



Making Efficient • Responsible Investments In Transit

DRPT Transit Update

VAMPO Conference – June 14, 2019

Jennifer DeBruhl, AICP, PMP
Chief of Public Transportation



State of Transit in the Commonwealth

- ✓ MERIT reforms are bringing greater **accountability** and **transparency** to DRPT funding programs
- ✓ **Dedicated funding** created for WMATA, VRE and PRTC ensures largest commuter systems can continue to move more people daily, and does not come at the expense of other systems doing the same
- ✓ Transit services and ridership are **growing** in small-urban and rural communities
- ✓ **Leveraging** of new and increased funding sources is yielding the stability for transit systems to serve and grow in their communities
- ✓ DRPT is piloting new **innovations and technologies** to enhance the transit industry



Accountability & Transparency

- MERIT reforms to the statewide capital program **prioritize the most important needs**
 - Higher **68% state match guaranteed** to meet all SGR needs
 - Requires better transit asset management and enhanced strategic planning
 - Increases accountability and transparency in order to meet critical needs
- More accountability and transparency in the statewide operating program rewards **lower operating costs and higher ridership** to promote **more efficient** systems
- Reforms demonstrate that statewide transit funds are going to those projects and systems that **best meet the Commonwealth's goals**

Changing the Transit Funding Landscape

In 2014: DRPT predicted a major shortfall for transit capital funds by FY 2021 due to expiration of bonds

By 2019: New and enhanced funding sources have reduced the gap:

- ✓ Making transit and TDM projects eligible for SMART SCALE funds
- ✓ Ability to use transit capital as match to SMART SCALE funds
- ✓ Additional **\$40 million** in transit capital funding in 2015
- ✓ Set-aside of WMATA funds removed major variations in funding for other agencies, and allows NOVA jurisdictions to use funds for capital OR operating needs
- ✓ I-395 and I-66 toll revenues dedicated to new transit services, and allows local agencies to determine these needs
- ✓ Increased statewide transit capital match to **68%** for high priority projects
- ✓ DRPT has funded **\$77M** in VRE capital needs through statewide rail funds

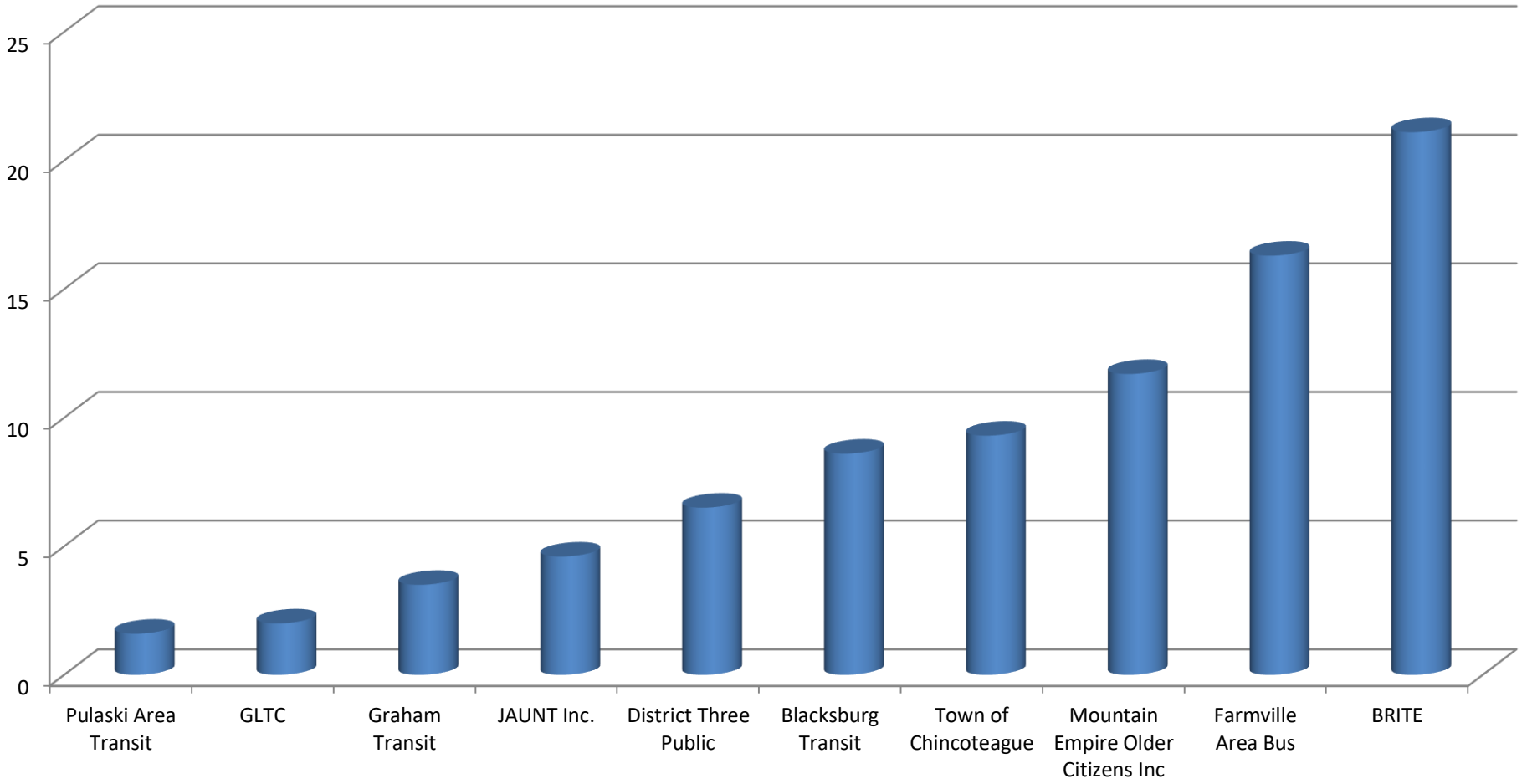
Increased and Dedicated Funding

- **\$386M**: SMART SCALE for 33 primary transit and TDM projects
- **\$40M** annually: HB1887 (2015)
- **\$154M** annually: WMATA Capital Fund
- **\$15M** annually: C-ROC
- **\$20M** annually: I-66 Inside the Beltway dedicated toll revenues
- **\$800M/50 years**: I-66 Outside the Beltway dedicated toll revenues
- **\$15M** annually: I-95/I-395 HOT Lanes dedicated toll revenues
- **\$200M**: set aside of **\$2B** Interstate 81 revenues include multimodal eligibility
- **Increased Section 5307** apportionments: Inclusion of vanpools in statewide ridership



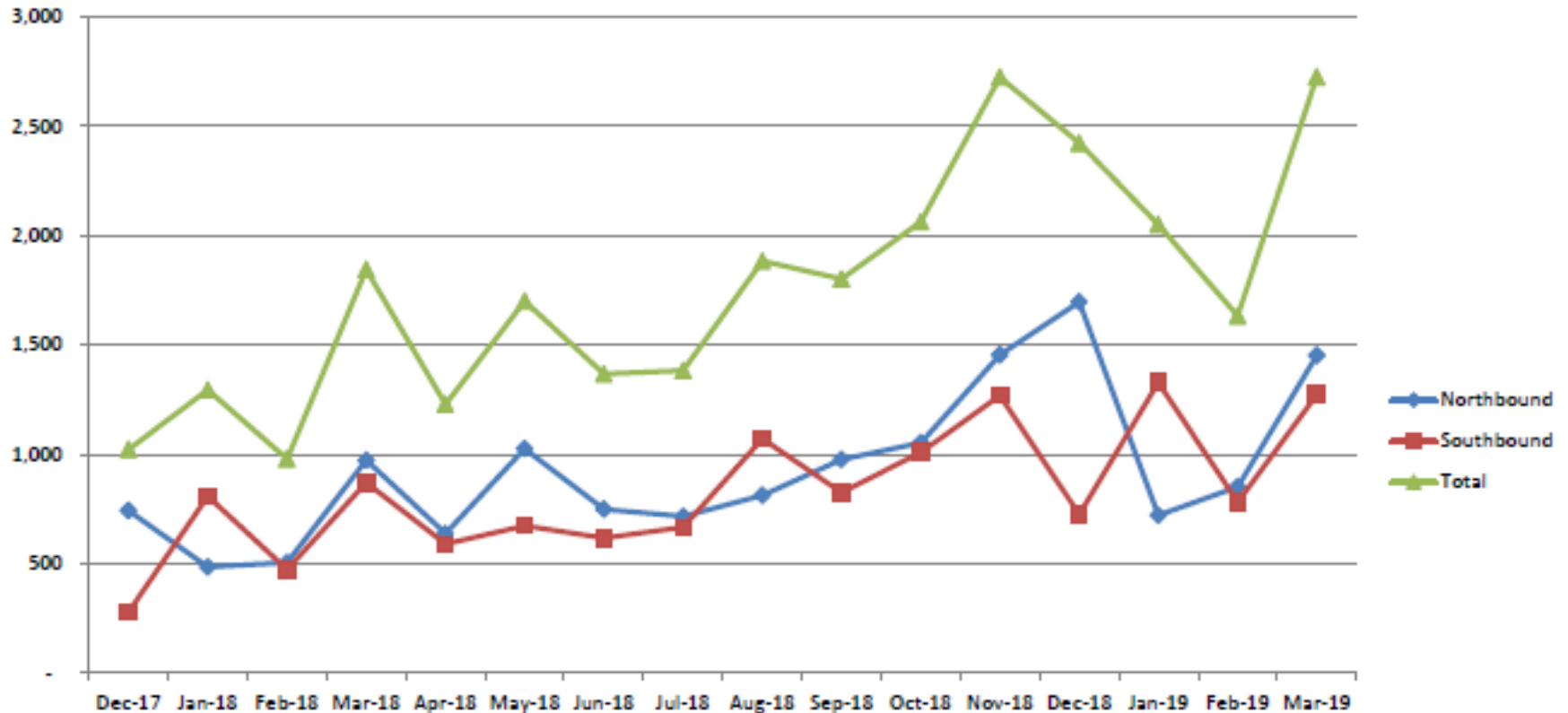
Ridership Growth

FY17-FY18 Percent Increase in Ridership in Small Urban and Rural Agencies



Growth of the Intercity Bus Program

Virginia Breeze Ridership By Direction

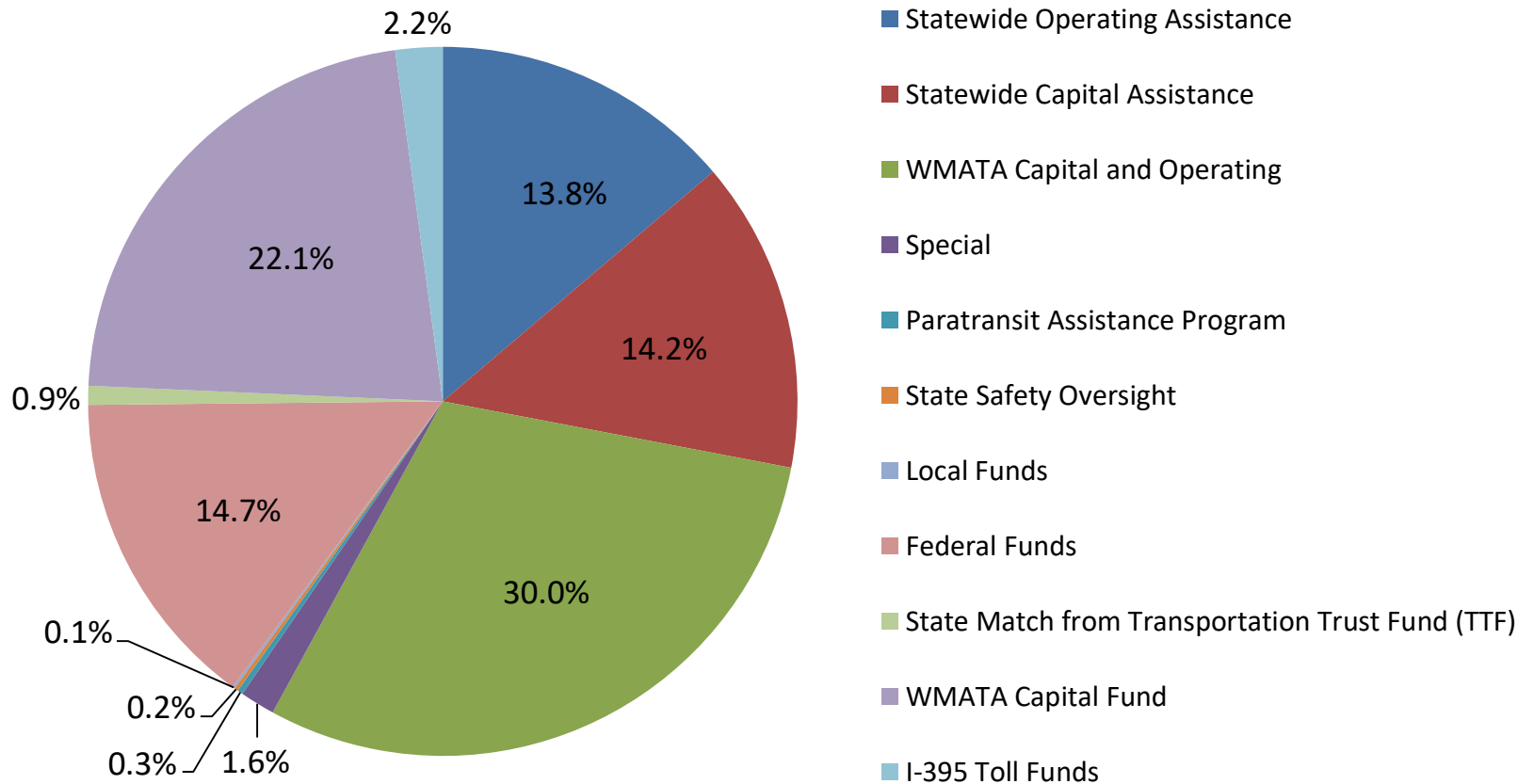


	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19
Northbound	743	485	506	973	638	1,026	749	716	812	976	1,053	1,455	1,696	721	851	1,452
Southbound	279	809	473	871	590	674	618	667	1,071	825	1,009	1,268	726	1,329	781	1,273
Total	1,022	1,294	979	1,844	1,228	1,700	1,367	1,383	1,883	1,801	2,062	2,723	2,422	2,050	1,632	2,725

FY 2020-2025 Public Transportation Program

FY 2020 Proposed Allocations

\$ 697.6 million



FY 2020-2025 Draft SYIP Highlights

Improved Transparency and Accountability

MERIT Reforms

- Prioritized statewide transit capital allocations
- Performance-based statewide operating allocations
- WMATA capital and operating set aside with increased accountability
- Urban area strategic planning



MERIT Results

- **243** state of good repair needs received full **68%** state match
 - **112** replacement vehicles
 - **37** rehabilitated 40' vehicles
- **11** minor enhancement vehicles



State of Good Repair Scoring

- Total projects scored: **279**
- 100 point scale
 - High: **97**
 - Low: **15**
- Projects with a score **44 or greater** recommended for **68%** funding: **243**
- Projects scoring well
 - Items exceeding useful life/mileage
 - Revenue vehicles
 - Customer facing technology
 - Operating technology
- Projects not scoring well
 - Items not yet at their useful life/mileage
 - Administrative technology



Minor Enhancement Scoring

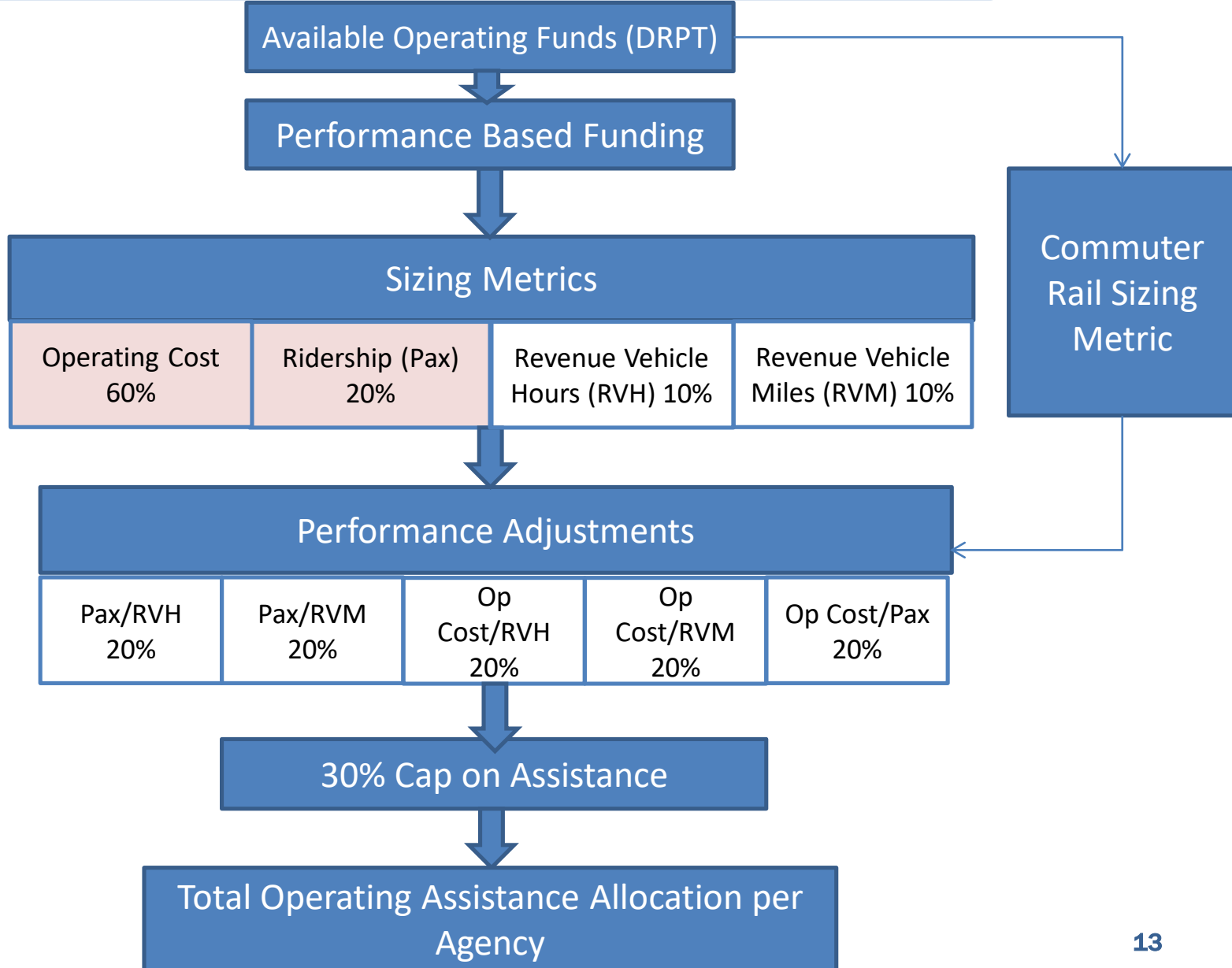
- Total projects scored: **85**
- 40 point scale:
 - High **35**
 - Low: **8**
- Projects with a score **15 or greater** recommended for funding: **75**
- Projects scoring well
 - Expansion vehicles
 - Maintenance equipment/facilities
 - Customer facility improvements
 - Operational technology
- Projects not scoring well
 - Administrative technology



Major Expansion Scoring

Project	Total Benefit Score	Transit Capital	MERIT Score (Project benefit /\$10M)
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 Alexandria Transitway Extension	17.6	\$2.5m	70.5

Operating Assistance Allocation Methodology – FY2020



Statewide Transit Operating Assistance

FY 2020

- **\$2.5 million** increase in available operating assistance revenues

Reforms

- **\$3 million** operating reserve available in FY2020 for eligible transition assistance
- Review of performance data for 2015-2018
- New year of performance data
- Changes in individual agency performance relative to statewide trends

Results

- **33 of 41** agencies see increase over FY19
- Some decreases due to performance relative to statewide average
- **7** agencies eligible to receive transition assistance



VW Mitigation Trust Electric Buses

Three year Partnership with DEQ

- Allocation of \$8.9M from the VW Liability Litigation funds, leveraged with transit capital

Replacement vehicles prioritized through MERIT process

- Alexandria DASH
- Blacksburg Transit
- Hampton Roads Transit

Statewide Procurement

DRPT looking for new partner agencies for FY 2021

Technology and Expanded Services

Chesterfield County- Route 1 Mobility Services

- New service for an eight mile corridor from Chesterfield County/City of Richmond boundary to John Tyler Community College

Albemarle County-Crozet Connex

- New regional commuter express service between Crozet and Charlottesville operated by JAUNT

Fairfax County-CAV Shuttle Pilot

- One year pilot for autonomous multi-passenger shuttles
- First/last mile connection with Metro
- Leverage DRPT funding with statewide Innovation and Technology Transportation Fund (ITTF) program

Hanover County 5310 Human Service Pilot

- One year pilot for transportation to non-Medicaid services
- More affordable access for elderly and disabled citizens
- Turn key services from private vendor

Looking Ahead: SMART SCALE

Public Transportation scores well!

Round 1:

- **8 Projects: \$31M**

Round 2:

- **17 Projects: \$168M**

Round 3 Recommendations:

- **8 Projects: \$187M**

Round 4

- DRPT providing technical assistance
- Eligible applicants include: PDCs, MPOs, localities, and transit agencies
- Eligible projects include: transit, rail, and multimodal
- Deadline for DRPT technical assistance requests: **September 1, 2019**



Looking Ahead: Transportation Funding

- Sustainability of Transportation Funding Study
 - OIPI investigating long-term stability of gasoline taxes as a revenue source
- I-81 Dedicated Revenues: **\$2 billion**
 - **\$200M** set-aside includes eligibility for multimodal projects in the corridor
 - **\$20M** annually returned to NVTA for WMATA Capital Fund diversion
- I-95 Corridor Study
- Economic Analysis of Public Transportation Benefits
- Review of Statewide Demonstration, Technical Assistance and Intern programs
- Access to ITTF funding
 - Funding for innovation/technology projects to leverage with DRPT demonstration funds



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