Transit Capital Application Update
Commonwealth Transportation Board – March 17, 2020

Jennifer DeBruhl
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
Scoring Methodology
State of Good Repair Projects

Asset Condition Score
(Up to 60 points)
- Age (Percent of Useful Life)
- Mileage (Vehicles Only)

Service Impact Score
(Up to 40 points)
- Operating Efficiency (max. 10 points)
- Frequency, Travel Time, and/or Reliability (max. 10 points)
- Accessibility and/or Customer Experience (max. 10 points)
- Safety and Security (max. 10 points)

State of Good Repair Technical Score
(Up to 100 points)
State of Good Repair Scoring

- 319 items scored
- 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
- Total State Assistance Requested: $52.8M
Scoring Methodology: Minor Enhancement Projects

Service Impact Score (Up to 40 points)
- Operating Efficiency (max. 10 points)
- Frequency, Travel Time, and/or Reliability (max. 10 points)
- Accessibility and/or Customer Experience (max. 10 points)
- Safety and Security (max. 10 points)

Minor Enhancement Technical Score (Up to 40 points)
Minor Enhancement Scoring

- **158 items scored**
- 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
- **Total State Assistance Requested: $71M** (includes VRE Track Lease which will move to the Virginia Passenger Rail Authority)
## Major Expansion Projects – Measures by Factor Area

<table>
<thead>
<tr>
<th>Factor</th>
<th>Measure</th>
<th>Measure Weight</th>
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</thead>
<tbody>
<tr>
<td>Congestion Mitigation</td>
<td>Change in peak-period transit system ridership attributed to the project</td>
<td>100%</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Project consistency with regional and local economic development plans and policies, and support for local development activity</td>
<td>100%</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Project improvement in accessibility to jobs, workforce development, and select non-work destinations</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td>Disadvantaged population (low-income, minority, or limited English proficiency) within walking distance of project</td>
<td>50%</td>
</tr>
<tr>
<td>Safety</td>
<td>Project contribution to improving safety and security, reducing risk of fatalities or injuries</td>
<td>100%</td>
</tr>
<tr>
<td>Environmental Quality</td>
<td>Reduction in daily vehicle miles traveled resulting from project</td>
<td>100%</td>
</tr>
<tr>
<td>Land Use</td>
<td>Transit supportive land use served by the project</td>
<td>100%</td>
</tr>
</tbody>
</table>
Major Expansion Scoring - UPDATE

- **3 Major Expansion Projects scored**
  - Ballston Metro Station East Entrance
  - Hampton Roads Transit Mobile Ticketing Project
  - Blacksburg Transit Facility Improvements

- “MERIT Scores” (Benefit/Transit Capital Cost) will be developed once the state share of funding is finalized

- Total State Assistance Requested: $34M
Special Programs

• **Human Service Transportation**
  » 40 applications (111 vehicles, 23 operating/mobility management)
  » $6M requested

• **Demonstration**
  » 12 applications (6 new services, 6 innovation/technology)
  » $6.9M requested

• **Technical Assistance**
  » 16 applications
  » $1.9M requested

• **Intern**
  » 7 applications
  » $265K requested

• **TDM**
  » 35 applications
  » $5.2M requested
Next Steps

• Complete coordination with the Department of Environmental Quality on electric bus applications (VW Mitigation Trust)
• Complete coordination with the Office of Research and Innovation on Demonstration Projects
• Develop funding recommendations
• Develop draft Six Year Improvement Program and present to CTB in May
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