



Making Efficient • Responsible Investments In Transit

TSDAC Meeting

April 29, 2021



Virginia Department of Rail and Public Transportation

Virtual Meeting Statement

In light of the continuing state of emergency declared by Governor Northam, where it is impracticable or unsafe to assemble a quorum in a single location, and as allowed by the General Assembly during the continuing state of emergency, this meeting to take action to discuss or transact the business statutorily required or necessary to continue operation of the Transit Service Delivery Advisory Committee will take place virtually.

Today's Agenda

- Introductions and Recognition
- Legislative Update
- FY22 Budget and SYIP
- FY22 MERIT Process/Outcomes
- Other DRPT Updates
 - TRIP Program
 - Strategic Plans
- TSDAC Next Steps

Changes in TSDAC Membership

- Welcome
 - Jamie T. Jackson, Director, Fredericksburg Regional Transit (DRPT Appointee)
 - Brian Booth, General Manager, Greater Lynchburg Transit Company (CTAV Appointee)
- Recognition
 - Tom Fox, Director, Blacksburg Transit

Legislative Update

Overview

2021 Transportation Funding Initiative

Transit Equity and Modernization Study

Changes to Transit Ridership Incentive Program

Delay Strategic Plan Requirements

2021 Transportation Funding Initiative

(In Millions)

Source	Funds
CRRSA Funds	233.4
Transportation Partnership Opportunity Fund (Uncommitted Balances)	20.0
Financial Assistance for Planning, Access Roads, and Special Projects	15.0
General Funds	55.0
TOTAL	323.4

2021 Transportation Funding Initiative

(In Millions)

Program	Funding
Intercity Passenger Rail Service to NRV/Roanoke	83.5
Commuter Rail Improvements-VRE Manassas Line	83.5
WMATA Capital Fund/NVTC	32.4
Fare-Free Transit Pilot Programs	10.9
I-64 Corridor Improvements (Hampton Roads-Richmond)	93.1
Multi-Use Trail Facilities	10.0
Virginia Tech Transportation Institute	10.0

Transit Equity & Modernization Study

- Study Areas:
 - Transit Accessibility
 - Adequacy of Transit Infrastructure
 - Transit Electrification
 - Implementation of Emerging Technology
 - Safety
 - System Engagement
- Focus on transit services and engagement opportunities for underserved and underrepresented communities
- Timeline:
 - Interim Report-December 1, 2021
 - Final Report-August 1, 2022
- \$900K from Transportation Funding Initiative



Transit Ridership Incentive Program

- 2020:
 - Dedicated Six Percent of Commonwealth Mass Transit Fund to program
 - Up to 25 percent: support the establishment of programs to reduce the impact of fares on low-income individuals, including reduced-fare programs and elimination of fares
 - At least \$5M: providing operating assistance to reduce congestion in urban areas
- 2021:
 - Dedicated up to \$10.9M to establish pilot program for fare-free transit
 - Reduced to \$3.6M the amount for operating assistance to aid congestion in urban areas

Strategic Plans

- 2018:
 - Required a strategic plan every five years from a transit agency serving a population greater than 50,000 with a fleet of at least 20 buses
 - Mandated WMATA to updated its strategic plan every three years
- 2021:
 - Delayed both strategic plan requirements due to ongoing COVID-19 pandemic

FY22 – Budget and SYIP

Five Year Comparison of SYIP Allocations

(In millions)

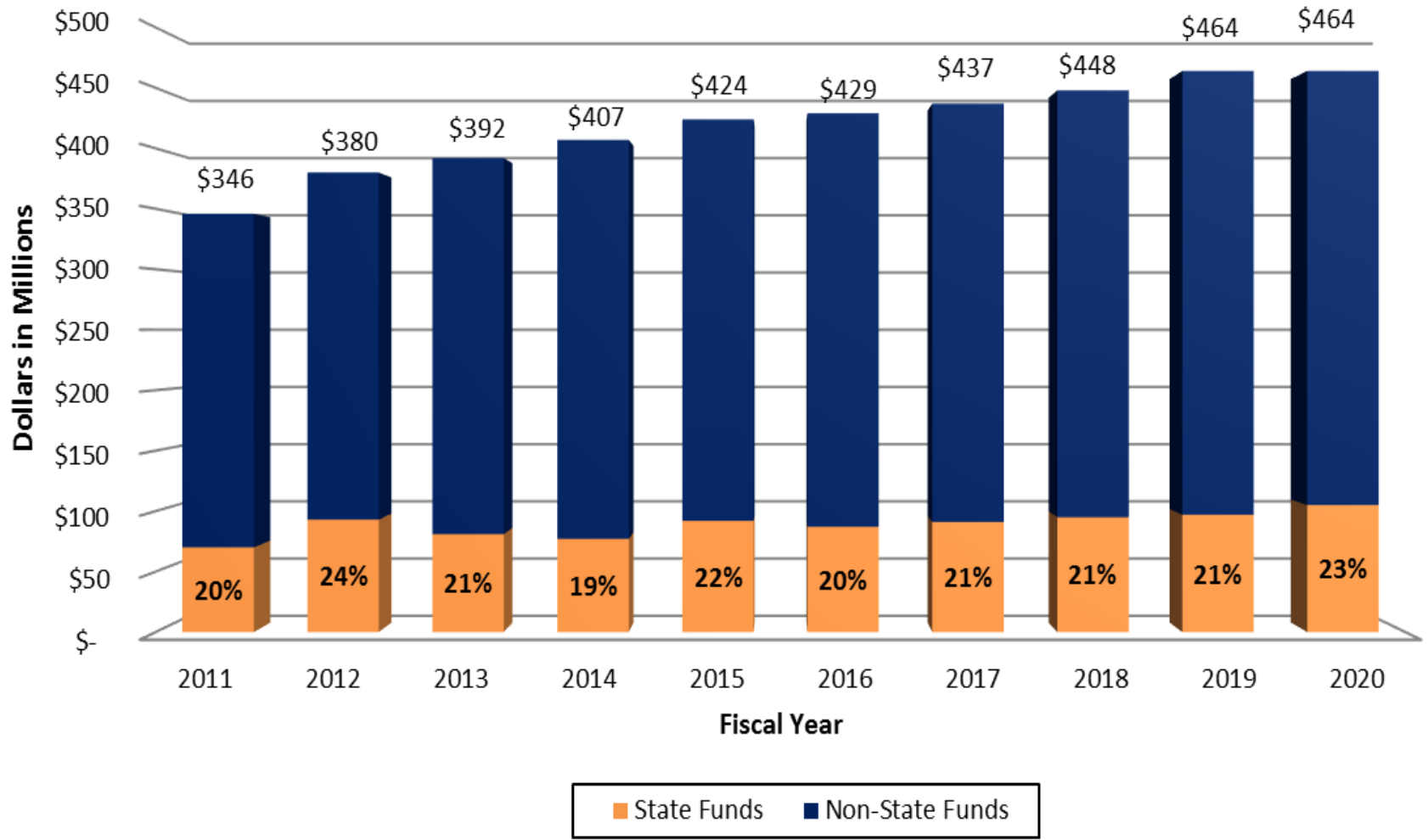
	FY18-23	FY19-24	FY20-25	FY21-26	Draft FY22-27
Public Transportation	2,605	3,742	3,847	1,298	4,215
Rail	823	643	803	171	1,450
Total	3,428	4,385	4,650	1,469	5,665

Transit SYIP Allocations by Program

(In millions)

	FY22	FY23	FY24	FY25	FY26	FY27	Total
Operating	182	158	163	167	172	173	1,015
Capital	184	153	164	147	151	123	922
Other	8	10	9	10	10	10	57
WMATA	382	362	360	367	374	376	2,221
Total	756	683	696	691	707	682	4,215

Transit Operating Funding: 10 Year Trend



Transit Operating and Capital Reserve

(In Millions)

FY 21 Operating and Capital Reserve	7.9
Recommended Addition to Reserve	2.1
FY 22 Recommended Operating & Capital Reserve	10.0

FY22 – MERIT Capital Process and Outcomes

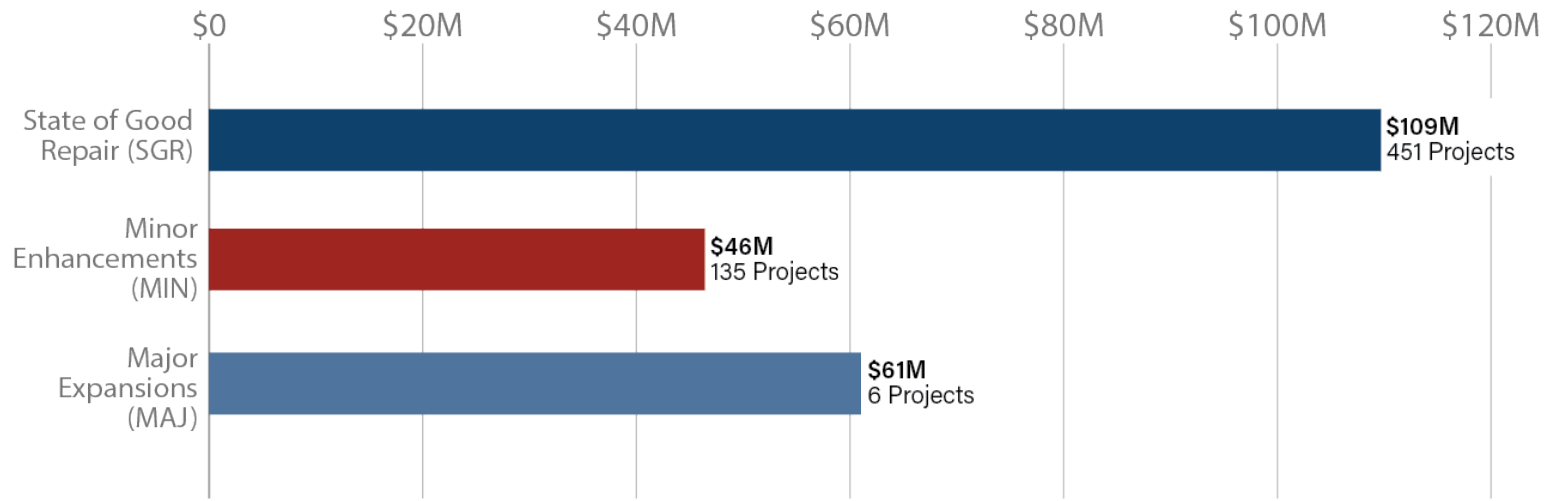
MERIT: Statewide Capital Prioritization

- Effective July 1, 2019 (Fiscal Year 2020)
- State of Good Repair (SGR) and Minor Enhancements (MIN)
 - Based on transit asset management principles, including federal requirements for Transit Asset Management
- Major Expansion (MAJ)
 - Based on SMART SCALE factors:
 - Congestion mitigation
 - Economic development
 - Accessibility
 - Safety
 - Environmental quality
 - Land use

MERIT: FY22 Capital Assistance Requested

FY22 - DRPT State Controlled Capital Transit Funding Requested

Includes: State Capital, State Controlled Federal, DEQ - VW Mitigation funds

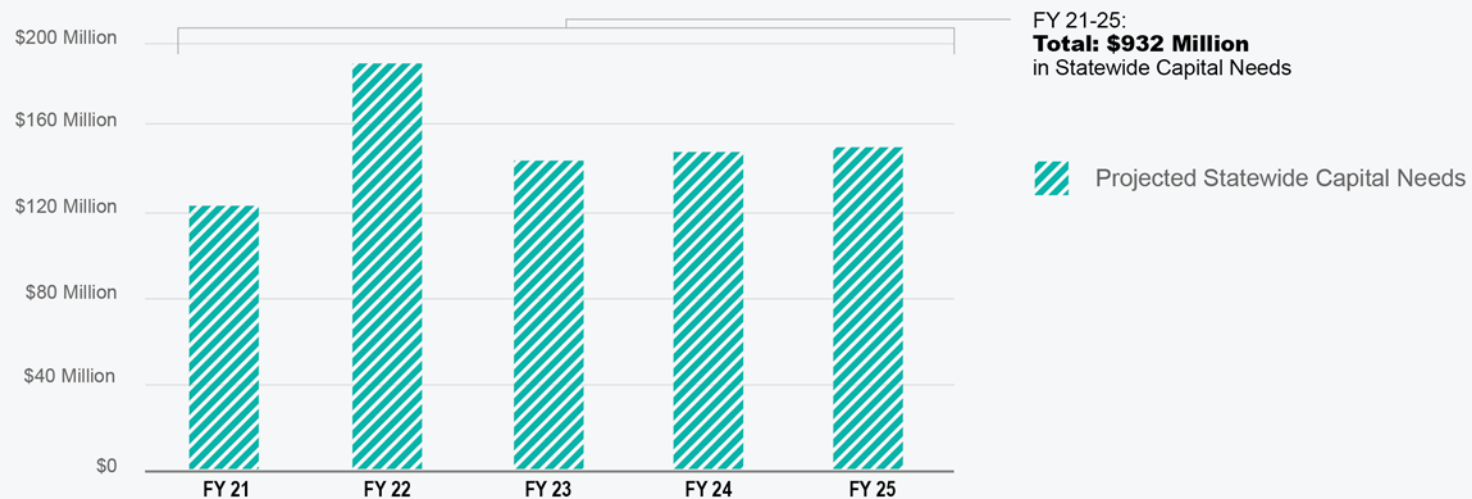


- A total of \$216 million in state controlled capital funds was requested across 592 individually evaluated projects
- Larger request than recent Fiscal Years, but consistent with the Transit Capital Needs Assessment prepared in 2019

Statewide Capital Needs Assessment - 2019

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.



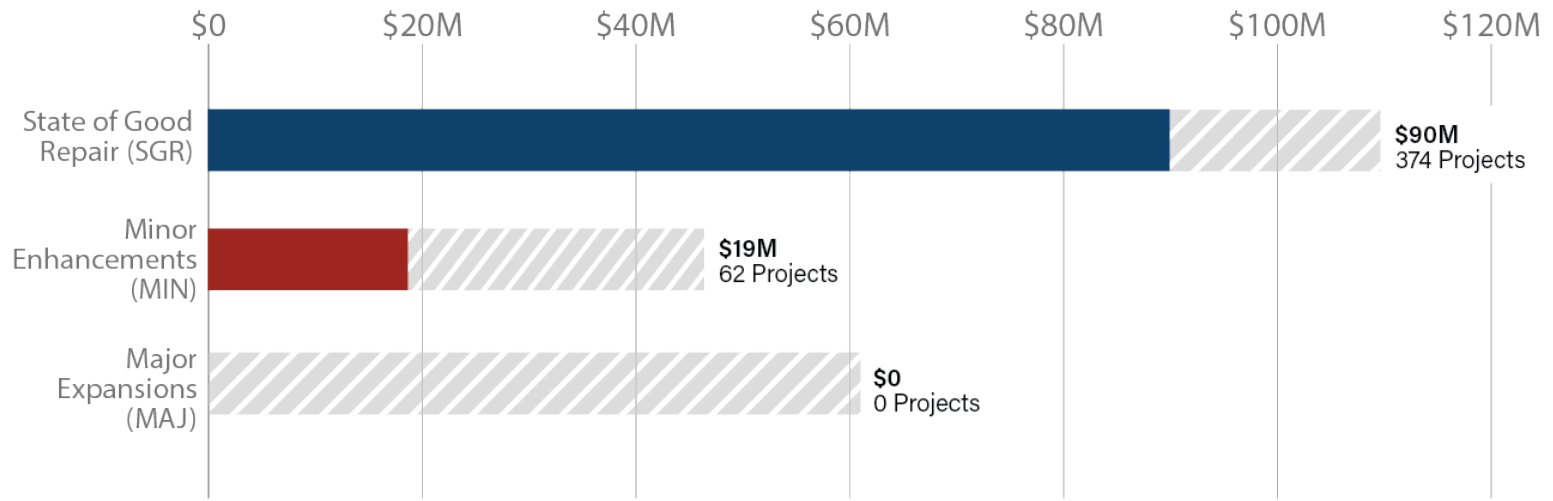
Notes:

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

MERIT: FY22 Capital Assistance Allocated

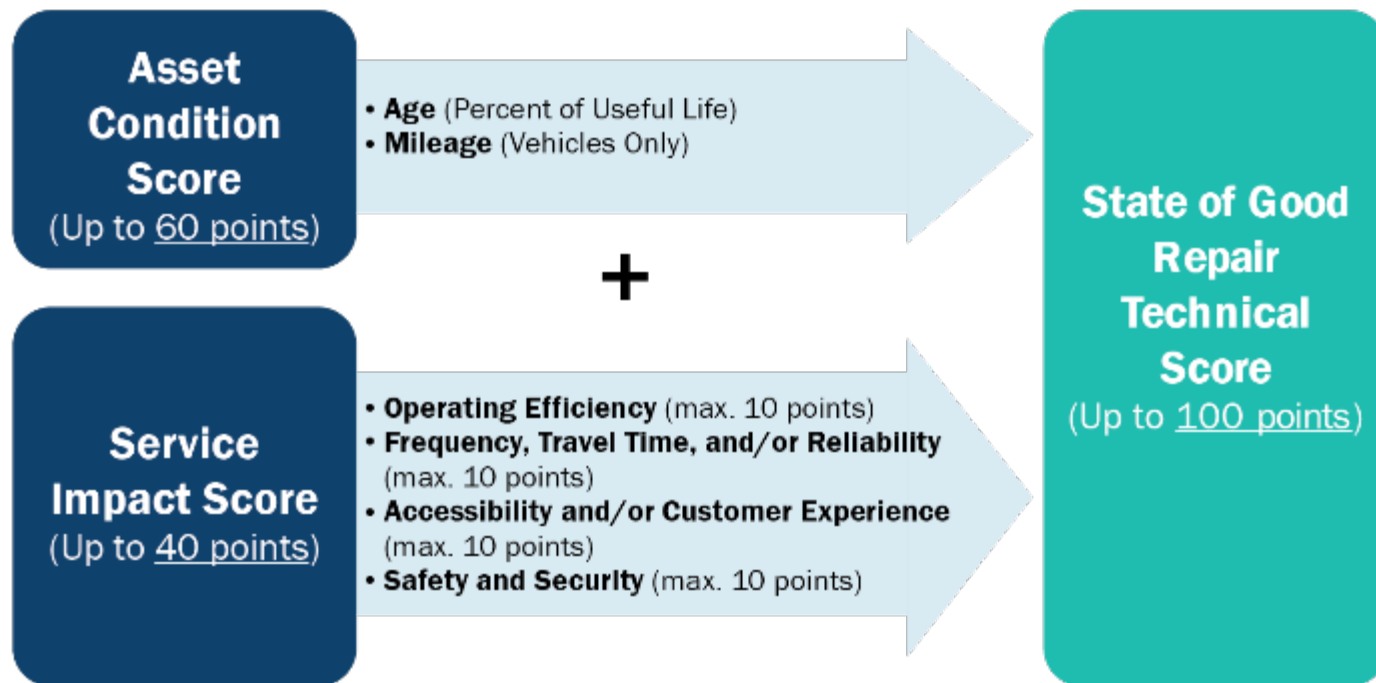
FY22 - DRPT State Controlled Capital Transit Funding Allocated

Includes: State Capital, State Controlled Federal, DEQ - VW Mitigation funds



- **The FY22 Recommended Capital Assistance Program includes:**
 - SGR projects that replace assets that meet or exceed 95% of their useful life
 - High scoring MIN projects
 - Primarily expansion buses, small technology and maintenance projects
 - No MAJ projects

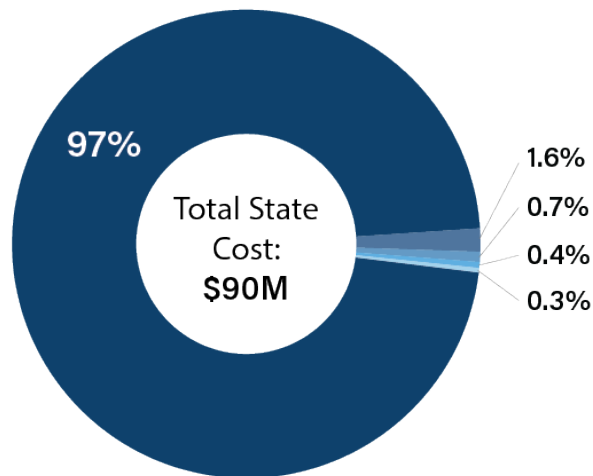
Scoring Method: State of Good Repair



Recommended State of Good Repair Projects

FY22 - State of Good Repair Projects

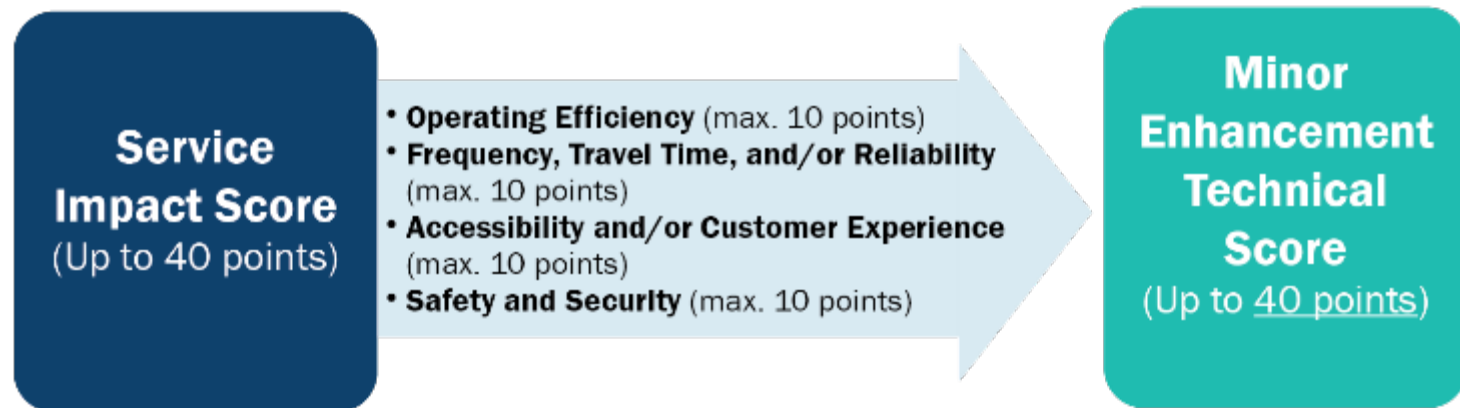
Allocations By Project Type



- Revenue Vehicles (97%)
- Support Vehicles (1.6%)
- Vehicle Rehabilitation/ Overhaul (0.7%)
- Equipment: Operating Support (0.4%)
- Equipment: ITS/ Communications (0.3%)

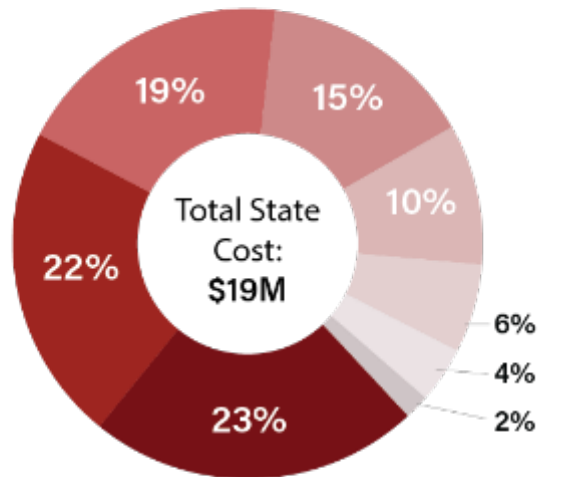
- **451 Projects Evaluated**
- **374 Projects Recommended For Funding (with a score of 40 or higher)**
- **Projects that scored well:**
 - Revenue and support vehicle replacements and rehabilitations
 - Equipment for operating support exceeding useful life
 - Administrative/ maintenance facility parts & equipment exceeding useful life
- **Projects that did not score well:**
 - Replacement of assets that have not yet met their useful life for age or mileage

Scoring Method: Minor Enhancements



Recommended Minor Enhancement Projects

FY22 - Minor Enhancement Projects Allocations By Project Type



- Equipment: ITS/ Communications (23%)
- Revenue Vehicles (22%)
- System Infrastructure (19%)
- Equipment: Operations Support (15%)
- Maintenance Equipment/ Parts (10%)
- Financial Tools (6%)
- Vehicle Rehabilitation/ Overhaul (4%)
- Customer Facility Repair (2%)

- **135 Projects Evaluated**
- **62 Projects Recommended For Funding (with a score of 21 or higher)**
 - Large expansion vehicle project for HRT was partially funded; HRT also receiving funding through HRTAC
- **Projects that scored well:**
 - Expansion Revenue Vehicles
 - Equipment for operational support & onboard systems for ITS
 - System Infrastructure
 - Maintenance equipment and parts, and Light Rail SGR parts and equipment
- **Projects that did not score well:**
 - Customer facility enhancements – bus stops and shelters
 - Equipment for administrative support

MERIT Capital Policy Review

- CTB Policy requires an annual review of outcomes and a review of the policy at least every three years
- Scoring process continues to work as expected
- FY22 request demonstrates that SGR backlog remains an issue
- No policy changes recommended at this time

Recommendations Beyond FY23

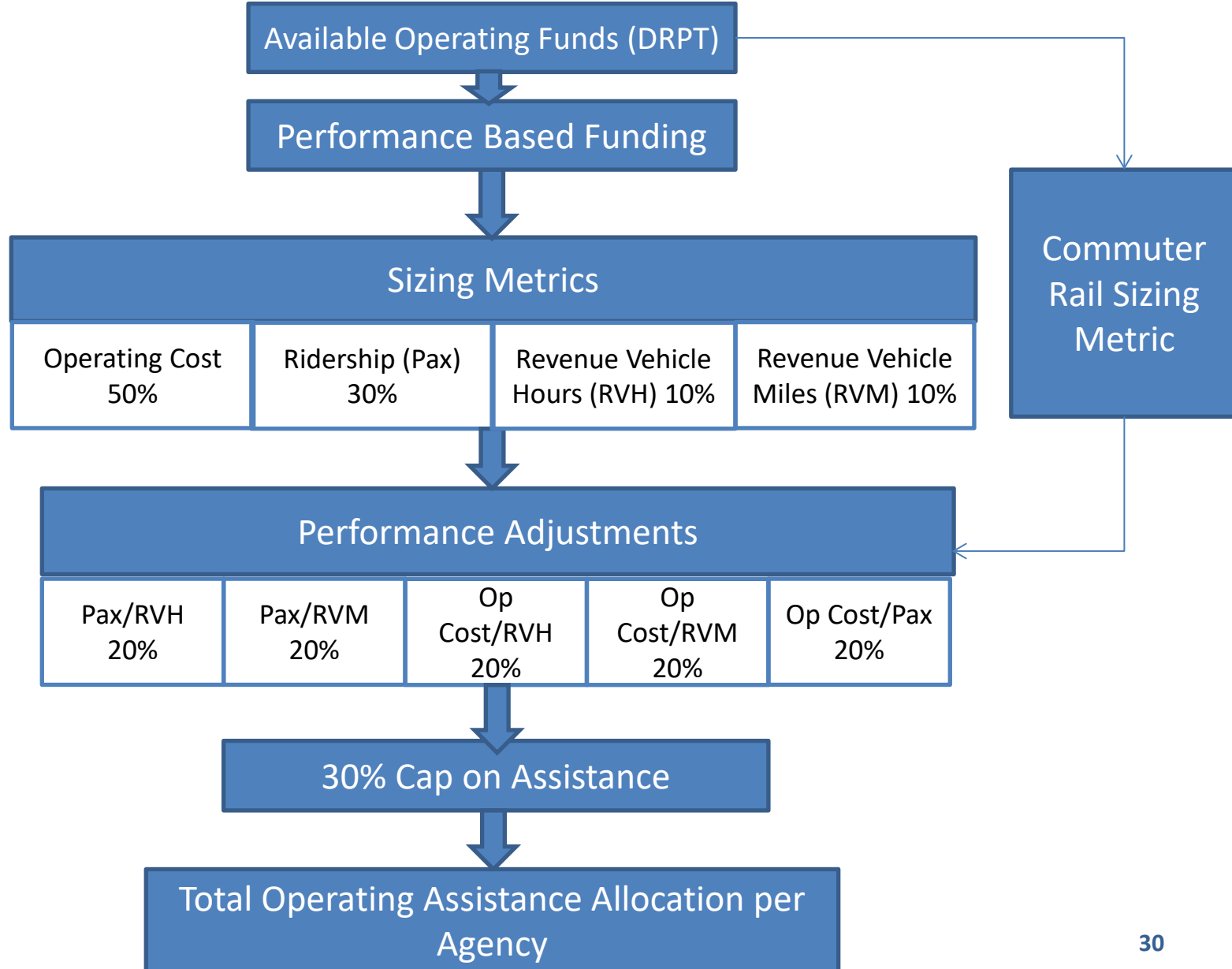
- Continued refinement of the OLGA application and TransAM database, move toward online scoring
- Evaluation of SGR scoring methodology as SGR backlog decreases
 - Should points distribution be adjusted for “just in time” arrival of replacement assets?
- Evaluation of Service Impact scoring methodology to incorporate more quantitative metrics
- Evaluation of the threshold for Major Expansion projects
- Consider findings of the Transit Equity and Modernization Study

Statewide Capital Needs Assessment - 2021

- Capital Needs Assessment has been a vital planning and communication tool – necessary to revisit
- Modify Five Year Capital Budget element of the SYIP to serve as an annual update to the needs assessment
 - Provides an opportunity to move unfunded projects from current year into future years – provide a clearer financial outlook
- DRPT staff are working with transit agencies to revise the Five Year Capital Budgets submitted in February to reflect the recommendations included in FY22 Draft SYIP
- Publish revised Five Year Capital Budget with the Final FY22 SYIP and update Capital Needs Assessment summary document in June

FY22 – Operating Process/Outcomes

Operating Assistance Allocation Methodology



Statewide Transit Operating Assistance

- Transit agencies have faced unprecedented conditions during the COVID-19 pandemic, while maintaining essential lifeline services for their communities
- Operating assistance offsets a portion (20-30%) of transit agency operating expenses in a typical year
- Transit performance metrics utilized to allocate operating assistance have varied greatly across the state (ridership, service levels)
- Recommendation:
 - Carry forward performance data utilized to calculate operating assistance for FY21 (pre-pandemic) for FY22
 - Provide 2% increase in the State Transit Operating Assistance program

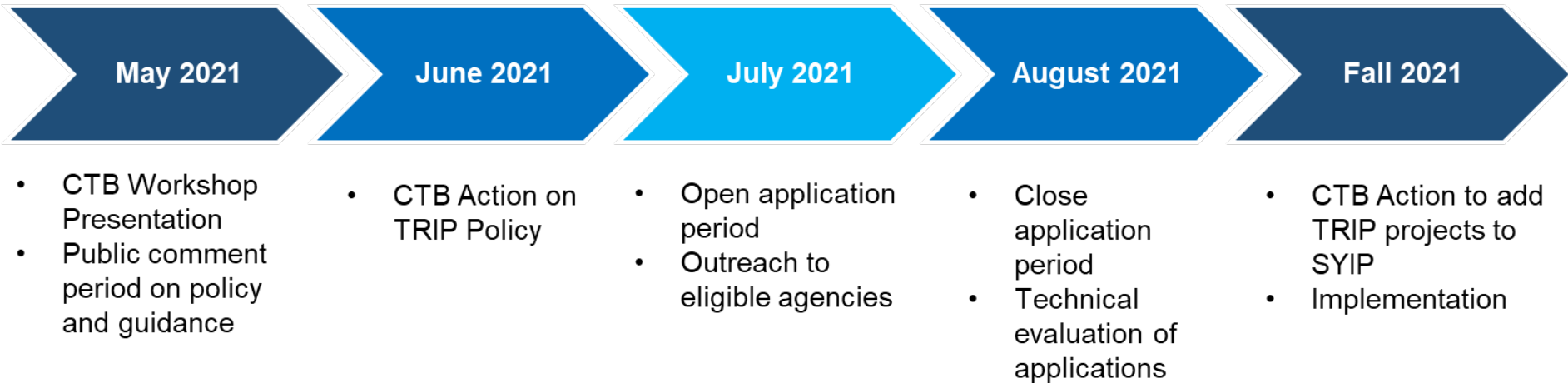


MERIT Operating Policy Review

- CTB Policy requires an annual review of outcomes and a review of the policy at least every three years
- Performance Based formula not utilized for FY22 – carry forward of FY21 performance data due to COVID
- No policy changes recommended at this time

Other Programmatic Updates

TRIP Timeline



Transit Strategic Plan Status

- Completed:
 - Hampton Roads Transit
 - Greater Lynchburg Transit Company
 - PRTC/OmniRide
- Underway:
 - Fairfax Connector
 - Petersburg Area Transit
 - DASH
- Funded in FY22 Draft SYIP:
 - Loudoun County
 - FRED
- Implementation schedule to be revisited based on FY22 Budget Language

TSDAC – Look Ahead

Next Steps

- Reconvene in Spring/Summer 2022
 - Review outcomes of FY23 MERIT Process
 - Update on Transit Strategic Plans
 - Discuss any potential modifications to MERIT