Virginia Department of Rail and Public Transportation

Transit Funding and Reforms

Status Update to the Commonwealth Transportation Board

July 17, 2018

Jennifer Mitchell
Agency Director

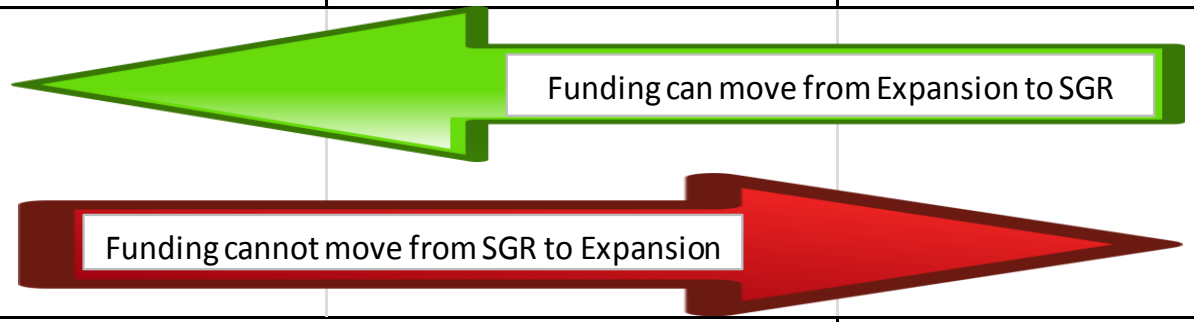
Statewide Transit Capital Prioritization

- Effective July 1, 2019
- 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

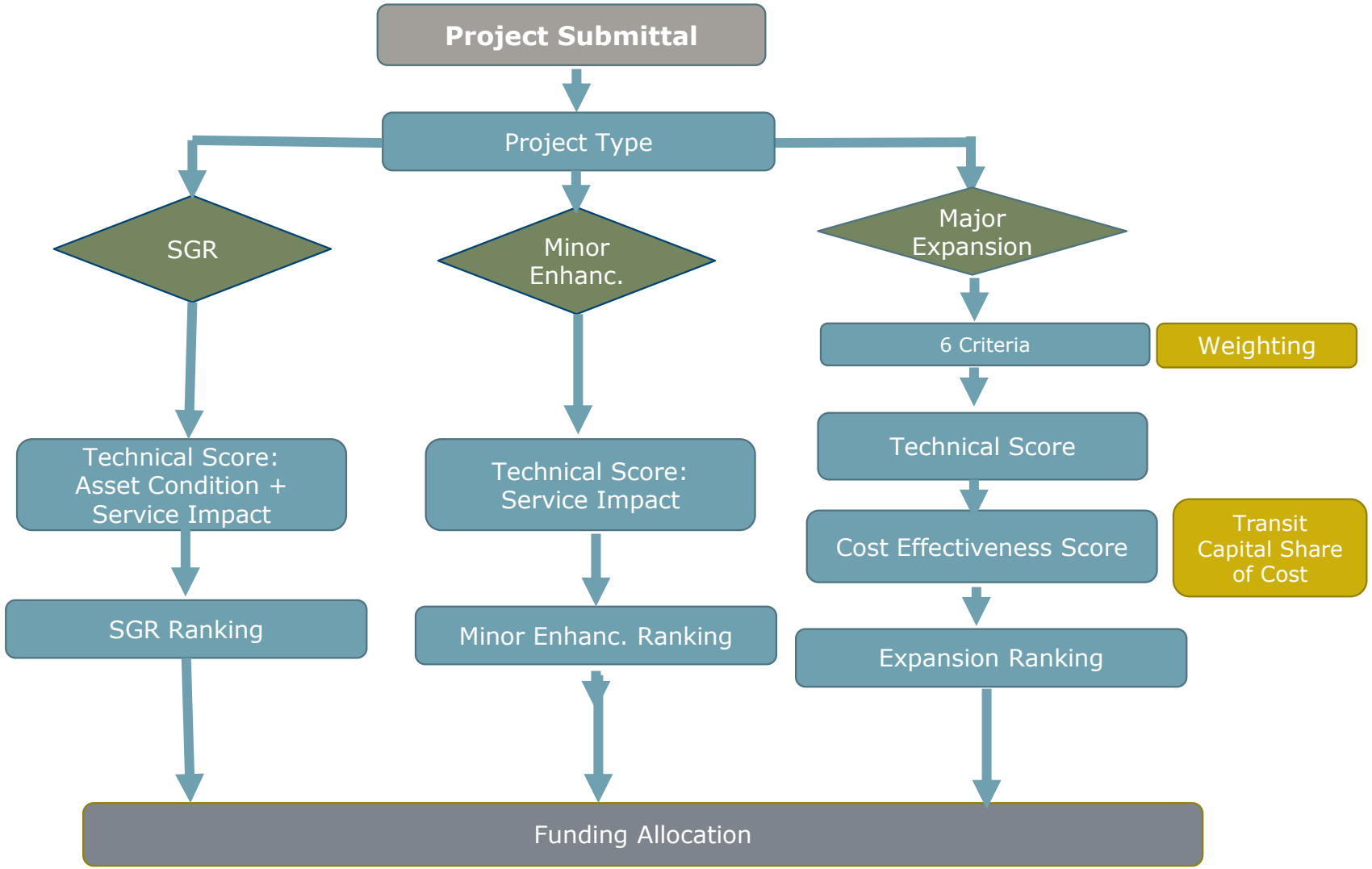
Capital Prioritization – Status

- Continuing coordination with TSDAC
- Extensive outreach to MPOs, transit agencies, and local governments
- Working off the framework from the Revenue Advisory Board report (principles approved by CTB in July 2017)
  - State of Good Repair/Minor Enhancement – 80% of program funding
  - Board can use discretion to shift funds from Major expansion to State of Good Repair
  - Establishment of a single matching rate across asset types, with State of Good Repair/Minor Enhancement matched at a higher rate than Major Expansion
  - Maintain minimum local matching of 4%

Transit Capital Program Structure

	State of Good Repair and Minor Enhancement (80%)		Expansion (20%)
	SGR (90-95%)	Minor Enhancement (5-10%)	
			
Funding Level	Minimum funding level (floor) for SGR Funding can be moved from expansion to SGR based on need		Funding level to be determined based on review of needs, funding can be moved to SGR but not from SGR to expansion
State Match Rate	68% single rate	68% single rate	up to 50%

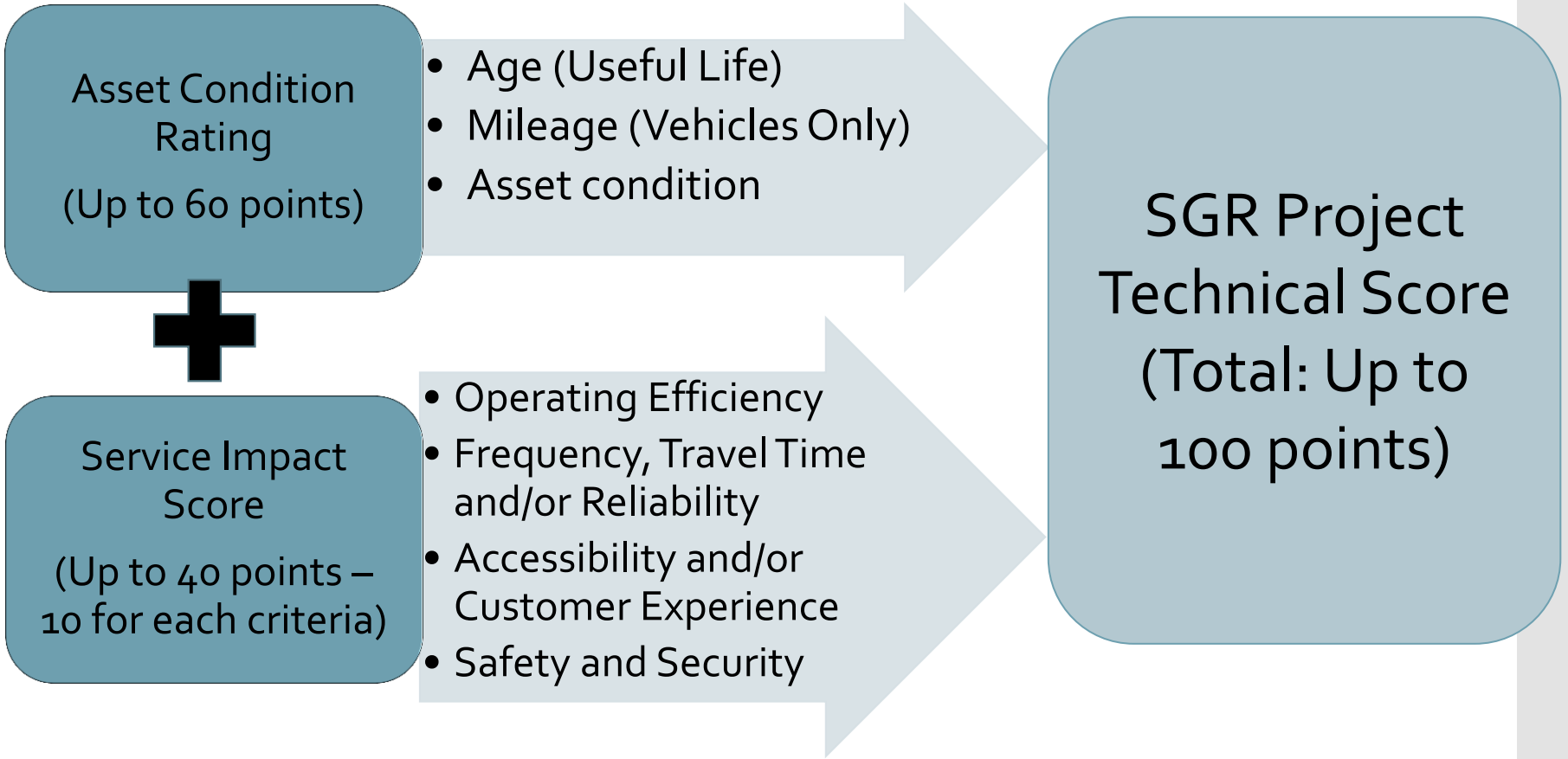
Structure for Capital Program Prioritization



Project Types

- **State-of-Good Repair (SGR):** Projects/programs to replace or rehabilitate an existing asset
  - Includes acquiring assets/technology to serve current functions
- **Minor Enhancement**: Projects/programs to add capacity, new technology, or a customer enhancement meeting the following:
  - Project costs less than $2 million, OR
  - Expansion vehicles: less than 5 vehicles or less than 5% of fleet
- **Major Expansion:** New projects/programs that add, expand, or improve service (greater than $2M)

Scoring Methodology State of Good Repair Projects



Asset Condition Rating

- For vehicles, asset condition score is based on the average of the age and mileage (50% age and 50% mileage) with points assigned based on the percentage beyond expected service life (ESL)
- For non-vehicle assets, only age score is used

Age Score System	
< 95% of ESL age	0
+/- 5% of ESL age	30
5-10% > of ESL age	35
10-20% > ESL age	40
20-30% > ESL age	45
30-40% > ESL age	50
40-50% > ESL age	55
>50% ESL age	60

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

ESL = Expected Service Life

Service Impact Rating

Criteria	Definition	Points
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	Up to 10
Operating Efficiency	Provides for significantly more cost-effective provision of service	Up to 10
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.	Up to 10
Safety and Security	Provides a significant improvement in safety or security	Up to 10

Scoring Methodology: Minor Enhancement Projects

Service Impact Score

(Up to 40 points – 10 for each criteria)

- Operating Efficiency
- Frequency, Travel Time and/or Reliability
- Accessibility and/or Customer Experience
- Safety and Security

Minor Enhancement Application Technical Score (Total: Up to 40 points possible)

Scoring Methodology: Major Expansion

- Generally, a small number of applications annually but significant in funding requested
- Recommending an approach similar to SMART SCALE, but scaled and focused for transit
  - Measures – similarity to SMART SCALE but with measures appropriate for a transit-only application pool
  - Scaling – by some measure of impact
  - Weighting – same weighting with ability for MPOs to request adjustments
  - Benefit/Cost – Benefit score/state transit captial funding requested
- Typical projects: transfer facilities, parking garages, bus bay expansion

Congestion Mitigation

Proposed Measure	Person Throughput
Objective	Assess the potential benefit of the project in increasing the number of transit users served, providing an alternative to SOV travel
Definition	Change in transit system ridership attributed to the project
Methodology	Fixed-guideway projects (and where available): Project daily ridership forecast Non-fixed guideway project (fleet expansion, maintenance facilities): Expected daily ridership potential = peak transit ridership capacity added * existing system efficiency (pass/rev. hour) * peak-daily factor

Economic Development

Proposed Measure	Project Support for Economic Development
Objective	Assess if the project is supporting future economic development and the progress made toward development in the project corridor at the local level
Definition	Project consistency with regional and local economic development plans and policies and support for local development activity
Methodology	Qualitative Rating Criteria (examples): • Transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy • Transportation project located in an area of economic distress Development sites within walking distance of project Scaled by change in forecasted jobs (future year – existing) within walking distance of project

Accessibility

Proposed Measure	Access to Jobs
Objective	Measure change in access to employment opportunities due to the project
Definition	Projected improvement in transit travel time to jobs and workforce development
Methodology	GIS analysis calculating total jobs within corridor buffer adjusted by the expected travel time benefits of the project

Proposed Measure	Access to Disadvantaged Communities
Objective	Measure change in transit accessibility for disadvantaged populations
Definition	Disadvantaged population (low-income, minority, or limited-English proficiency) within walking distance of project (1/4 mile)
Methodology	GIS analysis calculating disadvantaged persons that can access transit within corridor buffer adjusted by the expected travel time benefits of the project

Safety

Proposed Measure	Expected Safety Benefit
Objective	Evaluate the project's contribution to improving safety and security and reducing the risk of fatalities or injuries
Definition	Assign points based on direct safety benefit
Methodology	Qualitative Rating Criteria (examples): • Asset-condition related (new major facilities or fleet expansion bringing down fleet age) improvements • Technology-related (cameras, crash-avoidance systems) • Customer-facility improvements (waiting areas with lighting, pedestrian access) Scaled by daily transit person-miles traveled

Environmental Quality

Proposed Measure	Air quality and energy impacts
Objective	Potential of project to improve air quality and reduce energy use
Definition	Expected VMT reduction
Methodology	Fixed-guideway projects (and where available): Project expected VMT reduction from travel forecasts Non-fixed guideway project (fleet expansion, maintenance facilities): new transit trips expected * average trip length * avg. auto occupancy • Use of energy efficient fleet (Hybrid, CNG) or infrastructure – factor the VMT reduction by an additional 25%

Land Use

Proposed Measure	Transit-Supportive Land Use
Objective	Evaluate the transit-supportive land use that will be served by the transit improvement
Definition	Future density plus the change in density expected in the project corridor
Methodology	Activity Density = Future Density ((Future Jobs + Future Population)/Area in sq. mileage) + Growth in Density (Future Density – Existing Density)) Application of transit-supportive land use policies within walking distance of project (FTA checklist)

Strategic Plans – Major Components

- Assessment of state of good repair needs
- Review of the performance of fixed-route bus service
- Evaluation of opportunities to improve operating efficiency of the transit network
- Examination and identification of opportunities to share services where multiple transit providers' services overlap
- Examination of opportunities to improve service in underserved areas

Strategic Plans - Status

- Draft Guidelines are being developed and must be approved by CTB prior to December 1, 2018
- Actively working with pilot agencies – Hampton Roads Transit and Greater Lynchburg Transit
- Developed matrix for phased implementation
  - Pilot phase – 2 agencies
  - Transition (retrofit of existing planning efforts) – 8 agencies
  - Next Plan (start from beginning) – 6 agencies

Next Steps – Capital and Strategic Plans

- September 7th – TSDAC meeting to review CTB policy guidance and operating formula
- September 10th – Release draft prioritization and strategic planning policy for public comment
- September/October – Outreach to legislators on proposed CTB policy for transit capital prioritization and strategic planning
- September 17th-Workshop briefing on draft CTB policy for prioritization and strategic planning
- October 30th – Action on CTB policy for transit capital prioritization and strategic planning

Next Steps – Operating Allocation

- December 4th – Workshop briefing on operating allocation
- December 20th – Release draft operating allocation policy for public comment
- December/January – Legislator outreach on draft CTB policy for operating allocation
- January 15th – Workshop briefing on draft CTB policy for operating allocation
- February 20th – Action on CTB policy for operating allocation

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