



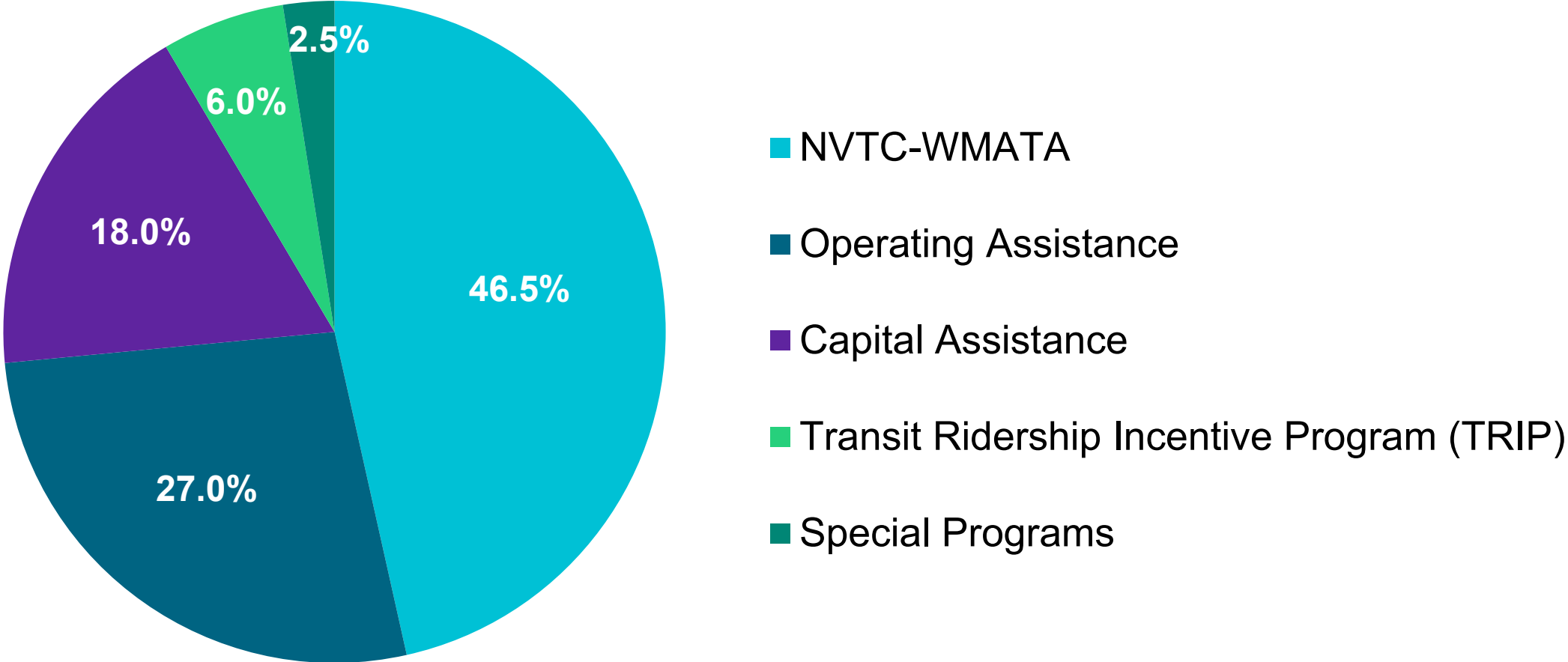
Transit Capital and Transit Planning Policy Changes

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Transit Programs & State Code Requirements

§ 33.2-1526.1 Use of the Commonwealth Mass Transit Fund



Transit Programs & State Code Requirements

§ 33.2-214.4: Statewide prioritization for the Commonwealth Mass Transit Fund

1. Requires CTB to adopt a prioritization process for allocating transit capital funding
 - State of Good Repair prioritization must be based on Transit Asset Management principles
 - State of good repair transit projects are replacements or rehabs of existing capital assets
 - Transit Asset Management requires existing capital assets to be replaced before any expansion
 - Major Expansion prioritization must be based on objective and quantifiable measures
 - Major expansion projects are large (+\$2M) transit capital projects
 - Current policy uses a similar scoring methodology to SMART SCALE
2. Requires DRPT and CTB to incorporate service delivery factors into Transit Development Plans and Transit Strategic Plans



Transit Service Delivery Advisory Committee (TSDAC)

- **§ 33.2-214.4** establishes TSDAC to advise DRPT and CTB in the refinement of transit program formulas and prioritization methods
- TSDAC also advises DRPT and CTB in the development of transit planning requirements
- Eight members, including one CTB representative

TSDAC Members

- Virginia Transit Association Appointees:
 - Kate Mattice, Northern Virginia Transportation Commission Executive Director
 - Sam Sink, GRTC Director of Planning and Scheduling
- Community Transportation Association of Virginia Appointee:
 - Brian Booth, Blacksburg Transit General Manager
- Virginia Municipal League Appointee:
 - Cindy Mester, City of Falls Church Assistant City Manager
- Virginia Association of Counties Appointee:
 - The Honorable John McGlennon, James City County Board of Supervisors
- DRPT Appointees:
 - The Honorable Jim Dyke
 - Dr. Raymond Smoot, CTB Member
 - Jamie Jackson, Director of Public Transit, FRED Transit

Policy for Transit Capital Prioritization: Recommended Improvements

MERIT Capital Assistance Program



State of Good Repair

- Revenue vehicle replacements
- Revenue vehicle rehabilitations/overhauls
- ITS and communication equipment replacements
- Support vehicle replacements

Minor Enhancement

- Facility improvements
- Bus stop/shelter expansions
- Technology equipment improvements
- Revenue vehicle expansions

Major Expansion (+\$2M)

- Facility construction
- Rail car expansion
- Commuter rail station improvements

Policy for Transit Capital Prioritization

In June, TSDAC voted unanimously to advance the following recommendations:

1. Provide new incentives for transit agencies to seek federal discretionary funding
2. Update transit capital scoring methods to allow for just-in-time delivery of buses and other assets
3. Update scoring methods to include more project categories which will allow DRPT to differentiate more between certain project types
4. Add a new “Incentive Scoring” category which will reward projects that achieve statewide priorities
5. Update scoring methods for large projects in an effort to streamline the scoring process

Policy for Transit Capital Prioritization

Policy Change #1: Provide new incentives for transit agencies to seek federal discretionary funding

Current Policy:

- Minimum 4% local match requirement on all transit capital projects

Example Project		Federal	State	Local	Total
35 ft Bus Replacement	Match %	28%	68%	4%	100%
	Match \$	\$154,000	\$374,000	\$22,000	\$550,000

Recommended Policy:

- Lower the local match requirement for projects that receive federal discretionary funding

Example Project		Federal*	State	Local	Total
35 ft Bus Replacement	Match %	80%	18%	2%	100%
	Match \$	\$440,000	\$99,000	\$11,000	\$550,000

Policy for Transit Capital Prioritization

Policy Change #2: Update transit capital scoring methods to allow for just-in-time delivery of buses and other assets

Current Policy:

- Bus replacement projects begin to score points when the bus reaches 95% of its estimated service life
 - Buses typically have an estimated service life of 4, 5, 7, 10 or 12 years depending on size and weight
 - Larger vehicles require ~2 years to manufacture and put into service (pre-COVID)
 - Smaller vehicles require ~6-8 months to manufacture and put into service (pre-COVID)

Recommended Policy:

- Bus replacement projects begin to score points when the bus reaches 80% of its estimated service life

Policy for Transit Capital Prioritization

Policy Change #3: Update scoring methods to include more project categories which will allow DRPT to differentiate more between certain project types

Current Policy:

- Every transit capital project is grouped into one of 12 project categories, which receive different service impact scores
 - Current categories include: vehicle replacements, vehicle overhauls, support vehicles, transit centers, admin. & maintenance facilities, bus stops, maintenance equipment, system infrastructure, on-board technology, operations technology, admin. technology, & safety equipment

Recommended Policy:

- Every transit capital project is grouped into one of **15** project categories, which receive different service impact scores
 - Split maintenance equipment into two categories: vehicle support equipment and facility equipment
 - Split admin. & maintenance facilities into two categories: operational and non-operational facilities
 - Added capital cost of contracting/debt service as a category

Policy for Transit Capital Prioritization

Policy Change #4: Add a new “Incentive Scoring” category which will reward projects that achieve statewide priorities

Current Policy:

- Transit capital projects can receive up to 10 additional points if they met certain criteria
 - Additional points are awarded to LEED-certified buildings, electric/hybrid vehicles, investments that add new stops or expands service coverage, pedestrian safety improvements, and improved lighting for crime prevention

Recommended Policy:

- Transit capital projects can receive up to 10 “Incentive” points if they meet certain criteria
 - Incentive points are awarded in two ways: (1) if they are classified as an innovation, zero-emission, and/or safety project and (2) if all DRPT data and planning requirements are met (i.e. agency accountability)

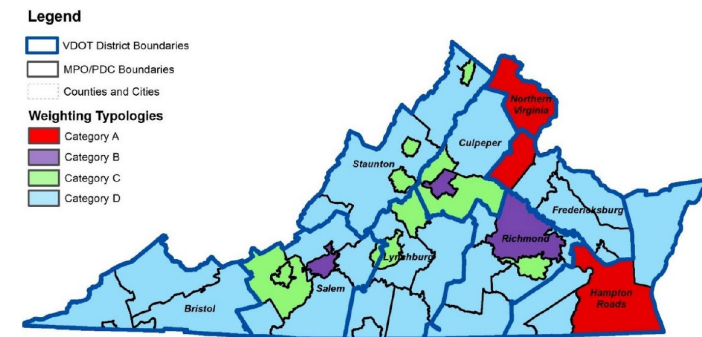
Policy for Transit Capital Prioritization

Policy Change #5: Update scoring methods for large projects in an effort to streamline the scoring process

Current Policy:

- Major Expansion scoring factors are weighted based on geography (table and graphic below)

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%	
Category D	10%	35%	15%	30%	10%	



Recommended Policy:

- Remove language, tables, and graphics that require geographic-based weights and relative scores
 - All factors are weighted equally in all areas of the Commonwealth

Policy for Transit Strategic Plans: Recommended Improvements

Policy for Transit Planning

In June, TSDAC voted unanimously to advance the following recommendations:

1. Modify the Transit Strategic Plan (TSP) Annual Update process from a letter submission to a joint quarterly meeting
2. Modify the 5-year review from “Major Update” to “Minor Update”

Policy for Transit Planning

Policy Change #1: Modify the Transit Strategic Plan (TSP) Annual Update process from a letter submission to a joint quarterly meeting

Current Policy:

- All agencies that are required to complete a TSP must submit an annual update letter to DRPT, which describes any significant changes that the agency has experienced since the TSP was adopted

Recommended Policy:

- All agencies required to complete a TSP must complete a quarterly meeting with DRPT Planning and Program Management staff to review system performance and capital needs
 - This meeting will allow DRPT staff to conduct a more thorough and meaningful review of any major changes (routes, ridership, capital needs, etc) and reduce the administrative burden on both DRPT and the transit agencies.

Policy for Transit Planning

Policy Change #2: Modify the 5-year review from “Major Update” to “Minor Update”

Current Policy:

- All agencies that are required to complete a TSP must complete a “Major Update” every 5-years, which involves the development of an entirely new TSP document

Recommended Policy:

- All agencies required to complete a TSP must complete a “Minor Update” every 5-years which to review the status of their plan and update their capital needs. Every **10-years** these agencies must develop a new TSP document through a “Major Update”.
 - This change will reduce the administrative burden on DRPT and the transit agencies.



Next Steps

Recommended changes to both policies – Transit Capital and Transit Planning - were posted for public comment in early August

DRPT will bring recommended policy changes to CTB for action in October