



Making Efficient • Responsible Investments In Transit

TSDAC Meeting

November 13, 2020



Virginia Department of Rail and Public Transportation

Today's Agenda

- Recap of MERIT - Capital and Operating Programs
- Look Ahead to FY22 MERIT Process
- FY21 Budget and SYIP
- Status of Transit Strategic Plans
- Other DRPT Updates
 - TRIP Program
 - FY22 Outreach
- TSDAC Next Steps

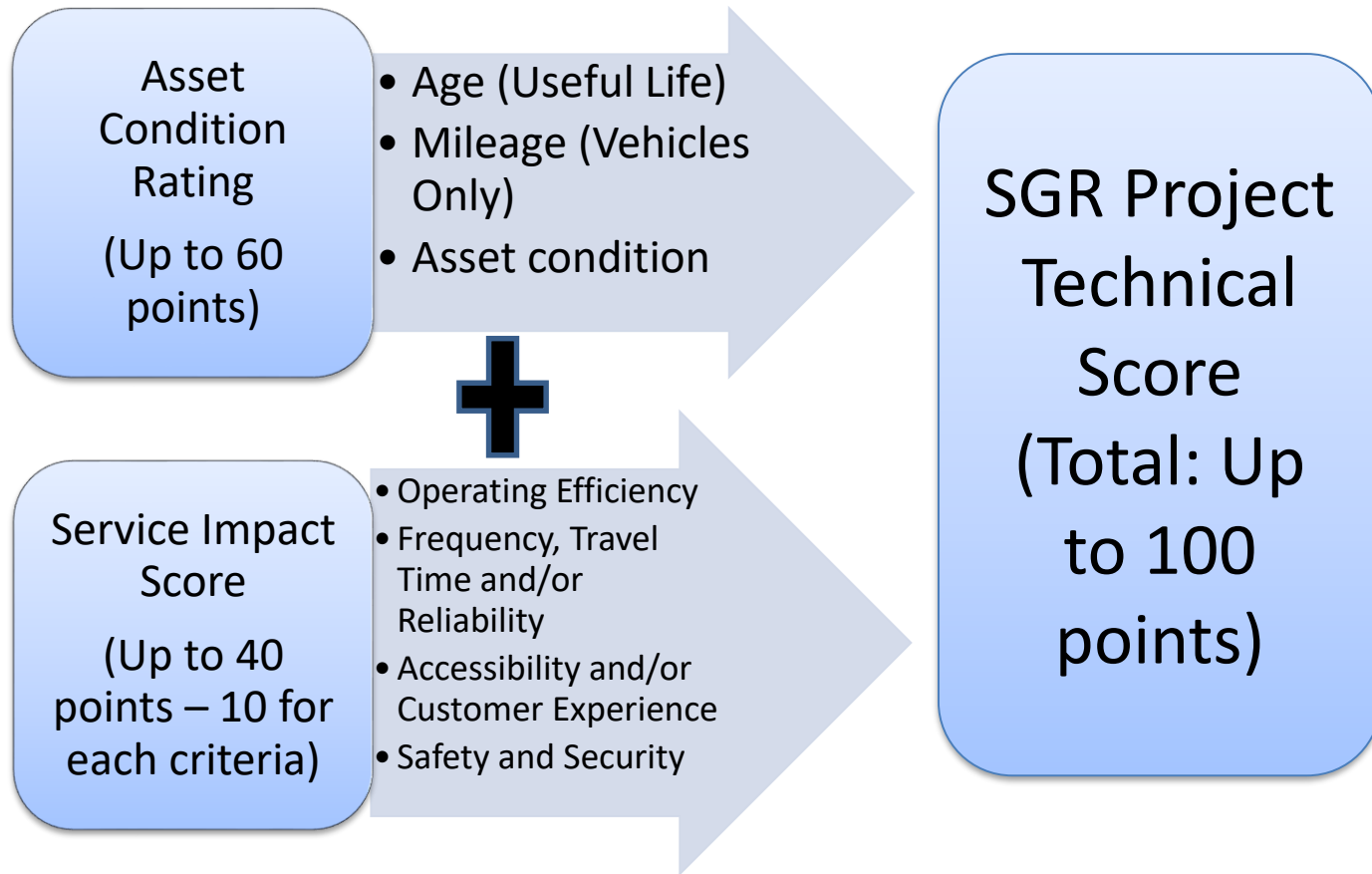
FY21 – MERIT Capital Process and Outcomes

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

Scoring Methodology

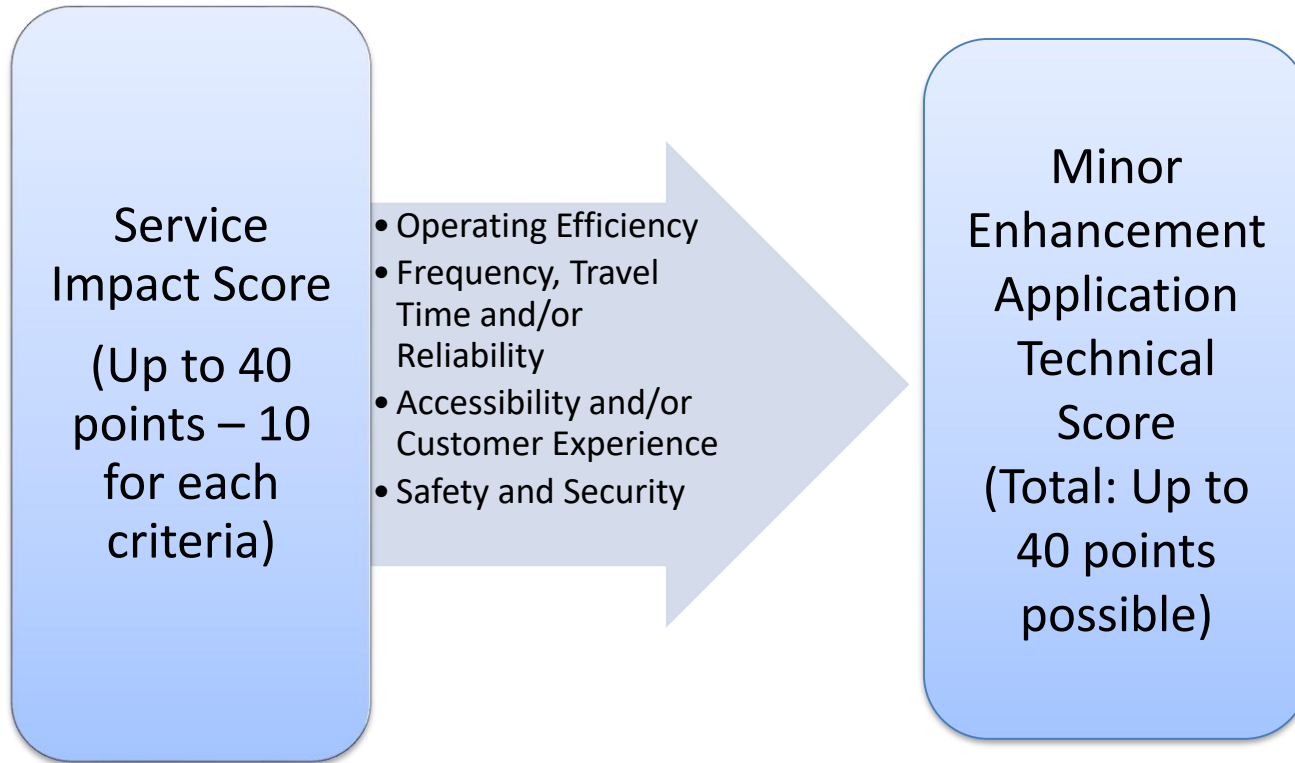
State of Good Repair Projects



State of Good Repair Scoring

- 319 items scored, 254 funded (18 withdrawn)
- Scores range from a high of 97 to a low of 9 (out of 100)
- Items that scored well:
 - Revenue and support vehicles (replacement/ rehabilitation)
 - Operating and administrative hardware exceeding useful life
 - Replacement of customer facing facilities and infrastructure
- Items that did not score well:
 - Items not yet at their useful life for age/mileage
 - Administrative technology
- State Capital Assistance Requested: \$37.3M
 - State Capital Allocated: \$24.7M (urban)
 - Total CARES Funding Allocated: \$7M (100% funding - rural agencies)

Scoring Methodology: Minor Enhancement Projects



Minor Enhancement Scoring

- 158 items scored, 100 funded (20 withdrawn)
- Scores range from a high of 37 to a low of 8 (out of 40)
- Items that scored well:
 - Expansion vehicles
 - Maintenance equipment/parts
 - Small facility and system infrastructure upgrades
 - Equipment and technology for operating support
- Items that did not score well:
 - New administrative hardware
 - Administrative software licenses
- FY 21 State Capital Assistance Requested: \$43.9M
 - Total State Capital Allocated: \$34.4 M (urban)
 - Total CARES Act Funding Allocated: \$1.5M (100% funding for Rural Agencies)
- VRE Track Lease moved to VPRA and not included in totals

Major Expansion Projects Measures by Factor Area

Factor	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 select non-work destinations	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%
Environmental Quality	Reduction in daily vehicle miles traveled resulting from project	100%
Land Use	Transit supportive land use served by the project	100%

Major Expansion Scoring

- 3 Major Expansion Projects scored
 - Ballston Metro Station East Entrance
 - Hampton Roads Transit Mobile Ticketing Project
 - Blacksburg Transit Facility Improvements
- September Re-evaluation: determined that the Ballston project did not meet the readiness criteria, not recommended for funding
- FY21 State Assistance Requested: \$26.6M
 - Total State Capital Allocated : \$3.1M

Capital Program – Evaluation and Recommendations

Scoring Issues/Recommendations

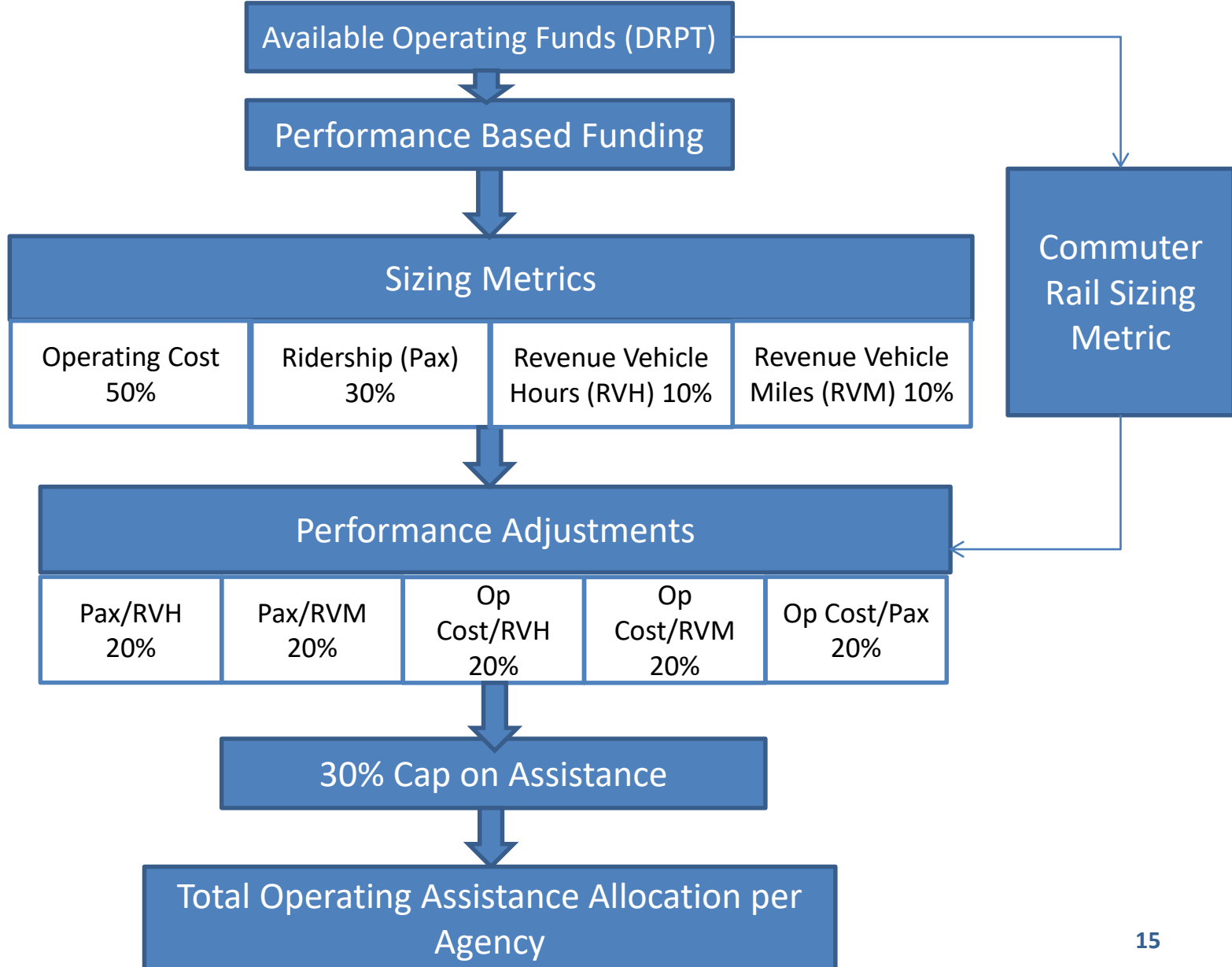
- Scoring process worked as expected – modifications made after FY20 resulted in a smoother and more consistent effort across asset types
- For FY22:
 - No substantive changes recommended.
 - Incorporation of additional upgrades to the OLGA application

Recommendations Beyond FY22

- Continued refinement of the OLGAs 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

FY21 – Operating Process/Outcomes

Operating Assistance Allocation Methodology



Transit Operating Assistance

What changed?

- Adjustment to the final formula with final sizing metrics
- Increased funding level: +\$6M over FY20 budget (including transition assistance in March 2020)
- New year of performance data (FY2019): changes in individual agency performance relative to statewide trends
- Passenger Miles Traveled (PMT) data collected from agencies, instead of using outdated NTD data
 - 16 agencies reported this data point, which did not do so before
 - 25 agencies are not required to report this data to NTD (63% of systems, representing less than 10% of operating assistance distributed by DRPT), data estimated

Transit Operating Assistance

What was the result?

- Most agencies saw an increase over FY20 funding (32 out of 40 agencies)
- Same proportion as last year, where 33 out of 41 agencies saw an increase over the prior year
- Of the 8 agencies that saw a reduction in funding:
 - Six were rural agencies, two were urban
 - The largest change was for Pulaski Transit (-27%) due to significantly reduced ridership following a change in service
 - The smallest changes were for Fairfax County, PRTC, Bay Aging, and Greenville County – all 1% or less

Considerations for FY22

- Revised performance data reporting process in OLGA
 - Calculated variation – requirement to provide comments if significant
 - Attachment of data documentation
 - Clearer reporting guidance – Application Guidance and Grant Administration Procedures
- Impact of COVID-19 on performance metrics
 - Intend to carry forward performance data used for FY21 allocations to mitigate the impacts of COVID, similar approach to FTA

FY21 – Budget and SYIP

FY2021 Plan

- Update the project analysis and review performed in March of 2020
- Propose allocation of funds targeting FY21
 - Utilize updated revenue data from August 2020
 - Meet operating needs at a minimum of FY20 levels
 - Deliver on long term commitments
- Adjust the rail allocations to accommodate establishment of the Virginia Passenger Rail Authority as of July 1, 2020
- Propose a final DRPT budget for FY21 using updated information since March

Transit FY2021 SYIP Approach

- Focus on FY21 allocations for projects that are needed such as operating assistance and critical capital projects that will move forward
- Five year transit capital budget not included due to uncertainty of post-pandemic capital needs; expected to be developed for FY22 SYIP
- Transit district detail with program allocations sorted by transit provider is available at:
<http://www.drpt.virginia.gov/media/3216/fy21-draft-syip-10-29-20-w-detail.pdf>

Transit Operating Assistance

- COVID has significantly increased operating expenses and decreased revenues for transit agencies
- Total funding level \$101.6M for FY21
- Individual agencies will see fluctuations based on 2020 performance metrics



Transit Capital Funding

- Prioritized under MERIT process – primarily state of good repair
 - CTB briefed on prioritization in March 2020
- Prioritized projects re-evaluated in October for readiness:
 - Availability of local matches and other funding commitments
 - Updated project schedules
- Capital recommendations reflect both prioritization and updated readiness evaluation



WMATA Operating and Capital Funding

- WMATA is facing significant challenges due to the impacts of COVID
- Draft FY21 SYIP recommendations:
 - Maintain \$50M for PRIIA Match
 - \$173.6M to NVTC to support WMATA operating and capital needs (increase of \$14.6M from FY20)
 - Maintain \$154.5M in dedicated capital funding, part of \$500M regional commitment including MD and DC
 - *If this commitment is not met by VA, DC or MD, WMATA's total capital program would be reduced proportionally*

WMATA Funding Recommendations

GOAL

- Meet long term, annual commitment of \$154.5M to the capital funding program of WMATA

RECOMMENDATION

- Cover the estimated shortfall in the Dedicated WMATA Capital Fund of \$17.6M using unobligated funds in the Mass Transit Capital Fund (§ [33.2-1526.2.](#))
- Approximately \$25M in remaining unobligated transit capital funding available for needs in FY22 and FY23 as the Transportation Omnibus bill is fully phased-in

Proposed Transit Allocations Summary

<u>\$ in millions</u>	<u>FY20</u>	<u>FY21</u>	<u>Variance</u>
Operating	\$125	\$119	(\$6)
Capital	198	135	(63)
Other	11	7	(4)
WMATA	364	379	15
Total	<u>\$698</u>	<u>\$640</u>	<u>(\$58)</u>

- Operating does not include ~\$15M of normal FTA 5311 allocations covered by CARES Act allocations from FY2020
- FY2020 included several large capital projects related to the Amazon HQ project

Update on Strategic Plans

Transit Strategic Plans

- Two agencies identified as pilots:
 - Hampton Roads Transit – developing TSP from scratch
 - Adopted by the Commission in June 2020
 - Greater Lynchburg Transit – just completed TDP, transitioning to TSP
 - Adopted by the GLTC Board in May 2020
- Other agencies that have completed Transit Strategic Plans:
 - Suffolk Transit – not required, but requested to improve coordination in the Hampton Roads Region – Adopted in December 2019
 - PRTC – Approved November 2020

Transit Strategic Plans

- Agencies identified in Phase 2 for implementation:
 - Blacksburg, Radford, and GRTC had existing plans that fulfilled the requirements and will move from Phase 2 to Phase 3 for implementation.
 - CAT, Valley Metro, and FRED
- Other agencies with strategic plans in development:
 - Petersburg
- Path forward

TRIP

- Established by 2020 Legislation with two components
 - Regional Routes (75%) – in areas with population > 100,000
 - Zero-fare (25%) – statewide
- DRPT currently working on policy development
 - “Request for Ideas” was distributed on November 9th to gather input on needs to help craft process
 - Responses due December 15, 2020
 - NOT A GRANT APPLICATION
 - Webinar on November 18th at 11:00am
 - Focus Groups planned for early 2021, based on the response to RFI
 - CTB Policy and potential mid-cycle application process: Spring 2021

FY22 Outreach

- Application cycle will open on December 1st and close on February 1st
- All virtual workshops
 - Transit and Special Programs
 - Commuter Assistance and Special Programs
- New Application Guidance “Blue Book” available on MERIT webpage
- DRPT Program Managers available to answer questions and provide assistance in the application process

TSDAC – Look Ahead

Next Steps

- Spring/Summer 2021
 - Review of FY22 Capital/Operating Process/Outcomes
 - Discuss recommendations for potential updates to the MERIT process for FY23