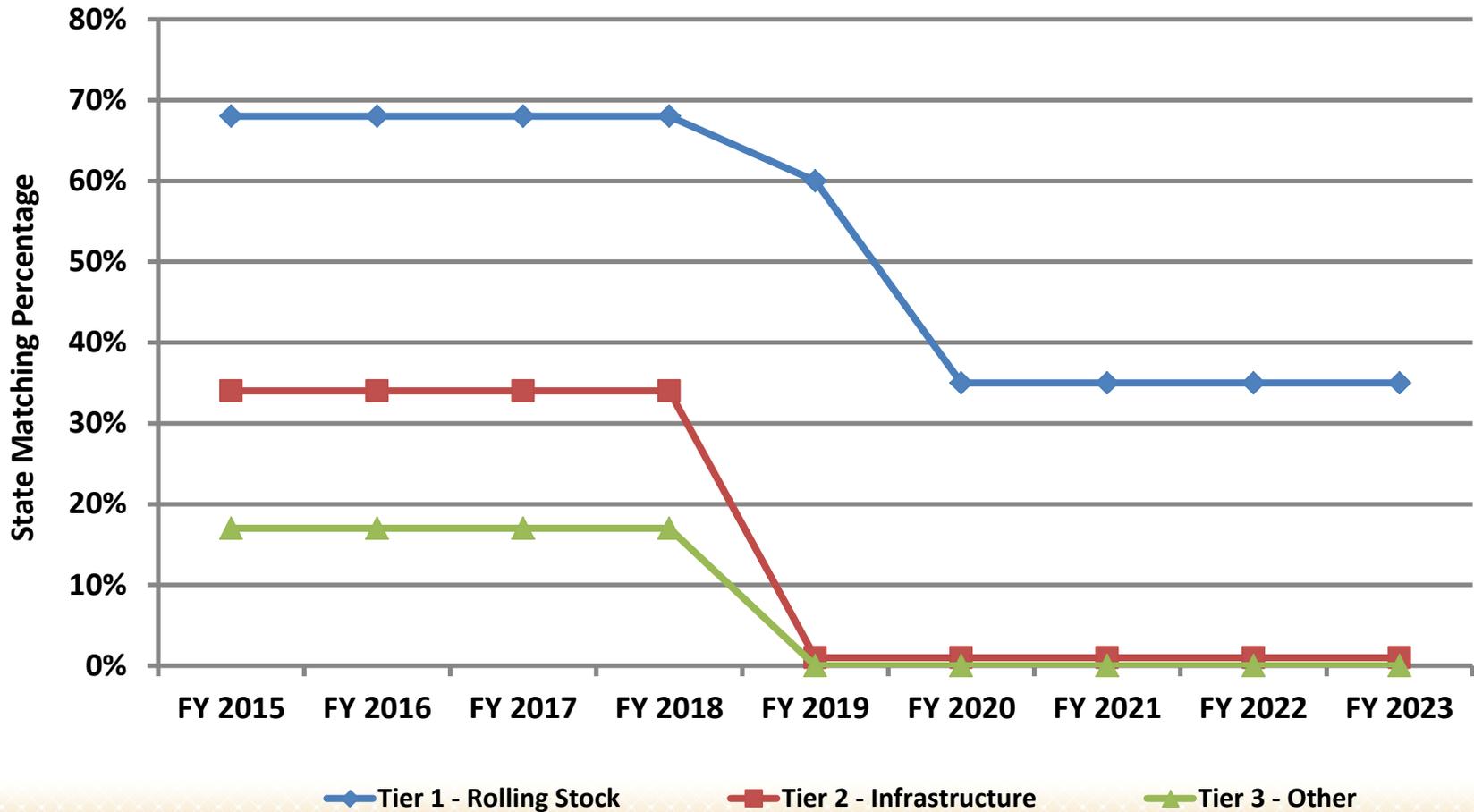
- In 2013, HB2313 provided approximately \$15 million of revenue to transit capital on an annual basis
- For FY 2015, a total of \$158 million of revenue was available to be allocated for transit capital projects
 - \$48 million came from sustained sources
 - \$110 million came from CPR bond revenues
- By FY 2020 the amount of state transit revenues will only equal 10% of total needs

Transit Capital Projected Revenues



Transit Capital

Projected State Matching Percentage



Impacts on Local Operators

- Reduced state match will cause local shares to increase significantly
- Local governments will need to fill gaps or make extensive service cuts
- Potential difficulty in matching federal funds
- Deferral or cancellation of many capital projects
- Deferred capital needs possibly leading to higher O&M costs, shorter asset lifecycles, and lower reliability

Representative Impact

Based on FY 2015 Capital Program

Transit Provider	FY15 Funding	Capital Cliff FY 15	Decrease	Percentage Reduction
Fairfax Connector	\$ 22,261,480	\$ 8,171,500	\$ (14,089,980)	63.3%
Hampton Roads Transit	14,947,626	5,304,655	(9,642,971)	64.5%
Lynchburg Transit	3,960,638	12,800	(3,947,838)	99.7%
Blacksburg Transit	649,892	231,799	(418,093)	64.3%
Williamsburg Area Transit Authority	100,456	47,947	(52,509)	52.3%

HB 1887

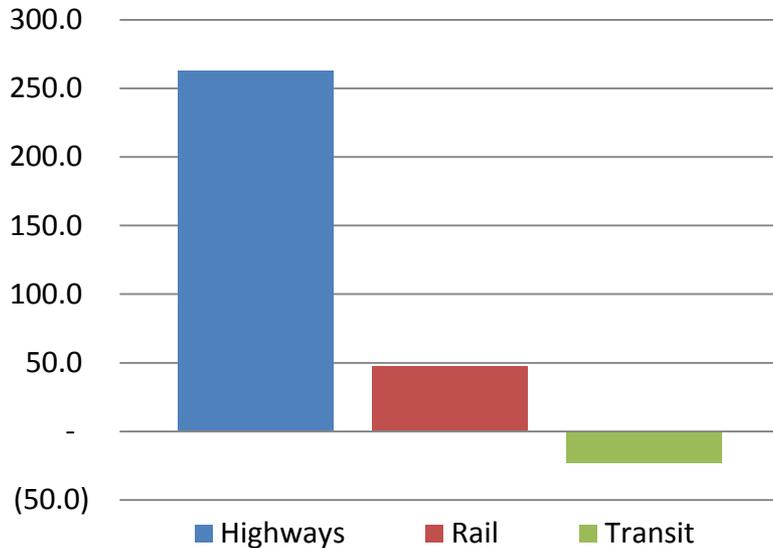
Transit Capital Highlights

- Recognizes the increased demand and use of transit over the years
- Provides approximately \$40M per year to meet the growing needs of transit
- Uses existing revenue sources
- Fills funding gap created by failure of MEA to pass Congress and conclusion of CPR bond revenues in 2019

Commonwealth Transportation Revenues Impact of HB 2313

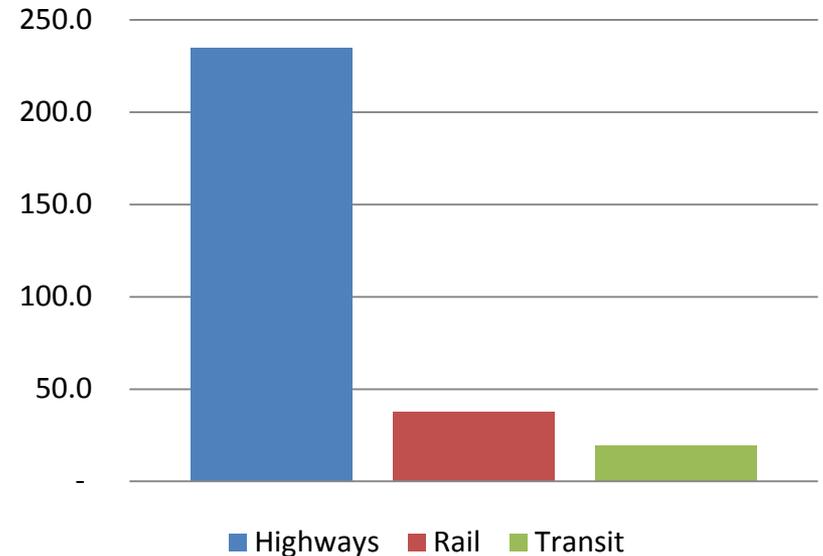
Without passage of HB 1887

Change in Funding (\$ in M) from FY13 to FY21



With passage of HB 1887

Change in Funding (\$ in M) from FY13 to FY21



Thank you

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