



Making Efficient + Responsible Investments In Transit

Transit Capital Needs Assessment

FY2021 – FY2025



Virginia Department of Rail and Public Transportation

Capital Needs - Fall 2019 Update

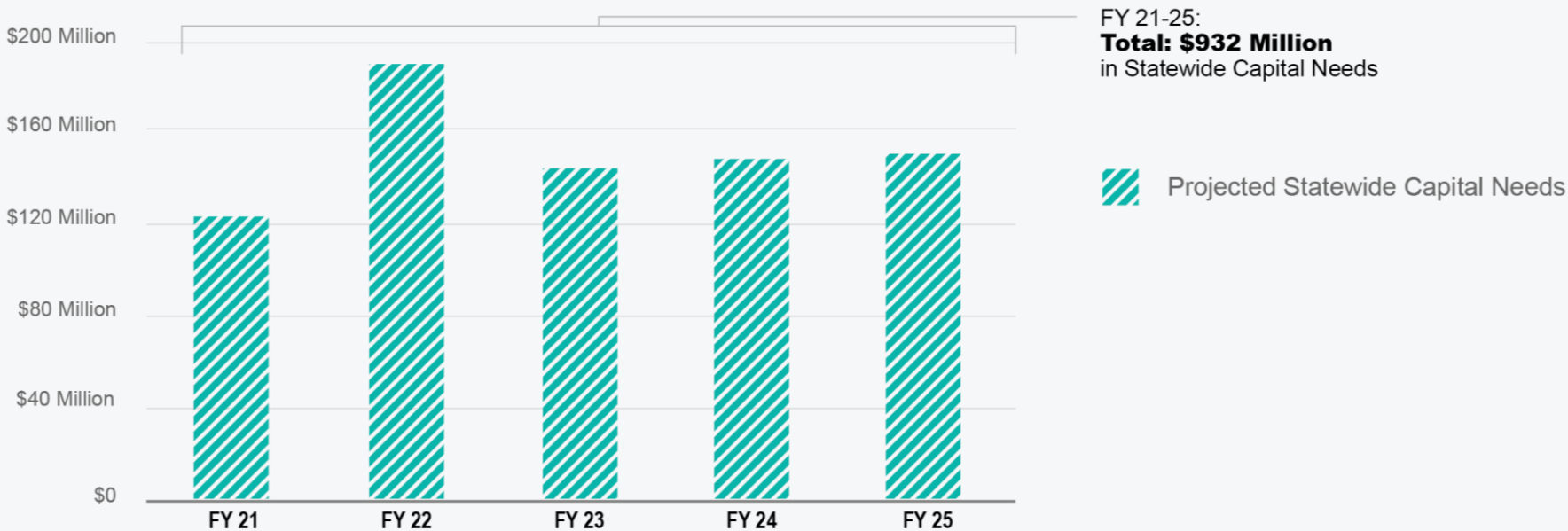
- Each Fiscal Year, transit agencies submit a 5-year capital budget that is included in the Six Year Improvement Program
 - » *Includes projected capital expenses with federal, state, and local shares*
- **Fall 2019 Update:** In order to improve the accuracy of these capital budget projects, DRPT staff engaged transit agencies throughout the state to:
 - » *Identify those “projects that will realistically be implemented” over the next 5 years with greater scrutiny and accuracy*
 - » *Ensure the budgets are not a “wish list,” but rather a list of capital projects that agencies need and intend to implement*

Capital Needs - Fall 2019 Update

- **To make a determination on how realistic each project was, staff was asked to examine:**
 - » *Fleet size*
 - » *Rolling stock replacement schedules*
 - » *Facility Conditions*
 - » *Open/executed grants*
 - » *Other planning documents to determine how realistic each project is*
- **If it was determined that the projected costs were either incorrect or not realistic, staff reduced costs or eliminated projects entirely from the projected capital budgets**

Projected Statewide Transit Capital Needs, FY2021-25

Grantee agencies throughout the state have identified \$932 Million in statewide transit capital needs over the next 5 fiscal years. These projects will be funded through a combination of state controlled and grantee controlled funding sources.

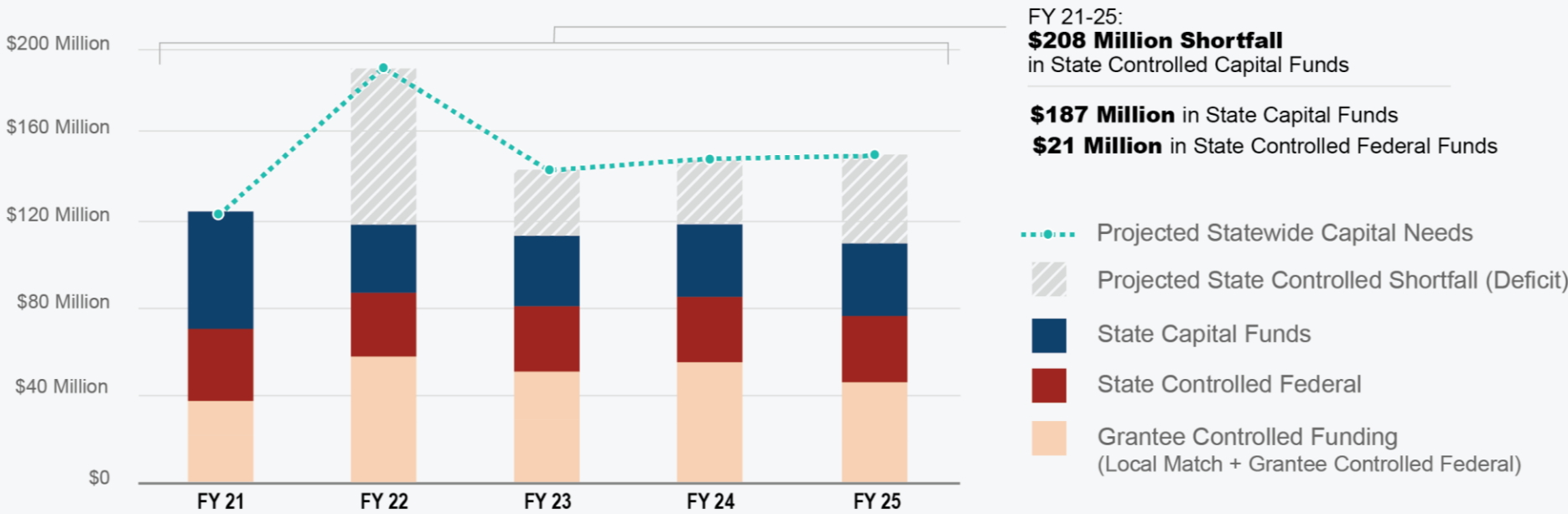


Notes:

- Capital Needs FY21 - FY25 source: 5-year Capital Needs Update, Fall 2019.
- Figures not Adjusted for Inflation.

Projected Statewide Transit Capital Needs and Projected Funding, FY2021-25

Taking into account projected FY2021 to FY2025 funding, there will be a shortfall of \$208 Million in state controlled capital funds to implement all projects included in the needs assessment.

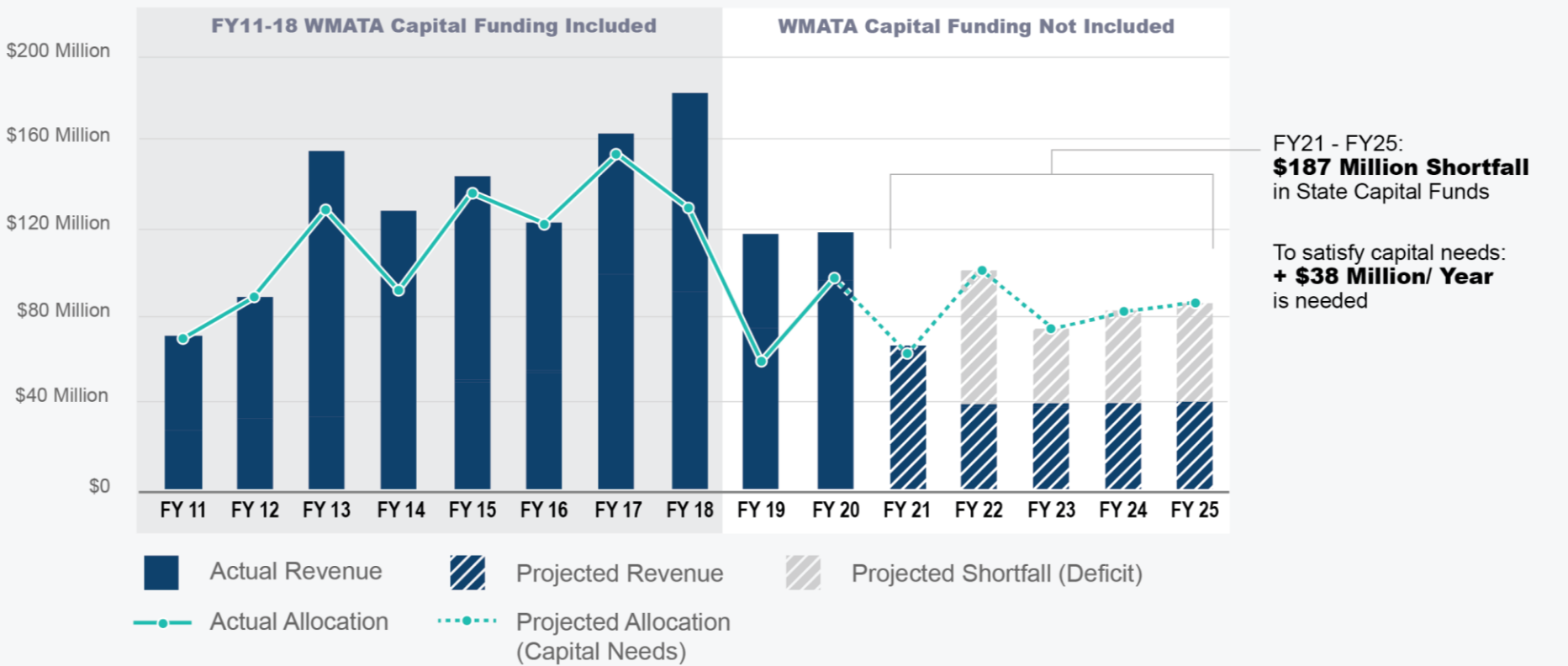


Notes:

- Assumption 1: Rural and small urban grantees - 80% funding from state controlled federal, and 16% from state capital (96% total from state controlled).
- Assumption 2: Track Lease Payments - 50% funding from state controlled federal, and 34% from state capital (84% total from state controlled).
- Assumption 3: Large Urban Grantees - 68% from state capital (68% total from state controlled).
- Assumption 4: 100% of grantee controlled funding (federal and local) will be available.
- Assumption 5: MERIT Capital Prioritization was not applied due to lack of available information.
- Actual & Projected revenues Source: FY11 - FY20 Six-Year Improvement Program (SYIP)
- Capital Needs FY21 - FY25 source: 5-year Capital Needs Update, Fall 2019.
- Figures not Adjusted for Inflation.

Actual & Projected State Transit Capital Revenues & Allocations, FY2011-25

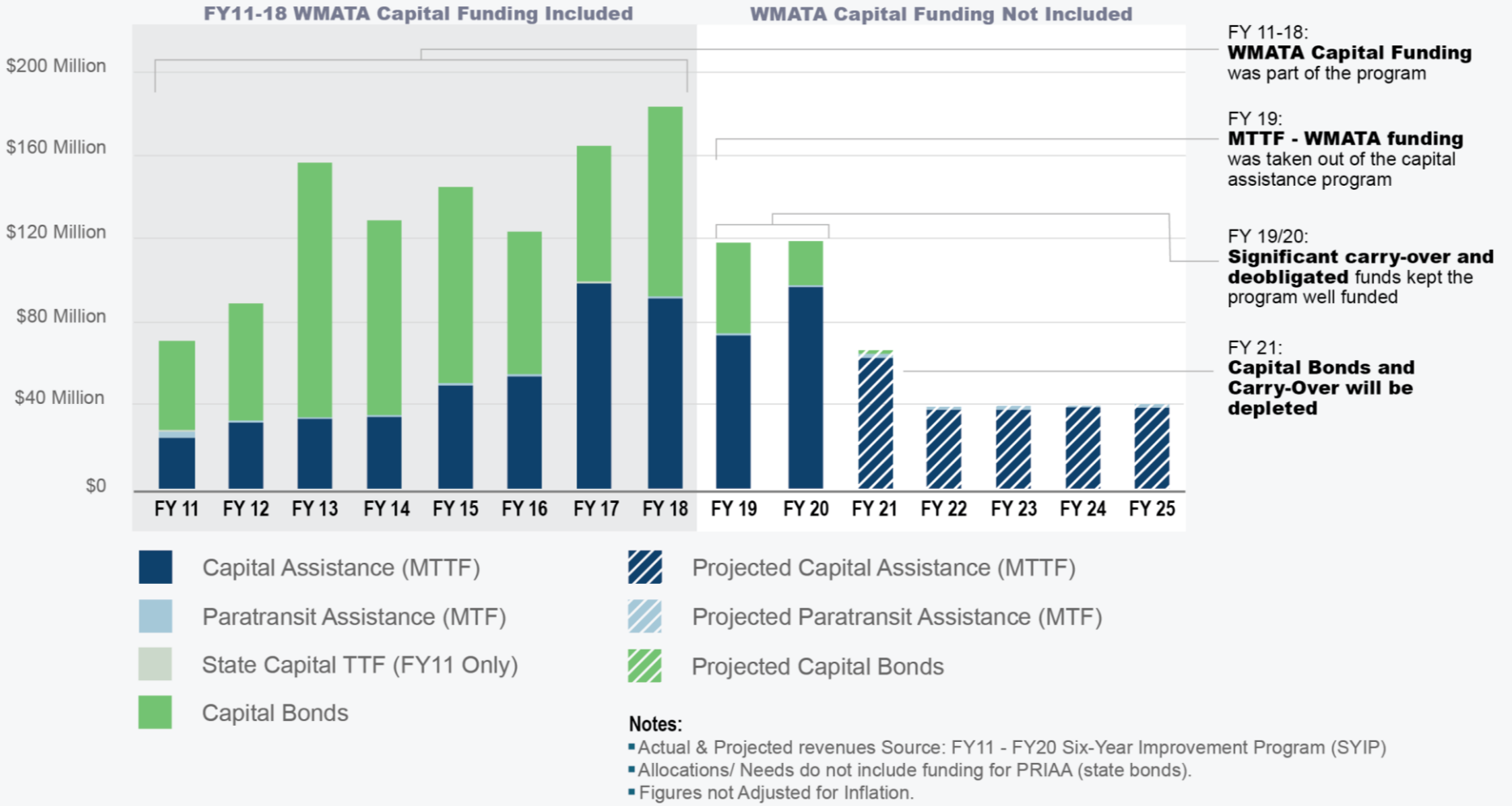
Projected transit allocations (capital needs) will exceed projected revenues beginning in FY 2022. This shortfall will grow through FY 2025 to \$187 Million. To satisfy all statewide transit capital needs, the capital assistance program will need an additional \$38 Million each year.



- Notes:**
- Actual & Projected revenues Source: FY11 - FY20 Six-Year Improvement Program (SYIP)
 - Capital Needs FY21 - FY25 source: 5-year Capital Needs Update, Fall 2019.
 - Allocations/ Needs do not include funding for PRIAA (state bonds).
 - Figures not Adjusted for Inflation.

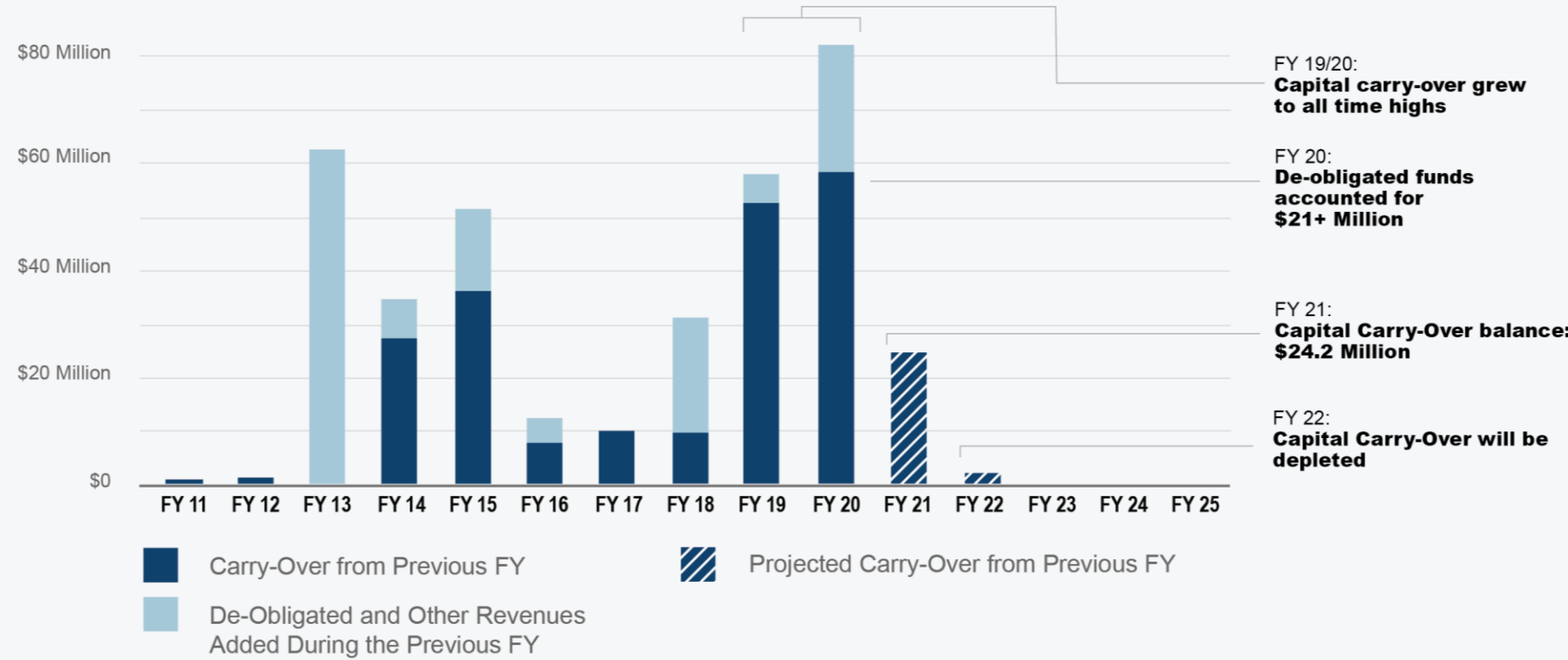
Actual & Projected State Transit Capital Revenue Sources, FY2011-25

Projected revenues for FY 2022 and beyond will be significantly lower than previous fiscal years due to: 1. the depletion of capital bonds, and 2. the projected allocation of the remaining balance of unobligated surplus (carryover) funds.



Actual & Projected State Transit Capital Carry-Over and Other Revenues, FY2011-25

Since FY 2016, state capital revenues have exceeded allocations leading to a substantial capital carry-over balance. In addition, de-obligated funds throughout each fiscal year have increased available revenues. These balances will soon be spent down to fund projected capital needs over the next two fiscal years.

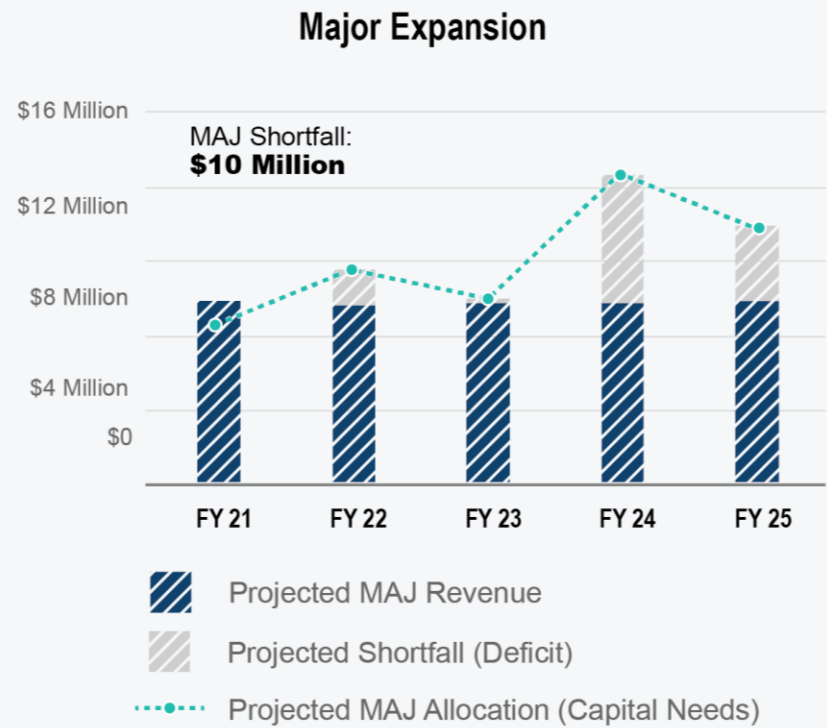
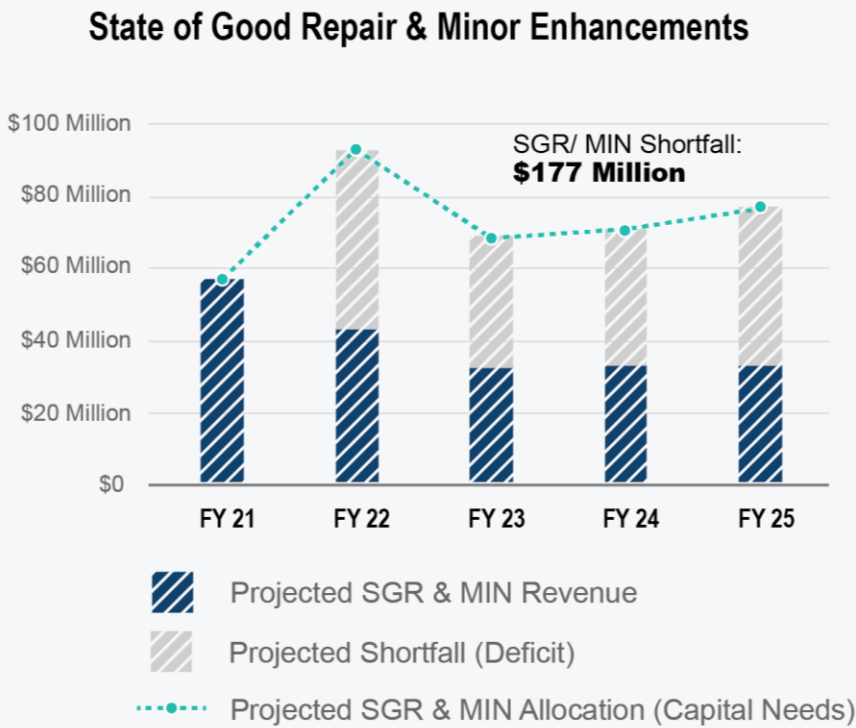


Notes:

- Carry-Over & Other Revenues Source: FY11 - FY20 Six-Year Improvement Program (SYIP)
- Capital Needs FY21 - FY25 source: 5-year Capital Needs Update, Fall 2019.
- Figures not Adjusted for Inflation.

Projected State Transit Capital Revenues and Allocations by MERIT Project Type, FY2021-25

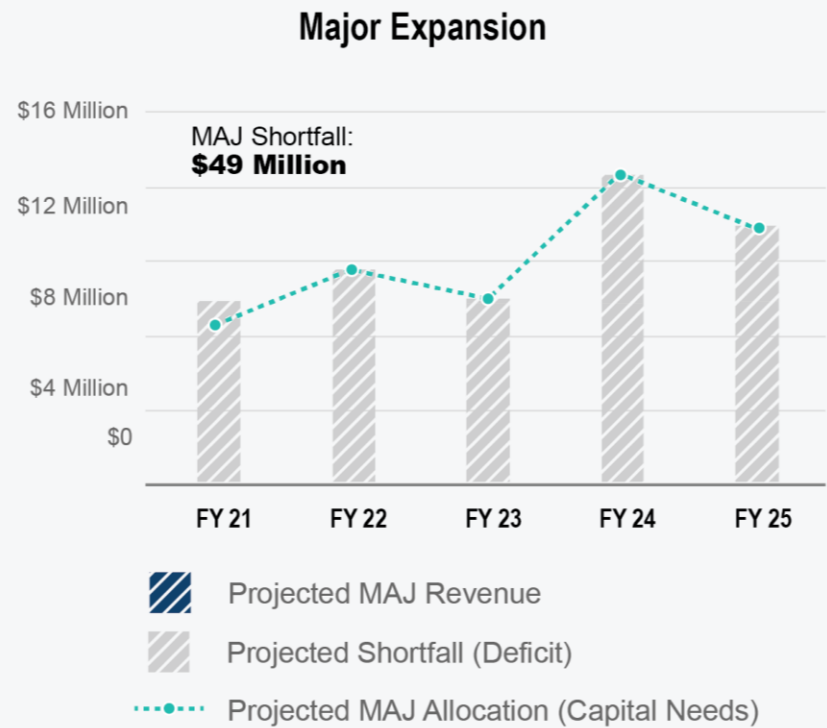
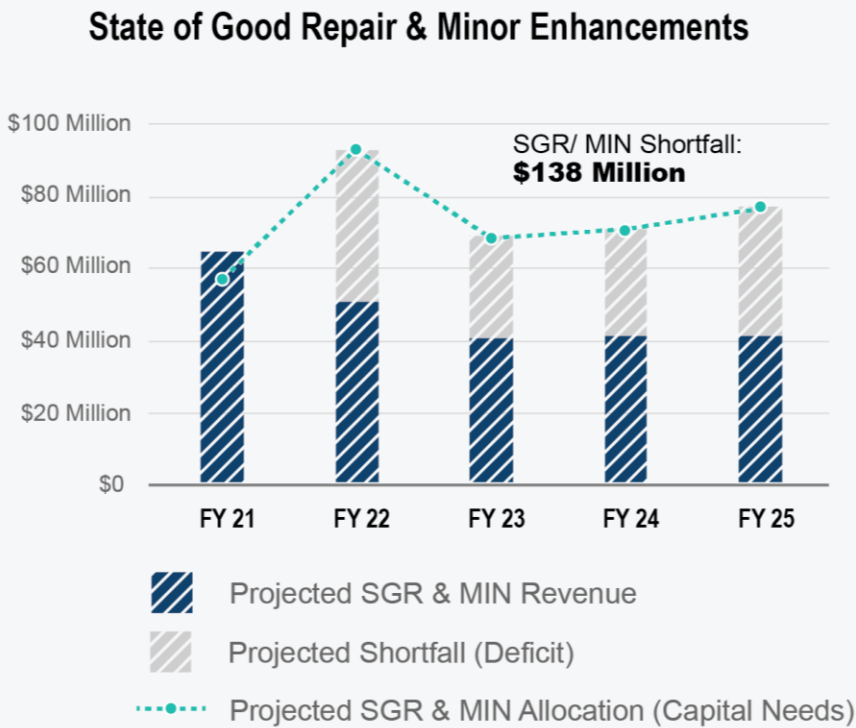
State policy stipulates that a minimum of 80% of the annually allocated state transit capital funds (MTTF) must be dedicated to State of Good Repair (SGR) and Minor Enhancement (MIN) Projects, and a maximum of 20% to Major Expansions (MAJ). Following this split, there will be a shortfall of \$177 Million for SGR/ MIN projects and \$10 Million for MAJ.



- Notes:**
- Actual & Projected revenues Source: FY11 - FY20 Six-Year Improvement Program (SYIP)
 - Capital Needs FY21 - FY25 source: 5-year Capital Needs Update, Fall 2019.
 - Figures not Adjusted for Inflation.

Projected State Transit Capital Revenues and Allocations by MERIT Project Type, FY2021-25

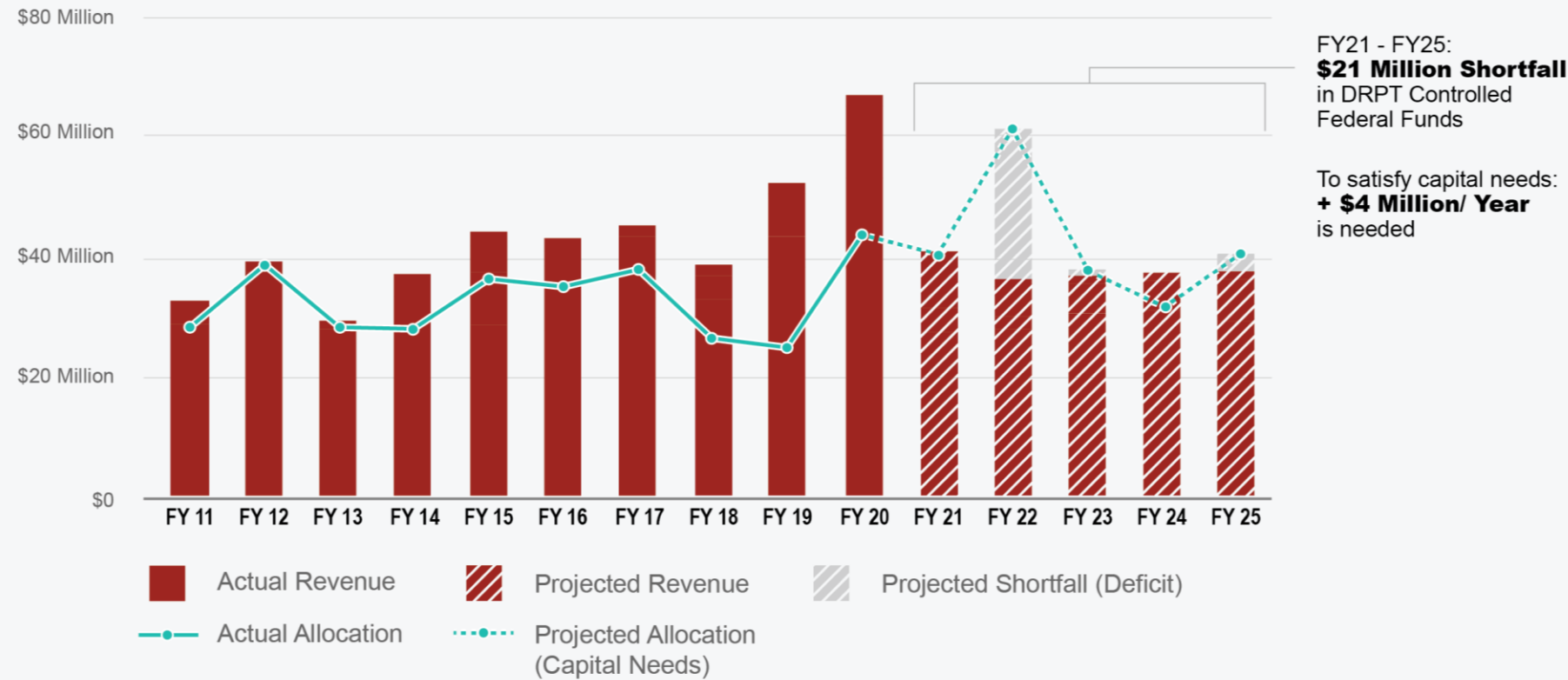
Under the current program the 20% Major Expansion funds can be shifted to the State of Good Repair (SGR) & Minor Enhancement (MIN) category. However, shifting all MAJ funds still results in a \$138 Million shortfall in the SGR and MIN category.



- Notes:**
- Actual & Projected revenues Source: FY11 - FY20 Six-Year Improvement Program (SYIP)
 - Capital Needs FY21 - FY25 source: 5-year Capital Needs Update, Fall 2019.
 - Figures not Adjusted for Inflation.

Actual & Projected DRPT Controlled Federal Revenues & Allocations, FY2011-25

Projected transit allocations (capital needs) will exceed projected DRPT controlled federal revenues in FY2022, FY2023, and FY2025. This shortfall will total \$21 Million over the next 5 fiscal years.



Notes:

- Actual & Projected revenues Source: FY11 - FY20 Six-Year Improvement Program (SYIP)
- Capital Needs FY21 - FY25 source: 5-year Capital Needs Update, Fall 2019.
- DRPT Controlled Federal Funds include: Flex STP, FTA 5311, FTA 5339, and ADTAP VA State Allocations
- Assumed that \$15 Million of annual VA FTA 5311 allocation will be used to fund operating costs.
- Figures not Adjusted for Inflation.

Needs Assessment Conclusions

- **\$932 Million** in Capital Needs FY21-25
- **\$208 Million** shortfall in state controlled capital funds to support needs
 - » *\$187 Million in State Capital Funds – Majority SGR/MIN*
 - » *\$21 Million in State Controlled Federal Funds*
- Total Annual Additional Funds: **\$42 Million**