To: Transit Service Delivery Advisory Committee

From: Virginia Department of Rail and Public Transportation

Date: April 24, 2015

Subject: FY 2015 Tiered Capital Assistance Allocation Review

This memorandum documents a review of the first year of Virginia Department of Rail and Public Transportation (DRPT) capital transit assistance allocations under the new tiered allocation method, requested by the Commonwealth Transportation Board (CTB) on December 3, 2013. Based on this review, the Transit Service Delivery Advisory Committee (TSDAC) and DRPT may provide transitional assistance to any jurisdiction with transit providers that suffered a financial loss, and may propose a revised method to be considered by the CTB, if needed.

The review documented in this memorandum compares the first year of tiered capital transit assistance allocations, Fiscal Year (FY) 2015, to the prior allocation method applied in previous fiscal years in order to quantify the jurisdictional impacts of the simultaneous changes in state funding level, allocation method, and cost basis that occurred in FY 2015, and determine if any jurisdiction with transit providers suffered a financial loss. The findings of this review indicate that when all changes in state funding level, allocation method, and cost basis are factored into the analysis, no jurisdiction suffered a financial loss; all jurisdictions either maintained or received additional state funding in FY 2015 under the tiered allocation method than they would have in previous years under the prior method. Based on these findings, transitional assistance and a revised method are not needed.

A. Overview

In 2013 the Virginia General Assembly raised the state sales and use tax from 4 percent to 4.3 percent and designated the increase in revenues to the Highway Maintenance and Operating Fund, the Intercity Passenger Rail Operating and Capital Fund, and the Commonwealth Mass Transit Fund. As a result, DRPT allocated an additional $33 million in transit capital assistance in FY 2015.

During the same session the Virginia General Assembly established TSDAC to advise DRPT and its Director on a distribution process for transit funds. Following a detailed analysis, TSDAC recommended allocating DRPT's capital transit assistance using a tiered method beginning in FY 2015, with the goal of incentivizing investments in assets that are viewed as the highest priority for transit in Virginia.

The CTB approved the recommended method on December 3, 2013 with the additional request that TSDAC and DRPT complete a review of FY 2015 transit capital assistance allocations to determine if any jurisdictions with transit providers suffered a financial loss. Based on this review, TSDAC and DRPT may provide transitional assistance to any jurisdiction with transit providers that suffered a financial loss, and

may propose a revised method to be considered by the CTB, if needed. This memorandum documents the requested review, findings, and recommendations.

B. Transit Capital Assistance Allocation Method Comparisons

Prior Allocation Method

In previous years, transit capital assistance funds were allocated on the non-federal project cost basis (gross project cost less federal funding). Additional funding for transit capital projects from bond proceeds gave DRPT the ability to prioritize Replacement Vehicle projects over all Other projects. Replacement Vehicle projects were matched at 80 percent of the non-federal project cost basis if federal grant funds were applied to the project. The remaining funds were then allocated to all Other projects at a matching rate sufficient to distribute all remaining available funds. A minimum local match of 4 percent of the gross project cost was required for all project requests.

Tiered Allocation Method

The tiered capital assistance allocation method approved by the CTB expands the prior allocation method's sole prioritization of Replacement Vehicle projects by allocating funds according to the following tiers:

1. **Replacement and Expansion Vehicles (68 Percent)**: Acquisition of rolling stock for either replacement or expansion purposes.

2. **Infrastructure/Facilities (34 Percent):** Construction of infrastructure or facilities for transit purposes, such as maintenance facilities, bus shelters, administrative buildings, or guideway infrastructure.

3. **Other (17 Percent)**: All other eligible transit-related capital items.

The tiered allocation method modifies the basis for calculating allocations by applying state matching percentages to the gross project cost instead of the prior method's non-federal project cost basis. Jurisdictions are incentivized to invest in Replacement and Expansion Vehicle projects at the highest state match (68 percent) over Infrastructure and Facilities projects (34 percent state match) and Other projects (17 percent state match). Funds are allocated assuming a minimum local match of 4 percent of gross project costs. Funds allocated for debt service and lease payments are funded at the tier that applies to the underlying capital asset that is being financed. Major Capital Projects are funded at the Tier 2 percentage, depending on eligibility. Associated rolling stock for Major Capital Projects is funded at the Tier 1 percentage. Funds for qualifying multi-year and special projects are determined on a case-by-case basis.

Table 1 compares the two methodologies.

Table 1: Capital Assistance Allocation Method Comparisons

Prior Method	State Match (%)	Cost Basis
Replacement Vehicles Receiving Federal Grant Funds	80%*	X (Gross Project Cost – Federal Funding)
All Other Projects	Varies**	

Tiered Method	State Match (%)	Cost Basis
Replacement/Expansion Vehicles	68%	X Gross Project Cost
Infrastructure/Facilities	34%	
Other	17%	

*Additional bond revenue resulted in an 80 percent match for Replacement Vehicle projects receiving federal grant funds.

**The state match varied by fiscal year according to funds available to pay for all Other project expenses; maximum state + federal match of 96 percent due to required minimum local match of 4%.

C. FY 2015 Tiered Capital Allocation Review Methodology and Assumptions

Constant Assumptions: Comprehensive List of 225 Project Requests and Federal Funding Amounts

The Six-Year Improvement Program (SYIP) FY 2015 Update funds 225 projects statewide. This includes transit capital assistance allocations totaling $108 million for 218 projects funded according to the new tiered allocation method, $7 million in transit capital assistance allocations to three multi-year projects at the Tier 2 percentage of 34 percent, and $19 million to four special projects on a case-by-case basis.

This review applies the same comprehensive list of 225 project requests to estimate FY 2015 allocations under the prior method. Total project costs and federal funding amounts for each of those projects are based on the FY 2015 SYIP. The local share of funding is adjusted as needed to reflect changes in state funding tested in this analysis.

It is important to note that this reflects one year of capital assistance allocations, which can vary widely depending on jurisdiction need and requests received in a given year.

In addition, funding for WMATA/NVTC and VRE projects was allocated as follows:

- **WMATA/NVTC Funding**: In order to accurately estimate the impact of Washington Metropolitan Area Transit Authority (WMATA) projects on each jurisdiction, this review separates funding for the WMATA Capital Improvement Program (CIP), Metro 2025, Metro Matters Program (including debt service), and Project Development projects by tier into the proportionate contribution from each city and county comprising the Northern Virginia Transportation Commission (NVTC) District, according to the NVTC FY 2015 CIP. The WMATA Metro 2025 project is a special project funded at the Tier 2 level, and does not vary by scenario.

- **VRE Projects**: In order to accurately estimate the impact of Virginia Railway Express (VRE) projects on each contributing and sponsoring jurisdiction, the analysis considers the jurisdictional funding required for VRE projects to make up for any changes in state funding. The jurisdictional contributions are based on the relative share of funding from each city and county comprising VRE's service area according to the VRE FY 2015 CIP.

Variable Assumptions: State Funding Level, Allocation Method, and Cost Basis

This review simultaneously applies three separate variables to estimate FY 2015 capital transit assistance allocations under the prior allocation method:

- ☑ **State Funding Level**: DRPT allocated an additional $33 million in transit capital assistance in FY 2015 compared to FY 2014 and previous years. The additional state funds preceded and influenced the tiered funding levels recommended by TSDAC and adopted by the CTB.

- ☑ **Allocation Method**: The tiered allocation method was introduced and first used to allocate state transit capital assistance in FY 2015. In FY 2014 and previous years, the prior allocation method was used to allocate state transit capital assistance.

- ☑ **Cost Basis**: DRPT allocated transit capital assistance based on the total project cost in FY 2015. In FY 2014 and previous years, transit capital assistance was allocated on the non-federal project cost basis (gross project cost less federal funding).

Tiered Allocation Method: Actual FY 2015 Tiered Capital Assistance Allocations

The tiered allocation method serves as the base case for this review, and represents actual FY 2015 allocations to 225 projects included in the SYIP FY 2015 Update. Table 1 below summarizes actual FY 2015 allocations under the tiered allocation method.

Table 2: Actual FY 2015 Tiered Capital Assistance Allocations

Cost Basis	Maximum State Funds Allocated		
Total Project Cost Basis	2015 State Funds	$	133,609,014
	Less New 2313 Funding	$	-
	Maximum State Funds Allocated	$	133,609,014

Tiered Method	State Match (%)	State Funds Allocated	
Tier 1: Replacement/Expansion Vehicles	68%	$	61,199,922
Tier 2: Infrastructure/Facilities	34%	$	67,745,101
Tier 3: Other	17%	$	4,663,991
	Total	**$**	**133,609,014**
	Remainder for Future Allocation	$	-

Note: Actual allocations to 225 FY 2015 projects; minimum local match of 4 percent.

Prior Allocation Method: FY 2015 Capital Assistance Allocation Estimates

Tier Categorization and Assumptions

To estimate state capital assistance allocations for FY 2015 using the prior allocation method applied in FY 2014 and previous years, each of the 225 FY 2015 projects are categorized to reflect the previous grant allocation categories. Replacement Vehicle projects receiving federal grant funds are separated from all other projects and allocated funds at maximum state match of 80 percent on the non-federal share of project costs. All other projects receive a set state match determined by the amount of remaining funds available for allocation.

Tier 1 projects are categorized as either Replacement Vehicle projects receiving federal grant funds or other projects. Tier 2 and 3 projects do not include Replacement Vehicle projects, and therefore are automatically classified as other projects. Multi-year projects, funded at the Tier 2 percentage for the tiered allocation method, are classified as other projects. Special projects are funded on a case-by-case basis and are assumed to receive the same allocation regardless of allocation method.

Variables

The review applies the following variables to estimate FY 2015 capital assistance allocations under the prior allocation method:

- ☑ **State Funding Level**: The state funding level is reduced to $101 million ($134 million less $33 million in new state funding) to reflect the $33 million increase in state funding that corresponded with the approval of the tiered allocation method.

- ☑ **Allocation Method**: Replacement Vehicle projects receiving federal grant funds are allocated a maximum state match of 80 percent of non-federal project costs. The remaining funds are allocated to all other projects at the maximum affordable percentage match on non-federal project costs. The other project match is rounded down to the nearest whole percentage point. The estimated maximum state match for other projects in FY 2015 is 35 percent of non-federal project costs. The remaining $1.5 million in funds are reserved for future allocations.

- ☑ **Cost Basis**: Funds are allocated on the non-federal project cost basis (gross project cost less federal funding).

Table 3 summarizes estimated FY 2015 allocations under the prior allocation method.

Table 3: FY 2015 Capital Assistance Allocation Estimates Under the Prior Allocation Method

Cost Basis	Maximum State Funds Allocated		
Non-Federal Project Cost Basis	2015 State Funds	$	133,609,014
	Less New 2313 Funding	$	32,855,000
	Maximum State Funds Allocated	$	100,754,014
Prior Method	**State Match (%)**	**State Funds Allocated**	
Replacement Vehicles (With Federal Funding)	80%	$	20,747,605
All Other Projects	35%	$	78,555,547
-	-	$	-
	Total	**$**	**99,303,152**
	Remainder for Future Allocation	$	1,450,862

Note: Estimated allocations to 225 FY 2015 projects.

D. Project Level Impacts

Table 4 summarizes the impact of tiers and application of federal funding on each project's effective state match on the gross project cost. The table indicates the effect on projects receiving no federal funds as well as an 80 percent federal match, which is the maximum federal match rate for which most projects are eligible, and is therefore the most common match rate for projects receiving federal funds. Projects applying no federal funds receive the maximum effective state match and projects applying an 80 percent federal match receive the minimum effective state match under both methods. State matches can range between the maximum and minimum shown depending on the project type and application of federal funding.

Table 4: Impact of Tiers and Application of Federal Funding on Effective State Matches

	Actual FY 2015 State Match	Prior Method State Match	Δ
Replacement Vehicles (Tier 1)			
80 Percent Federal Funding	**16%**	16%	(-)
No Federal Funding	**68%**	35%	(+33)
Expansion Vehicles (Tier 1)			
80 Percent Federal Funding	**16%**	7%	(+9)
No Federal Funding	**68%**	35%	(+33)
Infrastructure/Facilities (Tier 2)			
80 Percent Federal Funding	**16%**	7%	(+9)
No Federal Funding	**34%**	35%	(-1)
Other (Tier 3)			
80 Percent Federal Funding	**16%**	7%	(+9)
No Federal Funding	**17%**	35%	(-18)

Note: Impact of 80 percent federal funding is illustrated because it is the maximum federal match rate for which most projects are eligible, and is therefore the most common match rate for projects receiving federal funds; some projects receive a lower federal match.

Under the tiered allocation method, a project that applies an 80 percent federal funding match and the DRPT-required minimum 4 percent local match will be matched at the minimum effective state match of 16 percent. Projects that do not apply federal funds are matched at the maximum state match according to project type: 68 percent for Replacement and Expansion Vehicle projects (Tier 1), 34 percent for Infrastructure and Facilities projects (Tier 2), and 17 percent for Other projects (Tier 3). Projects with less than 80 percent federal funding are matched within project type ranges according each project's application of federal funding.

Replacement Vehicle Projects Receiving Federal Grant Funding (Tier 1)

For both methods, Replacement Vehicle projects with 80 percent federal funding received an effective state match of 16 percent.

Under the prior method, replacement vehicle projects with no federal funding were effectively receiving a 35 percent state match. These projects now receive a larger effective state match of 68 percent under the tiered method.

Expansion Vehicle Projects (Tier 1)

Under the prior method, Expansion Vehicle projects with 80 percent federal funding were matched as other projects at 35 percent of the non-federal cost basis, translating to an effective state match of 7 percent. These projects now receive a larger effective state match of 16 percent under the tiered method.

Under the prior method, Expansion Vehicle projects with no federal funding were effectively receiving a 35 percent match. These projects now receive a larger effective state match of 68 percent under the tiered method.

Infrastructure and Facilities Projects (Tier 2)

Under the prior method, Infrastructure and Facilities projects with 80 percent federal funding were matched as other projects at 35 percent of the non-federal cost basis, translating to an effective state match of 7 percent. These projects now receive a larger effective state match of 16 percent under the tiered method.

Effective state matches for Infrastructure and Facilities projects with no federal funding decreased slightly from 35 percent to 34 percent under the tiered method.

Other Projects (Tier 3)

Under the prior method, Other projects with 80 percent federal funding were matched at 35 percent of the non-federal cost basis, translating to an effective state match of 7 percent. These projects now receive a larger effective state match of 16 percent under the tiered method.

Effective state matches for Other projects with no federal funding decreased from 35 percent to 17 percent under the tiered method.

Project Level Findings

The review indicates that projects with 80 percent federal funding received either the same or higher funding levels under the tiered method. The results are mixed for projects without federal funds:

- Replacement Vehicle projects (Tier 1) with no federal funding receive more funding under the tiered method.
- Expansion Vehicle projects (Tier 1) with no federal funding receive more funding under the tiered method.
- Infrastructure and Facilities projects (Tier 2) with no federal funding receive slightly less funding under the tiered method.
- Other projects (Tier 3) with no federal funding receive less funding under the tiered method.

E. Jurisdiction and CTB District Impacts

Table 5 (on page 8) summarizes FY 2015 grant allocations for the tiered and prior method by jurisdiction and CTB district, while Table 6 (on page 9) summarizes allocations by grantee. Table 5 allocates effective state contributions for WMATA and VRE to their member jurisdictions, while Table 6 shows separate allocations for WMATA and VRE alongside effective state contributions for local projects in the jurisdictions served by these agencies. Each table calculates variance (actual tiered allocations minus prior allocation estimates) and percentage variance (actual tiered allocations divided by prior allocation estimates) by jurisdiction or grantee and CTB district. If the jurisdiction, grantee, or district received *more* state funding from the tiered method compared to the prior method, the variance and percent variance are positive (green). If the jurisdiction, grantee, or district received *less* state funding from the tiered method compared to the prior method, the variance and percent variance are negative (red).

Jurisdiction and CTB District Findings

The tiered method increased FY 2015 capital assistance allocations for 35 jurisdictions and maintained allocation levels for six jurisdictions.

When aggregated at the CTB district level, all nine districts received significant increases in state allocations, with a 53 percent average increase in allocations. Northern Virginia received $27 million in additional state capital allocation assistance in FY 2015 under the tiered method than it would have if the prior method were applied without the increase in state funding, accounting for approximately 80 percent of the $33 million increase in state funding.

F. Recommendations

The findings of this review indicate that when all changes in state funding level, allocation method, and cost basis are factored into the analysis, no jurisdiction suffered a financial loss; all jurisdictions either maintained or received additional state funding in FY 2015 under the tiered allocation method than they would have in previous years under the prior method. Based on these findings, transitional assistance and a revised method are not needed.

Table 5: FY 2015 Tiered Capital Assistance Allocation Review by Jurisdiction

Variables
- State funding amount
- Allocation method
- Cost basis

Cost Basis	Maximum State Funds Allocated	
Total Project Cost Basis	2015 State Funds	$ 133,609,014
	Less New 2313 Funding	$ -
	Maximum State Funds Allocated	$ 133,609,014

Cost Basis	Maximum State Funds Allocated	
Non-Federal Project Cost Basis	2015 State Funds	$ 133,609,014
	Less New 2313 Funding	$ 32,855,000
	Maximum State Funds Allocated	$ 100,754,014

Tiered Method	State Match (%)	State Funds Allocated
Tier 1: Replacement/Expansion Vehicles	68%	$ 61,199,922
Tier 2: Infrastructure/Facilities	34%	$ 67,745,101
Tier 3: Other	17%	$ 4,663,991
	Total	**$ 133,609,014**
	Remainder for Future Allocation	$ -

Prior Method	State Match (%)	State Funds Allocated
Replacement Vehicles (With Federal Funding)	80%	$ 20,747,605
All Other Projects	35%	$ 78,555,547
-	-	$ -
	Total	**$ 99,303,152**
	Remainder for Future Allocation	$ 1,450,862

District	Jurisdiction	Total Project Costs	Federal Funds	Local Funds	State Funds	Local Funds	State Funds	Variance (Actual - Estimates)	% Variance (Actual / Estimates)
Bristol	AASC / Four County Transit	$ 852,332	$ 681,866	$ 34,093	$ 136,373	$ 35,859	$ 134,607	$ 1,766	1.3%
	District Three Public Transit	$ 158,800	$ 127,040	$ 6,352	$ 25,408	$ 7,504	$ 24,256	$ 1,152	4.7%
	Mountain Empire Older Citizens, Inc.	$ 451,396	$ 361,116	$ 18,057	$ 72,223	$ 27,287	$ 62,993	$ 9,230	14.7%
	Town of Bluefield-Graham Transit	$ 48,400	$ 38,720	$ 1,936	$ 7,744	$ 6,292	$ 3,388	$ 4,356	128.6%
Culpeper	Charlottesville Area Transit	$ 807,814	$ 646,251	$ 32,313	$ 129,250	$ 105,016	$ 56,547	$ 72,703	128.6%
	Greene County Transit, Inc.	$ 103,000	$ 82,400	$ 4,120	$ 16,480	$ 4,120	$ 16,480	$ -	0.0%
	JAUNT, Inc.	$ 335,000	$ 268,000	$ 13,400	$ 53,600	$ 43,550	$ 23,450	$ 30,150	128.6%
	Virginia Regional Transit - Culpeper CTB District	$ 452,690	$ 362,152	$ 18,108	$ 72,430	$ 30,753	$ 59,785	$ 12,645	21.2%
Fredericksburg	Bay Aging - Middle Pen / Nneck / Colonial Beach	$ 1,231,289	$ 985,031	$ 49,253	$ 197,005	$ 104,717	$ 141,541	$ 55,464	39.2%
	Stafford County	$ 10,874,237	$ 7,933,152	$ 822,550	$ 2,118,535	$ 1,702,117	$ 1,238,968	$ 879,567	71.0%
	Spotsylvania County	$ 5,666,324	$ 4,133,790	$ 429,064	$ 1,103,470	$ 887,389	$ 645,145	$ 458,325	71.0%
	City of Fredericksburg	$ 3,101,476	$ 2,315,578	$ 220,175	$ 565,723	$ 450,886	$ 335,013	$ 230,710	68.9%
Hampton Roads	City of Suffolk	$ 144,550	$ -	$ 46,256	$ 98,294	$ 93,957	$ 50,593	$ 47,701	94.3%
	Hampton Roads Transit	$ 26,780,864	$ 8,344,144	$ 3,489,094	$ 14,947,626	$ 5,437,227	$ 12,999,493	$ 1,948,133	15.0%
	STAR Transit	$ 32,250	$ 25,800	$ 1,290	$ 5,160	$ 4,192	$ 2,258	$ 2,902	128.5%
	Williamsburg Area Transit Authority	$ 627,847	$ 502,278	$ 25,113	$ 100,456	$ 81,619	$ 43,950	$ 56,506	128.6%
Lynchburg	Blackstone Area Bus / Piedmont Area Transit	$ 70,000	$ 56,000	$ 2,800	$ 11,200	$ 2,800	$ 11,200	$ -	0.0%
	Danville Transit System	$ 630,393	$ 504,315	$ 25,215	$ 100,863	$ 39,651	$ 86,427	$ 14,436	16.7%
	Greater Lynchburg Transit Company	$ 11,816,488	$ 6,693,190	$ 1,162,660	$ 3,960,638	$ 3,330,144	$ 1,793,154	$ 2,167,484	120.9%
	Lake Area Bus / Halifax Area Rural Transit	$ 49,000	$ 39,200	$ 1,960	$ 7,840	$ 1,960	$ 7,840	$ -	0.0%
	Town of Altavista	$ 28,000	$ 22,400	$ 1,120	$ 4,480	$ 3,640	$ 1,960	$ 2,520	128.6%
Northern Virginia	Arlington County	$ 80,350,231	$ 25,519,955	$ 30,420,616	$ 24,409,660	$ 34,364,986	$ 20,465,289	$ 3,944,370	19.3%
	City of Alexandria	$ 37,295,616	$ 13,825,321	$ 10,354,527	$ 13,115,768	$ 14,566,931	$ 8,903,364	$ 4,212,404	47.3%
	City of Fairfax	$ 1,772,045	$ 737,933	$ 548,881	$ 485,231	$ 634,947	$ 399,165	$ 86,066	21.6%
	City of Falls Church	$ 2,579,456	$ 885,519	$ 914,799	$ 779,138	$ 1,056,390	$ 637,547	$ 141,591	22.2%
	Fairfax County	$ 153,381,862	$ 58,148,374	$ 42,427,928	$ 52,805,560	$ 57,668,314	$ 37,565,174	$ 15,240,386	40.6%
	Loudoun County	$ 2,252,000	$ 120,000	$ 678,640	$ 1,453,360	$ 1,385,800	$ 746,200	$ 707,160	94.8%
	Prince William County / Manassas / Manassas Par	$ 36,454,821	$ 19,432,708	$ 3,272,363	$ 13,749,751	$ 5,979,307	$ 11,042,807	$ 2,706,944	24.5%
Richmond	Bay Aging / New Kent / Charles City	$ 68,275	$ 54,620	$ 2,731	$ 10,924	$ 2,731	$ 10,924	$ -	0.0%
	City of Petersburg	$ 915,000	$ 732,000	$ 36,600	$ 146,400	$ 103,650	$ 79,350	$ 67,050	84.5%
	Greater Richmond Transit Company	$ 9,007,155	$ 7,044,341	$ 360,287	$ 1,602,527	$ 1,198,381	$ 764,433	$ 838,094	109.6%
	Lake Country Area Agency on Aging	$ 49,000	$ 39,200	$ 1,960	$ 7,840	$ 1,960	$ 7,840	$ -	0.0%
Salem	Blacksburg Transit	$ 4,061,828	$ 3,249,463	$ 162,472	$ 649,893	$ 413,946	$ 398,419	$ 251,474	63.1%
	City of Radford	$ 2,366,000	$ 1,892,800	$ 94,641	$ 378,559	$ 128,480	$ 344,720	$ 33,839	9.8%
	Greater Roanoke Transit Company	$ 129,439	$ 103,551	$ 5,178	$ 20,710	$ 16,828	$ 9,060	$ 11,650	128.6%
	Pulaski Area Transit	$ 290,100	$ 232,080	$ 11,604	$ 46,416	$ 24,213	$ 33,807	$ 12,609	37.3%
	RADAR / Roanoke	$ 393,500	$ 314,800	$ 15,740	$ 62,960	$ 49,040	$ 29,660	$ 33,300	112.3%
Staunton	Central Shenandoah Planning District Commissio	$ 340,000	$ 272,000	$ 13,600	$ 54,400	$ 13,600	$ 54,400	$ -	0.0%
	City of Harrisonburg Dept. of Public Transportation	$ 292,000	$ 233,600	$ 11,680	$ 46,720	$ 18,880	$ 39,520	$ 7,200	18.2%
	City of Winchester	$ 270,000	$ 216,000	$ 10,800	$ 43,200	$ 23,850	$ 30,150	$ 13,050	43.3%
	Virginia Regional Transit - Staunton CTB District	$ 32,500	$ 26,000	$ 1,300	$ 5,200	$ 4,225	$ 2,275	$ 2,925	128.6%
TOTAL		$ 396,562,978	$ 167,202,687	$ 95,751,277	$ 133,609,014	$ 130,057,139	$ 99,303,152	$ 34,305,862	34.5%

District Totals									
	Bristol	$ 1,510,928	$ 1,208,742	$ 60,438	$ 241,748	$ 76,942	$ 225,244	$ 16,504	7.3%
	Culpeper	$ 1,698,504	$ 1,358,803	$ 67,941	$ 271,760	$ 183,439	$ 156,262	$ 115,498	73.9%
	Fredericksburg	$ 20,873,326	$ 15,367,551	$ 1,521,043	$ 3,984,733	$ 3,145,109	$ 2,360,667	$ 1,624,066	68.8%
	Hampton Roads	$ 27,585,511	$ 8,872,222	$ 3,561,753	$ 15,151,536	$ 5,616,995	$ 13,096,294	$ 2,055,242	15.7%
	Lynchburg	$ 12,593,881	$ 7,315,105	$ 1,193,755	$ 4,085,021	$ 3,378,195	$ 1,900,581	$ 2,184,440	114.9%
	Northern Virginia	$ 314,086,031	$ 118,669,809	$ 88,617,754	$ 106,798,467	$ 115,656,675	$ 79,759,546	$ 27,038,921	33.9%
	Richmond	$ 10,039,430	$ 7,870,161	$ 401,578	$ 1,767,691	$ 1,306,722	$ 862,547	$ 905,144	104.9%
	Salem	$ 7,240,867	$ 5,792,694	$ 289,635	$ 1,158,538	$ 632,507	$ 815,666	$ 342,872	42.0%
	Staunton	$ 934,500	$ 747,600	$ 37,380	$ 149,520	$ 60,555	$ 126,345	$ 23,175	18.3%
TOTAL		$ 396,562,978	$ 167,202,687	$ 95,751,277	$ 133,609,014	$ 130,057,139	$ 99,303,152	$ 34,305,862	34.5%

Notes: WMATA/NVTC funding is allocated to Arlington County, City of Alexandria, City of Fairfax, City of Falls Church, and Fairfax County according to the NVTC FY 2015 CIP. VRE funding is allocated to Arlington County, City of Alexandria, Fairfax County, Prince William County / Manassas / Manassas Park, Stafford County, Spotsylvania County, and the City of Fredericksburg according to FY 2015 VRE Jurisdiction Contributions. Prince William County / Manassas / Manassas Park includes all PRTC allocations and VRE allocations to Prince William County, Manassas, and Manassas Park according to FY 2015 VRE Jurisdiction Contributions.

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Table 6: FY 2015 Tiered Capital Assistance Allocation Review by Grantee

Variables
- State funding amount
- Allocation method
- Cost basis

Cost Basis	Maximum State Funds Allocated	
Total Project Cost Basis	2015 State Funds	$ 133,609,014
	Less New 2313 Funding	$ -
	Maximum State Funds Allocated	$ 133,609,014

Tiered Method	State Match (%)	State Funds Allocated
Tier 1: Replacement/Expansion Vehicles	68%	$ 61,199,922
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Tier 3: Other	17%	$ 4,663,991
	Total	**$ 133,609,014**
	Remainder for Future Allocation	$ -

Cost Basis	Maximum State Funds Allocated	
Non-Federal Project Cost Basis	2015 State Funds	$ 133,609,014
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Replacement Vehicles (With Federal Funding)	80%	$ 20,747,605
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-	-	$ -
	Total	**$ 99,303,152**
	Remainder for Future Allocation	$ 1,450,862

District	Grantee	Total Project Costs	Federal Funds	Local Funds	State Funds	Local Funds	State Funds	Variance (Actual - Estimates)	% Variance (Actual / Estimates)
Bristol	AASC / Four County Transit	$ 852,332	$ 681,866	$ 34,093	$ 136,373	$ 35,859	$ 134,607	$ 1,766	1.3%
	District Three Public Transit	$ 158,800	$ 127,040	$ 6,352	$ 25,408	$ 7,504	$ 24,256	$ 1,152	4.7%
	Mountain Empire Older Citizens, Inc.	$ 451,396	$ 361,116	$ 18,057	$ 72,223	$ 27,287	$ 62,993	$ 9,230	14.7%
	Town of Bluefield-Graham Transit	$ 48,400	$ 38,720	$ 1,936	$ 7,744	$ 6,292	$ 3,388	$ 4,356	128.6%
Culpeper	Charlottesville Area Transit	$ 807,814	$ 646,251	$ 32,313	$ 129,250	$ 105,016	$ 56,547	$ 72,703	128.6%
	Greene County Transit, Inc.	$ 103,000	$ 82,400	$ 4,120	$ 16,480	$ 4,120	$ 16,480	$ -	0.0%
	JAUNT, Inc.	$ 335,000	$ 268,000	$ 13,400	$ 53,600	$ 43,550	$ 23,450	$ 30,150	128.6%
	Virginia Regional Transit - Culpeper CTB District	$ 452,690	$ 362,152	$ 18,108	$ 72,430	$ 30,753	$ 59,785	$ 12,645	21.2%
Fredericksburg	Bay Aging - Middle Pen / Nneck / Colonial Beach	$ 1,231,289	$ 985,031	$ 49,253	$ 197,005	$ 104,717	$ 141,541	$ 55,464	39.2%
	City of Fredericksburg	$ 751,284	$ 601,027	$ 30,052	$ 120,205	$ 70,667	$ 79,590	$ 40,615	51.0%
	VRE - Fredericksburg District	$ 18,890,753	$ 13,781,493	$ 1,441,738	$ 3,667,523	$ 2,969,725	$ 2,139,536	$ 1,527,987	71.4%
Hampton Roads	City of Suffolk	$ 144,550	$ -	$ 46,256	$ 98,294	$ 93,957	$ 50,593	$ 47,701	94.3%
	Hampton Roads Transit	$ 26,780,864	$ 8,344,144	$ 3,489,094	$ 14,947,626	$ 5,437,227	$ 12,999,493	$ 1,948,133	15.0%
	STAR Transit	$ 32,250	$ 25,800	$ 1,290	$ 5,160	$ 4,192	$ 2,258	$ 2,902	128.5%
	Williamsburg Area Transit Authority	$ 627,847	$ 502,278	$ 25,113	$ 100,456	$ 81,619	$ 43,950	$ 56,506	128.6%
Lynchburg	Blackstone Area Bus / Piedmont Area Transit	$ 70,000	$ 56,000	$ 2,800	$ 11,200	$ 2,800	$ 11,200	$ -	0.0%
	Danville Transit System	$ 630,393	$ 504,315	$ 25,215	$ 100,863	$ 39,651	$ 86,427	$ 14,436	16.7%
	Greater Lynchburg Transit Company	$ 11,816,488	$ 6,693,190	$ 1,162,660	$ 3,960,638	$ 3,330,144	$ 1,793,154	$ 2,167,484	120.9%
	Lake Area Bus / Halifax Area Rural Transit	$ 49,000	$ 39,200	$ 1,960	$ 7,840	$ 1,960	$ 7,840	$ -	0.0%
	Town of Altavista	$ 28,000	$ 22,400	$ 1,120	$ 4,480	$ 3,640	$ 1,960	$ 2,520	128.6%
Northern Virginia	Arlington County	$ 26,761,000	$ -	$ 17,701,020	$ 9,059,980	$ 17,394,650	$ 9,366,350	**$ (306,370)**	**-3.3%**
	City of Alexandria	$ 8,325,000	$ -	$ 3,497,000	$ 4,828,000	$ 5,411,250	$ 2,913,750	$ 1,914,250	65.7%
	City of Fairfax	$ 210,000	$ -	$ 174,300	$ 35,700	$ 136,500	$ 73,500	**$ (37,800)**	**-51.4%**
	City of Falls Church	$ 705,000	$ -	$ 465,300	$ 239,700	$ 458,250	$ 246,750	**$ (7,050)**	**-2.9%**
	Fairfax County	$ 40,974,000	$ -	$ 18,712,520	$ 22,261,480	$ 25,008,100	$ 15,965,900	$ 6,295,580	39.4%
	Loudoun County	$ 2,252,000	$ 120,000	$ 678,640	$ 1,453,360	$ 1,385,800	$ 746,200	$ 707,160	94.8%
	PRTC	$ 9,873,465	$ 40,640	$ 1,354,963	$ 8,477,862	$ 1,911,861	$ 7,920,964	$ 556,898	7.0%
	VRE - Northern Virginia District	$ 47,537,175	$ 34,680,100	$ 3,481,429	$ 9,375,645	$ 7,326,499	$ 5,530,575	$ 3,845,070	69.5%
	NVTC - WMATA	$ 177,448,391	$ 83,829,069	$ 42,552,582	$ 51,066,740	$ 56,623,765	$ 36,995,557	$ 14,071,183	38.0%
Richmond	Bay Aging / New Kent / Charles City	$ 68,275	$ 54,620	$ 2,731	$ 10,924	$ 2,731	$ 10,924	$ -	0.0%
	City of Petersburg	$ 915,000	$ 732,000	$ 36,600	$ 146,400	$ 103,650	$ 79,350	$ 67,050	84.5%
	Greater Richmond Transit Company	$ 9,007,155	$ 7,044,341	$ 360,287	$ 1,602,527	$ 1,198,381	$ 764,433	$ 838,094	109.6%
	Lake Country Area Agency on Aging	$ 49,000	$ 39,200	$ 1,960	$ 7,840	$ 1,960	$ 7,840	$ -	0.0%
Salem	Blacksburg Transit	$ 4,061,828	$ 3,249,463	$ 162,472	$ 649,893	$ 413,946	$ 398,419	$ 251,474	63.1%
	City of Radford	$ 2,366,000	$ 1,892,800	$ 94,641	$ 378,559	$ 128,480	$ 344,720	$ 33,839	9.8%
	Greater Roanoke Transit Company	$ 129,439	$ 103,551	$ 5,178	$ 20,710	$ 16,828	$ 9,060	$ 11,650	128.6%
	Pulaski Area Transit	$ 290,100	$ 232,080	$ 11,604	$ 46,416	$ 24,213	$ 33,807	$ 12,609	37.3%
	RADAR / Roanoke	$ 393,500	$ 314,800	$ 15,740	$ 62,960	$ 49,040	$ 29,660	$ 33,300	112.3%
Staunton	Central Shenandoah Planning District Commissio	$ 340,000	$ 272,000	$ 13,600	$ 54,400	$ 13,600	$ 54,400	$ -	0.0%
	City of Harrisonburg Dept. of Public Transportation	$ 292,000	$ 233,600	$ 11,680	$ 46,720	$ 18,880	$ 39,520	$ 7,200	18.2%
	City of Winchester	$ 270,000	$ 216,000	$ 10,800	$ 43,200	$ 23,850	$ 30,150	$ 13,050	43.3%
	Virginia Regional Transit - Staunton CTB District	$ 32,500	$ 26,000	$ 1,300	$ 5,200	$ 4,225	$ 2,275	$ 2,925	128.6%
TOTAL		$ 396,562,978	$ 167,202,687	$ 95,751,277	$ 133,609,014	$ 130,057,139	$ 99,303,152	$ 34,305,862	34.5%

District Totals									
	Bristol	$ 1,510,928	$ 1,208,742	$ 60,438	$ 241,748	$ 76,942	$ 225,244	$ 16,504	7.3%
	Culpeper	$ 1,698,504	$ 1,358,803	$ 67,941	$ 271,760	$ 183,439	$ 156,262	$ 115,498	73.9%
	Fredericksburg	$ 20,873,326	$ 15,367,551	$ 1,521,043	$ 3,984,733	$ 3,145,109	$ 2,360,667	$ 1,624,066	68.8%
	Hampton Roads	$ 27,585,511	$ 8,872,222	$ 3,561,753	$ 15,151,536	$ 5,616,995	$ 13,096,294	$ 2,055,242	15.7%
	Lynchburg	$ 12,593,881	$ 7,315,105	$ 1,193,755	$ 4,085,021	$ 3,378,195	$ 1,900,581	$ 2,184,440	114.9%
	Northern Virginia	$ 314,086,031	$ 118,669,809	$ 88,617,754	$ 106,798,467	$ 115,656,675	$ 79,759,546	$ 27,038,921	33.9%
	Richmond	$ 10,039,430	$ 7,870,161	$ 401,578	$ 1,767,691	$ 1,306,722	$ 862,547	$ 905,144	104.9%
	Salem	$ 7,240,867	$ 5,792,694	$ 289,635	$ 1,158,538	$ 632,507	$ 815,666	$ 342,872	42.0%
	Staunton	$ 934,500	$ 747,600	$ 37,380	$ 149,520	$ 60,555	$ 126,345	$ 23,175	18.3%
TOTAL		$ 396,562,978	$ 167,202,687	$ 95,751,277	$ 133,609,014	$ 130,057,139	$ 99,303,152	$ 34,305,862	34.5%

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