



Making Efficient + Responsible Investments In Transit

Transit Program Update

Hampton Roads TPO TTAC – May 1, 2019

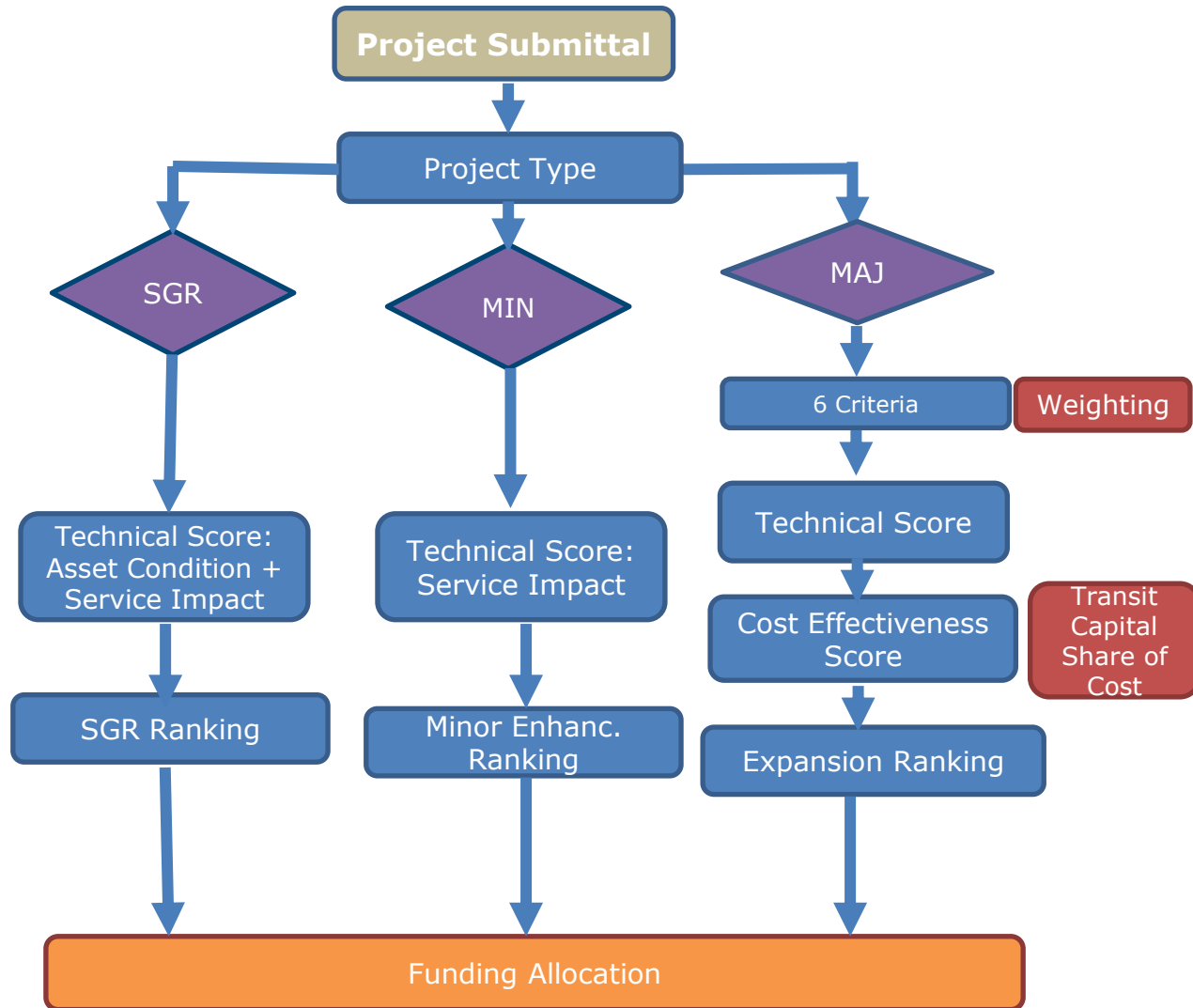
Jennifer DeBruhl, AICP, PMP
Chief of Public Transportation



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

Structure for Capital Program Prioritization



State of Good Repair Scoring

- 279 line items scored
- Scores range from a high of 97 to a low of 15, on a 100 point scale
- Items with a score of 44 or greater recommended for funding (243 line items)
- **Items that scored well:**
 - » *Items exceeding useful life/mileage*
 - » *Revenue vehicles*
 - » *Customer facing infrastructure*
 - » *Operational technology*
- **Items that did not score well:**
 - » *Items not yet at their useful life/mileage*
 - » *Administrative technology*

Minor Enhancement Scoring

- 85 line items scored
- Scores range from a high of 35 to a low of 8, on a 40 point scale
- Items with a score of 15 or greater are recommended for funding (75 line items)
- Items that scored well:
 - » *Expansion vehicles*
 - » *Maintenance equipment/facilities*
 - » *Customer facility improvements*
 - » *Operational technology*
- Items that did not score well:
 - » *Administrative technology*

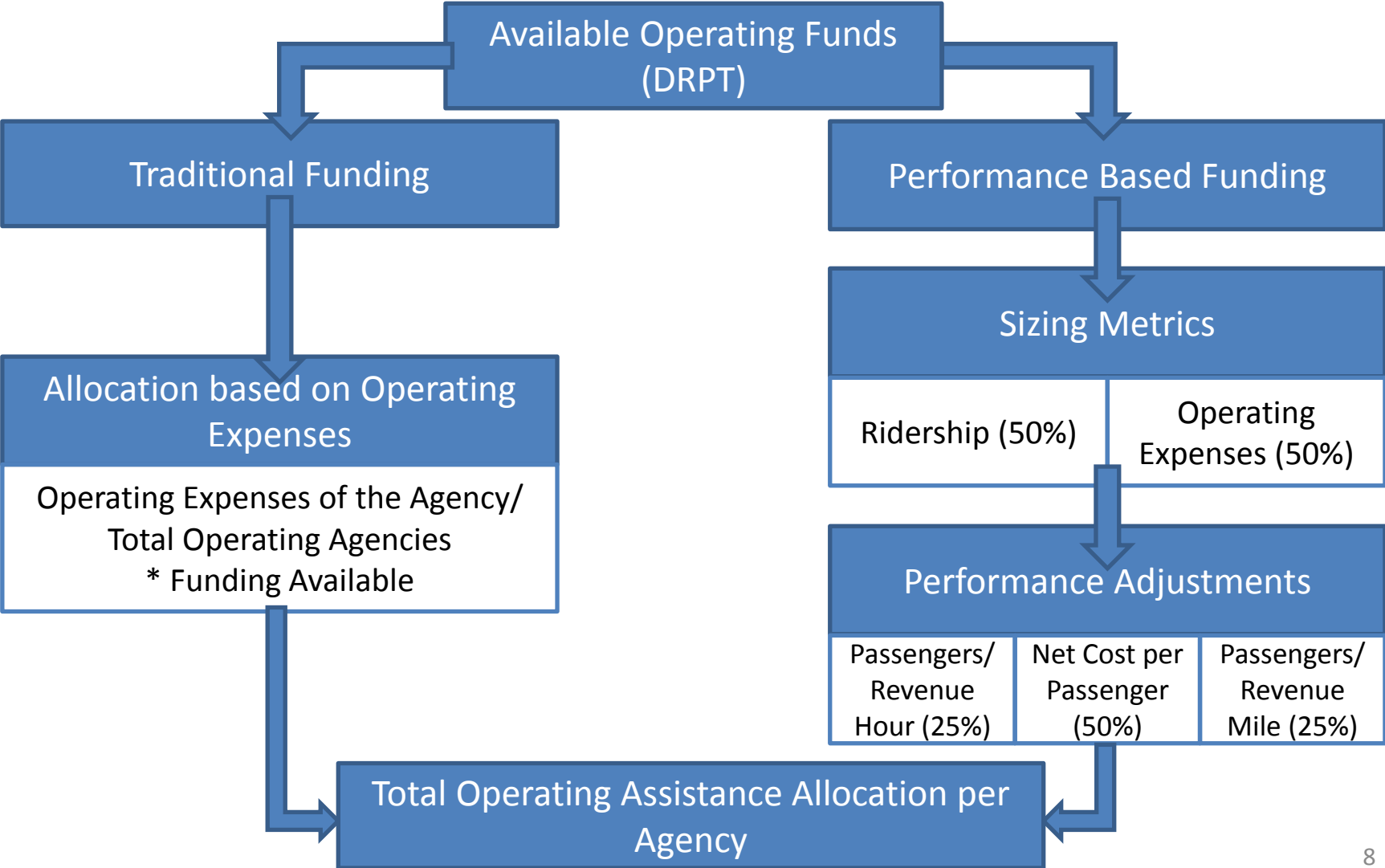
Major Expansion Scoring

Project	Total Benefit Score	Transit Capital \$	MERIT Score
Potomac Yard Metro South Entrance	47.7	\$25M	19.1
Crystal City Metro East Entrance	37.3	\$41.4M	9.1
CCPY Transitway Extension	23.5	\$14,6M	16.1
Route 1 Transitway Extension	17.6	\$2.5M	70.5

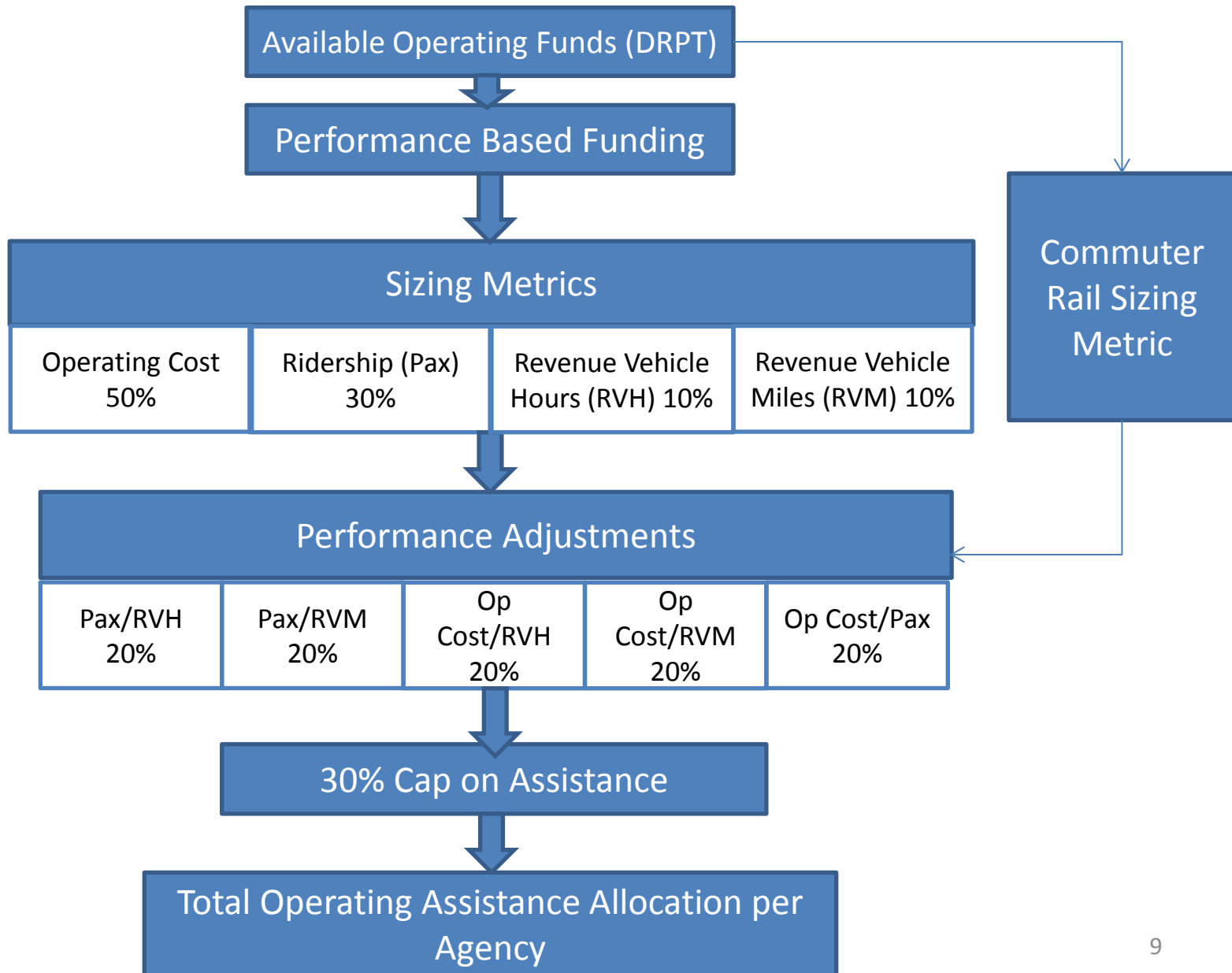
Statewide Transit Operating Funds

- **Effective July 1, 2019**
- **100% of Statewide Operating Funds:**
 - » *Allocated on the basis of service delivery factors*
 - » *Made available for public comment at least one year before application*
- **Current Factors:**
 - » *Passengers Per Revenue Hour*
 - » *Passengers Per Revenue Mile*
 - » *Net Cost Per Passenger*
- **Builds upon the work that began with TSDAC and legislation dating back to 2011**

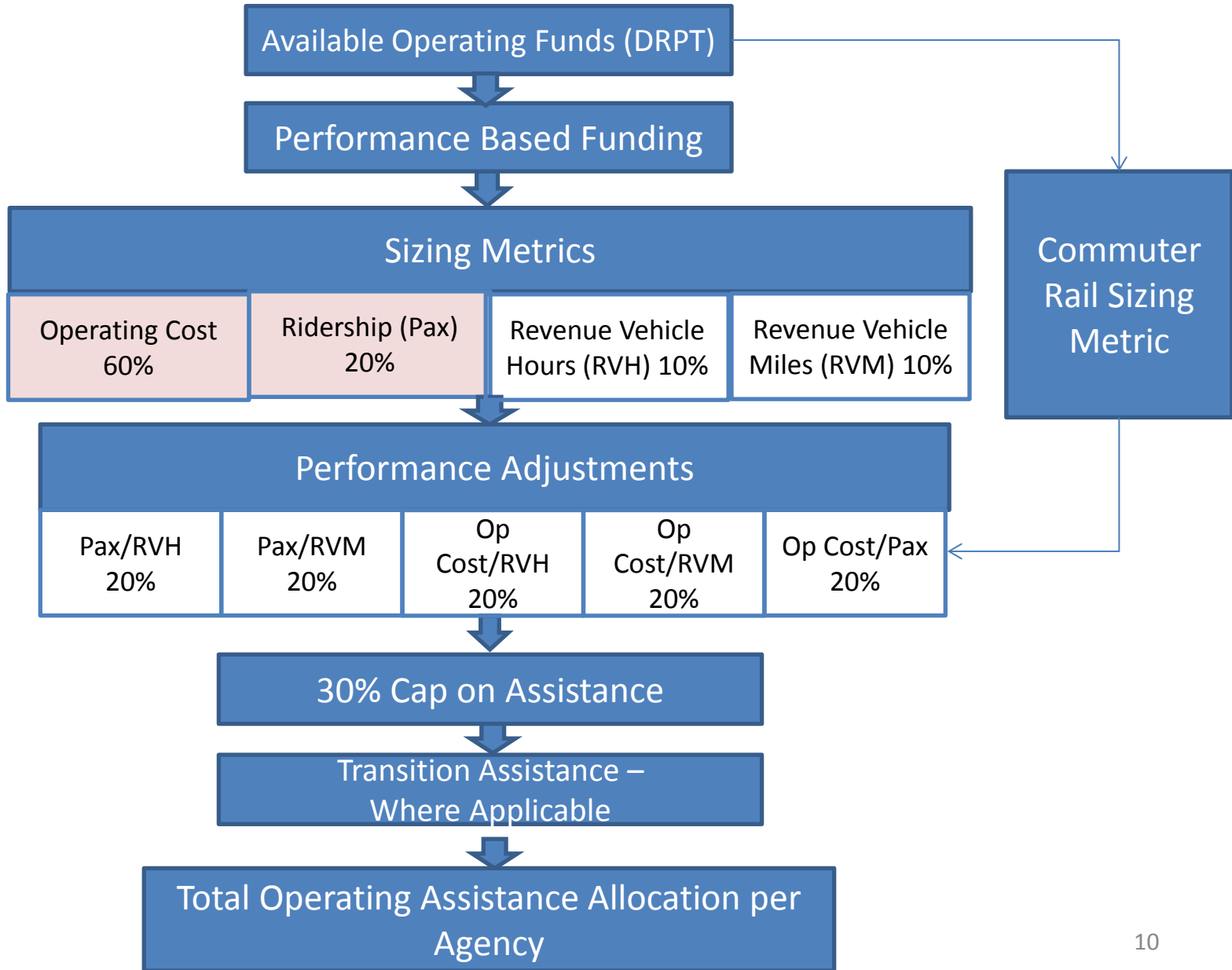
Former Operating Assistance Allocation Methodology



New Operating Assistance Allocation Methodology



Transition Operating Assistance Allocation Methodology – FY2020



What changed beyond the methodology?

- Increase in available operating assistance by \$2.5m
- Use of operating reserve to provide transition assistance
- Review of performance data for 2015 through 2018
- New year of data - changes in individual agency performance relative to statewide trends

Transition Legislation/Budget Language

The Commonwealth Transportation Board may allocate supplemental operating funds in fiscal year 2020 to any transit provider that receives funds to support operating costs pursuant to subdivision C 1 of § 33.2-1526.1 of the Code of Virginia and that is negatively impacted by a loss of operating funds as a direct result of the performance-based allocation process set forth in Chapter 854 of the Acts of Assembly of 2018. The maximum amount of supplemental operating funds available pursuant to this authorization shall not exceed \$3 million from the nongeneral fund amounts available to the Department of Rail and Public Transportation.

CTB Policy – Transition Assistance

Supplemental assistance will be provided for FY2020 to any mass transit provider that receives a reduction in operating assistance as a direct result of the implementation of the performance based allocation methodology. The impact will be determined by comparing FY20 allocations under the prior formula to the FY20 allocations under the new formula. The supplemental assistance shall not exceed \$3 million. Request to phase implementation to help mitigate potential negative impacts late in the budget cycle

What was the result?

- Most agencies see an increase over FY19 funding (33 out of 41 agencies)
- Some agencies see a reduction in funds, compared to FY19, related solely to their performance relative to statewide average
- Seven agencies receive transition assistance
- Some agencies will perform better when the recommended formula (50/30/10/10) is implemented

City of Suffolk

- **FY19 Operating Assistance - \$200,895**
- **FY20 Operating - \$239,121**
 - » *Old Methodology - \$212,152*
 - » *New Methodology - \$239,121*
 - » *Transition Assistance - \$0*
- **Formula Drivers:**
 - » *Performing better than statewide average for passengers per revenue hour (+18%) and revenue mile (+14%), cost per passenger (-13%)*
 - » *Performing at statewide average for cost per revenue vehicle hour and mile*

WATA

- **FY19 Operating Assistance - \$1,800,090**
- **FY20 Operating - \$1,825,935**
 - » *Old Methodology - \$1,797,687*
 - » *New Methodology - \$1,825,935*
 - » *Transition Assistance - \$0*
- **Formula Drivers:**
 - » *Performing at statewide average for all metrics*

Hampton Roads Transit

- **FY19 Operating Assistance - \$20,062,372**
- **FY20 Operating - \$19,869,837**
 - » *Old Methodology - \$19,712,519*
 - » *New Methodology - \$19,869,837*
 - » *Transition Assistance - \$0*
- **Formula Drivers:**
 - » *Performing slightly better than statewide average for cost per hour (-3%) and mile (-2%)*
 - » *Performing slightly below statewide average for passengers per RVH (-2%)*
 - » *Sizing metric decreased by 0.45% (from 21.67% to 21.22%)*

SMART SCALE Technical Assistance

- DRPT is providing technical assistance for Round 4 of SMART SCALE.
- Eligible groups include:
 - *PDCs, MPOs, localities, and transit agencies.*
- Projects eligible for technical assistance include not only transit and rail but multimodal projects as well.
- The deadline for DRPT technical assistance requests for Round 4 is September 1st, 2019

SMART SCALE Technical Assistance

- Contacts:
 - Rail – Randy Selleck, Rail Planning Project Manager
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 - Transit – Becca Sial (Askey), Statewide Transit Planner
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