



Making Efficient + Responsible Investments In Transit

Urban and Rural Workshop

FY2021 – Statewide Transit Programs Overview



Virginia Department of Rail and Public Transportation

Welcome, Introductions, and Agenda

1. Welcome and Introductions
2. Special Programs Update
3. Capital Assistance Program
4. Operating Assistance Program
5. Performance Data Reporting
6. Grant Applications
7. Calendar and Key Dates

Special Programs



Making Efficient + Responsible Investments In Transit

Special Programs Updates

- **Demonstration Project Assistance**
- **Technical Assistance**
- **Public Transit Intern**
- **Senior Transportation**
- **Section 5310 for Public Transit**

Demonstration Project Assistance

- **Overview**

- » *Funding: 80% State and 20% Local Match*
- » *Support and incentivize implementation of new transit services*
- » *Test innovative and non-traditional public transportation solutions*
- » *Reduce financial risk and fill funding gaps for projects and activities not directly suited for other State and Federal funding programs*

Demonstration Project Assistance

- **Updates for FY2021**
 - » *Two project types*
 - Type 1: New Service
 - Type 2: Innovation and Technology
 - » *Project readiness and eligibility defined for each project type*
 - » *Technical Assistance encouraged as initial step for Demonstration projects*
 - » *Local or regional commitment letter for grant match funds*
 - » *Scoring rubric for application evaluation*

Demonstration Project Assistance

Project Eligibility and Readiness

- **Type 1: New Service**
 - » *Areas or markets not currently served by public transportation*
 - » *Additional connections to areas currently served*
 - » *Feasibility or other suitable document*
 - » *Not for replacing discontinued routes*
 - » *Not for traditional public transit services eligible for funding through other state and federal programs*
- **Type 2: Innovation and Technology**
 - » *Test “proof of concept” for new technologies used in public transportation services*
 - » *Not for technological solutions that have been deployed for years and have proven effectiveness*
 - » *Projects in both areas currently served and not served by public transportation*

Technical Assistance

- **Overview**

- » *Funding: 50/50 State and Local match*
- » *Funding Source: Special Projects Program (State \$)*
- » *Supports a variety of planning related activities*
 - Studies, plans, technical evaluations, TDM plans and TDP plans.

Technical Assistance

- **Updates for FY2021**

- » *Introduction of quantitative scoring criteria for application evaluation*
- » *Update program description and Eligible activities*

Category	Points
Project Justification and Planning	5
Scope	10
Technical Capacity	3
Budget	5
Schedule and timeline	3
Total Points Possible	26

Public Transit Intern Program

- **Overview**

- » *Funded through the Special Projects Program; 80% State and 20% Local match*
- » *Supports the hiring of interns who are interested in pursuing careers in public transportation*
- » *Eligible Intern expenses*
 - Wages
 - Fringe benefits
 - Training
 - Travel

Public Transit Intern Program

- **Updates for FY2021**
 - » *Consolidation of evaluation criteria for clarity*
 - » *Introduction of a scoring rubric*
 - » *Required submission of a quarterly report to assigned DRPT Program Manager*
 - » *Intern must submit a written report to DRPT following the conclusion of the internship*

Category	Points
Project Scope	5
Intern Work Plan	10
Technical Capacity	5
Monitoring and Evaluation Plan	5
Total Points Possible	25

Senior Transportation Program

- **Supports operating expenses for new transportation services for adults 60 years of age and older**
- **Goal is to improve the quality and increase the quantity of coordinated transportation services available for seniors**
 - » *Travel training*
 - » *Senior veteran transportation*
 - » *Shopping trips*
 - » *Expanding mobility for isolated seniors*
 - » *Extended service hours or days*
- **Limited to three years per project**
 - » *Current grantees may be eligible for up to two more years of funding*
- **Up to 80% state funding, 20% local match**

Section 5310 for Public Transit

- **Capital**

- » *Replacement or expansion vehicles for transportation to the eligible population*
- » *Capital grants require a 20% local match*

- **Operating**

- » *Direct transportation expenses for the approved project*
- » *Operating grants require a 50% local match*
 - Virginia provides 40%
 - A 10% local match is required

- **Mobility Management**

- » *Trip planning/coordination; volunteer driver program support; travel training*
- » *Mobility management is treated as capital and requires a 20% local match*
 - Virginia provides 16%
 - A 4% local match is required

Capital Assistance Program



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Capital Assistance Prioritization Process

- 1. Projects are screened for eligibility:**
 - » *Inclusion in agency TSP/TDP (or annual update letter)*
 - » *Review of open grants for the same assets that have not been spent*
 - » *Check for “Readiness” to implement (i.e. completion of study, E&D)*
- 2. Eligible Projects are filtered into 3 categories, by project type:**
 - » *State of Good Repair, Minor Enhancements, and Major Expansions*
- 3. Projects are scored according to the methodology outlined in this presentation for each project type**
- 4. Projects are ranked according to scoring**
- 5. Funding is allocated to those that meet or exceed the scoring threshold for each category**
 - » *NOTE: The scoring threshold is dynamic and will be based on the pool of applications received and funds available*

Capital Assistance Project Types:

- **State of Good Repair (SGR)**: Projects or programs to replace or rehabilitate an existing asset.
 - » *SGR Type 1: Replacement/Rehab of a specific existing asset*
 - » *SGR Type 2: Purchase of assets to replace unspecified assets “as-needed”, grouped programs of projects, or “special asset categories”*
- **Minor Enhancements (MIN)**: Projects or programs to add capacity, new technology, or a customer facility meeting the following criteria:
 - » *Project cost is \$2 million or less; or*
 - » *For expansion vehicles, ≤ 5 vehicles or $\leq 5\%$ of the fleet size, whichever is greater*
- **Major Expansions (MAJ)**: Projects or programs to add, expand, or improve service with:
 - » *Project cost exceeding \$2 million; or*
 - » *for expansion vehicles, > 5 vehicles or $> 5\%$ of the fleet size fleet size,*

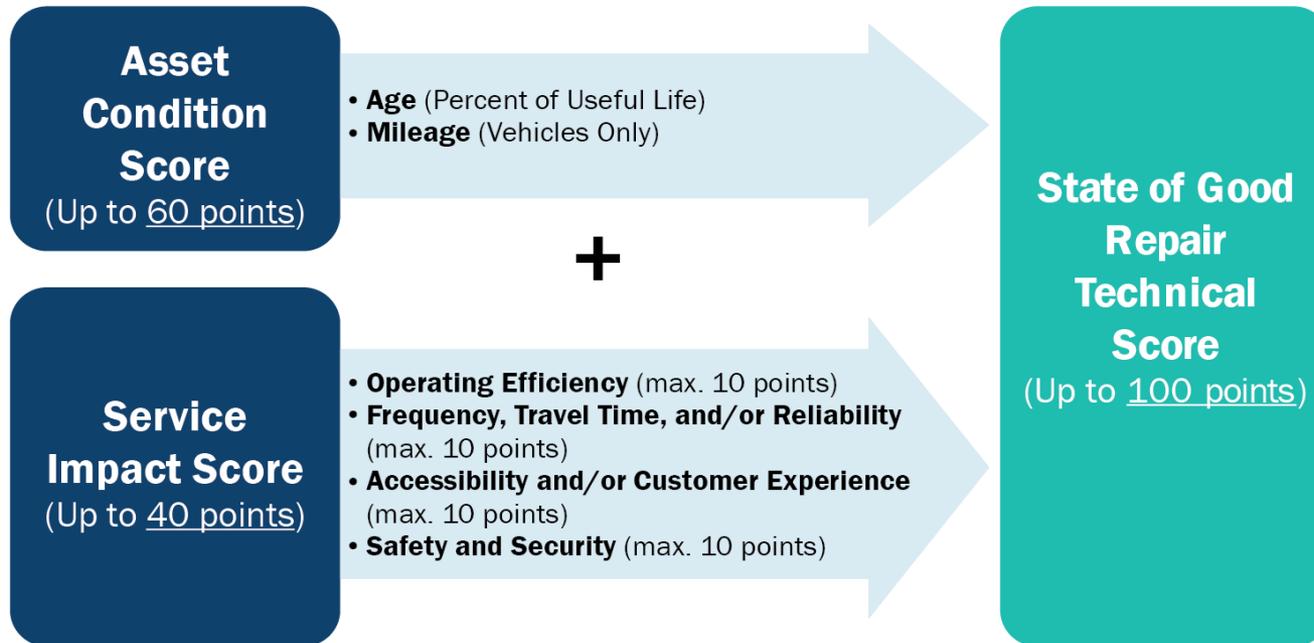
Capital Assistance Project Types:

- **Special Asset Categories (SGR Type 2):**
 - » *Tools: all tools needed to provide maintenance services (i.e. new/replacement tools, tool cabinets, etc.)*
 - » *Maintenance Equipment: all equipment needed to maintain vehicles, infrastructure, and/or other assets (i.e. bus lift, tire mounting device, forklifts, etc.)*
 - » *Spare Vehicle/ Rail Parts: all spare vehicle and rail parts that will be used to maintain assets in working order that are not part of a larger rehabilitation project (i.e. alternators, transmissions, engines, rail track, seats, windows, gas tanks, etc.)*
 - » *Building/ Facility Items and Fixtures: all individual, small facility parts and fixture that are being replaced outside of a larger rehabilitation project (i.e. concrete floors, stairs, escalators, hand dryers, fans, lighting systems, etc.)*
 - » *Grouped Assets/ Programs of Projects (less than \$2 million): includes large groups of assets that cannot be broken down into subcomponents (i.e. general “SGR” purchase of parts or track)*
 - **DOES NOT INCLUDE:** Grouped or Program of Project for vehicle rehab or replacement
 - » *Other Financial Tools: includes funds for needed capital investments that cannot be scored as a replacement/ rehabilitation (i.e. capital cost of contracting, track lease payments, debt service on previously approved projects)*

Capital Assistance – Special Conditions

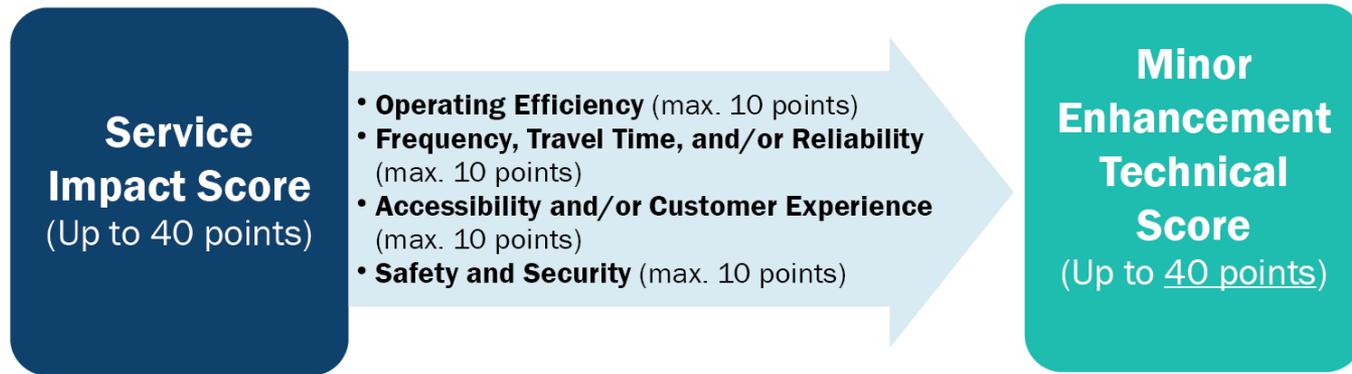
- **Projects that do not receive any state transit capital assistance** funding contribution are exempt from the prioritization process
- **Previously Approved Debt Service Payments** will be re-approved automatically (New Debt Service Payments will be score based on the underlying assets)
- **Select Financial Tools** (such as: **Track Lease Payments** and **Capital Cost of Contracting**) requests should be submitted as SGR Type 2 projects, but will be prioritized automatically

Scoring: State of Good Repair (SGR)



State of Good Repair projects will be evaluated considering asset condition (60 points) and service impact (40 points). The combined score from the two criteria adds up to 100 points. *(NOTE: This is only applied to SGR Type 1 projects)*

Scoring: Minor Enhancements (MIN)



Minor enhancement projects will be prioritized solely on service impact considerations, with projects receiving up to 40 points.

(NOTE: SGR Type 2 projects will be evaluated with MIN projects)

Asset Condition Score (SGR Type 1 Only)

- **For vehicles:** The asset condition rating score is the average of the age and mileage-based scoring systems - 50% mileage and 50% age
- **For nonvehicle assets:** Only the age score is used

NOTES:

- » *Asset age and mileage are compared against the Expected Service Life (ESL), which is the FTA standard for minimum service life of that type of asset*
- » *Each individual vehicle that is being replaced receives a score, while nonvehicle assets such as facilities are expected to be rated as one project*

Asset Condition Score (SGR Type 1 Only)

- The following table shows the points received for Age and Mileage
- Points will only be received for assets that have reached or exceeded 95% of their Estimated Service Life (ESL) for age or mileage

Age of Asset Relative to Service Life		Mileage of Vehicle Relative to Service Life	
	Points		Points
< 95% of ESL Age	0	< 95% of ESL Mileage	0
+/- 4.9% ESL Age	30	+/- 4.9% ESL Mileage	30
5-9.9% > ESL Age	35	5-9.9% > ESL Mileage	35
10-19.9% > ESL Age	40	10-19.9% > ESL Mileage	40
20-29.9% > ESL Age	45	20-29.9% > ESL Mileage	45
30-39.9% > ESL Age	50	30-39.9% > ESL Mileage	50
40-49.9% > ESL Age	55	40-49.9% > ESL Mileage	55
50% or more > ESL Age	60	50% or more > ESL Mileage	60

Asset Condition Score - Rehabilitation

- Vehicle rehabilitation projects (midlife overhauls or repowers) will be prioritized along with other vehicle assets
- The asset condition score will be calculated in a slightly different way
 - » *Eligibility:*
 - Vehicle must meet or exceed 40% of ESL for either age or mileage, and
 - The proposed rehab must extend ESL by at least 4 years
 - » *Scoring:*
 - Vehicle rehab projects can receive up to 30 points for asset condition:
 - Vehicle will receive 30 points if they meet or exceed 40% of ESL for age
 - Vehicle will receive 30 points if they meet or exceed 40% of ESL for mileage
 - These scores will be averaged - Maximum of 30 points

Service Impact Score (SGR & MIN)

- **Service impact considers the impact that the asset will have on service, and to what extent an asset affects the rider experience**
- **Measuring service impact is a qualitative exercise**
 - » *Points are assigned based on the determined level of impact to service quality by project subtype*
 - » *Additional points are available based on specific characteristics of each project*
- **There are four criteria which can each receive up to 10 points:**
 - » *Service Frequency, Travel Time and Reliability.*
 - » *Operating Efficiency.*
 - » *Service Accessibility and/or Customer Experience.*
 - » *Safety and Security.*

Service Impact Score (SGR & MIN)

- **Points are assigned initially based on the default rating for each criterion:**
 - » *High = 8 points*
 - » *Medium = 5 points*
 - » *Low = 2 points*
 - » *No Impact = 0 points*
- **Projects automatically receive the minimum score for the criterion based on the default values for each impact level**
 - » *For example, a project ranked as high impact for the operating efficiency criterion would automatically receive 8 points for the criterion*

Service Impact Score: Default Ratings

Primary Project Types	Secondary Project Types	Operating Efficiency	Frequency/ Travel Time/ Reliability	Accessibility/ Customer Experience	Safety and Security
Admin/Maintenance Facilities	All	Medium Impact	Medium Impact	Low Impact	Medium Impact
Customer Facilities	Bus Stop/ Shelter Improvements	Low Impact	No Impact	High Impact	Medium Impact
Customer Facilities	Transit Centers/Stations	Medium Impact	Medium Impact	High Impact	Medium Impact
Maintenance Equipment & Parts	All	Medium Impact	Medium Impact	Medium Impact	High Impact
System Infrastructure	All	High Impact	Medium Impact	Medium Impact	Medium Impact
Technology/Equipment	Administrative	Low Impact	Low Impact	Low Impact	Low Impact
Technology/Equipment	Operations Support	Medium Impact	Medium Impact	Medium Impact	Medium Impact
Technology/Equipment	Onboard Systems—ITS/Communications	Medium Impact	Medium Impact	High Impact	Medium Impact
Technology/Equipment	Onboard Systems—Safety	No Impact	No Impact	Medium Impact	High Impact
Vehicles	Revenue Vehicles	High Impact	High Impact	High Impact	High Impact
Vehicles	Support Vehicles	Medium Impact	Medium Impact	Low Impact	Low Impact
Vehicles	Overhaul/Engine Replacement	High Impact	High Impact	Medium Impact	High Impact

Service Impact Score: Default Ratings

Primary Project Types	Secondary Project Types	Operating Efficiency	Frequency/ Travel Time/ Reliability	Accessibility/ Customer Experience	Safety and Security
Admin/Maintenance Facilities	All	5	5	2	5
Customer Facilities	Bus Stop/ Shelter Improvements	2	0	8	5
Customer Facilities	Transit Centers/Stations	5	5	8	5
Maintenance Equipment & Parts	All	5	5	5	8
System Infrastructure	All	8	5	5	5
Technology/Equipment	Administrative	2	2	2	2
Technology/Equipment	Operations Support	5	5	5	5
Technology/Equipment	Onboard Systems—ITS/Communications	5	5	8	5
Technology/Equipment	Onboard Systems—Safety	0	0	5	8
Vehicles	Revenue Vehicles	8	8	8	8
Vehicles	Support Vehicles	5	5	2	2
Vehicles	Overhaul/Engine Replacement	8	8	5	8

Service Impact Score: Additional Points

- In order to differentiate based on specific characteristics of a project, the following additional considerations will be used to adjust the default score for each criteria

Criteria	Additional Considerations <i>Added to Default Score (Not to Exceed 10 points for Any Criterion)</i>
Operating Efficiency	<ul style="list-style-type: none"> Add 1 point for LEED-certified buildings or facilities (reduced facility operating costs). Add 1 point for Electric or Hybrid Technology vehicles Add 1 point for expansion buses if the agency spare ratio is below 15%
Service Frequency, Travel Time and Reliability ¹	<ul style="list-style-type: none"> Add 1 point if the agency fixed-route on-time performance (OTP) is greater than 80% Add 1 point if the agency Vehicle Mean Distance between Failures > 10,000 miles
Service Accessibility and Customer Experience	<ul style="list-style-type: none"> Add 1 point for investments that add new stops or expand service coverage Add 1 point for software/hardware to provide real-time arrival information
Safety and Security	<ul style="list-style-type: none"> Add 1 point for onboard technology to enhance passenger safety Add 1 point for improved lighting or other crime prevention features Add 1 point for pedestrian safety improvements

¹ Measures used for demand responsive service may differ from those used for fixed route, for example, percentage of missed trips could be used in place of on-time performance.

Scoring: Major Expansion (MAJ)

- The prioritization criteria within each of the six factor areas will be weighted differently by four area type categories

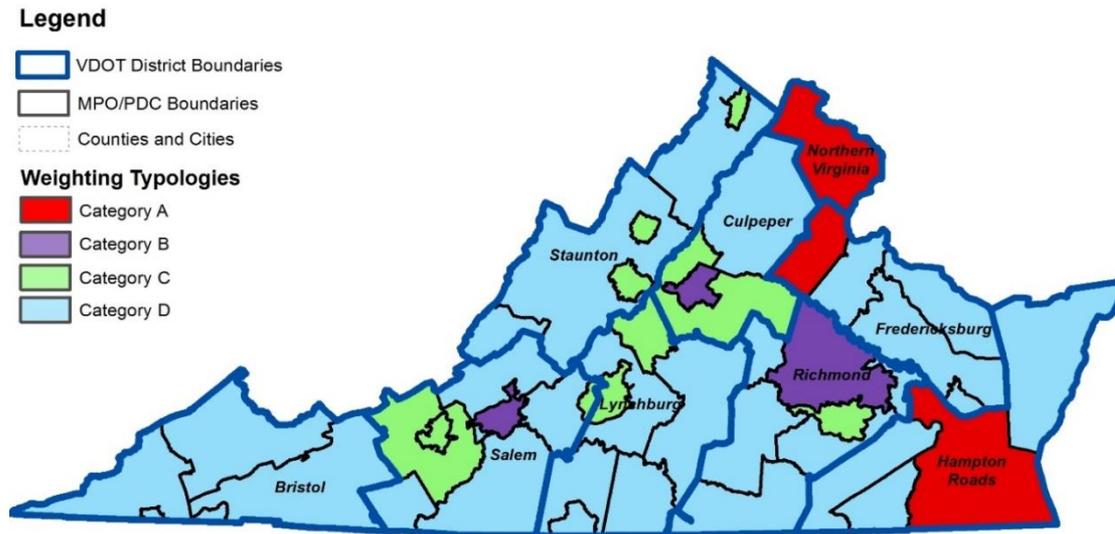
Criteria	Objective
Congestion Mitigation	Reduce delay, improve transportation system reliability, and encourage transit use
Economic Development	Support existing economies and enhance opportunity for economic development
Accessibility	Enhance worker and overall household access to jobs and other opportunities, and provide multiple and connected modal choices
Safety	Address multimodal safety concerns and improve transit safety and security
Environmental Quality	Reduce emissions and energy consumption by providing modal choices, and minimize natural resources impacts
Land Use	Improve consistency of the connection between local comprehensive plans and land use policies with transit investments

Prioritization Measures (MAJ Only)

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, workforce development, 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%

Prioritization Criteria (MAJ Only)

- The prioritization criteria within each of the six factor areas will be weighted differently by four area type categories



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%	

Calculating Benefit Scores (MAJ Only)

- **Step 1.** Within each of the measures identified for each of the six scoring factors, the raw measure value is normalized against a maximum value for that measure (putting each number on a 0-100 scale).
- **Step 2:** Once each normalized measure value has been established for the measure, the measure weighting is applied. Each measure within the six factor areas has a measure weight assigned that determines the importance in the score each measure contributes.
 - » *Note: the land use factor score will not be calculated for projects in areas C or D*
- **Step 3:** Once the measure weighting has been applied, the sum of the weighted normalized measure values produces the scoring value for that criteria.

Alternative Fuel Vehicles

- **Prior to FY20: DRPT only participated in alternative propulsion vehicles up to the cost of a clean diesel replacement**
- **FY20: Ability to Leverage VW Mitigation Trust Funding**
- **Beginning in FY21: Beyond the availability/eligibility of VW Mitigation Trust Funding, DRPT will consider requests for alternative propulsion vehicles (i.e. electric, hybrid, natural gas), based on several factors, including:**
 - » *Local or federal funding being leveraged*
 - » *Inclusion of alternative fuel vehicles in the Transit Development Plan (TDP), Transit Strategic Plan (TSP) or other plans*
 - » *Approved funding for necessary infrastructure alterations*
 - » *The clear intention of migrating a significant portion of the fleet to alternative fuels.*

DEQ - Volkswagen Mitigation Trust

- **Eligible Projects:** SGR capital projects to replace eligible older diesel public transit buses with new all-electric buses.
- **Eligible Buses to be Replaced:** 2009 model year or older Class 7 and Class 8 diesel transit buses. These buses must be scrapped.
- **Eligible Project Expenditures:** Funding from the VW Trust may be used to reimburse awardees for up to 100% of the incremental cost between a new all-electric transit bus, including the cost of charging infrastructure and a new diesel-powered equivalent transit bus. Trust funds are capped at \$500,000 per electric bus including charging infrastructure

Operating Assistance



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Program Evaluation – FY2020

- **FY20 was established as a transition year:**
 - » *Transition formula*
 - » *Transition assistance*
- **Process generally worked as expected, with some variations:**
 - » *Incorporation of a new year of performance data*
 - Statewide trends adjust each year
 - Evaluated at agency level (i.e. HRT and VRE to determine reasons for variance from TSDAC scenarios)
 - » *Commuter Rail sizing metrics produced the greatest variation over the testing scenarios, due to the use of PMT as a sizing metric (data lag)*

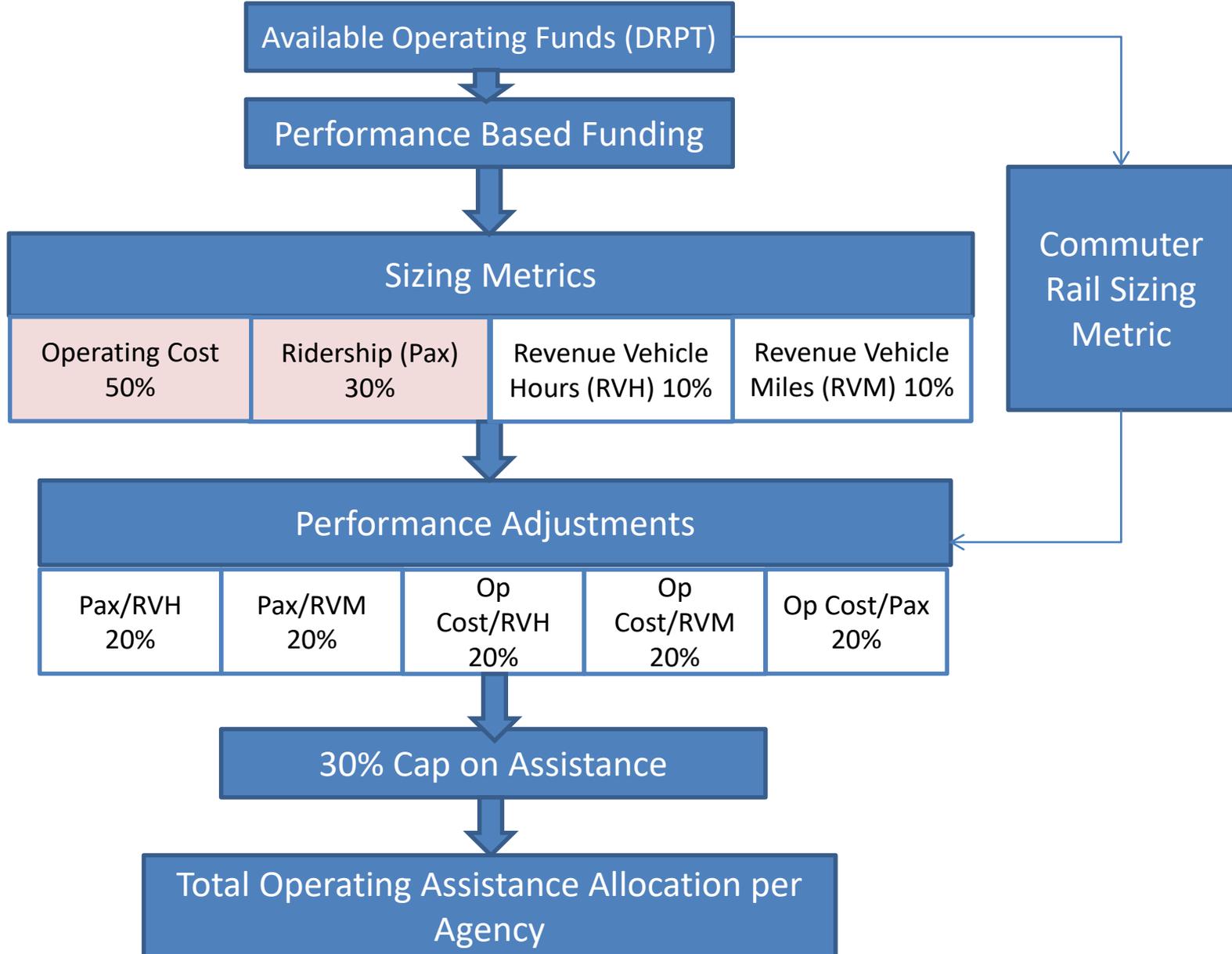
FY21 – Operating Formula

- Formula will adjust to the 50/30/10/10 Sizing Metrics in FY21 – there will be variations from FY20
- Additional year of performance data will be collected and validated (2019), resulting in adjustment of statewide trend lines

Process Modification for FY21:

- PMT data lag can be addressed by collecting PMT data from those agencies required to collect and report to NTD, as part of their application
 - » 16 agencies will be required to report this data point, which do not do so now
 - » 25 agencies are not required to report this data to NTD and will be estimated by DRPT (63% of systems, representing less than 10% of operating assistance distributed by DRPT)

Operating Assistance Allocation Methodology



Performance Data Reporting



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Performance Data Reporting

The 2018 General Assembly passed HB 1539, which requires the Commonwealth Transportation Board (CTB) to allocate Operating Assistance solely on the basis of performance metrics.

- » *Transit grantees that wish to receive state Operating Assistance must submit performance data and audited operating cost.*
- » *Data should be carefully reviewed by each agency prior to submission to DRPT.*
- » *All transit agencies across the Commonwealth are impacted by data-quality issues!*



Performance Data Reporting

Requirements:

- » *Monthly: All transit grantees must submit the following performance data values in OLGA by mode:*
 - Ridership
 - Revenue Miles
 - Revenue Hours
- » *Annually: Agencies that report Passenger Miles Travelled (PMT) to the National Transit Database must submit fiscal year PMT directly to DRPT.*

DRPT Program Managers and Planners will perform an annual review and validation of each agency's performance data prior to the allocation of any Operating Assistance.

OLGA Enhancements – Coming Soon

- We are working to include prior year data alongside your data entry point for comparison
- A comment box will be provided for you to explain any large variances in the reported data
- Supporting data will need to be uploaded monthly to allow for on-going data validation, which will be part of the quarterly meeting agenda



OLGA – DRPT Grants Application



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Application Guidance

- **DRPT guidance and assistance available now until Feb. 3**
 - » *DRPT's Grant Program Application Guidance document (read this!)*
 - » *Discussions and meetings with DRPT program manager*
 - » *Any Questions after today contact DRPT Program Manager or Neil Sherman neil.Sherman@drpt.Virginia.gov or (804) 786-1154*

Calendar

Date	Event
Dec. 3	Applications open in OLGA
Jan. 15	TDP update letters due
Feb. 3	All applications due in OLGA
Feb. 3	All TransAM updates due
Feb. 3	All 5-year capital budgets due
April/May	Draft SYIP presented to CTB
April/May	Public hearings
June	Final SYIP presented to CTB