

RSTP Project Profile – Candidate Project #

Please limit overall application to a maximum of 5 pages (11 pt. font 1.5 spacing) – supporting materials such as a previous study or aerial photography may be submitted as an addendum and not subject to 5 pages maximum.

1. **Project Sponsor(s):** Greater Roanoke Transit Company (GRTC), City of Roanoke
2. **Proposed Implementing Agency:** Greater Roanoke Transit Company
3. **Project Description and Attached Aerial Showing Proposed Improvement Location:**

Project Title: Valley Metro’s Bus Replacement and Rebuild Program

Eligibility Category: The project falls under the “Transit Capital” category

Project Need: As of the 2010 census, GRTC was re-classified from a small urban system to a large urban system, with a service population of 210,000. Previously, GRTC was able to apply for and access Flexible Surface Transportation Program (Flexible STP) funds via the Department of Rail and Public Transportation, which continues to manage these requests for small urban systems. As a result of becoming a Transportation Management Area (TMA), STP funds have been provided to the region for allocation via the Regional Surface Transportation Program (RSTP). As such, GRTC is now requesting transit capital funds via the RSTP program to continue safe and efficient transit service in the Roanoke Valley and New River Valley.

GRTC is requesting \$14,127,475 in RSTP funding to address its vehicle replacement and rehabilitation program through fiscal year 2021.

4. **Detailed Scope of Work, proposed Schedule and Relation to Other Projects or Project Phases, Project Status, and Other Funding Sources:** (attach document if extra space is needed – please refer to overall application limit noted above)

The Greater Roanoke Transit Company (GRTC) receives its funding for operational and capital assistance from local partners (City of Roanoke, Town of Vinton, City of Salem, New River Valley), the Federal Transit Administration and the Virginia Department of Rail and Public Transportation. GRTC receives funding through the Urbanized Area Formula Funding program (49 U.S.C 5307) which makes resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. As of the 2010 U.S. Census, GRTC has been reclassified as a large urban transit system making it eligible to use up to 75% of the allocated 5307 funds as published in the Federal Registry. GRTC plans to use the remaining 25% of the allocated 5307 funds to cover preventative maintenance costs, thereby reducing the financial burden on the local partners. As previously mentioned, the reclassification of GRTC from a small urban transit system to a large urban system has adversely

affected its ability to finance daily operations in addition to the critical capital needs of the system. In order to maintain and/or replace the necessary capital assets to operate a safe and efficient transit system the Regional Surface Transportation Program is a critical funding source for GRTC to meet its capital needs.

Items 5-9 Pertain to Highway Projects:

5. Functional Classification: N/A

6. Existing Traffic Volume and Level of Service with Improvement: N/A

7. Existing Volume/Capacity: N/A

8. Future Traffic Volume or Projected Ridership with Service Implementation: N/A

9. Future Volume/Capacity and Level of Service: N/A

10. Estimated Project Cost by Phase (Preliminary Engineering, Right-of-Way (including utilities) and Construction (including administration): (attach budget document if available)

GRTC is requesting \$14,127,475 in RSTP funding to address its vehicle replacement and rehabilitation program through fiscal year 2021. Please see Attachment #1 - GREATER ROANOKE TRANSIT COMPANY'S VEHICLE REPLACEMENT SCHEDULE AND FUNDING NEEDS.

A. Regional Project Consideration (30 points) – *Assessed on the extent to which the project benefits, impacts and/or is sponsored by more than one eligible recipient. A combination of these factors will be used to assess point value. An individual project may earn some points by benefiting the region even if only one eligible recipient is the project sponsor.*

GRTC serves the City of Roanoke, the City of Salem, the Town of Vinton, the Town of Blacksburg, the Town of Christiansburg, and small portions of Roanoke and Montgomery Counties located in southwest Virginia. These areas are located within the Roanoke Valley Area MPO area (population 210,000) and the New River Valley MPO area (population 99,500). On average, GRTC provides 7,700 passenger trips per day with its urban and commuter services and 250 per day with its complementary para-transit service, resulting in an annual total of approximately 2,460,000 passenger trips.

B. Support the Economic Vitality of the Metropolitan Area (10 points) - *(project serves a corridor with commercial and/or industrial development growth by adding capacity with improvements such as adding travel lanes to existing streets, new interchanges or bridge replacement/widening)*

According to a recent passenger survey, GRTC estimates that 54% of trip purposes are for employment and training (4,158 trips/day), 13% for medical purposes (1,001 trips/day), 7% for education (539 trips/day), 14% for shopping (1,078 trips/day), and 12% for social activities (924 trips/day). RSTP funding will allow GRTC to maintain existing services that enable people to get to work and other places of interest. GRTC's Bus Replacement and Rebuild Program (See Attachment #1) illustrates the replacement and rebuild program necessary to maintain the required level of safe and reliable services.

C. Increase the Safety and Security of the Transportation System (10 points) - *(project includes provision to help prevent accidents, such as railroad crossings, or pedestrian safety/security)*

The region's public transportation system will be safer as older transit vehicles are replaced or rebuilt and less likely to breakdown while in service. Public transportation is overall a relatively safe (low crash risk) and secure (low crime risk) mode of transport. Transit travel has approximately a tenth of the traffic casualty (death or injury) rate as automobile travel, and residents of transit-oriented communities have approximately a fifth of the per capita crash casualty rate as compared to automobile-oriented communities. Transit also tends to have lower overall crime rates than automobile travel; many transit service improvements further increase security by improving surveillance by using security cameras on buses and in transit facilities; some transit facilities like GRTC's transfer center engage on-site security personnel companies to augment security cameras. Most transit trips include active transport (walking and cycling) links, and transit users tend to walk and bike more in total than motorists.

D. Increase the Accessibility and Mobility Options Available to People and/or Freight (10 points) - *(project includes provision for improvements such as transit capital acquisition, intermodal connection, park & ride lots, carpool/vanpool projects, bike lanes or sidewalk modifications to comply with the Americans with Disability Act of 1990)*

Replacing and rebuilding transit vehicles will maintain the region's fixed-route transit services which provide approximately 7,700 trips/day. As mentioned, transit service makes it possible for citizens to access employment, medical services, education, shopping, and social activities. As older vehicles are replaced with new low-floor vehicles, people with disabilities will be better accommodated due to the improved ease of boarding/de-boarding transit vehicles.

The Smart Way provides a link between Valley Metro and Blacksburg Transit fixed-route transit services and Amtrak passengers rail service. It also provides a connection to Megabus intercity bus service at Exit 118 and Greyhound bus service in Downtown Roanoke. Passengers may use park & ride lots located off of I-81 at exits 118 and 140 to access most of the Smart Way and Connector services.

E. Protect and Enhance the Environment, Promote Energy Conservation, and Improve Quality of Life (10 points) - *(project includes provision for improvements that involve the reduction of fuel consumption, wetlands mitigation or improve natural wildlife habitats)*

Valley Metro plays an important role in reducing vehicle emissions in the Roanoke Valley and New River Valley regions by reducing automobile trips and traffic congestion as well as enabling compact development. By enabling people to travel without a personal vehicle, GRTC plays a critical role in making regional transportation patterns more sustainable. GRTC provides over 2.4 million rides annually which greatly assists in reducing the region's carbon footprint. GRTC's Bus Replacement and

Rebuild Program includes the purchase of transit buses containing “mini-hybrid” technology that enhances fuel economy.

F. Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes, for People and/or Freight (10 points) - *(project includes provision improvements such as an intermodal facility, park & ride lot, sidewalk improvement or bicycle facility)*

Valley Metro currently provides approximately 7,700 trips per service day via a regional commuter service, local fixed route service, trolley service connecting residents to major employers, local retail, and a passenger rail connector service. GRTC’s varying service types allows the region’s citizens travel throughout the service area to work, visit local retail shops, and travel outside of the region without the use of a personal automobile. Where it exists, the region’s transit system is well-connected to other transportation modes. Citizens can park their cars and board the bus at Exit 118, Exit 140, Gainsboro Garage/Campbell Court and other park-and-ride facilities. Pedestrians can access transit services via bus stops and bicyclists are permitted to bring their bicycles on buses to travel longer distances by multimodal means. The region’s transit system also serves people’s travel needs to/from the Roanoke-Blacksburg Airport, the Megabus stop at Exit 118 and the Greyhound station at Campbell Court.

G. Promote Efficient System Management and Operation (10 points) - *(project includes provision for improvements such as congestion/management systems, signal coordination, turn lanes and intelligent transportation system applications)*

Replacing and rehabilitating buses on schedule will enable Valley Metro to maintain safe, quality, and reliable bus services without more frequent preventive maintenance (PM) cycles or increases in parts inventory and labor hours. If a bus remains in service after its appointed time of retirement, GRTC estimates that the per bus maintenance cost will increase by 40% in labor and parts for routine maintenance plus, as much as \$17,000 per bus for replacing a drive train system. The Program also provides GRTC the opportunity to purchase the latest transit bus technology available.

H. Emphasize the Preservation of Existing Transportation System (10 Points) - *(project includes provision for system preservation, such as resurfacing, rehabilitation of pavement, roadway or bridge replacement)*

There is an ongoing need to replace and rebuild GRTC transit vehicles to maintain the existing transit services year after year so that citizens can continue to access jobs, food, healthcare, and other services essential to daily life. The Bus Replacement and Rebuild Program allows GRTC to preserve the existing transit fleet and continue to provide safe, reliable, and cost efficient transit service for the region’s citizens.

I. Cost/Benefit Consideration (10 points)

GRTC services as a whole provides the direct benefit in the form of less stressful commuting; reduced maintenance costs on personal vehicle; reduced personal car fuel consumption, air pollution, and traffic congestion; safer travel provided by a trained professional driver. Public transportation is a crucial part of the solution to the nation's economic, energy, and environmental challenges - helping people to maintain a better quality of life. Every segment of American society - individuals, families, communities, and businesses - benefits from public transportation. The benefit of providing transit services in the Roanoke Valley and New River Valley greatly outweighs the cost.

Attachment #1 details the transit buses and trolley buses that will each reach their respective useful lives in years of service in subsequent years.

J. Projects included in previous plans that had a public input process associated with the plan (10 points) - (i.e. local plans or other regional plans).

The Bus Replacement and Rebuild Program could not be included in the constrained Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) as no funding is available. As funding becomes available, GRTC anticipates that the TIP will be amended as necessary. Maintaining the existing transit system is included in the region's Long-Range Transportation Plan which had a documented and publicly advertised public input process.

GREATER ROANOKE TRANSIT COMPANY'S VEHICLE REPLACEMENT SCHEDULE AND ESTIMATED FUNDING NEEDS - Attachement #1

September 26, 2014

VEHICLES TO BE REPLACED	25						Future Programs								
	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
2004 Heavy Duty Transit Buses (10)	\$2,095,475 (5)^ \$500,000 (5)*					\$2,500,000 (5)^							\$3,025,000 (5)^		
2006 Heavy Duty Transit Buses (18)			\$4,032,000 (9)^ \$1,080,000 (9)*					\$4,770,000 (9)^							\$5,715,000 (9)^
2008 Medium Duty Trolley Buses (4)	\$1,000,000 (4)^								\$2,500,000 (4)^						
2009 Over-the-Road Commuter Buses (5)	\$400,000 (4)*				\$2,520,000 (4)^							\$705,000 (1)^			
Total Estimated Funding Requirement per FY	\$3,995,475		\$5,112,000		\$2,520,000	\$2,500,000		\$4,770,000	\$2,500,000			\$705,000	\$3,025,000		\$5,715,000

Note 1: Each fiscal year reflects a 3.5% inflation rate per bus.

Note 2: RSTP Total Amount Requested: \$14,127,475

Note 3: This schedule reflects the funding needs to maintain the fleet as of September 2014. It does not account for any vehicle needs associated with potential expansion services in the future.

* Partial Rehabilitation Purchase - 5 Year Useful Life Replacement

^ New Vehicle Purchase - Full Useful Life Replacement - 12 years (Heavy Duty) or 7 years (Medium Duty)