



Virginia Department of Rail and Public Transportation

# HB 1319/SB 856 Prioritize Dedicated Funding to Public Transit Agencies Across Virginia

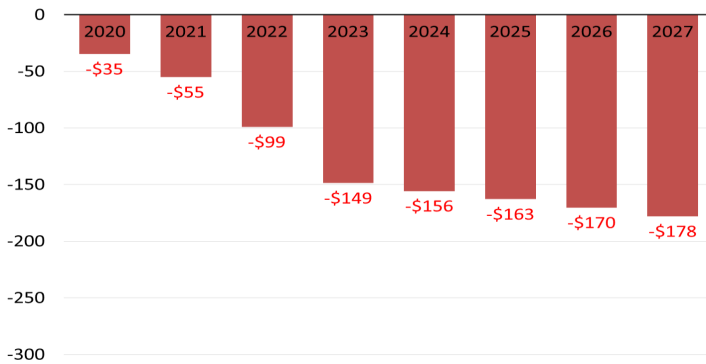
## WHAT DO THESE BILLS DO?

Without action the Commonwealth's Transit Capital Program will shrink by **44%**.

These funds are for core functions like **replacing buses and railcars as well as updating maintenance facilities**.

Smaller transit systems will be hit hardest by these cuts, as they are more reliant on state funds than larger systems.

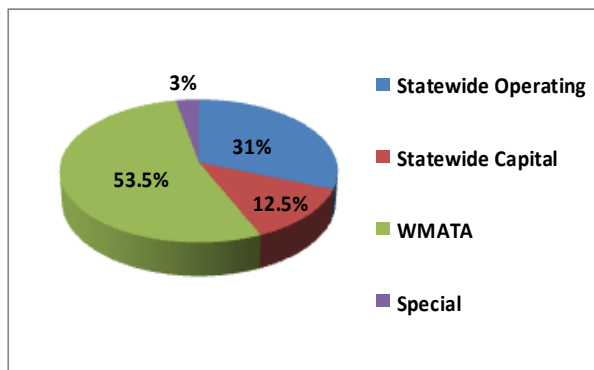
**Future Transit Capital Funding Gap with loss of CPR bond revenues in 2020 (in \$ millions)**



Restructures the Commonwealth Mass Transit Fund to create a dedicated funding formula that guarantees the **\$200 million in annual state operating and capital funding already provided to WMATA**.

Provides \$150 million in additional dedicated regional funding to WMATA for state of good repair needs.

**HB 1319/SB 856 Commonwealth Mass Transit Fund Formula  
Does not include \$110 million in bond authorizations**



**Ensures ALL** Virginia public transit agencies continue to receive federal and state funding at today's levels for the next 5 years.

Through development of a transparent and accountable prioritization process, ensures the **most critical state of good repair projects** like bus purchases and rolling stock replacements are **fully funded and funded first**.

Ensures a seat at the table for the Virginia transit agencies and local governments through continuation of the Transit Service Delivery Advisory Committee (TSDAC).



## FOR MORE INFORMATION OR QUESTIONS

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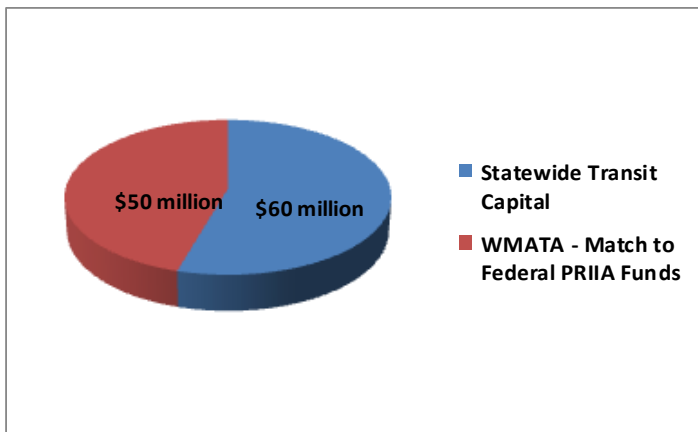
## HOW ARE THESE BILLS FUNDED?

Requires no **tax increases** for the existing statewide transit program.

Authorizes the sale of \$110 million in bonds for 5 years to shore up the statewide transit capital program – addressing **State of Good Repair** needs first.

Ensures Virginia can continue to provide the **required** \$50 million in matching funds that provide an additional \$300 million in annual multi-state and Federal funding dedicated to WMATA.

HB 1319/SB 856 Annual Allocation of Reauthorized Bonds



## BENEFITS OF TRANSIT

Transit plays a **key role** in congestion mitigation, economic development, and environmental stewardship in the Commonwealth.

Transit **provides mobility** to many of Virginia’s citizens who have no other means of transportation.

Transit **meets critical transportation needs for** not only citizens of the Commonwealth but for all individuals traveling in the Virginia.

Transit provides economic value. VRE and WMATA alone provide \$600 million to Virginia’s economy as the two systems transport approximately 293,000 people on an average weekday.

## WHAT IS THE COST OF INACTION?

Without this revenue, transit agencies and local government across Virginia **would face tough decisions** like **reducing or eliminating** transit service.

Additionally, the \$50 million annual required match to WMATA would **come at the expense** of other critical statewide.

### Economic Benefits

Transit Capital Spending by Virginia transit agencies generates

**\$150 million**  
in productivity costs

### Transit Spending

Each year, Virginia transit agencies spend:

**\$630 million**  
on capital, including  
**\$ 440 million**  
on state of good repair investment

### Benefits for Virginia

**\$600 million**  
in tax revenues to the Commonwealth from Metro and VRE (NVTC, 2018)