



## INTRODUCTION

Currently the City of Waynesboro's public transportation system consists of a single deviated fixed route service called the Waynesboro Circulator. With a population expected to exceed 28,000 by 2030, expanded fixed route transit services may be feasible in the City and could potentially serve a growing population comprised of minorities, low-income populations, elderly persons and other traditionally transportation disadvantaged persons, as well as transit choice riders (a person who can drive and has a car but chooses to utilize public transportation instead). The City of Waynesboro Transit Feasibility Study is a needed first step in identifying whether investments in transit options are needed at this time, or in the future, and if so, what types of systems and services will best serve the City's needs. This study will outline a wide range of transit options for the City of Waynesboro to maximize the mobility of the general public, as well as, potential funding mechanisms and implementation strategies.

The primary benefit of this study will be an understanding of how to accommodate the transit needs of Waynesboro's transit dependent populations and choice riders. Furthermore, this study is being developed to create an effective public transit system that will meet the needs of the growing population as transit services may be used to connect major activity centers with key transportation corridors and key residential pockets. Finally, this effort will attempt to ensure that all future transit services operate as effective and cost efficient as possible and are affordable to both the customers and local tax payers.

## Chapter 1: Community Goals and Objectives

The development of Goals and Objectives were based on extensive citizen and stakeholder input consisting of two different surveys: the Social Service Agency Survey and a Community Goals and Objectives Survey.

The Social Service Agency Survey had a total of 14 respondents and identified the basic trip making patterns of agency clientele, preferred transit options, willingness to use transit and the most important transportation-related issues impacting the organization. Key findings from the Social Service Agency Survey include:

- ✓ Over the last five years 79% of agencies have seen a rise in demand for social services.
- ✓ 93% of agencies believe that an expanded, reliable public transportation system will allow them to better serve their clients and will also aid clients in their daily lives.
- ✓ Agencies indicated that the most important transportation related issues in Waynesboro were the need for expanded transit routes servicing more destinations within the City and the need for expanded evening and weekend transit services.

The Community Goals and Objectives Survey was conducted by the Waynesboro Disability Services Board as part of a separate effort to determine travel patterns, community attitudes, preferences and objectives for transit within Waynesboro. Respondents indicated a strong desire for





increased public transportation services and were most likely to use public transportation to access retail or medical facilities. Additionally, the survey indicated that 67% of respondents would use public transportation services 1-3 times per week and 60% of respondents would be willing to pay a one-way fare of up to \$1 per trip.

## Chapter 2: Needs Assessment

The Needs Assessment indicated that the City of Waynesboro has a population and population density comparable to other similar-sized areas with fixed route public transit service. Additionally, there is a significant transportation disadvantaged population in the City that would benefit from expanded public transit. Specific findings from the Needs Assessment include the following:

- ✓ Overall, the population and population density of the City of Waynesboro are comparable to that of other similar-sized communities in Virginia that provide public transit services.
- ✓ Despite the low overall population and population density, there are moderately dense areas in the central portions of Waynesboro that may be sufficient to support fixed route public transit.
- ✓ The analysis of transportation disadvantaged populations indicated that there are sizable numbers of low-income, elderly, disabled, and minority persons within the City that would likely use a public transit system to access jobs, medical care, and shopping needs.
- ✓ There are a number of large employers in the City of

Waynesboro in the manufacturing, medical care, and educational fields. Many of these employers are located in the City limits, although some work sites (especially schools) are dispersed throughout the City.

- ✓ The City of Waynesboro is projected to continue to grow at a steady pace. As the population ages and the local manufacturing base grows, the need for public transit services will also increase.

These indicators show that while the population base is small, there is a sizable transportation disadvantaged population that would be potential users of an expanded public transit system.

## Chapter 3: Analysis of Transit Service Options

The Analysis of Transit Service Options identifies community characteristics and transit performance measures that are commonly used to predict and monitor the performance of public transportation systems. Population density, annual operating costs, annual passenger trips and annual revenue vehicle miles and vehicle hours are a sampling of common performance measures often used to monitor the success of public transportation systems. Peer communities, which have similar characteristics to those of Waynesboro, were identified and the performance measures from transit agencies in peer communities can be used to develop benchmarks of an expanded public transportation system within the City of Waynesboro. The following tables show transit characteristics and performance measures from identified peer communities and transit agencies.





Table ES 1: Transit Characteristics of Peer Communities and Agencies

Peer Agency	2008 Census Urbanized Area			FY 2008 Service Area			Peak Vehicles		Annual Operating Cost		Annual Passenger Trips		Annual Revenue Vehicle Miles		Annual Revenue Vehicle Hours	
	Population	Square Miles	Population Density	Population	Square Miles	Population Density	Bus	Demand Response	Bus	Demand Response	Bus	Demand Response	Bus	Demand Response	Bus	Demand Response
Lynchburg, VA	67,720	49	1,382	80,846	72	1,123	25	4	\$4,598,371	\$253,238	1,453,585	14,630	1,045,899	96,478	85,063	6,165
Danville, VA	45,586	43	1,060	48,411	25	1,936	6	4	\$755,132	\$218,916	199,903	17,245	264,480	57,798	17,429	3,626
Blacksburg, VA	39,284	19	2,068	56,260	28	2,009	24	4	\$3,358,400	\$486,669	2,431,250	14,549	613,288	61,403	67,814	6,663
Harrisonburg, VA	40,885	17	2,405	45,261	17	2,662	23	6	\$2,123,947	\$468,800	1,468,943	23,375	428,255	72,653	43,588	8,460
Bristol, VA	17,367	13	1,336	24,281	30	809	3	2								
Parkersburg, WV	31,755	11	2,887	49,910	14	3,565	8	1								
Petersburg, VA	32,916	23	1,431	31,300	7	4,471	12	5	\$2,450,335	\$158,448	558,481	8,150	431,704	31,789	42,179	4,689
<b>Peer System:</b>																
<b>Average</b>	<b>39,359</b>	<b>25</b>	<b>1,796</b>	<b>48,038</b>	<b>28</b>	<b>2,368</b>	<b>14</b>	<b>4</b>	<b>\$2,657,237</b>	<b>\$317,214</b>	<b>1,222,432</b>	<b>15,590</b>	<b>556,725</b>	<b>64,024</b>	<b>51,215</b>	<b>5,921</b>
<b>Low</b>	<b>17,367</b>	<b>11</b>	<b>1,060</b>	<b>24,281</b>	<b>7</b>	<b>809</b>	<b>3</b>	<b>1</b>	<b>\$755,132</b>	<b>\$158,448</b>	<b>199,903</b>	<b>8,150</b>	<b>264,480</b>	<b>31,789</b>	<b>17,429</b>	<b>3,626</b>
<b>High</b>	<b>67,720</b>	<b>49</b>	<b>2,887</b>	<b>80,846</b>	<b>72</b>	<b>4,471</b>	<b>25</b>	<b>6</b>	<b>\$4,598,371</b>	<b>\$486,669</b>	<b>2,431,250</b>	<b>23,375</b>	<b>1,045,899</b>	<b>96,478</b>	<b>85,063</b>	<b>8,460</b>
Waynesboro, VA	21,953	15	1,429													

Table ES 2: System Performance Measures of Peer Agencies

Peer Agency	Service Efficiency				Cost Efficiency						Service Effectiveness			
	Cost per Rev. Veh-Mile		Cost per Rev. Veh-Hour		Cost per Pass. Trip		Farebox Recovery (1)		Subsidy per Pass. Trip All		Pass Trips per Rev. Veh-Mile		Pass Trips per Rev. Veh-Hour	
	Bus	Demand Response	Bus	Demand Response	Bus	Demand Response	Bus	Demand Response	Funding (2)	Local Funding	Bus	Demand Response	Bus	Demand Response
Lynchburg, VA	\$4.40	\$2.62	\$54.06	\$41.08	\$3.16	\$17.31	17%	19%	\$2.74	\$0.88	1.39	0.15	17.09	2.37
Danville, VA	\$2.86	\$3.79	\$43.33	\$60.37	\$3.78	\$12.69	23%	19%	\$3.50	\$1.09	0.76	0.30	11.47	4.76
Blacksburg, VA	\$5.48	\$7.93	\$49.52	\$73.04	\$1.38	\$33.45	62%	2%	\$0.84	\$0.00	3.96	0.24	35.85	2.18
Harrisonburg, VA	\$4.96	\$6.45	\$48.73	\$55.41	\$1.45	\$20.06	49%	8%	\$1.02	\$0.25	3.43	0.32	33.70	2.76
Bristol, VA														
Parkersburg, WV														
Petersburg, VA	\$5.68	\$4.98	\$58.09	\$33.79	\$2.66	\$3.76	17%	5%	\$3.79	\$0.82	\$1.29	\$0.26	\$13.24	\$1.74
<b>Peer System:</b>														
<b>Average</b>	<b>\$4.68</b>	<b>\$5.15</b>	<b>\$50.75</b>	<b>\$52.74</b>	<b>\$2.49</b>	<b>\$17.45</b>	<b>38%</b>	<b>12%</b>	<b>\$2.02</b>	<b>\$2.22</b>	<b>2.17</b>	<b>0.25</b>	<b>22.27</b>	<b>2.76</b>
<b>Low</b>	<b>\$2.86</b>	<b>\$2.62</b>	<b>\$43.33</b>	<b>\$33.79</b>	<b>\$1.38</b>	<b>\$3.76</b>	<b>17%</b>	<b>2%</b>	<b>\$0.84</b>	<b>\$0.00</b>	<b>0.76</b>	<b>0.15</b>	<b>11.47</b>	<b>1.74</b>
<b>High</b>	<b>\$5.68</b>	<b>\$7.93</b>	<b>\$58.09</b>	<b>\$73.04</b>	<b>\$3.78</b>	<b>\$33.45</b>	<b>62%</b>	<b>19%</b>	<b>\$3.50</b>	<b>\$1.09</b>	<b>3.96</b>	<b>0.32</b>	<b>35.85</b>	<b>4.76</b>





In addition to providing characteristics and performance measures from transit agencies in peer communities, a variety of fixed and flexible route service types appropriate for Waynesboro were identified. The various types of possible transit service options vary in terms of “where” and “when” service is provided. Routing is the spatial path of the vehicles, and determines the accessibility of the transit system to potential riders and the degree to which the desired destinations are served. Scheduling defines when transit vehicles will be available to riders for service. Both routing and scheduling can be fixed or flexible. Fixed routes and schedules refer to systems that operate on pre-determined defined routes and schedules. Table ES-3 shows various types of fixed-route and flexible-route transit systems that could be applicable for the City of Waynesboro.

**Table ES-3: Types of Transit Service**

	<b>Fixed Route</b>	<b>Flexible Route</b>
<b>Fixed Schedule</b>	<ul style="list-style-type: none"> <li>Local Bus</li> <li>Express Bus</li> <li>Activity Center Circulators</li> </ul>	<ul style="list-style-type: none"> <li>Route Deviation</li> <li>Point Deviation</li> <li>Carpool/Vanpool 1</li> </ul>
<b>Flexible Schedule</b>	<ul style="list-style-type: none"> <li>Jitneys</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response</li> </ul>

Currently the City of Waynesboro’s single deviated fixed route service called the Waynesboro Circulator is operated by Virginia Regional Transit (VRT). The Waynesboro Circulator consists of a single ADA-capable vehicle in Waynesboro operating from 7:45AM to 5:45PM, Monday through Friday.

Because the route is a deviated fixed route, the vehicle can deviate from a particular route up to ¾ mile from the route depending on the location of reserved riders. The fare for the general public is \$.50 with no extra charge for wheelchair services.

### Chapter 4: Service Alternatives

While a variety of service options were analyzed, the Preferred Service Alternative, Service Option 4, was selected based on its ability to aid economic development, forecasted increases in ridership and passengers per revenue hour as well as its consistency with existing local planning documents. The Preferred Alternative will provide deviated fixed route service on four routes within the City of Waynesboro and proposes to operate service from 6:00am to 6:00pm, Monday through Friday on all routes, with no weekend service. On all routes, the peak frequency will be 30 minutes and the base frequency will be 60 minutes to maintain a high level of service effectiveness.

The four routes selected for the Preferred Alternative include the King Avenue Route, the East Side Route, the Downtown Waynesboro Route and the Commercial Loop Route. All proposed routes are primarily circulator type routes and combined offer service to all major commercial, medical, employment and residential corridors within Waynesboro and will converge on a proposed downtown Multi-Modal Transit Center.



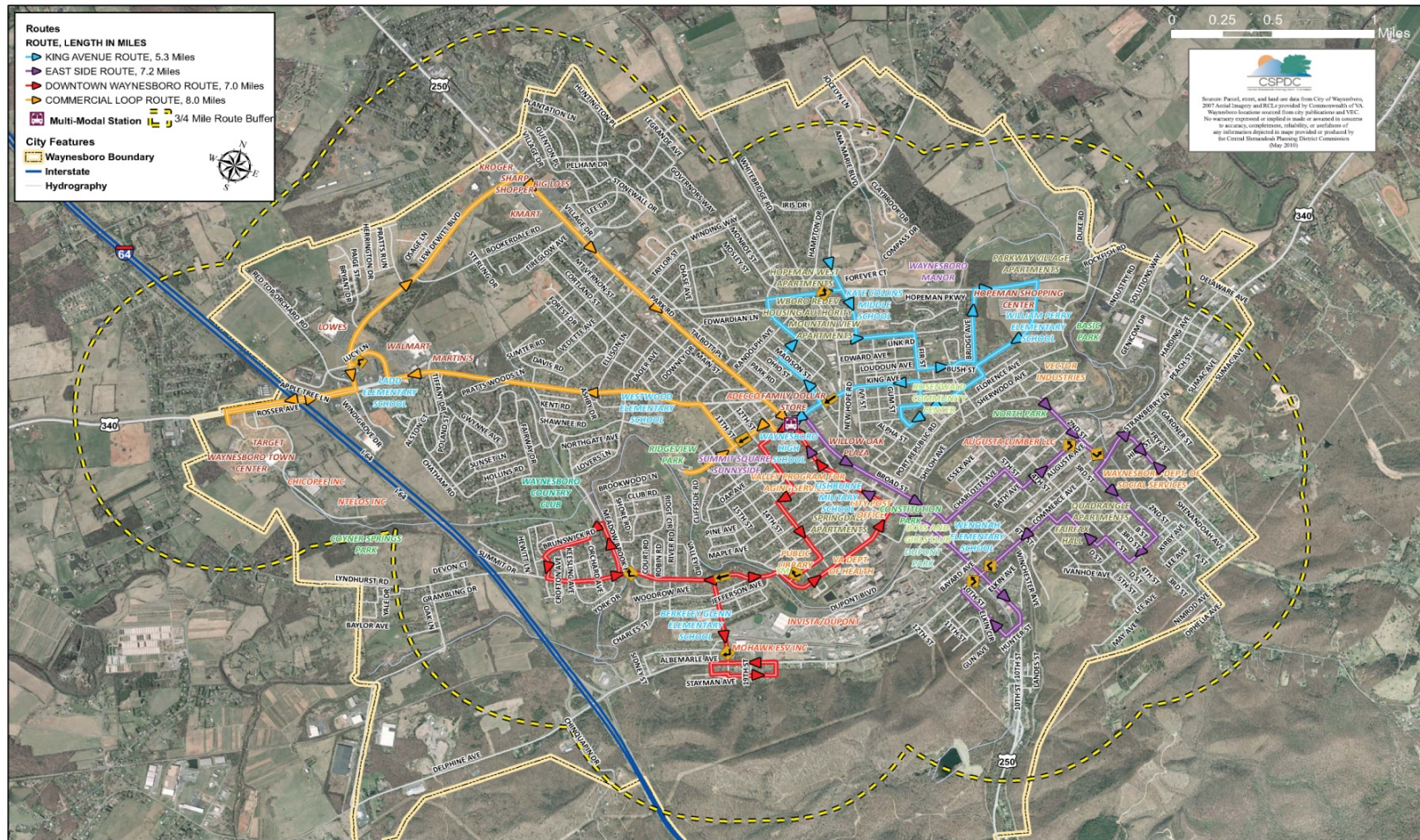


## City of Waynesboro Transit Feasibility Study Executive Summary

The Preferred Alternative is forecasted to have an annual ridership of 432,000 riders, with each route averaging a daily ridership of 426 riders. Based on the current Waynesboro

Circulator fare of \$.50, the projected fare box revenue for all four routes of the Preferred Alternative is projected to be \$149,352 annually.

City of Waynesboro - Proposed Transit Route Network Compilation Map





## Chapter 5: Financial Plan and Implementation Strategy

Implementing the Preferred Alternative will require a significant amount of additional local match revenue from the City of Waynesboro in a time when future City revenues are projected to be flat or may be questionable. Due to the current economic climate, the general fund budget of Waynesboro is forecasted to flat line and, therefore, transit expenditures are expected to consume a greater percentage of the City's Community Development budget.

VRT is the recommended service provider to operate an expanded public transportation system for Waynesboro. VRT has been operating transit service in Waynesboro and Augusta County for a number of years and has a wealth of institutional knowledge, as well as, a solid funding base from Federal, State and local sources for continued transit operations. In addition to providing the transit operations for the City of Waynesboro, VRT also acts as the recipient for DRPT administered grants which will therefore allow the City to have minimal oversight of the day-to-day operations of the public transportation system. VRT operates on an hourly operating rate of \$53 and this rate is expected to increase annually by 6.5% after FY 2011.

While the majority of public transportation funding comes from State and Federal sources, Waynesboro is responsible for contributing 32% of the total operating costs, with DRPT administered grants paying for the remaining 68% of operating costs. In addition to the operating costs, Waynesboro is also

responsible to contribute a local match of 10% for capital costs associated with the purchase of additional vehicles. In order to receive DRPT administered funding, the City of Waynesboro, with the assistance of VRT, must submit applications for funding by February 1<sup>st</sup> of any given year. DRPT releases funding to grant recipients on September 1<sup>st</sup>, with VRT initiating the service on October 1<sup>st</sup> of that same year.

Although this study recommends that the Preferred Alternative be implemented over a five year time frame, funding the Preferred Alternative may not be feasible within a five year horizon. As the revenues for Waynesboro are stagnated and the Preferred four-route Alternative will increase the local match by \$280,192, fully implementing the Preferred Alternative will likely take more than the five years this study analyzes. In order to fund the local match requirements for the Preferred Alternative option, it is recommended that the City of Waynesboro develop public-private partnerships and dedicate other additional local funding sources to help alleviate the local match requirements on the City.





City of Waynesboro Transit Expenditures: Projected Future Costs for VRT Service					
Current Service (10 hrs per day)					
	FY11	FY12	FY13	FY14	FY 15
Total Cost of System	\$137,800	\$146,757	\$156,296	\$166,455	\$177,274
Local Match	\$44,096	\$46,958	\$50,012	\$53,265	\$56,726
<b>New Additional Costs to Waynesboro</b>	<b>\$0</b>	<b>\$2,862</b>	<b>\$5,916</b>	<b>\$9,169</b>	<b>\$12,630</b>
Extended Hours Service (12 hrs per day)					
	FY11	FY12	FY13	FY14	FY 15
Total Costs of System	\$165,360	\$176,108	\$187,555	\$199,746	\$212,729
Local Match	\$52,915	\$56,354	\$60,017	\$63,918	\$68,072
<b>New Additional Costs to Waynesboro</b>	<b>\$8,819</b>	<b>\$12,258</b>	<b>\$15,921</b>	<b>\$19,822</b>	<b>\$23,976</b>
2 Route System					
	FY11	FY12	FY13	FY14	FY 15
Total Costs of System	\$416,031	\$437,525	\$460,418	\$484,800	\$510,762
Capital Cost	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000
Capital Cost Local Match (10%)	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500
Total Operating Cost	\$351,031	\$372,525	\$395,418	\$419,800	\$445,762
Operating Costs Local Match	\$112,330	\$119,208	\$126,534	\$134,336	\$142,644
<b>New Additional Costs to Waynesboro</b>	<b>\$74,734</b>	<b>\$81,612</b>	<b>\$88,938</b>	<b>\$96,740</b>	<b>\$105,048</b>
Preferred 4 Route System					
	FY11	FY12	FY13	FY14	FY 15
Total Cost of System	\$1,023,000	\$1,045,675	\$1,091,462	\$1,140,225	\$1,192,150
Capital Costs	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000
Capital Cost Local Match (10%)	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000
Total Operating Cost	\$763,000	\$785,675	\$831,462	\$880,225	\$932,150
Operating Cost Local Match	\$244,160	\$251,416	\$266,068	\$281,672	\$298,288
<b>New Additional Costs to Waynesboro</b>	<b>\$226,064</b>	<b>\$233,320</b>	<b>\$247,972</b>	<b>\$263,576</b>	<b>\$280,192</b>

Local match based on a 6.5% inflation rate provided by VRT; New additional cost refers to local match requirements beyond the \$44,096 Waynesboro is currently paying for public transportation service

