



Virginia Department of Rail and Public Transportation

# Transit Capital Project Prioritization Methodology

Transportation Planning Board (TPB) Technical Committee

July 7, 2017

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VIRGINIA ACTS OF ASSEMBLY -- 2013 SESSION

CHAPTER 639

*An Act to amend and reenact §§ 33.1-23.4:01, 33.1-269, 58.1-638, and 58.1-815.4 of the Code of Virginia, relating to funding for transit.*

[S 1140]

Approved March 20, 2013

**Be it enacted by the General Assembly of Virginia:**

**1. That §§ 33.1-23.4:01, 33.1-269, 58.1-638, and 58.1-815.4 of the Code of Virginia are amended and reenacted as follows:**

[Full text](#)

# SB 1140 – 2013 Mass Transit Fund Allocations

- Passed in same session as HB 2313 which included new transit funding
- Created Transit Service Delivery Advisory Committee (TSDAC)
- 25% of funds for capital distributed according to tiered methodology (72% for operations, 3% for special projects)
- Final Capital Allocation Methodology endorsed October 2013, adopted by Commonwealth Transportation Board (CTB) December 2013



# Current Capital Asset Allocation Methodology

**REPORT OF THE  
DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION and  
TRANSIT SERVICE DELIVERY ADVISORY COMMITTEE**

**CAPITAL ASSISTANCE ALLOCATION METHODOLOGY  
USING A TIERED APPROACH**

[Full report](#)

- Includes establishment of capital asset tiers
  - **Tier 1 (68%)**: Replacement and Expansion Vehicles including fare collection equipment, AVL, security cameras, radios, hardware/software, and rehab
  - **Tier 2 (34%)**: Infrastructure/Facilities including real estate, signage, surveillance equipment, rehab, and major capital projects (new/extended BRT, LRT, commuter rail)
  - **Tier 3 (17%)**: Other/Equipment including support vehicles, shop equipment, spare parts, handheld radios, hardware/software, office furniture, landscaping, and project development



# Transit Development Plan (TDP) Requirements



## TRANSIT DEVELOPMENT PLAN MINIMUM REQUIREMENTS

February 2017

[Full requirements](#)

- Transit operators in Virginia receiving DRPT are required to complete a Transit Development Plan (TDP) every six years
- Requirement in place 2008, by 2015 all agencies had completed or had a TDP in progress
- In February 2017, DRPT issued new guidance extending planning horizon to ten years and aligning TDPs more close with MPO TIP and CLRPs



# Six Year Improvement Plan (SYIP)

## FY 2018 Five Year Capital Needs

The table below along with the actual grants for the current fiscal year shown in other sections of this document comprise the Public Transportation Six Year Improvement Program. These tables list the public transportation capital projects planned by each transit operator in the Commonwealth over the next five fiscal years. The total estimated quantity and cost of each project are shown. Estimated amounts of federal, state, and local funding cannot be shown because those amounts are determined by the actual availability of funds each year. Total dollars are shown to the nearest thousandth.

State allocation percentages used based on available revenues:	Tier 1	68%		68%		68%		68%		68%	
	Tier 2	34%		0%		1%		12%		15%	
	Tier 3	17%		0%		0%		0%		0%	

BRISTOL DISTRICT	Tier	FY 2019		FY 2020		FY 2021		FY 2022		FY 2023		Total FY 2019 - FY	
		State	Total	State	Total								
AASC / Four County Transit													
Purchase ADP Hardware	3	3	20									3	20
Purchase Replacement Vans	1	87	546	144	901	125	780	130	812	109	678	595	3,717
Purchase Support Vehicles	3	9	50							-	57	9	107
ADP Hardware	1							5	31			5	31
		99	616	144	901	125	780	135	843	109	735	612	3,875

- SYIP includes Five Year Capital Need based on projected TSDAC percentages
- Five Year Capital Need is determined by TDP updates which are due January 15
- Transit grant applications for upcoming FY are due on February 1
- Staff review in March and April, draft SYIP released May
- DRPT funding is adopted annually by the CTB in June



# Existing Transit Capital Revenue Sources

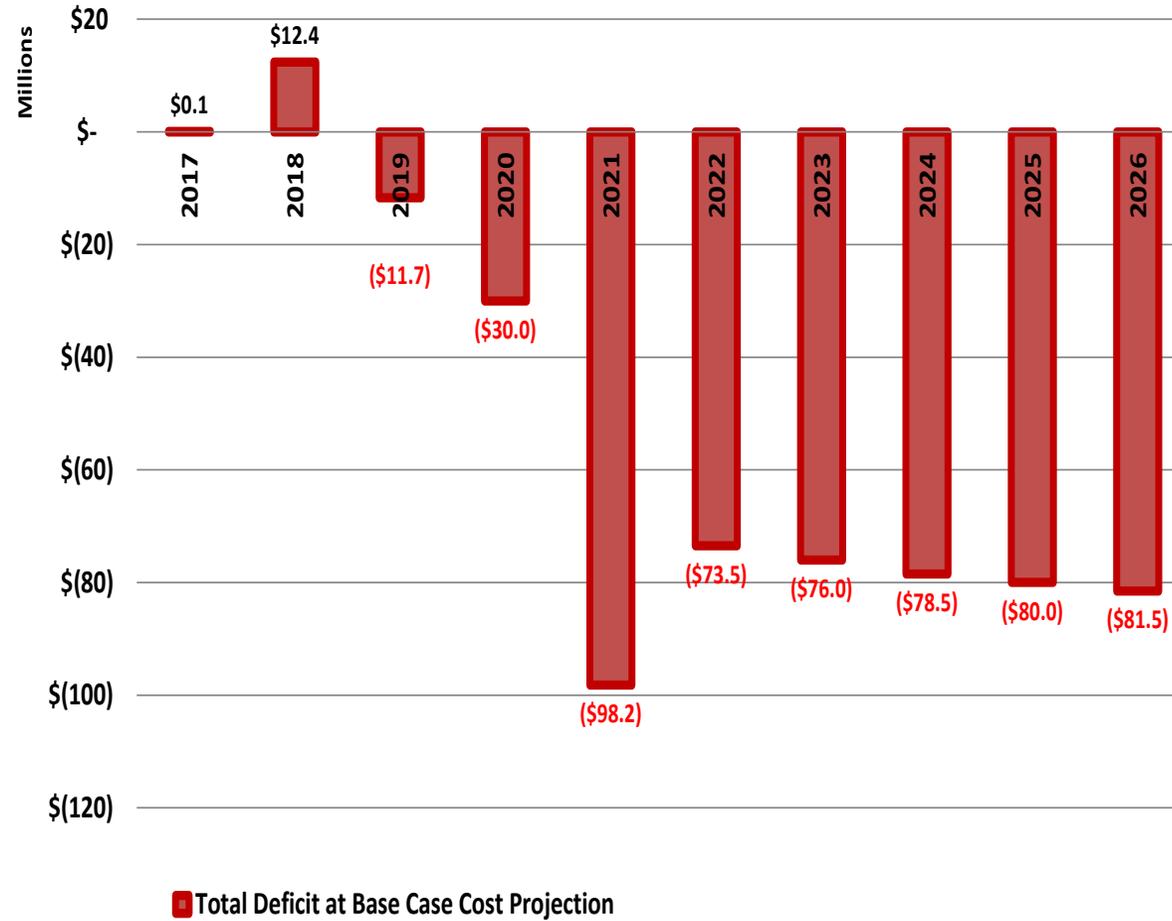


- Transportation Trust Fund – 1986 Session
  - 14.7% dedicated to transit; of this amount, 25% allocated to Transit Capital ~ \$37 M annually
- Recordation Taxes
  - \$0.01/\$100 ~ \$15 M annually
- Retail Sales and Use Tax – 0.3% increase in HB2313
  - 0.075% dedicated to transit; of this amount, 25% allocated to Transit Capital ~ \$20 M annually
- Sales Tax on Fuel
  - 5.1% tax; 3.11% of revenue dedicated to transit capital ~ \$28 M annually
- CPR Bonds – 20% minimum; \$110 M annually
  - Actual allocations have exceeded 40%
- Federal Transit Administration ~ \$41 M annually

	2018	2019	2020	2021	2022	2023	Total
<b>1986 Special Session (14.7%)</b>	\$ 36.0	\$ 37.3	\$ 37.9	\$ 38.5	\$ 38.9	\$ 39.6	228.2
<b>Retail Sales and Use Tax</b>	19.3	20.3	20.6	21.0	22.4	22.8	126.4
<b>Sales Tax on Fuel</b>	27.2	27.4	27.6	27.9	28.2	28.5	166.8
<b>Recordation Tax</b>	15.6	15.3	14.4	14.4	14.4	14.4	88.5
<b>Transportation CPR Bonds</b>	110.0	77.3	50.0	-	-	-	237.3
<b>Federal Transit Administration</b>	41.0	41.0	41.0	41.0	41.0	41.0	246.0
<b>Total</b>	<b>\$ 249.1</b>	<b>\$ 218.6</b>	<b>\$ 191.5</b>	<b>\$ 142.8</b>	<b>\$ 144.9</b>	<b>\$ 146.3</b>	<b>\$ 1,093.2</b>

- Bond funds represent 44% of FY18 transit capital funding

# Transit Capital Deficit/Surplus at Current State Match Rates



# Transit Capital Project Revenue Advisory Board



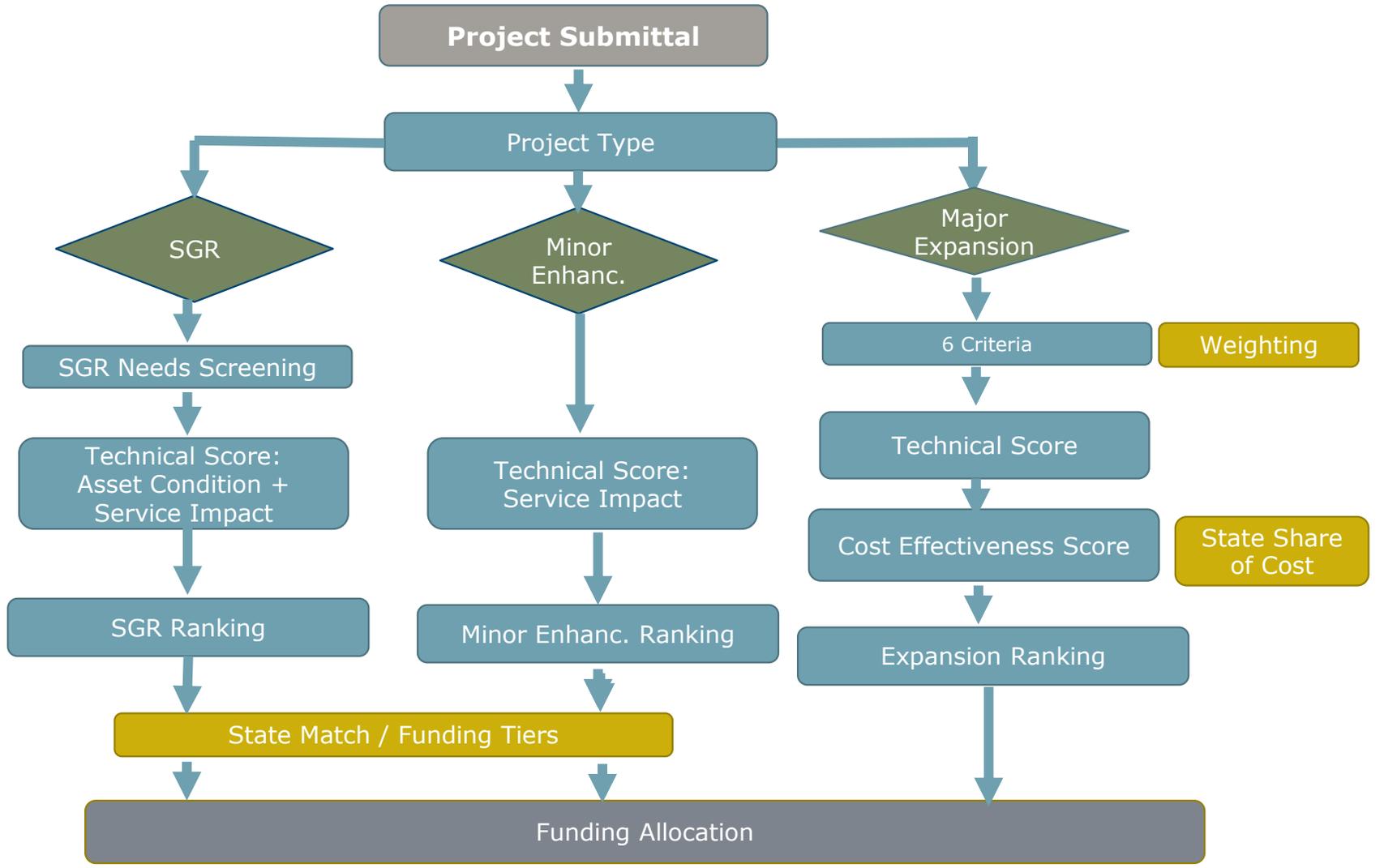
- Revenue Advisory Board (RAB)
  - Created by General Assembly in 2016 (HB1359)
- Determinations
  - Two programs: State of Good Repair (SGR)/Minor Expansion and Major Expansion
  - 80% minimum to SGR/Minor Expansion
  - CTB discretion to move from Major Expansion to SGR/Minor Expansion
  - Single consistent match rate across all assets
  - SGR higher match rate than Major Expansion
  - Maintain minimum 4% local match

# Policy Principles for Proposed Prioritization

- It is possible and desirable to prioritize transit capital projects using quantitative and qualitative measures
- Prioritization policies should be developed by CTB, in a manner similar to Smart Scale, via Board policy
- Allow for input/outreach to transit partners and ongoing process improvement prior to CTB adoption and after thorough analysis of implication for individual capital projects in SYIP by TSDAC



# Illustrative Structure for Proposed Capital Program Prioritization



# Principles for Transit Capital Program Structure

	<b>State of Good Repair and Minor Enhancement (80%)</b>		<b>Expansion (20%)</b>
	<b>SGR (95%)</b>	<b>Minor Enhancement (5%)</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>Illustrative State Match</b>	up to 80%	up to 80%	up to 50%



# Next Steps

- July 2017 – CTB Resolution endorsing final report with legislative recommendations
- August 1 – Report due to General Assembly
- Future:
  - Development and implementation of CTB policy on transit capital prioritization





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