



Virginia Department of Rail and Public Transportation

Innovations in Transit Funding

State Public Transportation Partnerships Conference

Jennifer DeBruhl
Chief of Public
Transportation

DRPT Role in Transportation



DRPT focuses on moving people and goods:

- Rail
- Public transportation
- Commuter services



DRPT provides support for projects and programs:

- Assessing feasibility and environmental impacts of new and expanding services
- Conducting statewide rail and public transportation studies
- Planning and programming new services and capital improvement projects
- Providing leadership, advocacy, technical assistance, and funding



Rail and Public Transportation Stakeholders

41 Transit Systems

60 Human Service Operators

1 Commuter Rail Operator (VRE)

18 Transportation Demand Management Agencies

15 Metropolitan Planning Organizations

9 Shortline Railroads

2 Class I Freight Railroads (CSX, NS)

1 Intercity Passenger Rail Operator (Amtrak)

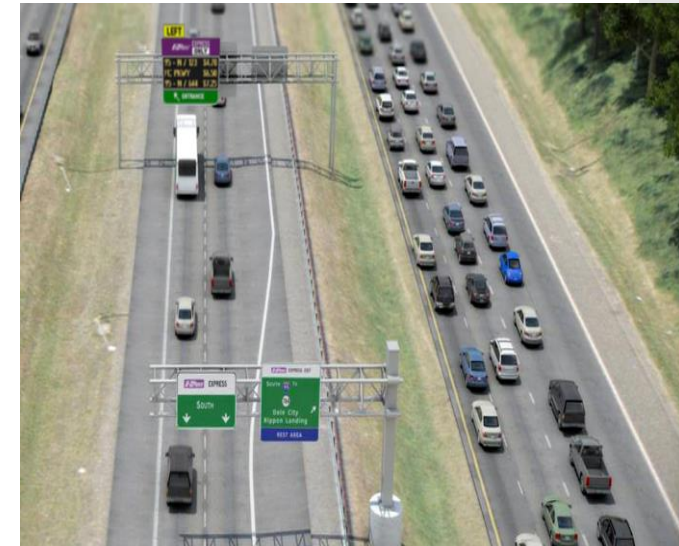
1 DRPT-Supported Intercity Bus Operator



DRPT

Developing New Revenue Streams For Transit

- Smart Scale:
 - \$31 million for eight projects in FY17
 - \$168 million for 17 projects in FY18
- Use of Toll Revenues for Transit:
 - I-66 Outside the Beltway
 - I-66 Inside the Beltway
 - I-395/I-95 Express Lanes
 - I-64 Hot Lanes



SMART SCALE



- Virginia's SMART SCALE (§33.2-21.4) is about picking the right transportation projects for funding and ensuring the best use of limited tax dollars.
- Strengthens the tie between planning and programming resources with tie to VTrans.
- Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers.
- Once projects are scored and prioritized, the Commonwealth Transportation Board (CTB) has the best information possible to select the right projects for funding.



FY17
Smart Scale
Transit
Projects -
\$31M
8 projects

Hampton
Roads

- HRT Regional Commuter Express Bus
- HRT Peninsula Regional Park and Ride Enhancement

Lynchburg

- Lynchburg Central Business District Circulator
- Danville Transit System Bus Shelter & Transit Buses Purchase

Northern
Virginia

- Ballston Metrorail Station West Entrance
- ART Service Restructuring and Expansion
- I-66 TDM Strategies

Richmond

- Petersburg Station Park and Ride Structured Lot



FY18
Smart Scale
Transit
Projects –
\$168M
17 projects



Fredericksburg

- Brooke and Leeland VRE Station Expansions

Hampton Roads

- Williamsburg Area Transit Authority Bus Expansion and Bus Shelter

Northern Virginia

- West End Transitway- Southern Towers Transit Facilities
- DASH Bus Service & Facility Expansion
- **Columbia Pike Smart Corridor – 3rd highest Benefit/Cost Score in Virginia**
- Rosslyn-Ballston Corridor Multimodal Connections
- Loudoun County Transit Buses Acquisition
- **VRE Fredericksburg Line Capacity Expansion – Highest Raw Benefit Score in Virginia**

FY18
Smart Scale
Transit
Projects -
\$168M
17 projects

Richmond

- Broad Street Pedestrian and Transit Stop Improvements
- Parham Road Pedestrian and Transit Stop Improvements
- City of Richmond E Smart Cities
- Cogbill/Hopkins/Chippenham - Park and Ride Lot

Salem

- **Greater Roanoke Transit Company (GRTC) Smart Way Vehicle Expansion Project – 4th highest Benefit/Cost Score in Virginia**
- GRTC Automatic Vehicle Locator/Real-Time Project
- Valley Metro Vehicle Expansion Project
- Blacksburg Expansion Bus Purchase

Staunton

- Waynesboro Towne Center Park and Ride



Toll Revenues to Transit



I-66 Outside the Beltway

- \$800M over the next 50 years to support enhanced transit service

I-66 Inside the Beltway

- \$10M + annually for transit, TDM, bicycle, pedestrian, and roadway options to improve person throughput

I-395

- \$15M annual transit investment to fund new and improved travel choices in corridor, over 66 years

I-64 (Hampton Roads)

- \$5M to support enhanced express bus and vanpooling in the I-64 Express Lanes corridor for 5 years



Multimodal Solutions - 495 to Haymarket



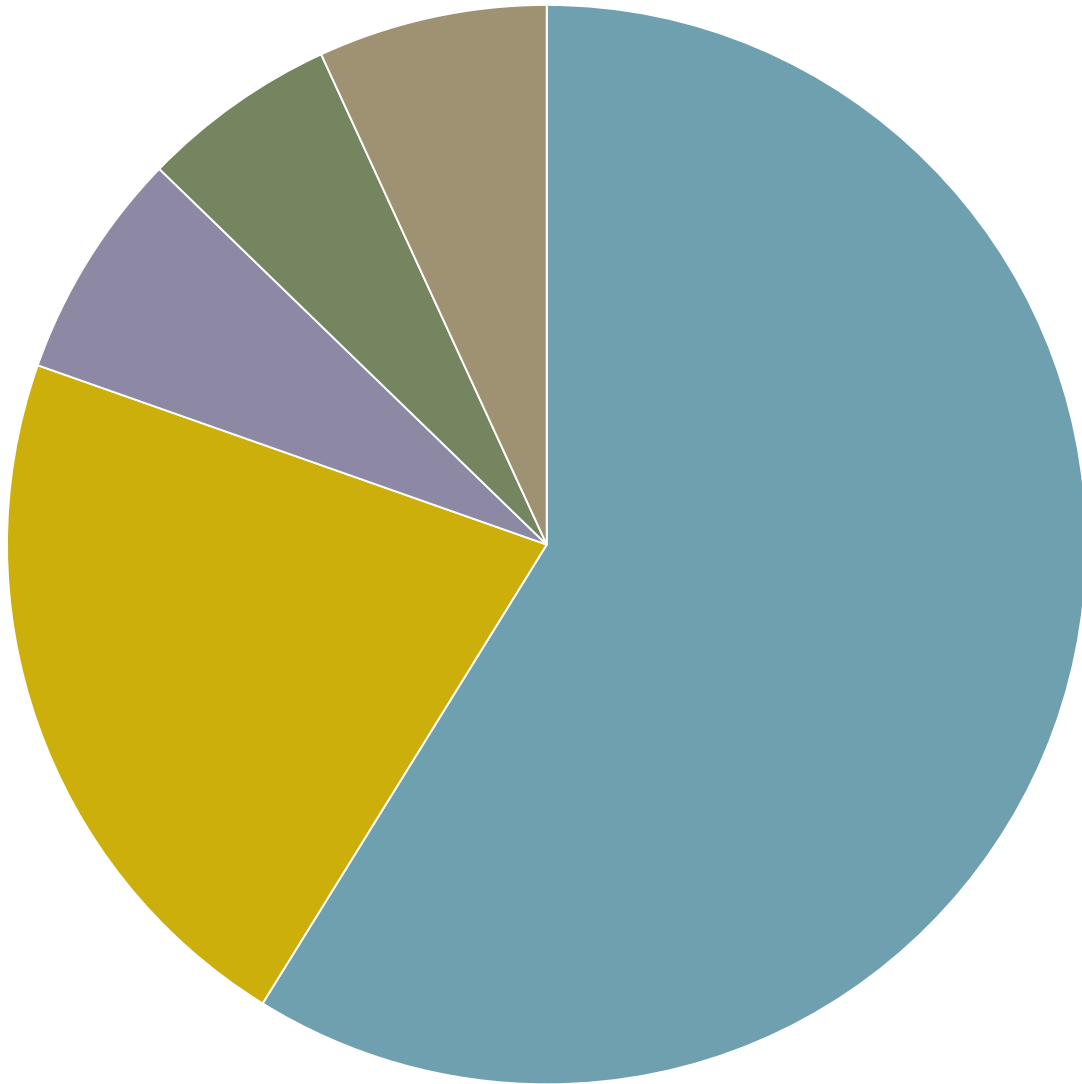
Investing in Multimodal Solutions



ExpressLanes



Toll Revenues to Transit Case Study: I-66



- \$7.2M: New/Enhanced Bus Service
- \$2.6M: Improved Access to park & ride lots, bus stops, Metrorail, and VRE
- \$800K: Improved Incident Response on I66 Corridor
- \$667K: Transit Incentives, Carpool, Vanpool

Benefits:

- 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 access to park and ride lots and transit and also increases parking options

2018 Transit Reforms



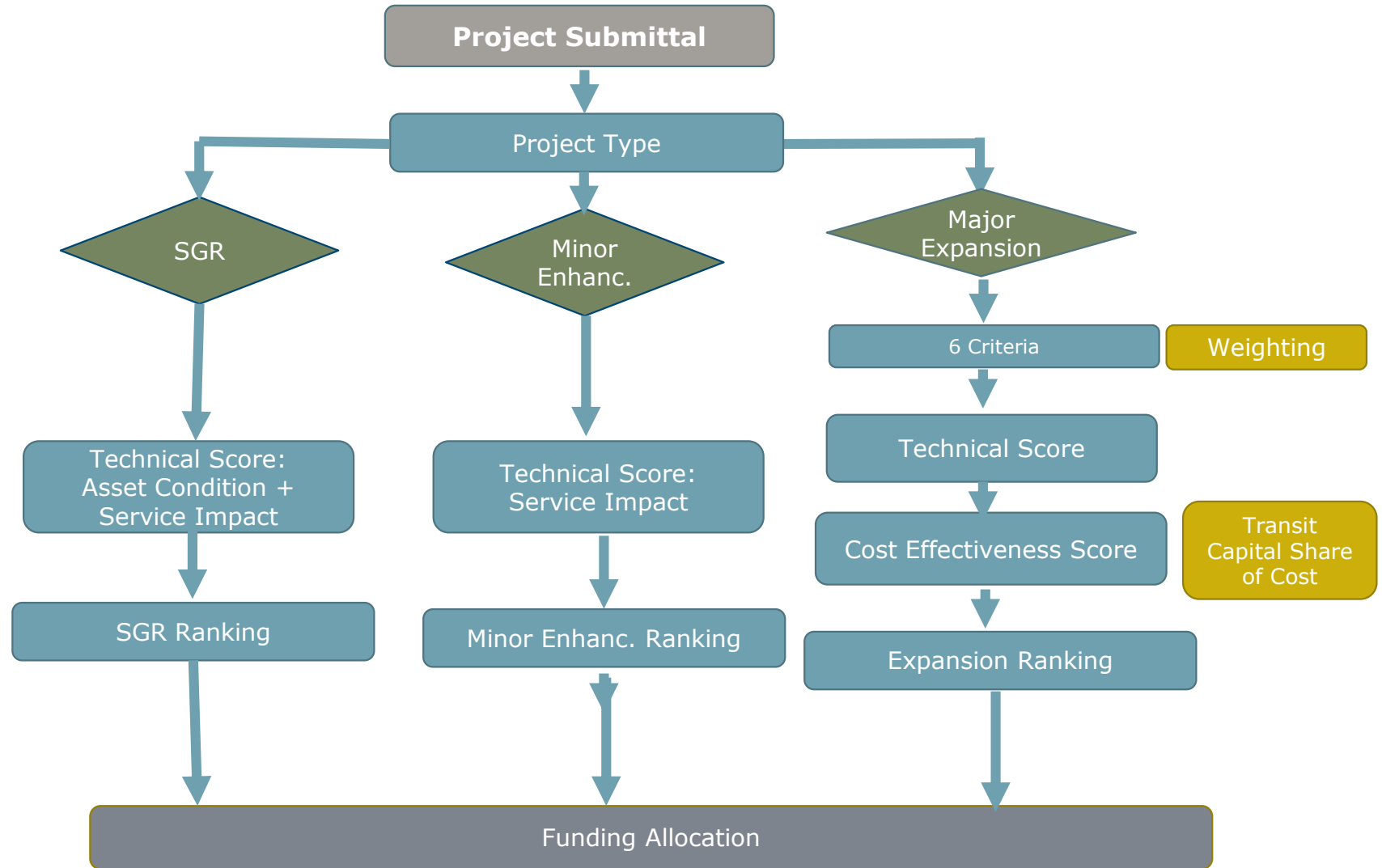
Commonwealth Mass Transit Fund Restructuring

- Statewide Operating- 31%
- Statewide Capital- 12.5%
- WMATA Operating & Capital-53.5%
- Special Projects-3%

Statewide Transit Capital Prioritization

- Beginning FY 2020
- State of Good Repair
- Minor Enhancement
- Major Expansion

Structure for Capital Program Prioritization



2018 Transit Reforms



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+
- GLTC and HRT Pilots
- Guidance and Implementation Plan due December 1st

Thinking ahead...

- New sources of funding for major expansion today lead to increased state of good repair needs forever
- Addressing change in transit ridership – balancing resources across systems that are growing and declining, rewarding performance and efficiency
- Transitioning to an integrated mobility paradigm – thinking beyond method or mode to mobility





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