

# Anticipated Changes to State Transit Funding Allocations

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# Anticipated Changes to State Transit Funding Allocations - Overview

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HB1539/SB856 (2018) change the state allocation for transit funding.

New parameters exist for:

- State Transit Capital Prioritization
- Transit Strategic Plans
- State Operating Assistance Allocations

All are being developed and reviewed by TSDAC for DPRT proposal to CTB

- All proposal are/will be presented for public comment prior to CTB approval

# Legislative Directive: HB1359/SB856 (2018)

## State Transit Capital Prioritization

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### § 33.2-214.3. Statewide Prioritization for the Commonwealth Mass Transit Fund.

*A. 1. The Board shall develop a prioritization process for the use of funds allocated pursuant to subdivision C 2 of § 33.2-1526.1. Such prioritization process shall be used for the development of the Six-Year Improvement Program adopted annually by the Board pursuant to § 33.2-214. **There shall be a separate prioritization process for state of good repair projects and major expansion projects.***

*The prioritization process shall, for **state of good repair projects**, be based upon transit asset management principles, including federal requirements for Transit Asset Management pursuant to 49 U.S.C. § 5326.*

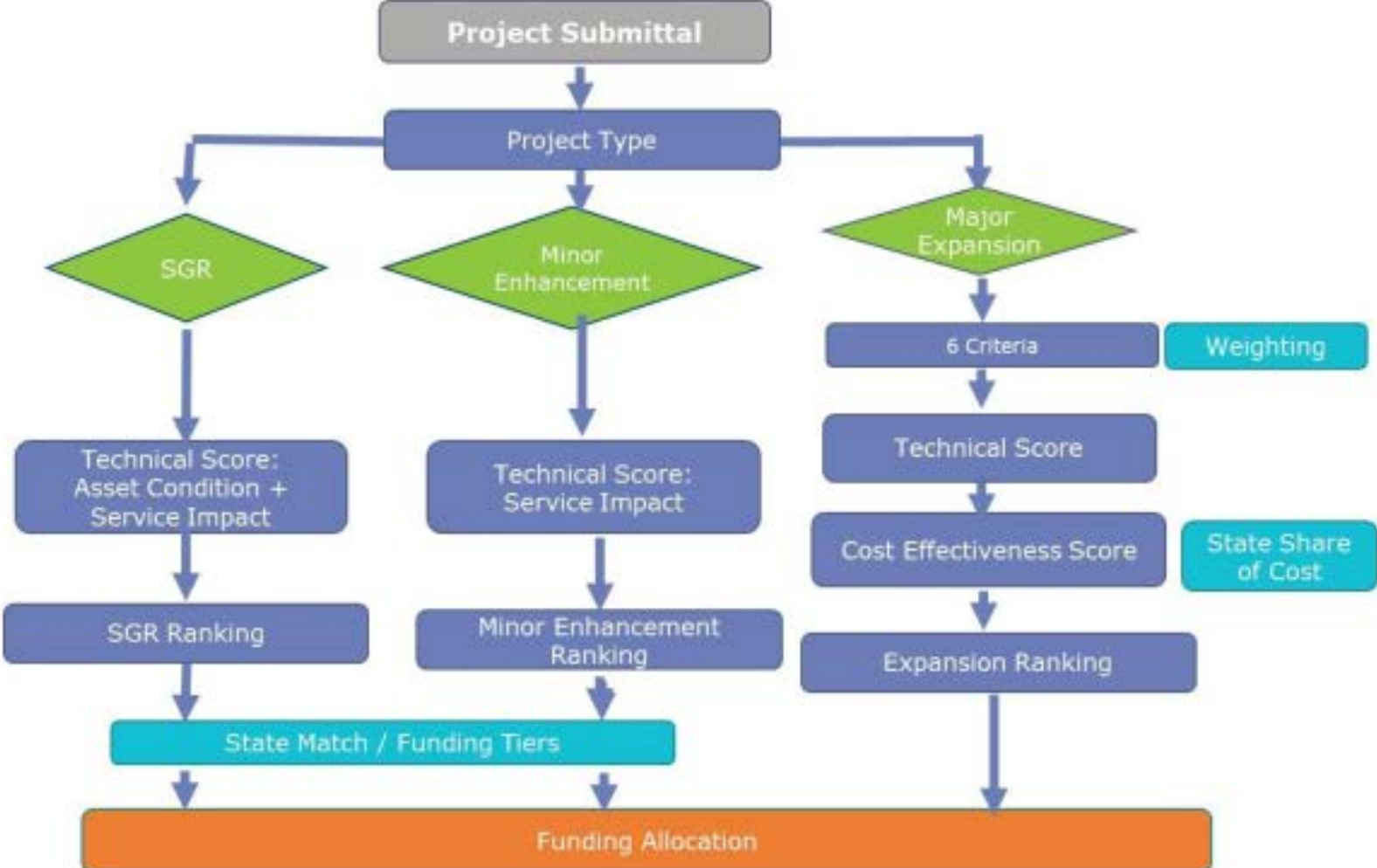
*The prioritization process shall, for **major expansion projects**, be based on an objective and quantifiable analysis that considers the following factors relative to the cost of a major expansion project: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use.*

# State Transit Capital Prioritization

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- State of Good Repair:
  - Based on transit asset management principles, including federal requirements for Transit Asset Management
- Major Expansion:
  - Based on SMART SCALE factors:
    - Congestion mitigation
    - Economic development
    - Accessibility
    - Safety
    - Environmental quality
    - Land use

# State Transit Capital Funding Prioritization



# State Transit Capital / State of Good Repair (SGR)

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- SGR Projects are defined as those that replace in-kind assets.
- Scoring:
  - Asset Condition – up to 60 points
    - Applies only to state of good repair projects and is based on age for all assets, except for vehicles.
    - Vehicles are scored with 60% of points based on mileage and 40% based on age.
  - Service Impact:
    - Applied to both state of good repair and minor enhancement projects for a total of up to 40 points. Points are assigned in four categories: operating efficiency, reliability, accessibility/customer experience, and safety/security.



# State Transit Capital / SGR: Asset Condition (60 points)

- Applies only to state of good repair projects and is based on age for all assets, except for vehicles.
- Vehicles are scored with 60% of points based on mileage and 40% based on age.

Age Score System	
< ULB	0
=0 years beyond ULB	30
<=1	35
<=2	40
<=3	45
<=4	50
<=5	55
>5	60

Mileage Score System	
< 95% of ULB Mileage	0
+/- 5% ULB Mileage	30
5-10% > ULB Mileage	35
10-15% > ULB Mileage	40
15-20% > ULB Mileage	45
20-25% > ULB Mileage	50
25-30% > ULB Mileage	55
>30% ULB Mileage	60

# State Transit Capital / SGR: Service Impact (40 points)

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Points for service impact will be awarded in four categories, with up to 10 points awarded per category:

Criteria	Definition
Service Frequency, Travel Time and/or Reliability	Speeds up transit routes or allows for increased frequency. Significant impact on reliability either through preventing breakdowns or removing vehicles from mixed traffic.
Service Operating Efficiency	Provides for significant, more cost-effective provision of service.
Service Accessibility and/or Customer Experience	Significant improvement in a customer's ability to access the system or a significant improvement in the ease of use of the system.
Safety and Security	Provides a significant improvement in safety or security.

Plus bonus points for additional service characteristics



# State Transit Capital / Minor Enhancement (40 points)

- Minor Enhancement projects are defined as new and small expansion assets, which are below \$2 million in cost, less than a 5% increase in total fleet size, or less than 5 vehicles.
- Points for service impact will be awarded in four categories, with up to 10 points awarded per category:

Criteria	Definition
Service Frequency, Travel Time and/or Reliability	Speeds up transit routes or allows for increased frequency. Significant impact on reliability either through preventing breakdowns or removing vehicles from mixed traffic.
Service Operating Efficiency	Provides for significant, more cost-effective provision of service.
Service Accessibility and/or Customer Experience	Significant improvement in a customer's ability to access the system or a significant improvement in the ease of use of the system.
Safety and Security	Provides a significant improvement in safety or security.

# State Transit Capital / Major Expansion - Criteria

- Those projects over the threshold established for a minor enhancement project.

Category	Measure	Measure Weight
Congestion Mitigation	Change in peak period transit system ridership attributed to the project	100%
Economic Development	Project consistency with regional and local economic development plans and policies, and support for local development activity	100%
Accessibility	Project improvement in accessibility to jobs and workforce development	50%
	Disadvantaged population (low-income, minority, or limited English proficiency) within walking distance of project	50%
Safety	Project contribution to improving safety and security, reducing risk of fatalities or injuries	100%

# State Transit Capital / Major Expansion - Weighting

- Measures receive different weights based upon Highway District locations (categories identical to SMART SCALE)

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	25%	20%	10%	10%
Category C	15%	25%	25%	25%	10%	0%
Category D	10%	35%	15%	30%	10%	0%

# Transit Agency Strategic Plans

- Required every five years from transit agencies with 20+ bus fleet serving urbanized areas of 50,000+ population
- Impacted agencies:

DASH (Alexandria)	Arlington Transit
Fairfax Connector	Loudoun Transit
PRTC/OmniRide	Blacksburg Transit
Charlottesville Area Transit	Fredericksburg Transit
GLTC – Lynchburg	GRTC – Richmond
GRTC – Roanoke	Harrisonburg Transit
Hampton Roads Transit	Petersburg Area Transit
Radford Transit	Williamsburg Area Transit

# Legislative Directive: HB1359/SB856 (2018)

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## *§ 33.2-286. Urban transit agency strategic plans.*

*A. The Department of Rail and Public Transportation shall develop guidelines, subject to the approval of the Board, for the development of strategic plans for transit agencies that (i) serve an urbanized area with a population of 50,000 or more and (ii) have a bus fleet consisting of at least 20 buses.*

*B. As a condition of receiving funds from the Commonwealth Mass Transit Fund, any transit agency that meets the criteria of subsection A shall develop, and update at least once every five years, a strategic plan using the guidelines approved by the Board.*

# Transit Agency Strategic Plans - Requirements

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- An assessment of state of good repair needs;
- A review of the performance of fixed-route bus service, including schedules, route design, connectivity, and vehicle sizes;
- An evaluation of opportunities to improve operating efficiency of the transit network, including reliability of trips and travel speed;
- An examination and identification of opportunities to share services where multiple transit providers' services overlap; and
- An examination of opportunities to improve service in underserved areas.



# Transit Agency Strategic Plans – Phasing

Agency	Last TDP	Implementation
DASH (Alexandria)	2016	Next Update
Arlington Transit	2017	Next Update
<b>Fairfax Connector</b>	<b>2016</b>	<b>Next Update</b>
Loudoun Transit	2016	Next Update
PRTC	In progress	Transition
Blacksburg Transit	In progress	Transition
Charlottesville Transit	In progress	Transition
Fredericksburg Transit	In progress	Transition
GLTC - Lynchburg	In progress	Pilot
GRTC - Richmond	2018	Transition
Harrisonburg	2017	Next Update
Hampton Roads	2018	Pilot
Petersburg	In progress	Transition
Radford Transit	In progress	Transition
Williamsburg	2016	Next Update
GRTC - Roanoke	In progress	Transition

Completion (grant cycle):

- Pilot – FY 2020/2021
- Transition – FY 2021/2022
- Next Update – FY 2022/2023

# Public Comment Now Open

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The Commonwealth Transportation Board will finalize these policies and guidelines at its meeting on October 30, 2018.

- Transit Capital Prioritization Resolution
- Transit Agency Strategic Plans
  1. Resolution
  2. Guidance
  3. Implementation Plan

All comments can be directed to Jen DeBruhl. Contact her at [DRPTPR@drpt.virginia.gov](mailto:DRPTPR@drpt.virginia.gov) or DRPT, 600 East Main Street, Suite 2012, Richmond, VA 23219.

# Legislative Directive: HB1359/SB856 (2018)

## Operating Assistance Based on “Service Delivery Factors”

### § 33.2-1526.1. Use of the Commonwealth Mass Transit Fund.

*C. Each year the Director of the Department of Rail and Public Transportation shall make recommendations to the Board for the allocation of funds from the Fund. Such recommendations, and the final allocations approved by the Board, shall adhere to the following:*

- 1. Thirty-one percent of the funds shall be allocated to **support operating costs of transit providers** and shall be distributed by the Board on the **basis of service delivery factors, based on effectiveness and efficiency** as established by the Board. Such measures and their relative weight shall be evaluated every three years and, if redefined by the Board, shall be published and made available for public comment at least one year in advance of being applied.*

*Note: WMATA funding is allocated under a separate provision*

# State Operating Assistance - Current

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Currently, operating assistance funds are allocated based on agency:

- Operating Cost (traditional funding) and Performance (performance-based funding)
- Performance-based funding is based on:
  - Two sizing metrics:
    - Operating cost
    - Ridership
  - Adjusted based on three performance adjustment metrics:
    - Passengers per revenue hour
    - Passengers per revenue mile
    - Net cost per passenger
- Bottom Line: Sizing metrics have the largest impact on allocations

# State Operating Assistance - Proposed

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- Must be performance-based funding (sizing plus performance)
- Proposed sizing metrics – combinations of:
  - Net operating cost (= operating costs – fare/other revenues)
  - Ridership/PMT
  - Revenue Vehicle Hours
  - Revenue Vehicle Miles
- Combinations benefit rural, urban, commuter service, local service differently
  - Big outlier is VRE (commuter rail)
- DRPT is still running scenarios to find the least impact to all agencies

# State Operating Assistance - Next Steps

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- November 13<sup>th</sup> TSDAC meeting
  - Refine measures
  - Performance Adjustments
  - Implementation plan
  - Transition Plan?
- December to public for comment



# Questions?

