
FARMVILLE AREA BUS TRANSIT DEVELOPMENT PLAN: FISCAL YEARS 2010 – 2015

Prepared for:



Prepared by:



Under contract to:



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**Currently defined as a service that is provided in a rural portion of the Commonwealth, Farmville Area Bus is not required to prepare and submit its own separate Title VI report or the associated FTA Quadrennial Review; therefore, Appendix A and Appendix B are not included as part of this document.*

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1.0 OVERVIEW OF FARMVILLE AREA BUS

1.1 History

In 1990, the Town of Farmville with the assistance of the Virginia Department of Rail and Public Transportation (DRPT) conducted a feasibility study for the establishment of a public transportation system for the Town of Farmville. After the completion of the study, the Farmville Area Bus (FAB) began operations in 1990. From its beginnings with one local fixed route, the FAB service has continued to grow and develop. As of today, FAB operates five fixed-route services and one demand-response service in the Farmville region.

The Town of Farmville government and Longwood University are the major local sponsors for the FAB system. Most of Longwood University's transit services are provided by FAB. With the ongoing Campus Master Plan projects and expanding on-campus parking restrictions at the school, transit service has become the major transportation mode for school faculties and students.

Longwood University's annual contributions account for a large portion of the local share of the annual operations cost for FAB. As of this year (FY2008), the university contributed funding is \$100,000. This amount represents approximately 18 percent of the total FY2008 annual operating cost of the system of approximately \$567,844. A portion of the student-generated tuition and fees are allocated to cover some of this funding from the university. With this funding, Longwood University students ride the bus for free by displaying their university identification card. The partnership allows FAB to expand their services between apartments, communities, and the Longwood campus.

In addition to funding by the Town of Farmville government of approximately \$174,000 per year, the Prince Edward County government contributes approximately \$20,000 each year in support of the FAB operations.

1.2 Governance

The operation of the FAB system is under the supervision of the Town of Farmville and all the employees of FAB are Town employees. FAB has one supervisor (the Farmville Transit Manager) who serves as the representative of the system to the Town of Farmville government. The Transit Manager regularly reports to the Town Manager who is also active with FAB. The Town Council is regularly briefed by the Town Manager and the Transit Manager on various aspects of the transit operation.

The FAB Transit Manager submits the ridership information of the Prince Edward Rural Transit (PERT) routes every month to the Director of the Prince Edward County Planning Department.

The County Planning Department Director reviews this information with the County Board of Supervisors at their monthly board meetings.

In addition to Federal and State support and the \$100,000 annual contribution from Longwood University, FAB receives operating assistance funding from the Town of Farmville (\$174,000 annually) and from Prince Edward County (\$20,000 annually). However, the FAB system does not have representation from either Longwood University or Prince Edward County in its day-to-day operations.

1.3 Organizational Structure

As mentioned in the preceding section on the governance of FAB, the Town of Farmville supervises the operations of FAB. The manager of FAB is a full-time municipal employee who reports directly to the Town Manager of Farmville. The Town Manager in turn reports to the Mayor and Town Council on the operations of the FAB transit services.

As shown in **Figure 1-1** below, there are 16 Town of Farmville employees assigned to FAB at the present time, with ten of these employees being part-time drivers. Most of the part-time drivers are retired. Of the full-time staff, there are two drivers assigned to the Americans with Disabilities Act (ADA) van service, one technician for vehicle maintenance, one receptionist, one transit manager, and one manager’s assistant.

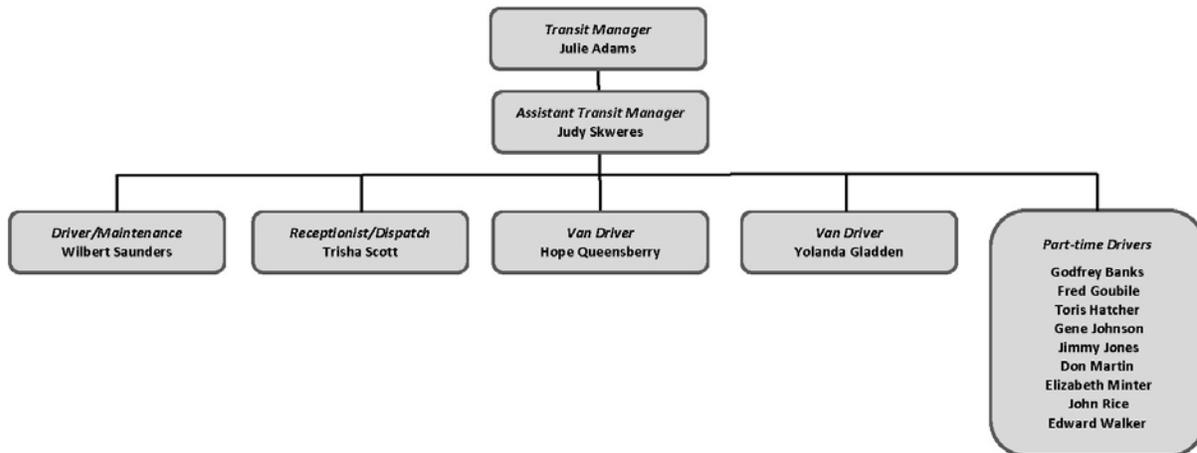


Figure 1-1. FAB Organization Chart

1.4 Transit Services Provided and Areas Served

Transit Services Provided. Currently, FAB operates one ADA Paratransit demand-response service and five fixed-route services. The fixed-route services are the Blue Line, the Express

Line, the Campus Line, and PERT's Green and Orange Lines. The last two routes are also locally referred to as the County Lines.

Areas Served. The overall map of the FAB service area is shown in **Figure 1-2**. The details of each of the five fixed-route services are described below:

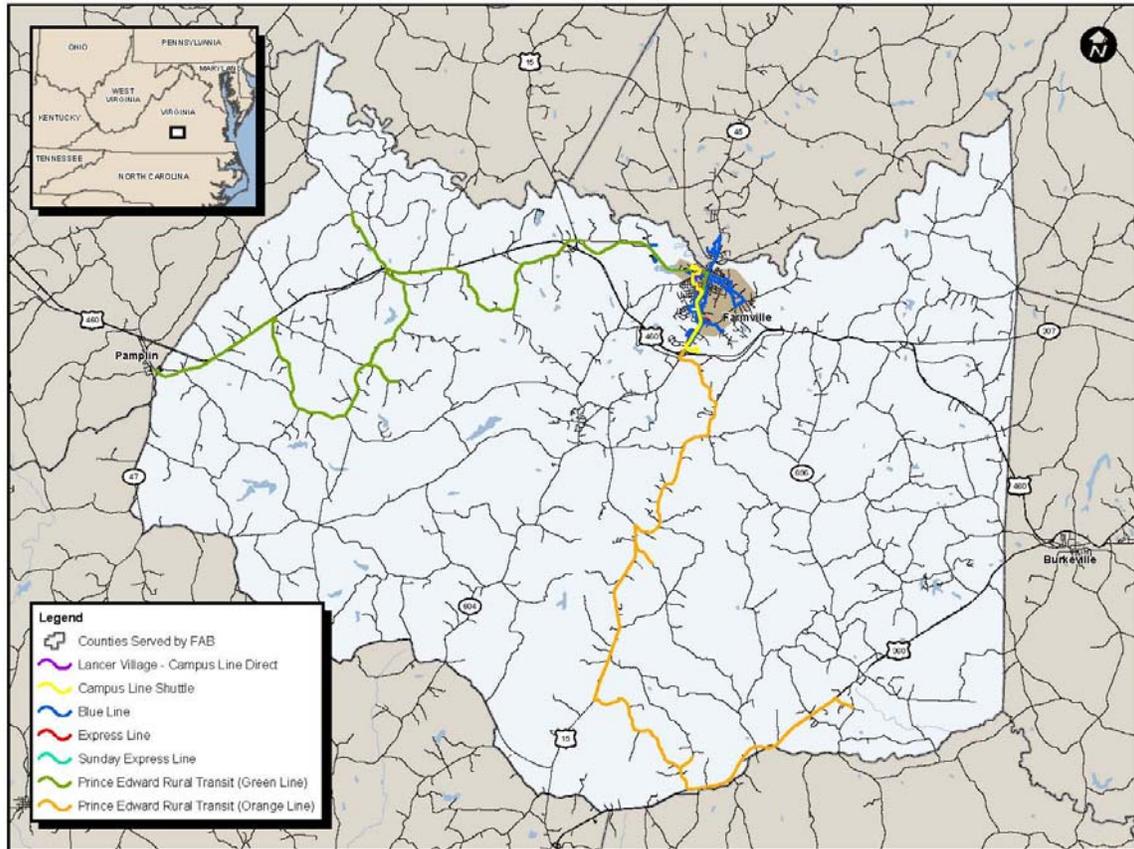


Figure 1-2. Area Served by FAB

- ❖ The Blue Line covers most of the Town of Farmville with a routing scheme that has changed only slightly since its beginnings as the initial route of the Farmville system. The Blue Line provides the service from 7:00 AM to 6:00 PM on Monday through Friday and from 8:00 AM to 6:00 PM on Saturday and the fare is \$0.25. See **Figure 1-3** for the routing pattern of the Blue Line of FAB.
- ❖ Based on the different transit demands across the community over a typical week, one simplified supplemental route has been created from the original Blue Line. This route is the Express Line. It provides services along the major travel corridors (Route 15, Main Street, and Griffin Boulevard) in the Town. The operating hours of this route are from 12:00 PM to 8:00 PM on Monday through Thursday, from 12:00

PM to 11:00 PM on Friday and Saturday, and from 12:30 PM to 8:00 PM for Sunday service. The passenger boarding fare for the Express Line is \$0.25. See **Figure 1-3** for the routing pattern of the Express Line.

- ❖ The Campus Line is the major transit service for Longwood University. It started in 2004 with an operating headway of 15 minutes. In recent years, the initial basic route has been modified to create two separate routes. One route (Campus I Line) provides direct service between the Lancer Park residential community and the Longwood University main campus. The other route (Campus II Line) covers Lancer Park, the Longwood University campus, and the Longwood Village residential community. Campus I Line provides services from 7:00 AM to 11:00 PM on Monday through Friday. Campus II Line provides services from 6:00 AM to 12:30 AM on Monday through Friday and from 10:30 AM to 12:30 AM on Saturday and Sunday. The fare for the Campus Line is \$0.25. Note that Longwood University students ride the bus for free by displaying their university identification card.
- ❖ PERT's Green Line service operates only on Mondays and Thursdays from 8:25 AM to 4:30 PM between the communities of Prospect and Pamplin. PERT's Orange Line operates only on Tuesdays, Wednesdays, and Fridays from 8:20 AM to 4:38 PM between the communities of Meherrin and Green Bay. The passenger boarding fare for both routes is \$1.00. See **Figures 1-4 and 1-5** for the routing pattern of the Green Line and Orange Line PERT services.

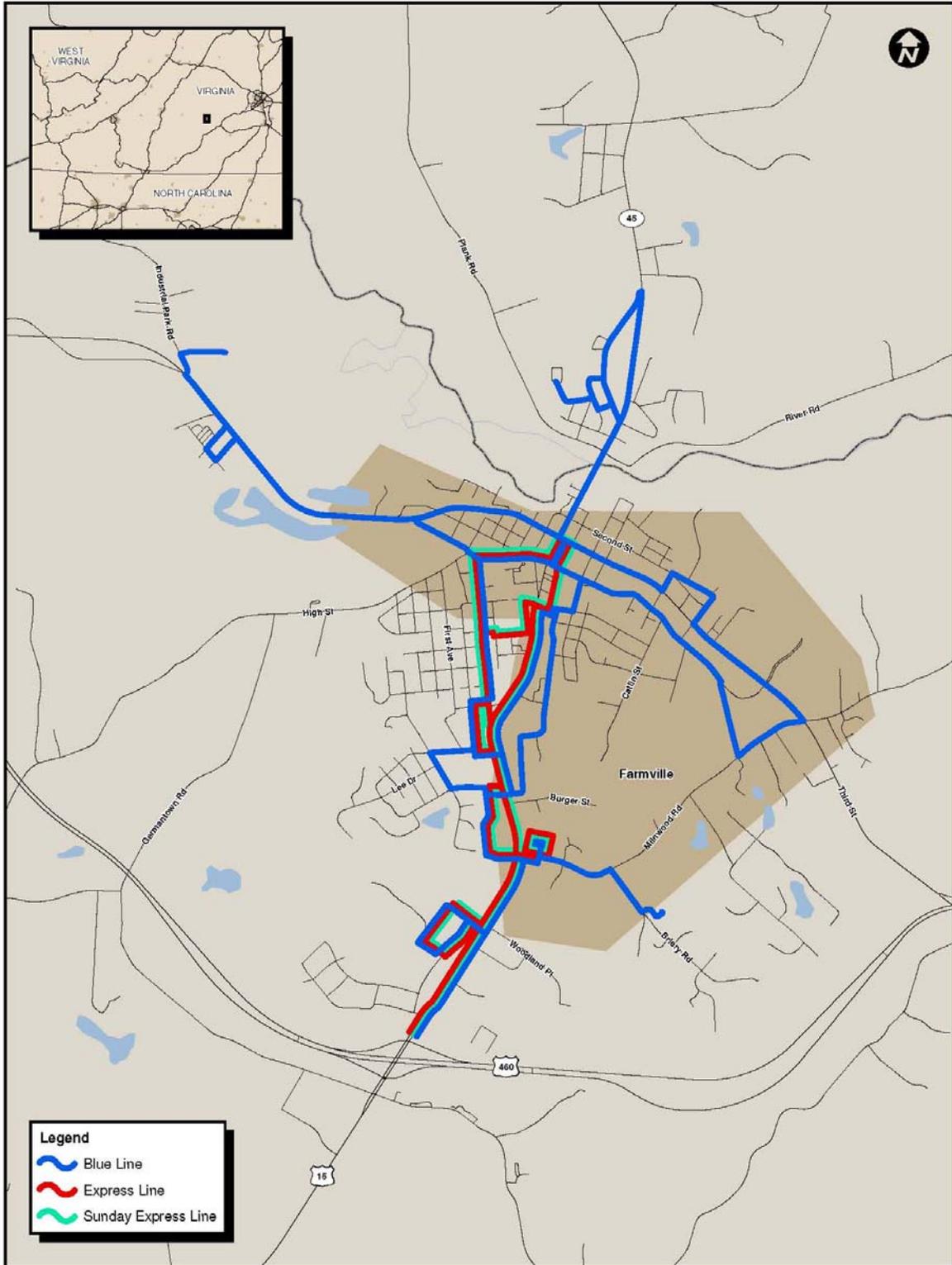


Figure 1-3. The Blue Line, Express Line, and Sunday Express Line Routes

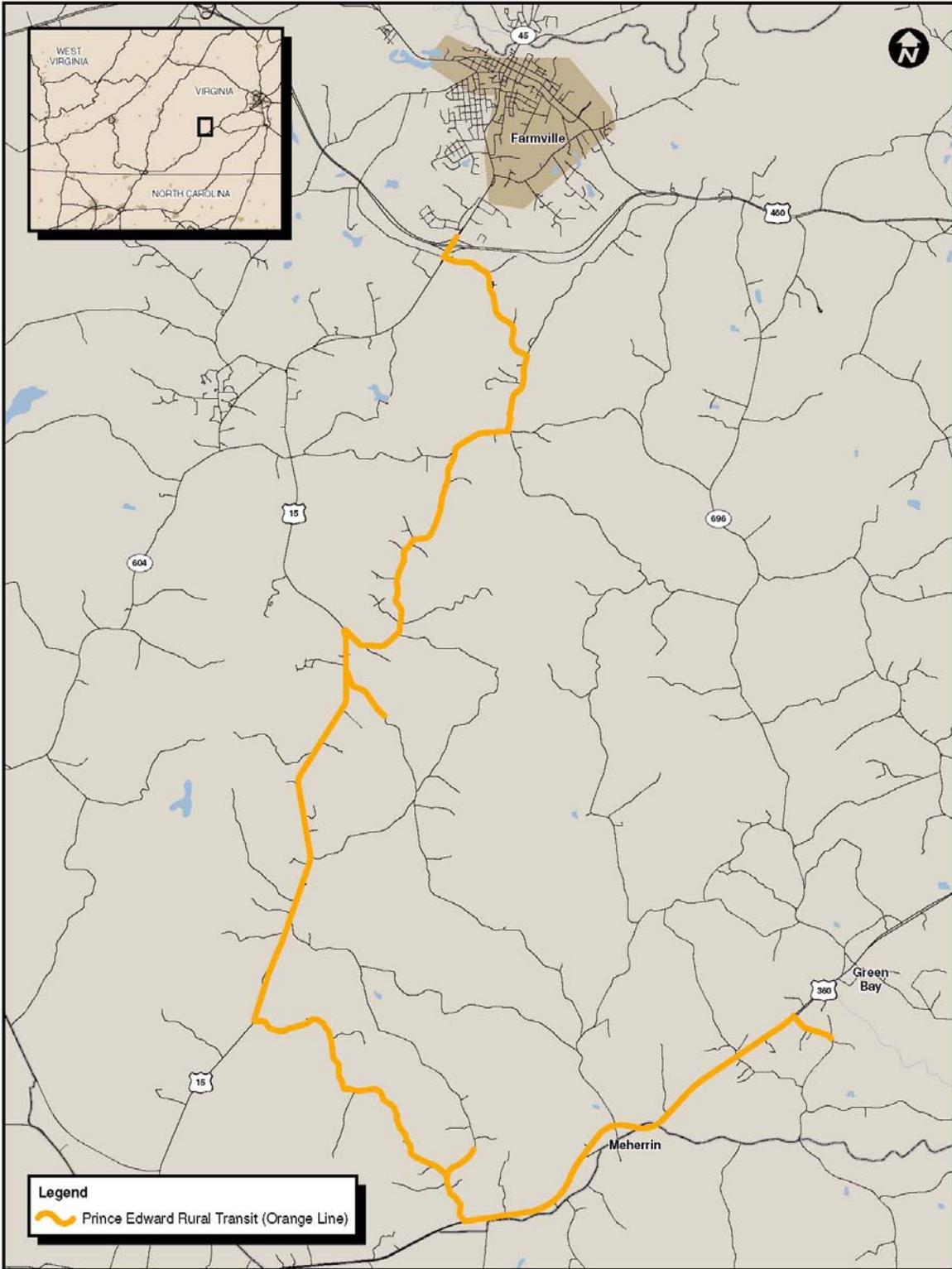


Figure 1-5. Orange Line of Prince Edward Rural Transit

Table 1-1 summarizes the hours of operation each day of service, the average service frequency, and the passenger boarding fare for each of these fixed-route bus services.

Table 1-1. Summary of Operations for FAB (Fixed-Route Service)

Route Name	Days of Operations	Hours of Operation	Service Frequency	Base Boarding Fare
Blue Line	Monday through Friday	7:00 AM to 6:00 PM	1 hour headway	\$0.25 per trip
	Saturday	8:00 AM to 6:00 PM		
Express Line	Monday through Thursday	12:00 PM to 8:00 PM	30 minutes headway	\$0.25 per trip
	Friday and Saturday	12:00 PM to 11:00 PM	30 minutes headway	\$0.25 per trip
	Sunday	12:30 PM to 8:00 PM	30 minutes headway	\$0.25 per trip
Campus Line* (I)	Monday through Friday	7:00 AM to 11:00 PM	15 minutes headway	\$0.25 per trip
Campus Line* (II)	Monday through Friday	6:00 AM to 12:30 AM	30 minutes headway	\$0.25 per trip
	Saturday and Sunday	10:30 AM to 12:30 AM	30 minutes headway	\$0.25 per trip
Prince Edward Rural Transit (PERT)	Monday and Thursday (Green Line)	8:25 AM to 4:30 PM	3 services per day. The services start at 8:25 AM, 12:00 PM, and 3:00 PM.	\$1.00 per trip
	Tuesday, Wednesday, and Friday (Orange Line)	8:20 AM to 4:38 PM	4 services per day. The services start at 8:20 AM, 10:20 AM, 1:20 PM, and 3:20 PM.	\$1.00 per trip

*Note that Longwood University students ride the bus for free by displaying their university identification card.

In the summer (May, June, July, and most of August), instead of the Blue Line, FAB runs a Summer Shuttle, which runs in a 30 minute loop and provides shopper trip services from 1:00 PM to 5:00 PM.

The demand-response transit service FAB provides is the system's ADA paratransit van service. The drivers of the FAB paratransit vans pick up disabled persons at their requested location and transport them to their scheduled destinations. The ADA van service is provided from 8:00 AM to 5:00 PM, Monday through Friday. FAB charges \$0.50 for each ADA van service passenger, with no charge imposed for the transport of a passenger attendant if required.

A potential new service expansion has been identified by FAB staff along the Route 15 corridor where the Lowe's shopping center and the community YMCA complex have relocated. Were this service expansion to be initiated, it would most likely take the form of an extension of the Blue Line services in the Route 15 corridor.

1.5 Fare Structure

The regular fare for most of the FAB fixed routes is \$0.25. Only the County Line service charges \$1.00 per trip. The FAB system has only accepted exact cash for fare since they started operations in 1990. They do not have tokens or tickets for fare and do not allow drivers to make change. Longwood University students can ride the buses for free with their IDs. Senior citizens (60 or older) are also allowed to ride the buses for free with their Senior Citizen Card. For the demand-response ADA Paratransit service, FAB charges \$0.50 cents for the ADA van passenger and no charge for the attendant.

By comparing the existing FAB fares with those charged by other transit systems in the region, FAB fares are the lowest. The FAB Transit Manager and the Farmville Town Manager have discussed the potential need for a fare adjustment for the transit services. The proposed increases currently under discussion are \$0.25 for the basic FAB bus service (from \$0.25 to \$0.50) and \$0.50 for the ADA Paratransit van service (from \$0.50 to \$1.00).

1.6 Fleet

Currently, FAB has 14 vehicles running the transit services. Of these 14 vehicles, three vehicles are diesel-powered and 11 are gasoline-powered. Among these 14 vehicles, 13 vehicles are in the active passenger transportation fleet and one vehicle (a 2004 model year gasoline-powered SUV) is the system's administrative vehicle. Of the 13 passenger transporting vehicles, three are 7-passenger minivans used for the ADA services. The remaining 10 vehicles are either 12-passenger or 20-passenger body-on-chassis (BOC) type small buses. **Appendix C** at the end of this report details FAB's fleet inventory, including vehicle identification number, make, model, year, seated capacity, engine type, wheelchair accessibility, and service type.

FAB has its own five-year vehicle replacement plan that it has developed in cooperation with DRPT. The intent of this plan is to maintain a passenger fleet that adheres as closely as possible to the four-years / 100,000 miles of service useful life guidelines associated with vehicles of the size and type currently owned and operated by the system.

The drivers for FAB must have a high level of flexibility that enables them to work different schedules from week to week. Driver schedules on a typical day are normally a three to six hour duration work shift. The driver schedule is planned each Friday for the following week. Drivers can shift their schedules between themselves. The County Line drivers that normally have three to four years service experience generally work 8 hours per day and 5 days per

week. Part-time drivers have more hours assigned if they have served longer with the system. Senior drivers (those with more than three to four year of experience) are normally assigned 35-40 hours per week. The other part-time drivers are typically assigned only 25-30 hours per week.

1.7 Existing Facilities

The existing FAB light maintenance and operations center in Farmville was built in 2000 and houses all of FAB's administrative and operational facilities. In the capital program of DRPT, FAB has submitted a plan for a potential new vehicle maintenance facility. The preferred location is in proximity to an existing central fueling facility used by Town, County, and some state vehicles.

All designated bus stops on the defined fixed routes are marked by post-mounted system bus stop signs. It was noted by the system manager that some drivers have a variable approach to the transport of their regular passengers and have been known to allow a passenger to exit the vehicle closer to their home than the nearest official bus stop.

The initial group of passenger waiting shelters associated with the system was installed only two to three years ago. There are currently 12 existing shelters in the community, with two more planned for a total of 14 shelters. Three of these new shelters are to be constructed in the Lancer Park apartment community and are to be paid for by Longwood University.

Some issues have been raised in the past regarding the locations of shelters. Some business owners have not desired the shelters to be installed near their stores because of concerns about the potential of vagrants to congregate around the shelters.

1.8 Transit Security Program

There are no surveillance cameras installed in the FAB buses at the present time. FAB is planning to install these cameras and is preparing a budget item request for this purpose for submittal to DRPT. The estimated cost of the on-vehicle camera system is approximately \$1,700 per bus so equipped.

All FAB vehicles are equipped with two-way radio. While no GPS devices are currently installed in the vehicles, this feature is an area of interest to the system, particularly with regard to the County Line / PERT vehicles and the ADA service vehicles.

1.9 Public Outreach

Since 1990, Longwood University has been a supporter for the FAB system, which provides services to college students and staff. Based on the Longwood University Campus Master Plan, there will be an increase in the number of students on campus by 2020. Given this projected growth, the ridership is expected to steadily increase on the FAB routes.

In the past, FAB has provided transit service for charity events by different groups in the region. But in 2008, a Federal Transit Administration (FTA)-mandated regulation change restricted the provision of charter services by public transit systems. FAB received a number of complaints for discontinuing this service. Other private transit companies have started providing this service at higher fees. For example, where FAB might have normally charged \$30/hour, private companies may charge \$50/hour or more.

Some elderly/disabled riders have expressed some concerns regarding the ADA van services because they are not familiar with the drivers.

Some years ago, FAB operated a Red Line route to serve Hampden-Sydney College, but the service was eliminated due to increasing costs, very low ridership, and the inability to obtain adequate funding support from the College. Some recent interest in reinstating this service to Hampden-Sydney College has been expressed by the College's administration but no formal action has yet been taken. The services would focus on foreign exchange students and other staff at the school that may not have regular access to an automobile.

The Farmville Herald regularly follows the ridership trend data of FAB and publishes articles reporting the ridership information.

2.0 GOALS, OBJECTIVES, AND STANDARDS

The Farmville Area Bus system (FAB) is an agency of the Town of Farmville municipal government. As such, FAB is organized and structured in accordance with the Town of Farmville Code that establishes the legal framework for the provision of public services. In many respects, the FAB system functions as a department of the Town of Farmville government, with the manager of FAB being a full-time municipal employee who reports directly to the Town Manager. The Town Manager in turn reports to the Mayor and Town Council on the operations of the FAB transit services.

Section 15.2-2223 of The Code of Virginia requires that every local government adopt and maintain a Comprehensive Plan for the territory that it governs. Once adopted, this plan is required to be reviewed at least once every five years by the County Planning Commission. This process ensures that local governments continue to evaluate factors that may change and influence the county's growth and development.

Section 15.2-2200 of The Code of Virginia establishes the legislative intent of a planning and zoning enabling authority as follows: "...to encourage localities to improve the public health, safety, convenience and welfare of its citizens and to plan for the future development of communities to the end that transportation systems be carefully planned; that new community centers be developed with adequate highway, utility, health, education, and recreational facilities; that the need for mineral resources and the needs of agriculture, industry and business be recognized in future growth; that residential areas be provided with healthy surroundings for family life; that agricultural and forestall land be preserved; and that the growth of the community be consistent with the efficient and economical use of public funds."

The currently adopted Comprehensive Plan for the Town of Farmville was developed approximately five years ago and was adopted by the Town Council in November 2005¹. An update of the current plan is anticipated to begin in 2010. At the time of the development of the Town's current Comprehensive Plan, FAB essentially operated only within the corporate limits of the Town of Farmville, with the exception of service in the Route 15 corridor between Farmville and the Town of Keysville in Charlotte County. The Town Comprehensive Plan also noted the existence of the Prince Edward Rural Transit (PERT) operations that connected with FAB at the Wal-Mart shopping center. In recent years, FAB has taken over the responsibility for the day-to-day operations and maintenance of the PERT service and has expanded the geographic coverage area of FAB operations with the provision of additional routes as described in Chapter 1.

¹ Comprehensive Plan 2005-2010; Town of Farmville, Virginia; November 2005.

Chapter III of the Town Comprehensive Plan presents a series of community goals and objectives in a number of functional areas including:

- Economy and Employment
- Land Use
- Housing
- Transportation
- Natural Resources/Parks and Recreation
- Community Facilities and Services
- Emergency Services/Health Care
- Education/Workforce Training, and
- Other

One or more objectives and policy statements were developed for each of these general goal areas. The currently adopted goals for “Transportation” are:

- To strengthen and expand public transportation.
- To improve traffic flow, provide better movement for vehicles through town.
- Provide a safe and adequate transportation system for the movements of people, goods, and services within the Town.

For the goal “*To strengthen and expand public transportation*”, the plan defines the following objectives and policies:

Objective 1: Improve access to public buses.

Policy 1. Add more routes, stops for the Farmville Area Bus.

Objective 2: Promote, enhance public transportation for groups that are more in need of such services.

Policy 1. Assist local charitable and social service agencies to provide/improve transportation services to the elderly and handicapped.

The general guidance provided by these adopted goals, objectives, and policies has been used since 2005 to direct the operations of the FAB system.

2.1 Goals and Objectives

As part of this TDP work effort, more specific goals, objectives, and standards have been defined to guide FAB operations and activities over the TDP time period. Goals center on specific themes. Objectives have been defined within each goal. Future updates of the Town of

Farmville Long-Range Transportation Plan² and the Town of Farmville's Comprehensive Plan should take into consideration these goals and objectives.

GOAL 1: Provide reliable fixed-route and demand-responsive service that meets the transportation needs of Farmville residents.

Objective 1.1: Provide transit service connections between residential areas and commercial areas with jobs, education, shopping, and medical services.

This objective is to be accomplished through the following minimum activities:

- Document and record customer service requests.
- Work on a regular basis with the Town's Economic Development Coordinator and the Town Planner to identify planned new developments that might warrant transit service.
- Survey riders at least once every five years to determine rider service needs.

Objective 1.2: Provide easily identifiable stop locations along routes and passenger shelters if warranted.

This objective is to be accomplished through the following minimum activities:

- Establish safe bus stop locations when modifying an existing bus route alignment or implementing new service.
- Work with Town Public Works and Virginia Department of Transportation (VDOT) staff in expanding sidewalks at stops with high ridership demands.
- Monitor ridership activity at high demand stops to determine if/when additional passenger shelters are needed.

GOAL 2: Market existing transit services.

Objective 2.1: Actively market and promote transit services as a travel option within the Town of Farmville.

This objective is to be accomplished through the following minimum activities:

- Develop and maintain a "Farmville Area Bus System, Route, and Schedule Guide" for users of the transit system.
- Maintain transit information on the Town's web site.
- Participate in community events to promote public transportation.
- Maintain a mailing list of organizations and social service agencies that represent markets that are likely to ride transit, and provide service information to those organizations and agencies.

² Town of Farmville 2035 Transportation Plan, Final Report, August 2008; Prepared by the Town of Farmville and the Virginia Department of Transportation.

Objective 2.2: Explore potential demand to expand cost-effective transit service to areas outside of the Town limits in Prince Edward, Buckingham, Cumberland, and Charlotte Counties.

This objective is to be accomplished through the following minimum activities:

- Initiate exploration meetings with Town, County, and Commonwealth Regional Council staff and officials to determine potential transit service needs, likely transit demand, service options, fare structure requirements that will provide farebox recovery ratios comparable to currently operated FAB transit services, and potential supplemental funding sources.
- Such meetings should take place no less frequently than once a year.

GOAL 3: Deliver fixed-Route and demand-responsive services in a cost-effective manner.

Objective 3.1: Maintain a system-wide farebox recovery ratio (farebox revenues/total operating expenses) that meets or exceeds the standards identified in Section 2.2 of this TDP.

This objective is to be accomplished through the following minimum activities:

- Record and monitor trends in passenger trips by route.
- Record and monitor monthly transit operations expenses and farebox revenues.

Objective 3.2: Hold administrative costs to approximately 20 percent of total operating budget.

This objective is to be accomplished through the following minimum activities:

- Record and monitor monthly transit operations expenses and farebox revenues.

Objective 3.3: Achieve system-wide fixed-route ridership levels that meet or exceed standards identified in Section 2.2 of this TDP.

This objective is to be accomplished through the following minimum activities:

- Maintain and monitor monthly ridership reports for fixed-route bus and demand-responsive/ADA service, with ridership reported on a route-segment basis for all fixed-route operations.
- Implement corrective measures if ridership falls below established standards for specific routes for more than two (2) months in a row. Such corrective measures may include: route alignment, service frequency, and span of service and/or fare adjustments.

GOAL 4: Deliver fixed-route and demand-responsive services in a safe manner.

Objective 4.1: Ensure that all transit service operators (fixed-route bus or paratransit vehicles) maintain an accident rate of less than the standard identified in Section 2.2 of this TDP.

This objective is to be accomplished through the following minimum activities:

- Maintain a training program for new employees.
- Review established Operating Policies and Procedures at least once a year and update as necessary.
- Review those policies and procedures as part of all training efforts with new staff. Also review with existing staff at least once every two years.

Objective 4.2: Ensure that an adequate fleet of vehicles is maintained for the fixed-route and demand-responsive services.

This objective is to be accomplished through the following minimum activities:

- Identify the need for replacement vehicles based on industry standards for defined useful life of vehicles. For most buses operated by FAB, the defined useful life is four-years or 100,000 revenue miles of service.
- Maintain a spare ratio at all times of at least two (2) buses for fixed-route transit services and at least one (1) vehicle for the demand-responsive services.

GOAL 5: Provide transit services that are accessible to citizens.

Objective 5.1: Provide transit services that are accessible to all population groups within the Town of Farmville.

This objective is to be accomplished through the following minimum activities:

- Comply with the applicable requirements of the Americans with Disabilities Act (ADA).
- Provide the ADA-eligible population with paratransit service that is comparable to service provided by the fixed-route system.

2.2 Service Performance Standards

This TDP work effort has also identified the following service standards to be monitored on a monthly basis by FAB administrative staff.

Ridership Service Productivity Measures

The following system-wide service standards are proposed based on a review of ridership characteristics over the past several months:

Fixed-Route Standard – Monthly system-wide fixed route ridership should maintain levels equivalent to 0.50 passenger trips per revenue mile on weekdays and 0.25 passenger trips per revenue mile on Saturdays.

Demand-Responsive/ADA Standard – Monthly basis demand-responsive/ADA service should maintain ridership levels equivalent to 1.5 passenger trips per revenue-hour with average ride times not exceeding 30 minutes.

Corrective measures should be investigated if ridership on FAB's fixed-route system and/or the demand-responsive/ADA service fall below the levels identified above for three (3) months in a row.

Cost-Effectiveness Measures

Fixed-Route Standard – FAB's farebox recovery ratio (farebox revenues as a percentage of operating expenses) for fixed-route services shall remain at approximately 2.5 percent.

This farebox recovery ratio value is exclusive of the consideration of contract revenues, contributions by Longwood University, the Town of Farmville, or any other local government agency or private sector financial contributions and shall only be measured by comparing the value of cash fares to system operating expenses.

Corrective measures should be investigated if the farebox recovery ratio falls below this standard for three (3) months in a row.

Demand-Responsive/ADA Standard – FAB's farebox recovery ratio for demand-responsive/ADA type service should remain within the range of 2.5 to 5.0 percent.

Corrective measures should be investigated if the farebox recovery ratio for this service falls below this standard for three (3) months in a row.

Vehicle Maintenance Performance Measures

The following two standards shall be monitored with regards to vehicle maintenance performance:

Bus Preventive Maintenance Inspections – Preventive maintenance shall be conducted on all vehicles in the transit fleet per vehicle manufacturer recommendations.

Revenue Vehicle Failures – FAB should maintain a standard of no more than 0.15 revenue vehicle failures per 1,000 revenue bus-miles of service.

3.0 SERVICE AND SYSTEM EVALUATION

The purpose of this chapter is to describe the recent performance of the Farmville Area Bus (FAB) system relative to generally accepted performance standards for the fixed-route bus transit mode associated with this system. This assessment describes the manner in which FAB is providing public transportation services to the residents of the two-county region in which it operates. Each of the following sections discusses one facet of this evaluation process.

3.1 Historical and Existing Service Perspective

FAB is one of the newer public transportation systems in the Commonwealth of Virginia. From the initiation of service in the Town of Farmville in Prince Edward County in 1990, the system has expanded to now offer fixed-route services in Prince Edward County and an ADA/demand-response service in the Town of Farmville.

As the system has continued to grow and expand, changes have been regularly observed in virtually all relevant comparative factors, from the number of revenue-miles and revenue-hours operated each year to the total system operating costs and the number of passengers transported. With many of the service changes having been observed over just the past several years, it is difficult to apply a traditional five-year service history to the system.

The most comprehensive assembly of statewide system performance data for public transit systems in Virginia was published in 2007.³ Although the title of this statewide transit performance report indicates that it presents data for the period FY2002 to FY2006, this information is typically only provided for the larger and better established urban bus and rail systems in the Commonwealth.

In the case of FAB and virtually all of the other small municipal and rural public transit systems in the state, only data for FY2006 is provided in this report. As a result, the historical evaluation of FAB operations associated with this TDP has only been able to consider the three year period from FY2006 through FY2008. **Table 3-1** and the subsequent charts illustrate several operating statistics in each of these three years.

³ Virginia Transit Performance Report (FY2002-FY2006); Virginia Department of Rail and Public Transportation; Richmond, Virginia; 2007.

Table 3-1. Operating Statistics for Farmville Area Bus, FY2006-FY2008

Operating Statistics	FY2006	FY2007	FY2008
Annual Passengers	107,622	94,481	114,964
Annual Operating Revenue and Assistance	\$ 487,483	\$ 567,376	\$ 567,844
Annual Revenue Miles	235,291	225,027	230,595
Annual Revenue Hours	11,194	11,275	11,364
Passengers per Revenue Mile	0.46	0.42	0.50
Passengers per Revenue Hour	9.61	8.38	10.12
Cost per Passenger	\$4.53	\$6.00	\$4.94
Cost per Revenue Mile	\$2.07	\$2.52	\$2.46
Cost per Revenue Hour	\$43.55	\$50.32	\$49.97

Source: Virginia Department of Rail and Public Transportation

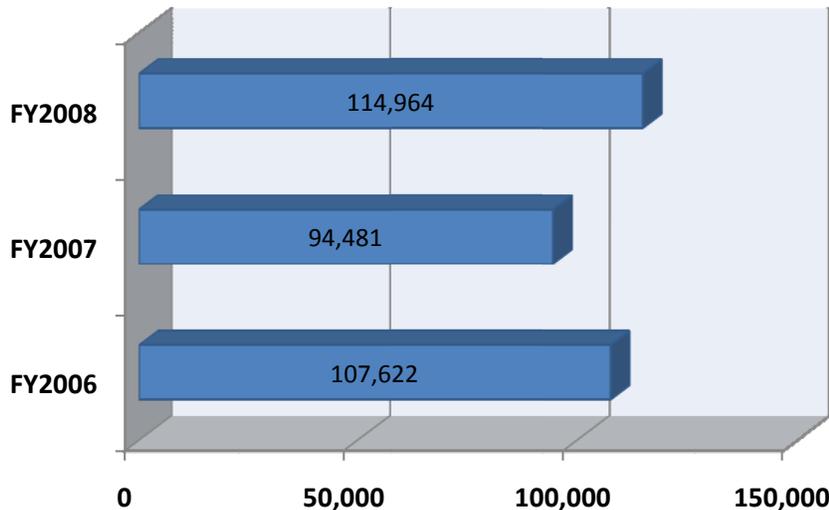


Figure 3-1. Annual Passengers, FY 2006-FY 2008

As shown in **Figure 3-1** above, the number of annual passengers transported by the system increased from 107,622 persons in FY2006 to 114,964 persons in FY2008. This net increase in ridership of 7,342 persons over a period of two years represents a 6.8 percent increase over this time period. The annual revenue miles decreased from 235,291 in FY2006 to 225,027 in FY2007 and 230,595 in FY2008 (a 2.0 percent decrease over the two year period), and the revenue hours operated by the system increased from 11,194 in FY2006 to 11,364 in FY2008 (a 1.5 percent increase in revenue hours). Given these comparisons, it appears that the system has been in a relatively stable level of operations for the past several years.

As shown in **Figure 3-2**, annual system operating costs experienced a significant increase, from \$487,483 in FY2006 to \$567,376 in FY2007 and \$567,844 in FY2008. These changes translate

into a 16.4 percent change from FY2006 to FY2007 and a 16.5 percent increase from FY2006 to FY2008.

The annual operating costs increased in contrast to the decrease in annual passengers between FY 2006 and FY 2007 for two reasons. First, FAB staff received an approximate ten percent increase in salaries to bring their compensation to a level more comparable to similar agencies. Second, in FY 2007, the Campus Line underwent many route changes, which led to inconsistent service, and resulted in a drop in ridership of approximately 7,700 passengers that year. The ridership on that line did increase by 50 percent the following year after the route changes were finalized.

Note that the almost 115,000 annual passengers for FAB in FY 2008 is high also because that December, the television show “Extreme Makeover” was filming in the Farmville area and FAB provided free shuttle service to and from the site.

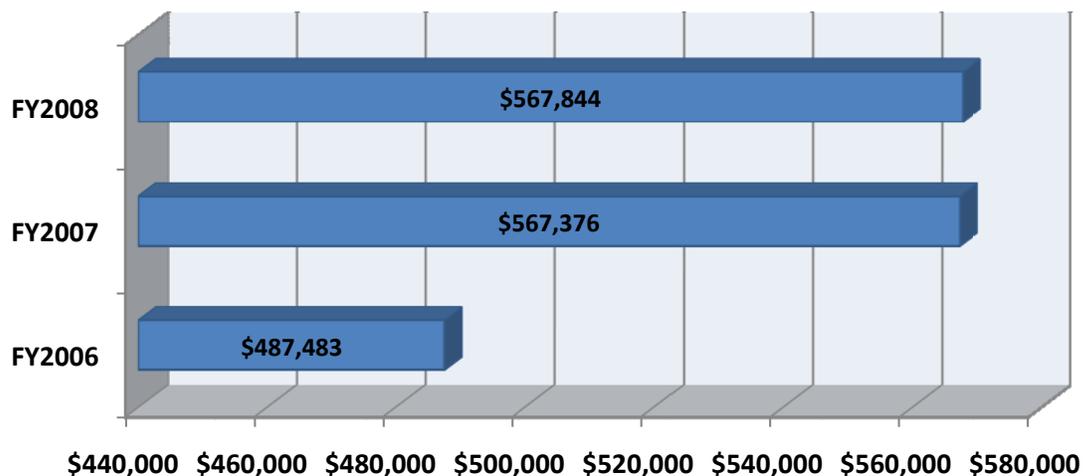


Figure 3-2. Annual Operating Costs, FY 2006-FY 2008

When these total annual values are expressed in terms of unit factors, the passengers per revenue hour value decreased slightly from FY2006 to FY2007 (from 9.61 to 8.38 or a 12.8 percent decrease) and then experienced a substantial increase from FY2007 to FY2008 (from 8.38 to 10.12 or a 20.8 percent increase). **These value changes indicate that while FAB experienced some modest ridership declines in FY2007, it recovered its prior ridership and experienced an overall ridership increase in FY2008.** In general, these values are well within the acceptable range for a small urban bus system.

Similarly, the average cost per passenger increased from \$4.53 per passenger in FY2006 to \$6.00 per passenger in FY2007 and then declined to \$4.94 per passenger in FY2008, as shown in **Figure 3-3.** Much of these changes appear to be attributable to the observed increase in system operating costs (due to salary increases). It should be noted that some of the observed operating cost increase is also due to the higher fuel costs experienced during FY2007 and FY2008 for the predominantly gasoline-powered vehicle fleet operated by FAB.



Figure 3-3. Cost Per Passenger, FY 2006-FY 2008

All of these cost and ridership response factors will need to be regularly monitored and reported by the system’s management in order to identify trends of both a positive and a negative nature.

3.2 Peer System Review

The preparation of a transit development plan includes the comparison of the performance characteristics of the subject system with those systems of a similar size. At the national level, all public transit agencies are required to report such information to the Federal Transit Administration (FTA) for inclusion in the National Transit Database (NTD) unless they are granted a reporting exemption. Since its original establishment, the NTD has developed uniform standards and procedures for the reporting of this information on an annual basis. With all transit agencies having to report the same information to NTD in the same manner, this database provides a consistent set of data that can be used for a peer group type of analysis.

While the NTD was originally developed to allow for the consistent compilation of comparable statistics for transit systems operating in metropolitan areas with populations of 50,000 or greater, it was subsequently expanded to include all urban and rural public transportation operations across the country. Particularly in the case of smaller urban and rural transit systems, the state departments of transportation compile the individually submitted annual operating statistics and provide this information to NTD. In the Commonwealth of Virginia, this data compilation and submittal function is provided by the Department of Rail and Public Transportation (DRPT).

It is important to note that while all public transit systems report the same information in the same manner, each system has a unique set of administrative and governmental, operating, and financial characteristics. Thus, while several systems may appear to be similar to one another through a comparison of basic operating statistics, they are not identical in all respects to their designated “peers”. The peer group comparison for FAB was limited to the use of available information on other similar rural and small urban area fixed-route public transit systems currently operating in the Commonwealth of Virginia.

While this geographically-oriented process of peer group selection may have resulted in a wider than desired range of values for some system characteristics such as service area population or number of vehicles operated during peak periods, it did ensure that all of the peer systems were known quantities to DRPT staff and had been in operation for a reasonable period of time. Using this process, the following group of four candidate peer transit systems was identified:

- Blackstone Area Bus
- Pulaski Area Transit
- Graham Transit
- Virginia Regional Transit (VRT) – Staunton County

Table 3-2 summarizes the performance indicators for each of these four selected peer transit agencies and FAB.

Table 3-2. Peer Group Comparison Summary

Performance Indicators	Peer Group Transit Systems					Farmville Area Bus
	Blackstone Area Bus	Pulaski Area Transit	Graham Transit	VRT - Staunton	Average	
Total System Operating Cost	\$361,194	\$290,539	\$210,389	\$363,370	\$306,373	\$567,844
Total Vehicle Revenue Miles	364,025	89,175	119,783	86,330	164,828	230,595
Total Vehicle Revenue Hours	13,744	7,317	7,240	7,175	8,869	11,364
Total Unlinked Passenger Trips	30,764	55,384	40,589	93,709	55,112	114,964
Passengers per Revenue Mile	0.08	0.62	0.34	1.09	0.53	0.50
Passengers per Revenue Hour	2.24	7.57	5.61	13.06	7.12	10.12
Cost per Trip	\$11.74	\$5.25	\$5.18	\$3.88	\$6.51	\$4.94
Cost per Vehicle Revenue Mile	\$0.99	\$3.26	\$1.76	\$4.21	\$2.55	\$2.46
Cost per Vehicle Revenue Hour	\$26.28	\$39.71	\$29.06	\$50.64	\$36.42	\$49.97

Note: All data for Fiscal Year 2008 ending September 30, 2008 unless otherwise noted.

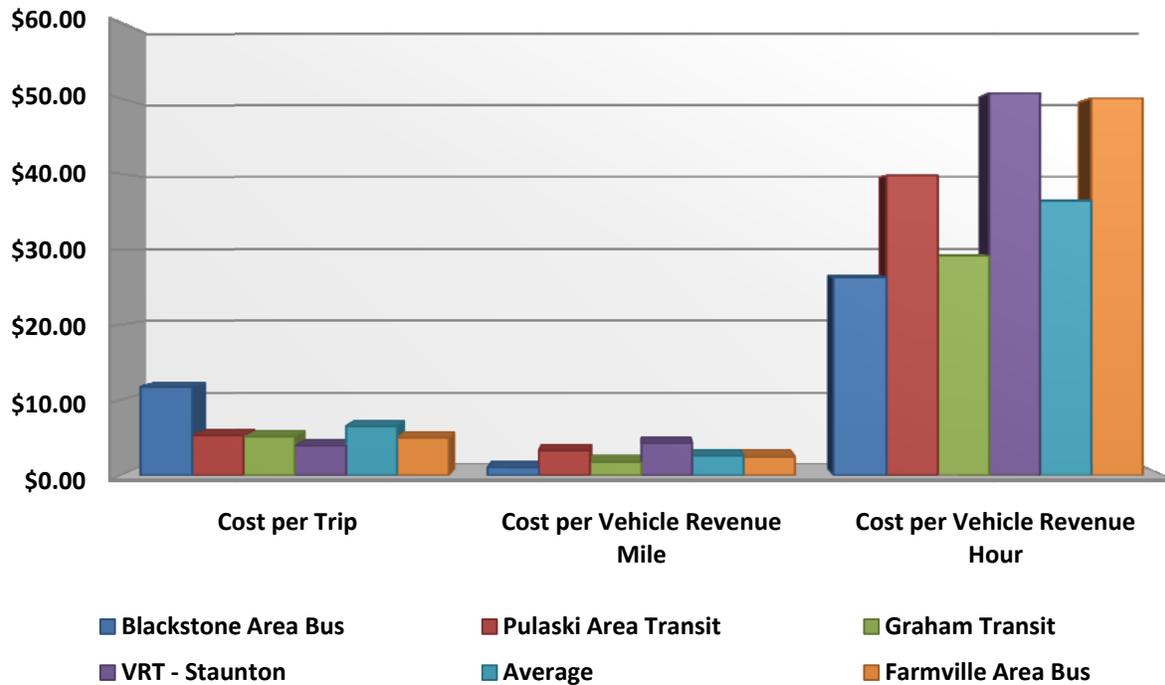


Figure 3-4. Peer Comparison

As shown in **Table 3-2 and Figure 3-4**, the overall average unit operating cost for FAB is lower than the comparable average value for the other four peer systems. FAB’s average cost per trip of \$4.94 is approximately 24 percent below the four peer group average value of \$6.51 and FAB’s average cost per revenue mile value of \$2.46 is 3.6 percent below the four peer group average value of \$2.55. **These numbers suggest that FAB operates at a good level of efficiency for their system.**

FAB has a higher system operating cost than the average number for the four peer systems; the average cost per revenue hour of \$49.97 for FAB is 37.2 percent higher than the average number of \$36.42 for the four peer transit systems. The average passenger per revenue hour of 10.12 for FAB of is 42.1 percent higher than the average number of 7.12 for the four peer transit systems, which suggests that FAB serves more passengers on a unit revenue hour basis. The average passenger per revenue mile value of 0.50 for FAB is close to the average of 0.53 for the four peer transit systems.

3.3 Public On-Board Passenger Survey

Appendix E at the end of this report presents a technical memorandum with detailed findings from the on-board transit rider survey.

3.4 Level of Support for Transit

The FAB service has received a positive reaction from the people of the region. Residents regularly express the opinion that it is a good service for the community, and that it is a community success in the region. In the greater Farmville region, the various local communities (towns and counties) have requested an expansion of transit service from time to time. FAB has attempted to reply to these requests when it has been deemed appropriate and cost-effective. Initially, some expanded services have been operated on a demonstration basis. If determined to be successful, the service has continued to be operated with the use of federal, state, and local government financial support to supplement passenger fares.

The change in transit service demand appears to be generally keeping pace with observed population and employment growth in the region. FAB has developed an initial plan for potential system growth, but limitations on funding provided by the different federal, state, and local government agencies is the major constraint on the ability to expand the services beyond what is presently being provided.

As described in previous chapters of the report, FAB is the major transit service provider for Longwood University in Town. The University has a good partnership with FAB and contributes approximately \$100,000 as its share of the annual funding to FAB for the transit services. With this funding, Longwood University students ride the bus for free by displaying their university identification card. This funding enables FAB to operate relatively frequent service linking the off-campus student housing areas to the university campus proper. With the University's adopted Campus Master Plan calling for both a substantial increase in student enrollment and a continuation of current policies to limit the amount of on-campus parking provided, the demand for campus-oriented transit service is anticipated to increase in the coming years. Depending on the additional costs to the FAB system of responding to these increasing demands, additional financial support from the university may also be required.

The local newspaper regularly follows the ridership trend data of FAB and publishes articles reporting the ridership information.

In general, there appears to be a good level of local government support for the continued operation of FAB, but the finances of all of the local governments are being strained at the present time. As a result, the potential for significant increases in local operating assistance is viewed as being very limited over the next few years.

3.5 Focus Groups and General Community Input

DRPT has recently changed their previous policy on state operating assistance support due to a reduced level of available funding. Combined with the effects of new federal regulations issued by FTA restricting the provision of local charter-type services by public transportation agencies,

FAB is no longer able to provide transit services to local charity organizations or the sponsors of local non-profit events.

This change has generated a number of concerns from some local agencies with respect to the increased challenges that it presents to increasing community involvement with such activities. These local community groups and private citizens are interested in and supportive of the provision of additional public transit services in the region, but they are unable to generate local government support for increased public funding.

During the course of the TDP development process, FAB agency and consulting team staff received a number of suggestions from the passengers and residents of the counties that currently have FAB services. Most of those that offered these suggestions are not users of the system. What they suggested as potential service improvements included better on-time performance and an expanded service frequency (longer hours of operation during the day as opposed to initiation of service on weekends).

3.6 Recent Changes in Patronage, Operating Costs, and Operating Revenue

Over the past three years, the number of annual passengers transported by FAB has increased from 107,622 persons in FY2006 to 114,964 in FY2008 with the annual ridership in FY2007 being slightly lower at 94,481 persons. This net increase in annual ridership of 7,342 persons over a period of two years represents a 6.8 percent increase over this time period. Even though the annual revenue miles decreased from 235,291 in FY2006 to 225,027 in FY2007 and 230,595 in FY2008, the revenue hours of the system increased from 11,194 in FY2006 to 11,364 in FY2008 (a 1.5 percent of increase in revenue hours). As would be expected with increases of this magnitude in the amount of service provided, annual system operating costs also experienced a significant increase, from \$487,483 in FY2006 to \$567,844 in FY2008 (an increase of 16.5 percent). A discussion of these operating statistics was provided in Section 3.1.

When these total annual values are expressed in terms of unit factors, the passengers per revenue hour have decreased from FY2006 to FY2007 and then increased from FY2007 to FY2008. The average passengers per revenue hour value of 9.61 observed in FY2006 declined to a value of 8.38 in FY2007 and then increased to a value of 10.12 in FY2008. This value change indicates that FAB experienced some ridership decline in FY2007 but recovered the ridership in FY2008. In general, these values are still in an acceptable range when compared to the average of the four peer transit systems.

Similarly, the average cost per passenger increased from \$4.53 per passenger in FY2006 to \$6.00 per passenger in FY2007 and \$4.94 per passenger in FY2008. Much of these changes appear to be attributable to the observed increase in system operating costs (due to salary increases). It should be noted that some of the operating cost increase is also due to the higher fuel costs experienced during FY2007 and FY2008 for the predominantly gasoline-powered vehicle fleet operated by FAB.

All of these cost and ridership response factors need to be regularly monitored and reported by the system’s management in order to identify trends of both a positive and a negative nature.

Table 3-3 presents a summary of the FAB system’s annual revenues and operating assistance for FY2006 to FY2008. As shown in this table, system passenger revenues decreased over this period, from \$18,384 in FY2006 to \$13,055 in FY2008. The trend in passenger revenues between FY 2006 and FY 2008 cannot be directly correlated to the number of annual passengers (shown in **Table 3-1**) as Longwood University students ride the Campus Line for free and the special shuttle in December 2008 for the “Extreme Makeover” television show was provided at no charge as well. The aberrations in operating statistics over the three-year period were discussed previously in Section 3.1.

As noted earlier in this chapter, total system operating costs have been steadily increasing in recent years. The total annual system operating costs shown below (defined here as passenger fares + contract revenues + operating assistance) are reported to have increased from \$487,483 in FY2006 to \$567,844 in FY2008. This increase represents a percentage change of 16.5 percent over a two year period.

Table 3-3. Farmville Area Bus System Revenues and Operating Assistance, FY2006-FY2008

System Revenues and Operating Assistance	FY2006	FY2007	FY2008
Passenger Fares	\$18,384	\$20,630	\$13,055
Contract Revenues	\$9,207	\$8,008	\$16,864
Local Operating Assistance	\$149,151	\$219,450	\$193,687
State Operating Assistance	\$ 80,795	\$ 78,052	\$91,988
Federal Operating Assistance	\$229,946	\$241,236	\$252,250
Totals	\$487,483	\$567,376	\$567,844

Source: Passenger Fares and Contract Revenues: FAB

Operating Assistance: Virginia Department of Rail and Public Transportation, NTD database.

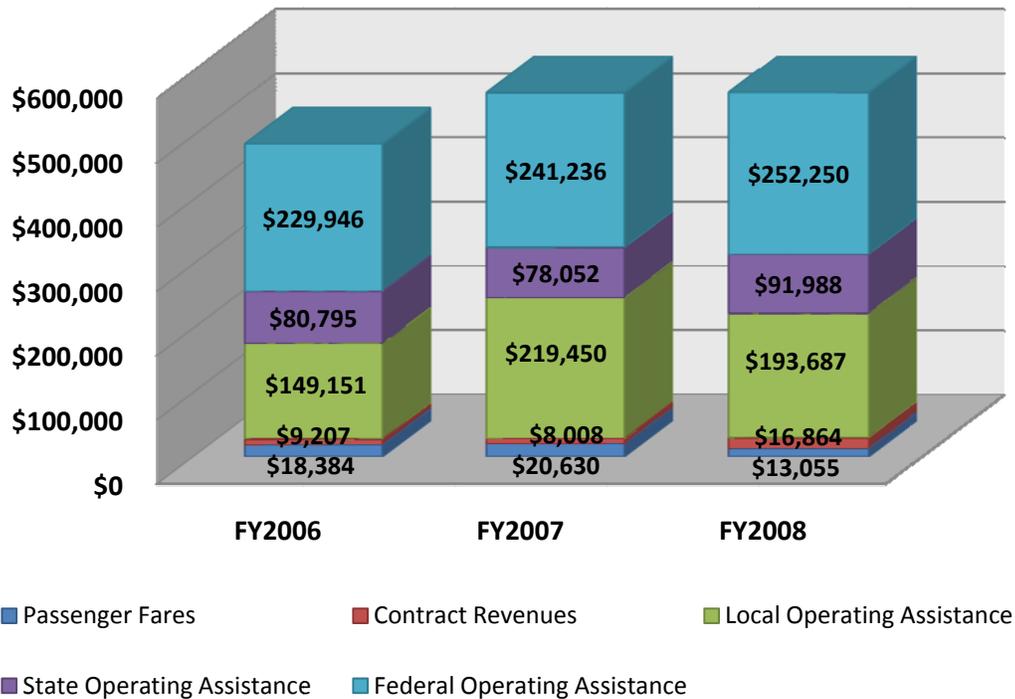


Figure 3-5. FAB System Revenues and Operating Assistance FY2006-FY2008

Total reported system revenues (the combination of passenger fares and other contract revenues) in FY2006 of \$27,591 represented 5.7 percent of the total reported operating cost of \$487,483. In FY2008, the total reported system revenues of \$29,919 represented 5.3 percent of the total reported operating costs in that fiscal year. If only actual passenger fares are considered, the percentage of total system operating costs generated from this source were 1.9 percent in FY2006 and 2.3 percent in FY2008.

As shown on **Table 3-4**, the share of operating assistance provided by local governments (inclusive of the Longwood University contributions), the Commonwealth of Virginia, and the Federal government have fluctuated somewhat from year to year. The Federal Transit Administration’s share of total net operating costs has ranged from 50.0 percent in FY2006, 44.8 percent in FY2007, and 46.9 percent in FY2008.

Table 3-4. Allocation of Net Operating Assistance, FY2006 – FY2008

Funding Source	FY2006	FY2007	FY2008
Local Governments	32.4%	40.7%	36.0%
State Government	17.6%	14.5%	17.1%
Federal Government	50.0%	44.8%	46.9%
Totals	100.0%	100.0%	100.0%

Source: PBS&J

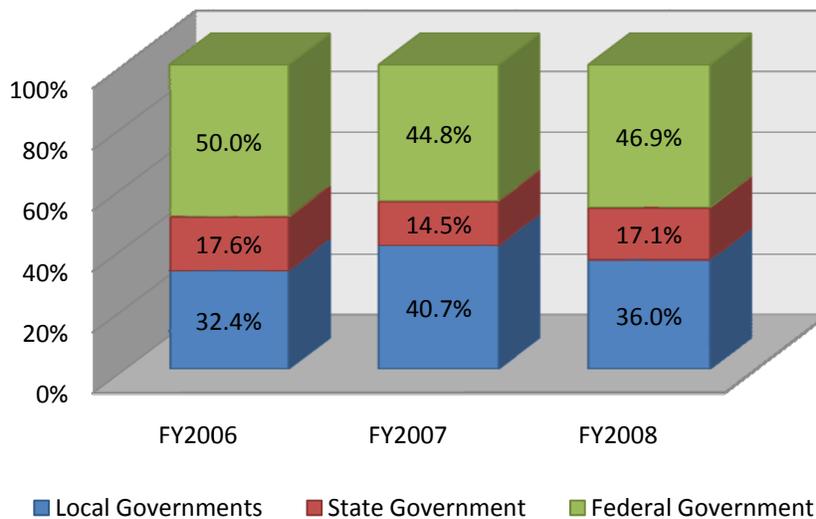


Figure 3-6. Allocation of Net Operating Assistance FY2006 – FY2008

State operating assistance funding provided by the Department of Rail and Public Transportation (DRPT) has fluctuated between 17.6 percent in FY2006 to 14.5 percent in FY2007 and 17.1 percent in FY2008. Local government funding has fluctuated to cover the remaining difference, from 32.4 percent of total net operating costs in FY2006 to 40.7 percent in FY2007 and to 36.0 percent in FY2008.

3.7 Deviations from Service Standards and Potential Remedies

As a basic fixed-route bus public transportation program whose service area encompasses a relatively compact small urban area located within a fairly large and generally low-density rural portion of the Commonwealth, there are a number of different services standards and operating guidelines that can be applied to the operations of the FAB system. Some of these service standards and operating guidelines have been developed at a national level through research sponsored by the Federal Transit Administration (FTA) or by the Transit Cooperative Research Program (TCRP) of the Transportation Research Board. Others have been developed with a focus on rural public transit services being operated in an individual state. At the present time, DRPT has not developed a set of general transit service standards for application to small urban area or rural fixed-route bus systems such as FAB.

In May 2002, the Maryland Transit Administration of the Maryland Department of Transportation published a report titled “Maryland Transit Guidelines.” Prepared in conjunction with the Maryland Comprehensive Transit Plan (MCTP), the Maryland Transit Guidelines were defined as having four primary objectives or purposes⁴:

⁴ Maryland Transit Guidelines, Maryland Transit Administration, Baltimore, Maryland; May 2002, Page 2.

1. Provide technical guidance to transit agencies and transit providers throughout Maryland.
2. Create consistency in transit service and infrastructure throughout Maryland.
3. Establish measurable guidelines for transit.
4. Provide a basis for securing funding for transit improvements.

The Maryland Transit Guidelines encompassed all of the transit modes operating in the state, from large urban fixed-guideway systems to small urban area bus and rural demand-responsive services. For the purposes of the Farmville Area Bus TDP, the following Maryland service guidelines developed for application to fixed-route bus transit services will be applied:

- Consideration of Service
- Frequency of Service
- Span of Service
- Loading Guidelines
- Service Availability and Bus Stop Spacing
- Directness
- Dependability
- Financial
- Productivity

The application of each of these guidelines to the current operations of FAB is discussed below.

Consideration of Service. Among the most difficult decisions that a transit agency must make is the determination of which residents and activity centers will receive service. The transit agency receives many requests for service from citizens and businesses that are not within walking distance of any route, or that would like transit routes in their neighborhoods to serve different destinations. Because transit resources are limited, it is difficult to accommodate everyone. Therefore, it is necessary to determine how to allocate the available resources to provide the best possible service. This guideline defines the minimum thresholds for employment concentrations, shopping center size, hospital size, college enrollment, and residential dwelling units that warrant consideration of service. In addition, the guidelines include qualitative factors that should be considered in indicating specific areas that a transit agency should consider for providing fixed-route transit service.

Transit service should be provided to activity centers that produce a relatively high number of trips. To assist in determining what constitutes a “major” activity center, minimum threshold levels have been suggested for different categories of activity centers. The threshold levels are designed to serve as guidelines in determining which activity centers in each category should be given primary consideration for the provision of public transportation service.

Table 3-5. Minimum Levels for Consideration of Transit Service

Activity Center	Urban	Suburban	Rural
Business concentrations (number of employees)	500	300	100
Shopping centers (size in square feet)	350,000	200,000	50,000
Hospitals (number of beds)	200	100	All
Colleges (number of students)	2,000	1,000	All
Housing developments (number of dwelling units)	400	200	100

Source: Maryland Transit Guidelines, Maryland Transit Administration, May 2002, Page 9.

In addition, there are several qualitative factors that can also be used to determine which areas should be considered for transit service. These include the following:

- *A sufficiently high population density in terms of persons per square mile in the service area.* A high population density generally indicates that an area contains the concentration of population necessary to support reasonable levels of use. However, it should be recognized that there are differences in population density and development patterns among urban, suburban, and rural service areas.
- *Service should be provided to transit-dependent populations.* The transit dependent require transit service to meet their basic transportation needs. Transit dependent segments of the population include those who do not have use of an automobile. The percentage of senior citizens and the location of low income housing are also measures frequently used to determine transit dependency.
- *Transit service should be provided to support economic development.* Transit service can support existing and attract potential economic activity and consideration of service should take this factor into account.

In the case of a rural or small urban area bus system such as FAB, the rural service guidelines developed by the MTA are most applicable.

The main service area of FAB is located in the Town of Farmville. The town is one of the business concentration areas with more than 100 employees in the region. FAB also provides the transit services for several shopping centers in the region. For example: Wal-Mart and Food Lion. The square feet of these grocery centers is more than 50,000 square feet. All important medical facilities in the Farmville area appear to lie within the FAB service area.

The location of Longwood University within the central part of the Town ensures that this major travel generator receives a high level of transit service. All of the current FAB routes serve the Longwood campus either directly or within a reasonable proximity. Conversely, the free-standing campus of Hampden-Sydney College located along US Route 15 a few miles south of the Town of Farmville corporate limits is not currently being served. Some years ago, FAB operated a route to serve Hampden-Sydney College, but the service was eliminated due to

increasing costs, very low ridership, and the inability to obtain adequate funding support from the College. Some recent interest in reinstating this service to Hampden-Sydney College has been expressed by the College's administration but no formal action has yet been taken.

All of the larger residential development areas in the Town and in the immediately adjacent areas of Prince Edward County appear to lie within the FAB service area. As development patterns continue to expand, the satisfaction of this service factor should continue to be monitored.

Overall, given the coverage area described above, the current operations of FAB satisfy the consideration of service transit service guideline.

Frequency of Service. Frequency is expressed as the interval of time between successive transit vehicles at a particular location on a route. This length of time is defined as a route's "headway." Typically, more frequent service is regarded as more attractive service. Frequency of service is important in determining system operating cost and must match the financial capability and policy of the system.

Service frequency can be based on demand or policy considerations as to what the public considers attractive service. Demand considerations require the operator to provide a sufficient number of trips on a transit route to accommodate the passenger volume within the loading guidelines discussed below. In those instances where passenger loads are as light as to require excessive time periods between vehicles in order to conform to loading guidelines, a policy-based headway should be used. The headways shown in the table below are an attempt to balance the transit rider's desire for frequent service with the operator's need to provide service in a cost-effective manner.

Transit service in Virginia's larger urban areas will typically operate more frequently than in the state's suburban and rural areas. In rural areas, the interval between buses can be established at the cycle time, i.e., the time it takes for one bus to make a complete round trip on the route. Finally, the headways on routes with low frequency (wide headways) should be designed, whenever possible, to conform to regularly recurring "clock face" intervals (e.g., 9:10 AM, 10:10 AM, 11:10 AM, etc.). This type of schedule provides increased convenience. **Table 3-6** illustrates what are termed "Maximum Policy Headways." These values represent the suggested maximum intervals between buses that are generally deemed to be appropriate for each different type of fixed-route bus transit service area: urban, suburban, or rural. In the case of a rural, small urban area bus system such as FAB, the rural service guidelines developed by the MTA are most applicable.

Table 3-6. Maximum Policy Headway
(Minutes Between Buses)

Monday-Friday	Urban	Suburban	Rural
Peak (6 to 9 AM and 3 to 7 PM)	20	30	60
Midday (9 AM to 3 PM)	30	60	60 or cycle time
Early Morning / Evening (Start of service to 6 AM and 7 PM to end of service)	60	60	60 or cycle time
Saturday and Sunday	Urban	Suburban	Rural
Midday (8 AM to 7 PM)	30	60	60 or cycle time
Early Morning/Evening (Start of service to 8 AM and 7 PM to end of service)	60	60	60 or cycle time

Source: Maryland Transit Guidelines, Maryland Transit Administration, May 2002, Page 11.

The service frequencies of FAB's routes are varied. For the Blue Line of FAB which operates within the Town limits, the service frequency is a one-hour headway or one bus every 60 minutes. The two Campus Lines for Longwood University have service frequencies of 15-minutes and 30-minutes, respectively.

The other routes which operate into the more rural areas of the surrounding counties basically use the route cycle times for their service frequencies. The Express Line of FAB provides transit service on Saturdays and Sundays with 30-minute headway service frequency. Several of the rural area routes only operate a few trips per day, sometimes less frequently than what could be done by more closely adhering to the cycle time criteria.

The current operations of the FAB system generally comply with the maximum policy headway service guideline. However, it is suggested that this situation be monitored and that consideration be given to the provision of more regular service throughout the day on some of the routes, in particular the Blue Line route that is operated totally within the Town of Farmville proper. As the principal public transportation option for the residents of the most densely developed portion of community, a higher service frequency of perhaps once every 30 minutes might be worth consideration.

Span of Service. The Maryland MTA guidelines define "span of service" as the duration of time when service is "made available" with this time period being measured from the earliest to the latest pick-up times during the day, as well as the days of the week the service is offered. Considerations noted earlier for the frequency of service, such as the desires of transit riders and the financial capability of the transit service provider, apply to the span of service guidelines as well. **Table 3-7** illustrates the suggested "span of service" for fixed-route bus operations in various service areas.

Table 3-7. Span of Service
(Start and End Times)

Day of Week	Urban	Suburban	Rural
Weekday	5 AM to 1 AM	5 AM to 10 PM	5 AM to 10 PM
Saturday	5 AM to 1 AM	5 AM to 10 PM	5 AM to 10 PM
Sunday	5 AM to 1 AM	5 AM to 10 PM	As needed

Source: Maryland Transit Guidelines, Maryland Transit Administration, May 2002, Page 12.

In the case of a rural, small urban area bus system such as FAB, the rural service guidelines developed by the MTA are most applicable.

The service spans for FAB’s routes are varied. Most of the services start around 7:00 AM and end around 5:00 PM, with operations on these routes being provided primarily during the weekday period of Monday through Friday. As noted in **Table 3-8** below, there is some variation in terms of which days during the week certain of the FAB system’s routes are operated.

Table 3-8. Farmville Area Bus Span of Service

Route Name	Days of Operations	Hours of Operation
Blue Line	Monday through Saturday	7:00 AM to 6:00 PM
Express Line	Monday through Thursday	12:00 PM to 8:00 PM
	Friday and Saturday	12:00 PM to 11:00 PM
	Sunday	12:30 PM to 8:00 PM
Campus Line (I)	Monday through Friday	7:00 AM to 11:00 PM
Campus Line (II)	Monday through Friday	6:00 AM to 12:30 AM
	Saturday and Sunday	10:30 AM to 12:30 AM
Prince Edward Rural Transit (PERT)	Monday and Thursday (Green Line)	8:25 AM to 4:30 PM
	Tuesday, Wednesday, and Friday (Orange Line)	8:20 PM to 4:38 PM

As shown above, service within the Town of Farmville generally adheres to the suggested span of service operating guidelines.

In contrast, PERT’s Green Line only operates on Mondays and Thursdays between the hours of 8:25 AM until about 4:30 PM and PERT’s Orange Line only operates on Tuesdays, Wednesdays, and Fridays, again from about 8:20 AM until about 4:30 PM. This schedule would appear to impose a burden on passengers who might wish to use these routes which operate primarily in the rural areas surrounding the Town of Farmville proper for travel to and from work, since most standard work weeks are Monday through Friday. Work-related trips also generally require earlier arrivals and later departures than appear to be possible with the current PERT route operating schedules. **It is suggested that consideration be given to providing transit**

services from Monday through Friday on both the Green Line and Orange Line options of the PERT route, with earlier starting and later ending times of service. It is recognized that local county government funding considerations are obviously a factor associated with this possible service modification.

In summary, it appears that the FAB system is in general compliance with the span of service guidelines as presented above. However, consideration should be given over time to the establishment of a more traditional operational pattern where the basic routes of the system are all operated each day, Monday through Friday. This type of schedule would allow for the use of all of these routes for work trips and other basic mobility needs of service area residents that cannot otherwise be easily rescheduled.

Loading Guideline. This guideline refers to the number of people on board a transit vehicle at a single point of time. It is measured as the ratio of passengers on board to the seated vehicle capacity, and it is expressed as a percentage. To ensure that passengers will be able to obtain seats on transit vehicles for at least a major portion of their trips, loading guidelines must be established and schedules devised so that passenger volumes conform to the guidelines. Values at, or less than, 100 percent indicate that all riders have a seat. Values greater than 100 percent indicate that some passengers are standing for at least a portion of the trip. Loading standards indicate the acceptable number of standees with consideration given to both the operating period and the service area type.

Table 3-9. Maximum Load Factors

Time Period	Urban	Suburban	Rural
Peak (6 to 9 AM and 3 to 7 PM)	120%	110%	100%
Off-peak	100%	100%	100%

Source: Maryland Transit Guidelines, Maryland Transit Administration, May 2002, Page 13.

The guidelines shown in **Table 3-9** above allow for some standees only during the peak periods on urban or suburban transit operations. In the case of rural and small urban area transit operations, particularly those such as FAB which use smaller size vehicles with little if any room to accommodate standing passengers, route planning and design principles should not anticipate any standees. In addition, due to safety concerns, it is recommended that standees not be permitted on roadways with a posted speed limit of 55 mph or higher.

In the case of a rural, small urban area bus system such as FAB, the rural service guidelines developed by the MTA are most applicable.

Based on the ridership information provided for the FAB system and information provided by Julie Adams, the transit system manager, the system has rarely, if ever, experienced the situation where passengers cannot easily obtain seats. In other words, all passengers can sit on the seats during the whole trip.

Several of the comments obtained from the system on-board ridership survey indicated that an inability to have a seat available was noted by some passengers, particularly on the campus routes focused on service to Longwood University. This situation should be regularly monitored to identify the need to provide either larger vehicles or more frequent operation of the current fleet of smaller buses to ensure that passengers at boarding locations are not being passed up on a regular basis.

Overall, notwithstanding the one cited passenger-generated consideration on the campus routes, the loading guideline is generally being satisfied by the FAB system.

Service Availability and Bus Stop Spacing. These transit service guidelines relate to both the availability of the transit system to potential customers as well as the spacing of bus stops along a transit route.

- *Service Availability* – In the course of evaluating both existing services and proposals for new transit services, the transit system operator must determine whether or not a specific location is “served” by the transit system, thus determining whether or not the transit service is available at that location. The standard guideline in this regard is that a location should be considered to have service only if it is within a quarter mile walking distance to a bus stop.
- *Bus Stop Spacing* – While route alignments are the primary determinants of transit availability, a second influence on the proximity of transit is the bus stop spacing along those routes. As stated above, the key measure of the ability to access the transit system is the walking distance to the nearest bus stop. Obviously, stops at every intersection provide the shortest walking distance to the bus. However, this spacing would adversely affect vehicle speed and trip times for patrons already riding the bus. For this reason, the placement of bus stops along transit routes requires balancing passenger convenience and speed of operation.

Bus stop spacing should also reflect the characteristics of the area being served. In some cases, the bus stop spacing guidelines should be disregarded in favor of simply considering the locations of patron concentration, which is especially true at certain commercial and high-density residential areas.

Table 3-10. Bus Stop Spacing

Measure	Downtown Core	Urban	Suburban	Rural
Bus stops per mile	10 to 12	5 to 10	4 to 6	As needed
Typical spacing (feet)	450	750	1,000	As needed

Source: Maryland Transit Guidelines, Maryland Transit Administration, May 2002, Page 14.

In the case of a rural, small urban area bus system such as FAB, the rural service guidelines developed by the MTA as shown in **Table 3-10** are most applicable.

The bus stop locations of the FAB system appear to be located on the basis of the identified major transit demands of the service areas. Most of the stops are located near the entrances of business concentrations, shopping centers, and transit-dependent destinations (Examples: schools and hospitals). Those stops located in more well-developed residential areas of the Town of Farmville appear to be spaced appropriately near street corners. All of the stops in the Town proper appear to be designated by bus stop signs.

Some, but not all, of those stops in the surrounding rural portions of the counties and smaller communities that are designated time points on the route maps and schedules are also designated by bus stop signs. Other passenger pick-up and drop-off locations outside of the Town of Farmville, particularly those along the rural routes, appear to be operated on a “flag stop” basis, where a passenger will wait at the side of the street for a vehicle and wave to the bus driver indicating a desire to board the vehicle.

Overall, the bus stop spacing guideline is being satisfied at this time. However, consideration should be given in the future to the installation of additional bus stop signs at all of the designated time points on the individual route schedules.

Directness. In order for any public transportation system to attract a substantial number of riders, transit services must be able to provide a reasonably direct trip. If a trip by public transportation is long and circuitous, riders may find an alternative mode of transportation and potential riders may be discouraged. In contrast, a more direct transit route will be considered more convenient, thereby attracting riders. As shown on the table below, the guidelines indicate that a transit trip should take no more than an hour and should not take more than twice as much time as the identical trip by automobile. The maximum scheduled time for any transfer is 15 minutes.

Table 3-11. Transit Travel Time

Measure	Urban	Suburban	Rural
Maximum trip length with transfers (minutes)	60	60	60
Maximum transit/automobile time ratio	2:1	2:1	2:1
Maximum schedule time for any transfer (minutes)	15	15	15

Source: Maryland Transit Guidelines, Maryland Transit Administration, May 2002, Page 15.

In the case of a rural, small urban area bus system such as FAB, the rural service guidelines developed by the MTA are most applicable.

Most of the riders of FAB do not need transfers in order to reach their destinations. For them, the transit service of Farmville Area Bus is the direct service. The scheduled times from end-to-end of each of the routes operated by the system are less than 60 minutes. Based on the distances and service areas of the FAB routes, the travel time through the routes by transit appears to be somewhat similar to the travel time by automobile, particularly within the Town of Farmville proper. **The transit/automobile time ratio is reasonable and appropriate for this system, and the directness service guideline is being satisfied.**

Dependability. Transit agencies must provide the transit patron with a reasonable guarantee that the scheduled service will operate and provide service according to the published timetable. This guideline gauges whether transit service is operated as scheduled and whether or not the transit trip is operated at all. The dependability of the transit service is important to riders that typically plan trips around the availability of the service. Moreover, riders associate a time penalty with unreliable transit service, which reduces the attractiveness of public transportation.

Dependability of transit service is typically measured in two ways: schedule adherence and trip availability. The first is a measure of how closely the service conforms to the established and published schedule. The second is the percentage of scheduled service that fails to operate (i.e., missed trips). These two criteria are each summarized in the accompanying tables.

- *Schedule Adherence* – Schedule adherence measures the difference between scheduled times and the time the vehicle actually passes a particular location. The schedule adherence service guideline consists of two parts: (1) the definition of “on-time”, and (2) the proportion of buses that operate within the “on-time” range. “On-time” is defined here as zero minutes early to five minutes late. This range allows the bus reasonable latitude for encountering general delays without unduly inconveniencing the waiting patron. Vehicles should never be early, since this would cause patrons to miss the bus entirely, and often subjects riders to an excessive wait for the next scheduled bus. The “on-time” percentage for this service guideline is 85 percent. The on-time performance can be measured from the route terminals, time points along the route, or at points where the route intersects with other transit routes.

Table 3-12. Schedule Adherence

Measure	Urban	Suburban	Rural
Definition of “on-time” (minutes)	0 early/5 late	0 early/5 late	0 early/5 late
Percent on-time	85%	85%	85%

Source: Maryland Transit Guidelines, Maryland Transit Administration, May 2002, Page 16.

- *Trip Availability* – It is inevitable that difficulties will occur occasionally that will disrupt operations and require trips to be cancelled. While at times delays cannot be avoided, the transit operator should take steps to ensure that they are not compounded by preventable disruptions in bus service. In terms of the allowable disparity between the service scheduled and operated, this guideline has been established at 0.5 percent, which permits only one trip in 200 to be missed. In view of the frequency of service operated in many rural and small urban areas, as well as the possible need to transfer between buses to complete many trips, a rigorous guideline is appropriate.

Table 3-13. Trip Availability

Measure	Urban	Suburban	Rural
Missed trips	0.5%	0.5%	0.5%

Source: *Maryland Transit Guidelines, Maryland Transit Administration, May 2002, Page 16.*

In the case of a rural, small urban area bus system such as FAB, the rural service guidelines developed by the MTA are most applicable.

The “on-time” performance rate of FAB appears to be relatively high. **Although the system does not regularly monitor on-time performance along each route, the results of the on-board survey, combined with general service data indicates that the “on-time” performance rate of FAB is better than 85 percent.** A more regular process of monitoring on-time performance on all of the routes operated by the system should be implemented in the future, with field data collected at least once or twice a year.

The transit services provided by FAB appear to be very consistent. The transit system always follows the published bus schedules to provide the services, weather permitting. **Based on general information provided by the transit system manager and staff, the “trip availability” service guideline is being satisfied at this time.** A more formal process of monitoring this factor should be implemented in the future.

Financial. This criterion specifies acceptable values for system farebox recovery, which is the ratio of revenue to operating cost expressed as a percentage. To assure consistency with other related DRPT legislation and operating guidelines, revenue includes fares paid by patrons along with ancillary revenue such as advertising.

Farebox recovery is a measure that provides transit agencies with a broad gauge of the financial condition of the transit system. The suggested guidelines for public transit systems in Virginia vary by the service area type. The range of 10 to 40 percent for total revenue and 5 to 20 percent for passenger revenues reflect the increased intensity of transit system use in larger and more densely-populated urban areas.

Table 3-14. Financial Guidelines

Measure	Urban	Suburban	Rural
System farebox recovery (total)	40%	20%	10%
Passenger fares	20%	10%	5%

*Source: Adapted from Maryland Transit Guidelines
Maryland Transit Administration, May 2002, Page 17.*

In the case of a rural, small urban area bus system such as FAB, the rural service guidelines developed by the MTA are most applicable.

Based on the latest available system operating statistics of FAB for FY2008, the annual total revenue is \$29,919 for the whole system, inclusive of both cash fares paid by passengers (\$13,055) and contract revenues (\$16,864). This value represents 5.3 percent of the total reported system annual operating cost of \$567,844. If only cash passenger fares are considered, the farebox recovery factor is 2.3 percent.

While both of these values are below, respectively, the 10 percent and the 5 percent figures cited in the table above, it should be noted that the local governments that operate and support the FAB system view it as a valuable local public service. The local governments and the Longwood University administration have been willing and able to provide the necessary operating assistance funding to not only maintain but to regularly expand the service since its initiation. The community leaders recognize that a large portion of the transit system's local resident ridership have relatively low personal incomes, such that a base boarding fare of \$0.25 per trip (\$0.50 for a single round trip) represents a noticeable portion of their personal disposable income. **Thus, while these financial guidelines are viewed as important, they are not perhaps as critical in this community as they might be in others.**

Productivity. The most useful measure of a public transportation system's productivity is passengers per revenue hour. It measures the number of passengers who, on average, board a transit vehicle for every service hour the vehicle is operated. This guideline is a useful measure because it provides the operating agency with a method to measure service without focusing on operating costs. Similar to the farebox recovery ratio, this service guideline for transit systems in Virginia will vary by the service area type. This reflects the increased intensity of transit system use in larger and more densely-populated urban areas.

Table 3-15. Productivity

Measure	Urban	Suburban	Rural
Passengers per revenue hour	20	10	5

Source: Maryland Transit Guidelines, Maryland Transit Administration, May 2002, Page 17.

In the case of a rural, small urban area bus system such as FAB, the rural service guidelines developed by the MTA are most applicable.

Based on the latest available system operating statistics of FAB for FY2008, the number of annual passengers is 114,964 and annual revenue hours are 11,364 for the whole system. The associated passengers per revenue hour for the entire system are approximately 10.12. **This value of 10.12 is greater than the guideline of 5, which means that the productivity service guideline is being satisfied.**

3.8 Potential Solutions to Gaps or Service Deficiencies

As described above, the system is providing transit services in an efficient and cost-effective manner. As evidenced by the results of the on-board ridership survey, the current passengers appear to be pleased and supportive of the transit services that are being provided by FAB.

With that said, there does appear to be the need to consider a potential increase in the amount of transit service being provided in support of Longwood University. As described in previous chapters of this TDP document, the FAB system is the major transit service provider for Longwood University in Town. Based on Longwood University’s recently adopted Campus Master Plan, it is estimated the number of undergraduate students will increase from 4,000 in the current academic year 2008-2009 to 5,600 in year 2020. The current number of graduate students is approximately 700. Assuming the number of graduate students will increase at the same rate of increase anticipated for the undergraduate students, the number of graduate students is estimated to be approximately 980 in year 2020.

Based on a regular time-frame of five to seven years for a TDP, a future plan horizon year of 2015 has been identified for the Farmville Area Bus TDP. **Table 3-16** presents estimations of the future number of Longwood University’s students for the years 2010, 2015, and 2020. The 2015 estimates represent the mid-point of the 2010 and 2020 estimates.

Table 3-16. Student Number Estimation at Longwood University

	<u>Number of Students</u>		
	<u>FY2010</u>	<u>FY2015</u>	<u>FY2020</u>
Undergraduate Student	4,000	4,800	5,600
Graduate Student	700	840	980
Total	4,700	5,640	6,580

Source: Longwood University Campus Master Plan

Potential Expanded Service for Longwood University

With this projected growth in the number of students at Longwood University and the imposition of expanding on-campus parking restrictions at the school, the student ridership is expected to steadily increase on those FAB routes that are oriented to the campus. In order to accommodate the potential ridership increase, two improvement options are proposed for the Campus Line currently being operated by FAB.

Option 1: Add a second bus to the Campus I Route (Lancer Park – Longwood Campus). The Campus I Route provides direct service between the Lancer Park residential community and the Longwood University main campus. It is the most important route for Longwood University because a large portion of the students residing in university-managed housing live in Lancer Park and use the transit service to travel to/from the campus. The current service frequency of this route as provided by a single assigned bus is once every 15-minutes. With the second new bus, the effective service frequency on this route could be improved to one bus every 7.5 minutes.

Option 2: Add a bus to the Campus I Route (Lancer Park – Longwood Campus) and a bus to the Campus II Route (Lancer Park – Longwood Campus – Longwood Village). The Campus II Route covers Lancer Park, the Longwood University campus, and the Longwood Village residential community. This option will improve not only the transit service between Lancer Park and campus but also the transit service between Longwood Village and the campus. The current service frequency of the Campus II Route as provided by a single assigned bus is one bus every 30 minutes. With the use of two buses on these two campus-oriented routes, the effective service frequency of the Campus I portion of this route could be improved to one bus every 7.5 minutes, and the service frequency of the Campus II portion of this route could be improved to one bus every 15 minutes.

3.9 Potential Remedies for Equipment and Facility Deficiencies

Since the initiation of service in 1990, FAB has been successful in both acquiring the vehicles required to operate its service on a regular basis and in obtaining Federal, state, and local government operating assistance. However, they have been constrained by limitations on obtaining appropriate administrative and facilities. Based on the transit demand growth being experienced in the FAB service area, a new system operations and maintenance center has been proposed to be built somewhere near the existing vehicle storage and operations facility in Farmville.

It is envisioned that the new facility would be a multi-function facility able to provide the full range of transit system administrative, operational, and maintenance functions. It would also accommodate regular maintenance functions for other town-owned and operated vehicles. It has been assumed by Town of Farmville and FAB system management that this new facility could be funded and constructed within the five to seven year TDP time-frame. For the purposes of this initial TDP, the approximate size and cost of this proposed operations and maintenance center will be assumed to be similar to that of a similar facility currently being constructed for use by the Bay Transit system in Warsaw, Virginia. This new Bay Transit facility, which broke ground on April 27, 2009, is anticipated to be completed and occupied in 2010. Another example of such a combined town vehicle maintenance and bus operations facility is that recently opened by the Town of Blackstone.

3.10 Title VI Report and FTA Quadrennial Review

As a designated subrecipient of FTA capital and operating assistance funding through the Virginia Department of Rail and Public Transportation (DRPT) whose services are provided in a rural portion of the Commonwealth, FAB is not required to prepare and submit its own separate Title VI report or the associated FTA Quadrennial Review. The statewide Title VI report and Quadrennial Review prepared by DRPT satisfies this FTA requirement. However, FAB is still required to follow the Title VI and Title VI-dependent guidelines for Federal Transit Administration recipients as described in FTA Circular C 4702.1A.

4.0 SERVICE EXPANSION PROJECT DESCRIPTIONS

This chapter presents a description of potential service and facility improvement needs over the multi-year duration of the transit plan. This discussion should be viewed not as a “wish list” but rather as documentation of those reasonable potential actions to improve the existing transit system from how it exists today to what it might look like five to seven years into the future. The contents of this chapter include the following elements:

- Demographic analysis that identifies anticipated changes in population and employment within the service area.
- A description of potential needs based on the work undertaken to date in connection with the TDP development. This reflects inputs from the transit agency staff, other regional stakeholders, and the technical analysis undertaken by the members of the consultant team.
- Preliminary capital and operating cost estimates associated with each of the various identified potential needs and a discussion of potential policy, funding, or operating issues associated with the defined needs. This data will include estimates of potential ridership response to the various service improvements.

Each of these topics is discussed in more detail below.

4.1 Demographic Analysis of Anticipated Population and Employment Changes

The major service area of FAB is the Town of Farmville in Prince Edward County. The Town of Farmville is located in the northern portion of Prince Edward County at the boundary between Prince Edward County and Cumberland County in the south central part of the Commonwealth of Virginia. Most of the land areas of these counties are primarily agricultural and forest. As shown in **Table 4-1**, the estimated present day population of the FAB service area (based on 2008 data) is approximately 21,823 persons, spread across a total land area for Prince Edward County of approximately 352.5 square miles. The resulting average population density is approximately 61.91 persons per square mile.

As described in a recently completed plan for the Town of Farmville (*Town of Farmville Comprehensive Plan 2005 – 2010*), it is estimated that the total 2009 employment within Prince Edward County is 9,122 jobs, also shown in **Table 4-1**.

Table 4-1. Present Day Population and Employment Summary

County and Town	Population		County Area (Sq. Miles)	Population Density (Persons/Sq.Mi.)		2009 Employment
	2000	2008		2000	2008	
Town of Farmville	6,845	N/A	7.2	950.7	N/A	*2,474
Prince Edward County	19,720	21,823	352.5	55.94	61.91	9,122
Total (Includes Town of Farmville population)	19,720	21,823	352.5	55.94	61.91	9,122

Sources: 2000 Census for population, Virginia Workforce Connection for employment data

*:2000 Employment Data for Town of Farmville

Information obtained from the Virginia Employment Commission presents future year forecasts of population for each of the two counties in the FAB service area for the years 2010, 2020, and 2030. For the purposes of the Farmville Area Bus TDP, a future plan horizon year of 2015 has been identified, six years from the current base transit operations year of 2009. **Table 4-2** presents estimates of future population for the years 2010, 2015, and 2020 for each of the FAB service area counties. The 2015 estimates represent the mid-point of the 2010 and 2020 estimates.

Table 4-2. Future Year FAB Service Area Population Estimates (All Ages)

County	2008	2010	2015	2020	2030	Change: 2010-2015	
						Number	Percent
Prince Edward County	21,823	21,194	21,957	22,719	24,285	763	3.60%
Service Area Total	21,823	21,194	21,957	22,719	24,285	763	3.60%

Source: 2000 Census and Virginia Employment Commission Community Profiles.

As **Table 4-2** shows, Prince Edward County is projected to experience modest increases in population from 2010 to 2015. The total estimated resident population increase is projected to be 763 persons from 2010 to 2015 or a percentage change over this period of 3.60 percent. On an average annual basis, this equates to approximately 0.72 percent per year.

Table 4-3 illustrates the current and projected future service area population of persons age 65 or older.

Table 4-3. Future Year FAB Service Area Population Estimates of Elderly Persons (65 or Older)

County	2008	2010	2015	2020	2030	Change: 2010-2015	
						Number	Percent
Prince Edward County	3,012	3,004	3,367	3,729	4,489	363	12.08%
Service Area Total	3,012	3,004	3,367	3,729	4,489	363	12.08%

Source: 2000 Census and Virginia Employment Commission Community Profiles for each county.

As shown in **Table 4-3**, the population of elderly persons is projected to increase from 2010 to 2015 in Prince Edward County. The total number of elderly persons is projected to increase from 3,004 persons in 2010 to 3,367 persons in 2015. This change in the number of elderly residents of 363 persons from 2010 to 2015 represents a percentage change of 12.08 percent, or approximately 2.4 percent per year. **Figure 4-1** presents the projected total and elderly populations for the FAB service jurisdictions in the years 2010, 2015, and 2020.

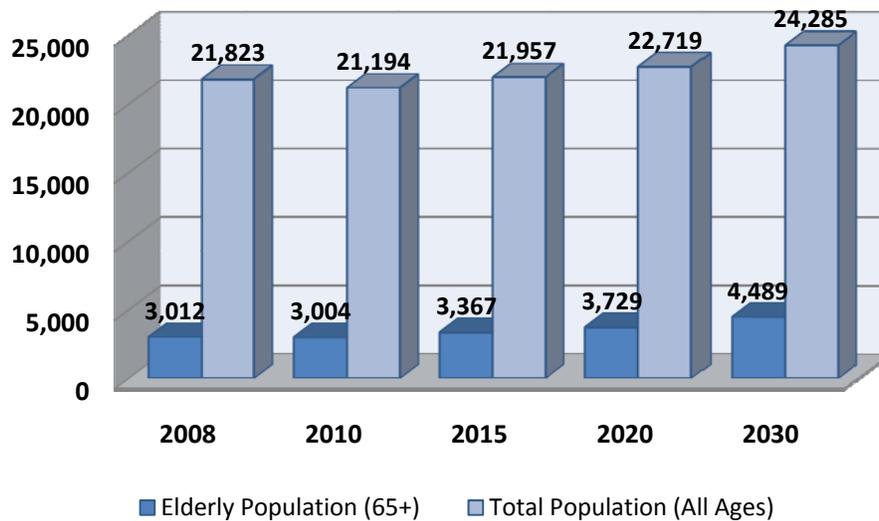


Figure 4-1. Projected Population (All Farmville Area Bus Service Jurisdictions)

4.2 Potential Service Expansion and Facility Needs

Table 4-4 and **Table 4-5**, respectively, illustrate the anticipated operating statistics and operating assistance funding levels associated with the continuing operation of the FAB system at present day service levels. These tables assume that the currently observed vehicle miles and hours of service would remain basically unchanged over the next several years, with the anticipated increase in service area population defining the magnitude of the anticipated passenger growth. Operating expenses are assumed to experience an average annual increase of approximately 2.0 percent over the period through 2015.

Table 4-4. Operating Statistics of Farmville Area Bus, FY2008-FY2015

Operating Statistics	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Passengers	114,964	116,114	117,275	118,448	119,632	120,828	122,037	123,257
Annual Operating Costs	\$567,844	\$579,201	\$639,000	\$651,780	\$664,816	\$678,112	\$691,674	\$705,508
Annual Revenue Miles	230,595	230,595	230,595	230,595	230,595	230,595	230,595	230,595
Annual Revenue Hours	11,364	11,364	11,364	11,364	11,364	11,364	11,364	11,364
Passengers per Revenue Mile	0.499	0.504	0.509	0.514	0.519	0.524	0.529	0.535
Passengers per Revenue Hour	10.12	10.22	10.32	10.42	10.53	10.63	10.74	10.85
Cost per Passenger	\$4.94	\$4.99	\$5.45	\$5.50	\$5.56	\$5.61	\$5.67	\$5.72
Cost per Revenue Mile	\$2.46	\$2.51	\$2.77	\$2.83	\$2.88	\$2.94	\$3.00	\$3.06
Cost per Revenue Hour	\$49.97	\$50.97	\$56.23	\$57.35	\$58.50	\$59.67	\$60.87	\$62.08

Notes:

1. Annual Passenger increase is assumed to be 1%/year based on the projected regional population increase, beginning in FY 2009.
2. FY2010 Operating Cost obtained from DRPT FY2010 district budget data. Beginning in FY2011, the Annual Operating Cost calculated assuming a 2.0%/year inflation rate .
3. Annual Revenue Miles for FY2008 provided by DRPT and assumed to be constant through the life of the TDP period.
4. Annual Revenue Hours for FY2008 provided by DRPT and assumed to be constant through the life of the TDP period.
5. FY2010 Passenger Fares and Contract Revenue Total obtained from DRPT FY2010 district budget data and assumed to be constant through the life of the TDP period.
6. Federal Operating Assistance reflects estimated FTA Section 5311 and FTA 5316 funds; assumed to remain flat at FY2010 levels.
7. FY2010 State Operating Assistance obtained from DRPT FY2010 district budget data. The increase in State Operating Assistance, as per DRPT, is assumed to be 1.77% in FY2011, 2.90% in FY2011-FY2012, 3.50% in FY2012-FY2013, 3.16% in FY2013-FY2014, and 3.16% in FY2014-FY2015.
8. Net Operating Cost calculated as Total Cost less Passenger Fares and Contract Revenues.

Table 4-5. System Revenues and Operating Assistance of FAB, FY2008-FY2015

System Revenues and Operating Assistance	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Passenger Fares	\$13,055							
Contract Revenues	\$16,864	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000
Local Operating Assistance	\$193,687	\$192,600	\$202,751	\$ 213,741	\$223,723	\$233,276	\$243,374	\$253,561
State Operating Assistance	\$91,988	\$82,500	\$102,249	\$ 104,059	\$107,077	\$110,824	\$114,326	\$117,939
Federal Operating Assistance	\$252,250	\$275,100	\$305,000	\$305,000	\$305,000	\$305,000	\$305,000	\$305,000
Totals	\$567,844	\$579,200	\$639,000	\$651,800	\$664,800	\$678,100	\$691,700	\$705,500
Net Operating Cost	\$537,925	\$550,200	\$610,000	\$622,800	\$635,800	\$649,100	\$662,700	\$676,500

Notes:

1. Annual Passenger increase is assumed to be 1%/year based on the projected regional population increase, beginning in FY 2009.
2. FY2010 Operating Cost obtained from DRPT FY2010 district budget data. Beginning in FY2011, the Annual Operating Cost calculated assuming a 2.0%/year inflation rate .
3. Annual Revenue Miles for FY2008 provided by DRPT and assumed to be constant through the life of the TDP period.
4. Annual Revenue Hours for FY2008 provided by DRPT and assumed to be constant through the life of the TDP period.
5. FY2010 Passenger Fares and Contract Revenue Total obtained from DRPT FY2010 district budget data and assumed to be constant through the life of the TDP period.
6. Federal Operating Assistance reflects estimated FTA Section 5311 and FTA 5316 funds; assumed to remain flat at FY2010 levels.
7. FY2010 State Operating Assistance obtained from DRPT FY2010 district budget data. The increase in State Operating Assistance, as per DRPT, is assumed to be 1.77% in FY2011, 2.90% in FY2011-FY2012, 3.50% in FY2012-FY2013, 3.16% in FY2013-FY2014, and 3.16% in FY2014-FY2015.
8. Net Operating Cost calculated as Total Cost less Passenger Fares and Contract Revenues.

The fundamental question facing FAB is how best to improve upon the current system. Based on interviews with the Julie Adams, the FAB transit system manager and stakeholders, the current service fits most of the perceived transit service needs in the region. These perceptions were validated by the feedback from current riders obtained through the on-board ridership survey conducted in early 2009. There does not appear to be an immediate need for any significant system expansion across the entire service area.

With that said, there does appear to be the need to consider a potential increase in the amount of transit service being provided in support of Longwood University. As described in previous chapters of this TDP document, the FAB system is the major transit service provider for Longwood University in Town. Based on Longwood University’s recently adopted Campus Master Plan, it is estimated the number of undergraduate students will increase from 4,000 in year 2009 to 5,600 in year 2020. The current number of graduate students is 700. Assuming the number of graduate students will increase at the same rate of increase anticipated for the undergraduate students, the number of graduate students is estimated to be 980 in year 2020.

Based on a regular time-frame of five to seven years for a TDP, a future plan horizon year of 2015 has been identified for the Farmville Area Bus TDP. **Table 4-6** presents estimates of the future number of Longwood University students for the years 2010, 2015, and 2020. The 2015 estimates represent the mid-point of the 2010 and 2020 estimates.

Table 4-6. Student Number Estimation of Longwood University

	Number of Students		
	<u>FY2010</u>	<u>FY2015</u>	<u>FY2020</u>
Undergraduate Student	4,000	4,800	5,600
Graduate Student	700	840	980
Total	4,700	5,640	6,580

Source: Longwood University Campus Master Plan

Potential Expanded Service for Longwood University

With this projected growth in the number of students at Longwood University and the imposition of expanding on-campus parking restrictions at the school, the student ridership is expected to steadily increase on those FAB routes that are oriented to the campus. In order to accommodate the potential ridership increase, two improvement options are proposed for the Campus Line as currently being operated by FAB.

Option 1: Add a second bus to the Campus I Route (Lancer Park – Longwood Campus). The Campus I Route provides direct service between the Lancer Park residential community and the Longwood University main campus. It is the most important route for Longwood University because most of the students live in Lancer Park and they use the transit service to travel to/from campus. The current service frequency of this route as provided by a

single assigned bus is 15 minutes. With the second new bus, the service frequency can be improved to one bus every 7.5 minutes.

Option 2: Add a bus to the Campus I Route (Lancer Park – Longwood Campus) and a bus to Campus II Route (Lancer Park – Longwood Campus- Longwood Village). The Campus II Route covers Lancer Park, the Longwood University campus, and the Longwood Village residential community. This option will improve not only the transit service between Lancer Park and campus but also the transit service between Longwood Village and the campus. The current service frequency of Campus II Route as provided by a single assigned bus is one bus every 30 minutes. With the two new buses, the service frequency of the Campus I portion of this route can be improved to one bus every 7.5 minutes, and the service frequency of the Campus II portion of this route can be improved to one bus every 15 minutes.

Farmville Area Bus Operations and Center

Based on the transit demand growth being experienced in the FAB service area, a new system operations and maintenance center has been proposed to be built somewhere near the existing vehicle storage and operations facility in Farmville. It is envisioned that the new facility would be a multi-function facility able to provide the full range of transit system administrative, operational, and maintenance functions. Consideration is also being given to having this new facility function as a maintenance center for all of the Town of Farmville's vehicles.

An initial feasibility study to better define the functional program, size, and potential location of this facility is anticipated to be undertaken during calendar year 2009. Depending upon the outcome of this initial feasibility study, it is presently anticipated that a period of approximately two years might elapse before the start of construction, with a one to two year duration construction cycle.

It has been assumed by the Town of Farmville and FAB management that this new facility could be funded and constructed within the five to seven year TDP time-frame. For the purposes of this initial TDP, the approximate size and cost of this proposed operations and maintenance center will be assumed to be similar to that of a similar facility recently constructed by the Town of Blackstone as a centralized vehicle maintenance center or a transit focused facility currently being constructed for use by the Bay Transit system in Warsaw, Virginia. This new Bay Transit facility, which broke ground on April 27, 2009, is anticipated to be completed and occupied in 2010.

Another basic facility need is the continuation of the historical transit vehicle replacement for FAB's fleet. Currently, FAB's routes use 14 vehicles. The FY 2009 average vehicle age is 7.00. This average vehicle age is over the normal four-year service life / 100,000 miles of revenue service criteria designed for the useful life of the transit bus. Therefore, the buses that are over or reach the end of their designated useful life should be replaced gradually. It is assumed that FAB replaces one vehicle per year over the TDP's six-year time period. **Table 4-7** illustrates the

total passenger fleet size and the anticipated average vehicle age between FY 2009 and the TDP horizon year of FY 2015.

Table 4-7. Farmville Area Bus Fleet Replacement Program, FY2009-FY2015

Passenger Vehicle Fleet									
Model Year	No. of Vehicles	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
1998	2	2	2	1	0	0	0	0	0
1999	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0
2001	0	0	0	0	0	0	0	0	0
2002	4	4	4	4	4	3	2	1	0
2003	3	3	3	3	3	3	3	3	3
2004	1	1	1	1	1	1	1	1	1
2005	0	0	0	0	0	0	0	0	0
2006	3	3	3	3	3	3	3	3	3
2007	1	1	1	1	1	1	1	1	1
2008	0	0	0	0	0	0	0	0	0
2009	-	0	0	0	0	0	0	0	0
2010	-	0	0	1	1	1	1	1	1
2011	-	0	0	0	1	1	1	1	1
2012	-	0	0	0	0	1	1	1	1
2013	-	0	0	0	0	0	1	1	1
2014	-	0	0	0	0	0	0	1	1
2015	-	0	0	0	0	0	0	0	1
Total Vehicles	14	14	14	14	14	14	14	14	14
Avg. Age		6.000	7.000	7.143	7.214	7.500	7.714	7.857	7.929

Assumptions: Current fleet size remains relatively constant; 1 vehicle to be acquired each year beginning in 2010.

Based on the information associated with the Federal Recovery Act stimulus funding allocation to the rural transit system in Virginia, the anticipated average cost of each of these additional required vehicles is approximately \$56,500. Applying the average annual inflation rate of two percent to the average vehicle acquisition cost of \$56,500 in the current year (2009) over the period of 2010 to 2015, the typical average annual cost associated with the acquisition of one replacement vehicle each year over this period would be as shown in **Table 4-8**.

Table 4-8. Estimated Cost of Base Fleet Vehicle Replacement Program, FY2009-FY2015

Model Year	Avg. Vehicle Cost	2008	2009	2010	2011	2012	2013	2014	2015	Total Cost
2009	\$56,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2010	\$57,600	\$ -	\$ -	\$57,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$57,600
2011	\$58,800	\$ -	\$ -	\$ -	\$58,800	\$ -	\$ -	\$ -	\$ -	\$58,800
2012	\$60,000	\$ -	\$ -	\$ -	\$ -	\$60,000	\$ -	\$ -	\$ -	\$60,000
2013	\$61,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$61,200	\$ -	\$ -	\$61,200
2014	\$62,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$62,400	\$ -	\$62,400
2015	\$63,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$63,600	\$63,600
	Totals	\$ -	\$ -	\$57,600	\$58,800	\$60,000	\$61,200	\$62,400	\$63,600	\$363,600

Note: Average Vehicle Cost each year assumes 2.0 percent inflation rate.

As illustrated in the table above, the average vehicle cost today of \$56,500 could increase to approximately \$63,600 by the year 2015 assuming an average annual inflation rate of two percent and with the average vehicle cost rounded to the nearest \$100. The total estimated cost of acquiring one vehicle each year for a period of six years would be approximately \$363,600.

4.3 Estimates of Capital and Operating Costs for Identified Improvements

The previous section identified the potential improvement needs for FAB. In this section, the capital and operating costs associated with these improvements are evaluated and estimated.

The cost of additional buses for FAB Campus Routes: The costs of the additional buses for the FAB Campus Routes include the capital cost for the acquisition of the necessary additional vehicles and the estimated annual operating cost of these services. The operating cost includes all the expenses for the operation of the transit system. For examples: the salaries of FAB staff, motor fuels, motor tires and parts, etc. For the purposes of both future capital and operating cost estimation, the latest available budget information is for FY2008. All the cost estimations will be based on this current year budget information with the application of an assumed two percent annual inflation rate for each of the future years through the TDP horizon year of 2015.

It is assumed that the proposed new buses will be acquired in FY2012 and the new bus services will be operated by using the current FAB Campus Route schedule, which is five days per week for the Campus I Route and seven days per week for the Campus II Route. The total number of operating days assumed for these expanded bus routes is 250 days per year.

As described in the previous section, service improvement Option 1 will need one new bus and service improvement Option 2 will need two new buses. Based on the information associated

with the Federal Recovery Act stimulus funding allocation to the rural transit system in Virginia, the anticipated average cost of each of these additional required vehicles is approximately \$56,500.

The methodology to determine the operating cost of the new buses is based on the annual operating miles and the cost per revenue mile. The annual number of revenue miles associated with each of the new buses is the product of the daily operating miles of each new bus and the assumed number of service days per year.

The following table summarizes the annual operating miles of the proposed improvement options described in the previous section. It should be noted that a five percent deadhead mileage factor has been added to the initially estimated annual revenue miles of service to calculate the estimated total annual operating miles.

Table 4-9. Estimated Annual Operating Miles of Proposed New Buses

Annual Operating Miles of New Buses						
	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Improvement Option 1	0	0	21,000	21,000	21,000	21,000
Improvement Option 2	0	0	56,963	56,963	56,963	56,963
Total	0	0	77,963	77,963	77,963	77,963

Note: Total annual operating miles = total estimated revenue miles plus 5% deadhead mileage.

Based on the FY2008 FAB budget information, the average cost per revenue mile of operation is \$2.46 per mile. By applying an annual inflation rate of two percent, the cost per revenue mile for each of the future years is as summarized in the following table.

Table 4-10. Estimated Cost per Revenue Mile of Proposed New Buses

Cost per Revenue Mile						
	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Improvement Option 1	2.77	2.83	2.88	2.94	3.00	3.06
Improvement Option 2	2.77	2.83	2.88	2.94	3.00	3.06

Note: FY2010 cost per revenue mile = \$2.77/mile. Annual inflation rate is assumed to be 2%.

The annual operating costs for the new buses are calculated by multiplying the estimated number of annual operating miles by the average cost per revenue mile. The following table summarizes the estimated annual operating costs for the new buses.

Table 4-11. Operating Cost of Proposed New Buses

Operating Cost						
	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Improvement Option 1	\$ -	\$ -	\$60,500	\$61,700	\$63,000	\$64,200
Improvement Option 2	\$ -	\$ -	\$164,200	\$167,400	\$170,800	\$174,200

Note: Operating cost = Cost per Revenue Mile times Annual Operating Miles.

For these proposed new buses, the anticipated need for new vehicle purchases is the capital cost for the system. It is assumed that the new buses will be acquired in FY2012 and that replacement vehicles will be purchased in FY2015 to conform to normal four-year service life / 100,000 miles of revenue service criteria. The following table summarizes the capital cost of the proposed fixed route services.

Table 4-12. Capital Cost of Proposed New Buses

Capital Cost						
	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Improvement Option 1	\$ -	\$ -	\$60,000	\$ -	\$ -	\$63,700
Improvement Option 2	\$ -	\$ -	\$119,900	\$ -	\$ -	\$127,200

Note: Present (FY2009) vehicle purchase cost is \$56,500 per vehicle. Assumed annual inflation rate is 2%.

By adding together the estimated annual operating cost and the capital cost in the year in which it is expected to occur, the total estimated cost of the proposed new buses would be as summarized in the following table.

Table 4-13. Total Annual Cost of Proposed New Buses

		Total Cost					
		FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Improvement Option 1	Operating Cost	\$ -	\$ -	\$ 60,500	\$61,700	\$63,000	\$64,200
	Capital Cost	\$ -	\$ -	\$60,000	\$ -	\$ -	\$63,700
Improvement Option 2	Operating Cost	\$ -	\$ -	\$164,200	\$167,400	\$170,800	\$174,200
	Capital Cost	\$ -	\$ -	\$119,900	-	\$ -	\$127,200
Total Option 1 Cost		\$ -	\$ -	\$120,500	\$61,700	\$63,000	\$127,900
Total Option 2 Cost		\$ -	\$ -	\$284,100	\$167,400	\$170,800	\$301,400

Note: Total Cost = Operating Cost + Capital Cost.

With the assumption of the initiation of these two improvement options, the following table summarizes the annual passenger estimate for the FAB system.

Table 4-14. Annual Passenger Estimation for Farmville Area Bus

	Annual Passenger Estimation for Farmville Area Bus					
	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Passengers w/o Improvement	117,300	118,400	119,600	120,800	122,000	123,300
Annual Passengers w/ Improvement Option 1	117,300	118,400	129,980	131,280	132,580	134,000
Annual Passengers w/ Improvement Option 2	117,300	118,400	147,756	149,227	150,698	152,324

Note: It is assumed that the additional new buses start services in FY2012.

The growth in Annual Passengers without Improvement is calculated assuming a 1%/year growth rate based on the projected regional population increase.

Starting in FY2012, the additional growth in Annual Passengers with Improvement is calculated by multiplying (the annual revenue miles operated by the new bus) by (the system's passengers per revenue mile).

Cost of the Proposed Farmville Area Bus Operations and Maintenance Center: The cost of the proposed system operations and maintenance center for the FAB system has been estimated by using the cost for the second operations and maintenance facility for Bay Transit. The total allocated budget for this facility is \$2,615,113 and it is expected that this new facility could be constructed at the end of the TDP's six-year time-frame in FY2015. **Table 4-15** summarizes the cost of the new Operations and Maintenance Center.

Table 4-15. Cost Estimate of New Operations and Maintenance Center

	Capital Cost
	FY2014
New Operations and Maintenance Center	\$2,615,113

5.0 SERVICE AND FACILITY RECOMMENDATIONS

This chapter identifies service and facility needs that are recommended for implementation over the multi-year duration of the transit plan. A more comprehensive listing of potential service and facility needs were identified in the prior chapter of this TDP. Recommended service and facility improvements that are presented in this chapter are based on the anticipated funding availability levels during the TDP time period.

Where sufficient federal, state, and local funding has been identified for either the estimated capital or operating costs associated with a specific recommendation, the activity has been categorized as achievable under the fiscally “constrained” transit development plan. Where a substantial portion or the total required amount of estimated capital or operating costs for a specific action cannot be easily identified, the activity has been identified as being in need of additional funding and has been considered to be achievable only under the fiscally “unconstrained” transit development plan. This designation does not mean that the action cannot be accomplished during the six-year TDP cycle ending in FY2015 but rather that additional sources of federal, state, or local funding beyond those currently anticipated to be available to FAB will need to be identified and committed to the specific project.

5.1 Service Recommendations

Chapter 4 of this TDP identified the following potential service improvements for consideration over the TDP’s six-year time period of FY2010 to FY2015. These potential improvements are in addition to the continuation of the current FAB level of operations:

- Potential Expanded Service for Longwood University
 - Option 1: Add a second bus to the Campus I Route (Lancer Park – Longwood Campus)
 - Option 2: Add a second bus to the Campus I Route (Lancer Park – Longwood Campus) and a second bus to the Campus II Route (Lancer Park – Longwood Campus – Longwood Village)

As noted in Chapter 4, FAB is the major transit service provider for Longwood University. With the projected steady increase in the number of students at Longwood University and the imposition of expanding on-campus parking restrictions at the school, the student ridership is expected to increase on those FAB routes that are oriented to the campus. In order to accommodate the potential ridership increase, two improvement options are proposed for the Campus Line as currently being operated by FAB.

The first option is to add a second bus to the Campus I Route to reduce the headway of the service, thereby providing more frequent service. With the second new bus, the service frequency can be improved to one bus every 7.5 minutes for the Campus I Route. It is assumed

that the new bus will be added to the Campus I Route in FY2012. The initial cost of this improvement option will include the capital cost of bus purchase and the operating cost of the new vehicle. It is also assumed that the replacement vehicle for this new bus will be purchased in FY2015 to conform to the normal four-year service life / 100,000 miles of revenue service vehicle replacement criteria applied to small buses of this type. The estimated annual total costs of this improvement are approximately \$120,500 (FY2012), \$61,700 (FY2013), \$63,000 (FY2014) and \$127,900 (FY2015). The costs in FY2012 and FY2015 would include both a single body-on-chassis bus acquisition and the annual operating cost, while the costs in FY2013 and FY2014 would only be the operating cost of this additional vehicle assigned to the Campus I route.

The second option is to add a second bus to both the Campus I Route and the Campus II Route. With the second new bus, the service frequencies can be improved to one bus every 7.5 minutes and 15 minutes for the Campus I Route and Campus II Route, respectively. It is assumed that the new buses will be added to the Campus Routes in FY2012. The initial cost of this improvement option will include the capital cost of bus purchase and the operating cost of the new vehicles. It is also assumed that the replacement vehicles for these two new buses will be purchased in FY2015 to conform to the normal four-year service life / 100,000 miles of revenue service vehicle replacement criteria applied to small buses of this type. The estimated annual total costs of this improvement are approximately \$284,100 (FY2012), \$167,400 (FY2013), \$170,800 (FY2014) and \$301,400 (FY2015). The costs in FY2012 and FY2015 would include both the cost of purchasing two body-on-chassis buses and the annual operating cost, while the costs in FY2013 and FY2014 would only be the operating cost of the additional vehicles assigned to the Campus I route and the Campus II route.

Taking into consideration the current FAB financial condition and anticipated funding levels in the near-term future, it appears to be unlikely that FAB would be able to obtain the necessary funding to allow for both of these recommended improvement options to be implemented over the next few years. As was described in Chapter 3, the total annual revenues (passenger fares and contract revenues) generated by FAB's operations in FY2008 represented 5.3 percent of the system's total annual operating costs. The remaining net operating costs were funded during that year through a combination of local government (36 percent), state government (17 percent), and federal government (47 percent) funds.

Because of the recent economic downturn, it is expected that the local government tax base will not be growing at a significant rate over the next several years. In addition, future federal and state funding levels are somewhat uncertain at this point, with the level of state operating assistance support having recently experienced a reduction in funding. Recent estimates prepared by DRPT indicate that the annual allocation of state operating assistance may remain essentially constant over the next several years, with little if any adjustments anticipated to account for general inflationary cost increases.

Unlike some other rural transit systems in Virginia, which have been designated as recipients of funding from the American Recovery and Reinvestment Act (ARRA), FAB was not identified as

one of the rural and small urban public transit systems in Virginia to receive Federal Recovery Act stimulus funding. Thus, no dedicated new sources of 100 percent federal capital funding without a requirement for state or local matching funds are anticipated to be made available for the FAB system. This situation does not mean that FAB should not expect to receive any future capital funding for vehicle replacements and system expansion but rather that the system will have to compete with other transit operations in the state for the limited capital funding that is expected to be available in coming years.

Since the proposed improvements would focus primarily on the expansion of service oriented to Longwood University, the school's contribution to the cost of these improvements may be a potential resource that FAB can work with the school on obtaining, particularly with regard to the estimated increase in annual operating costs. However, this support will depend on the school's financial condition and its willingness to work with FAB in providing additional funding.

Therefore, it is suggested that FAB's top priority as defined in this TDP be a focus on maintaining the current fixed route service levels in the near-term. The proposed improvement options for the Campus Routes should only be considered an element of the "unconstrained" TDP program of projects. Should additional operating assistance funds become available from federal, state, or local sources, these proposed improvements could be designated as an element of the "constrained" TDP program of projects.

5.2 Facility Recommendations

Chapter 4 of this TDP also identified one major potential facility improvement for consideration over the TDP's six-year time period. The improvement was shown as follow:

- Farmville Area Bus Operations and Center

Based on the transit demand growth being experienced in the FAB service area, a new system operations and maintenance center has been proposed to be built somewhere near the existing vehicle storage and operations facility in Farmville. It is envisioned that the new facility would be a multi-function facility able to provide the full range of transit system administrative, operational, and maintenance functions. Consideration is also being given to having this new facility function as a maintenance center for all of the Town of Farmville's vehicles. An initial feasibility study to better define the functional program, size, and potential location of this facility is anticipated to be undertaken using Town of Farmville funding during the latter part of calendar year 2009. Depending upon the outcome of this initial feasibility study, it is presently anticipated that a period of approximately two years might elapse before the start of construction, with a one to two year duration construction cycle to follow before the facility is completed and ready for use.

It has been assumed by the Town of Farmville and FAB management that this new facility could be funded and constructed within the six-year TDP time-frame between now and FY2015. For the purposes of this initial TDP, the approximate size and cost of this proposed operations and

maintenance center has been assumed to be that of a similar facility recently constructed by the Town of Blackstone as a centralized vehicle maintenance center or a transit-focused facility currently being proposed to be built in Warsaw, Virginia for use by the Bay Transit system. Assuming that a similar new facility could be constructed in the Farmville area by 2014, the cost of this facility has been estimated at \$2,615,113 (the total allocated budget for the second operations and maintenance facility of Bay Transit).

Considering the current FAB financial condition, anticipated federal and state capital funding levels in the near-term future, and the substantial initial capital investment required to construct the proposed operations and maintenance center, it appears that FAB may not be able to obtain sufficient funding for this proposed center. However, since obtaining the necessary mix of federal, state, and local funding will be based on a competitive process, it may well be possible for FAB to identify the necessary resources to allow for construction to take place. **At this time, the proposed operations and maintenance center for FAB should only be considered an element of the “unconstrained” TDP program of projects. Should additional capital funding become available from federal, state, or local sources, this proposed center could be designated as an element of the “constrained” TDP program of projects.**

There appears to be a sufficient supply of bus stop signs to allow for their installation and replacement on a regular basis as necessary. Therefore, the purchase of additional bus stop signs does not appear to be called for at this time. Similarly, several passenger shelters currently exist along the system’s routes within the Town, and a number of other shelters have been purchased but have not yet been installed at major boarding locations around the community. Here again, the purchase of additional passenger waiting shelters beyond those currently in the system’s inventory does not appear to be called for at this time. However, the regular monitoring of the use of the system’s bus stops may identify the need for additional shelters in the future. If this determination is made, a continuing program of passenger shelter purchase and installation may be necessary.

5.3 Other Recommendations

The installation of surveillance and security equipment for the existing storage and operations facility of FAB is a capital improvement that FAB currently proposes. Based on the latest budget information for Virginia’s rural and small urban transit systems contained in the “FY2010 Rail and Public Transportation Improvement Program” developed by DRPT, FAB has been awarded \$1,600 and \$8,000 in state funding and federal funding, respectively, for the purchase of surveillance and security equipment for the system’s facility through the FTA Section 5311 program in FY2010. The total estimated cost of this project is \$10,000 with \$400 of this amount to be contributed by the Town. Therefore, the installation of surveillance and security equipment is expected to be finished by FY2010. **This facility security improvement is an element of the “constrained” TDP program of projects.**

In addition to the purchase of surveillance and security equipment, in the same program, FAB has been allocated \$4,640 and \$23,200 in state funding and federal funding, respectively, for the purchase of system support vehicles in FY2010. With the total estimated cost of this equipment acquisition being \$29,000, the remaining \$1,160 would be contributed by the Town government. With the funding for this expenditure having already been allocated, it is expected that the support vehicles could be acquired in FY2010. **Therefore, the support vehicle purchase is an element of the “constrained” TDP program of projects.**

6.0 CAPITAL IMPROVEMENT PROGRAM

This chapter describes those capital programs (vehicles, facilities, and equipment) required to carry out the operations and services set forth in the TDP service and facility recommendations that were presented in the prior chapter.

6.1 Vehicle Replacement Program

As was noted in prior chapters of this TDP, FAB presently has a fleet of 14 vehicles. Of these 14 vehicles, three vehicles are diesel-powered and 11 are gasoline-powered. Among these 14 vehicles, 13 vehicles are in the active passenger transportation fleet and one vehicle (a 2004 model year gasoline-powered SUV) is the system's administrative vehicle. Of the 13 passenger transporting vehicles, three are 7-passenger minivans used for the ADA services. The remaining 10 vehicles are either 12-passenger or 20-passenger body-on-chassis (BOC) type small buses.

The model years of buses in FAB's fleet range from 1998 through 2007 and the FY 2009 average vehicle age is 7.00. Some of these buses are over the designated useful life of four years and should be replaced gradually. While no fleet expansion is proposed during the TDP time period, the capital improvement plan calls for replacing one vehicle per year for FAB's fleet. Assuming that this typical vehicle replacement cycle is continued over the next several years through available funding from Federal, State, and Local governments, **Table 4-7** illustrates the total passenger fleet size and the anticipated average vehicle age between 2008 and the TDP horizon year of 2015.

6.2 Facility Improvement Program

Chapter 4 of this TDP also identified two capital improvements for FAB over the TDP's six-year time period. These two improvements were the purchase of surveillance and security equipment for the FAB system's facility and the purchase of system support vehicles.

Based on the latest budget information for Virginia's rural and small urban transit systems contained in the "FY2010 Rail and Public Transportation Improvement Program" developed by DRPT, FAB has been awarded the funding for the purchase of surveillance and security equipment for the system's facility through the FTA Section 5311 program in FY2010. In the same program, state and federal funding has also been allocated for the purchase of system support vehicles for FAB in FY2010. The installation of the security equipment and the support vehicle acquisition are expected to be completed in FY2010.

7.0 FINANCIAL PLAN

The financial plan is a principal product of the TDP. It is in this chapter that an agency demonstrates its ability to provide a sustainable level of transit service over the TDP time period, including the rehabilitation and replacement of capital assets. This chapter identifies potential funding sources for annual operating and maintenance costs, funding requirements and sources for bus purchases, and funding requirements and sources for other facility improvements.

7.1 Operation and Maintenance Costs and Funding Sources

Based on the latest budget information available from FAB, the system's operating budget is approximately \$639,000 in FY 2010. Funding sources for the adopted FY 2010 operating budget are as follows:

- Federal Funds - \$305,000 (48%)
- State Funds - \$102,249 (16%)
- Local Government Funds - \$202,751 (32%)
- Passenger Fares and Other Revenues - \$29,000 (5%)

This TDP's financial plan begins with these costs and funding sources as the "base year" values for the estimation of future year operating costs and revenue streams. Annual operation and maintenance (O&M) costs during the TDP time period are projected to grow from approximately \$639,000 in the FY2010 period to over \$705,000 by FY2015. It is assumed that a two percent annual inflation rate is applied to these "base year" costs to estimate the annual O&M costs over the TDP time period.

Federal operating assistance funds are assumed to remain at essentially a constant amount during the TDP time period. In FY2010, the presently budgeted federal operating assistance fund level of \$305,000 is projected to cover 48 percent of FAB's total annual net O&M costs. This percentage is projected to decrease each year during the TDP time period since the total O&M costs are assumed to increase at a rate of two percent each year due to inflationary factors, and the amount of annual Federal operating assistance funds are assumed to remain at a constant level of approximately \$305,000 from FY2011 through FY2015.

The Virginia Department of Rail and Public Transportation (DRPT) has identified \$102,249 in state operating assistance for FAB in FY2010 in its Transportation Improvement Program (TIP). The DRPT's TIP reflects a 19 percent growth in state operating allocations from its Mass Transit Trust Fund on a statewide basis between FY2010 and FY2015. Based on the information from DRPT, a little growth in the allocation of state operating assistance funding to BABS has been assumed beyond the FY 2010 budgeted amount over the duration of this TDP cycle. The percentage increases in the anticipated annual state operating assistance are 1.77% in FY 2010-

FY 2011, 2.90% in FY 2011-FY 2012, 3.50% in FY 2012-FY 2013, 3.16% in FY 2013-FY 2014, and 3.16% in FY 2014-FY 2015. The funding level will be increased by these percentage increases from the FY 2010 funding level (approximately \$102,249) through the TDP time period.

State formula assistance grants for public transportation operating expenses are awarded on the basis of the total annual amount of state funds available expressed as a percentage of the total annual amount of transit operating expenses, subject to a cap of 95% of eligible expenditures. Eligible expenditures are defined as costs of administration, fuel, tires, and maintenance parts and supplies (payroll costs of mechanics and drivers are excluded). Projections for state operating assistance, as identified in the TDP financial plan, have been provided for planning purposes and may fluctuate up or down based on the aforementioned parameters.

State capital program grants from the Mass Transit Trust Funds (MTTF) are awarded to all public transportation capital projects deemed to be eligible, reasonable, and appropriate at a uniform level of state participation. The goal is to reach the maximum state share of capital expenses of 95%, but there have not been sufficient funds to support transit capital projects at this level since the Mass Transit Trust Fund was created in 1986. This level of participation or “state share” of capital project expenses is calculated by dividing the amount of state funds available for capital projects each year by the amount needed to support the non-federal share of all eligible transit capital projects for the year. Beginning in FY 2008, additional capital funds from the Transportation Capital Projects bond proceeds authorized under Chapter 896 of the 2007 Acts of Assembly have been available annually at a maximum state matching share of 80% in the Transit Capital Fund.

The estimated annual farebox and other revenues for FAB are assumed to remain essentially the same through the TDP time period from FY2010 to FY2015. This assumption reflects the very modest changes in service area population that are anticipated during this period of no more than one percent each year and no anticipated change in the annual revenue vehicle-hours of operation to be provided across the FAB service area.

Table 7-1 presents the TDP financial plan for the funding of the annual O&M costs through the TDP six-year time period. Using the assumptions identified above of a constant level of Federal and State operating assistance funding, the required local government funding requirements are anticipated to steadily increase through the TDP time period, from \$203,000 in FY2010 to \$254,000 in FY2015.

As a percentage of the total estimated system operating costs, the local government share is anticipated to range from 32 percent of the total annual cost in FY2010 to 36 percent of the total annual cost in FY2015.

Table 7-1. TDP Financial Plan for Funding Annual O&M Costs

	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Revenue Hours	11,364	11,364	11,364	11,364	11,364	11,364	11,364	11,364
Annual Operating Costs	\$567,844	\$579,201	\$639,000	\$651,780	\$664,816	\$678,112	\$691,674	\$705,508
Anticipated Funding Sources								
Federal	\$252,250	\$275,100	\$305,000	\$305,000	\$305,000	\$305,000	\$305,000	\$305,000
State	\$91,988	\$82,500	\$102,249	\$104,059	\$107,077	\$110,824	\$114,326	\$117,939
Farebox	\$13,055	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000
Farebox Recovery Ratio	2%	5%	5%	4%	4%	4%	4%	4%
Other (advertising, misc.)	\$16,864	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Gov't Funding Required	\$193,687	\$192,600	\$202,751	\$213,721	\$223,739	\$233,288	\$243,348	\$253,569
Local Gov't Funding Percentage	34%	33%	32%	33%	34%	34%	35%	36%

Notes:

1. Annual Revenue Hours for FY 2008 provided by DRPT and assumed to be constant through the life of the TDP period.
2. FY2010 Operating Cost obtained from DRPT FY2010 district budget data. Beginning in FY2011, the Annual Operating Cost calculated assuming a 2.0%/year inflation rate .
3. Federal Operating Assistance reflects estimated FTA Section 5311 and FTA 5316 funds; assumed to remain flat at FY2010 levels.
4. FY2010 State Operating Assistance obtained from DRPT FY2010 district budget data. The increase in State Operating Assistance, as per DRPT, is assumed to be 1.77% in FY2011, 2.90% in FY2011-FY2012, 3.50% in FY2012-FY2013, 3.16% in FY2013-FY2014, and 3.16% in FY2014-FY2015.
5. FY2010 Passenger Fares obtained from DRPT FY2010 district budget data and assumed to be constant through the life of the TDP period.

7.2 Bus Purchase Costs and Funding Sources

As noted in Chapter 6 of this TDP, no service expansion has been proposed that would increase FAB's bus fleet size. The bus purchases during the TDP time period are only for bus replacements. It is assumed that FAB can replace one vehicle per year between 2010 and the TDP horizon year of 2015 through FTA's Section 5311 Program. This assumption would anticipate a continuation of the traditional shared allocation of costs with 80 percent funding provided by the Federal Government, 10 percent funding by the State Government, and 10 percent funding by the Local Governments. For the bus purchase prices, a two percent annual inflation rate is applied.

Table 7-2 presents the suggested TDP financial plan for funding bus purchases through the TDP six-year time period.

**Table 7-2. TDP Financial Plan for Funding Bus Purchases
(All Costs in Year of Expenditure Dollars)**

TDP Financial Plan for: Bus Replacements	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Bus Replacements	0 bus	1 bus	1 bus	1 bus	1 bus	1 bus	1 bus
Bus Replacement Costs	\$ -	\$ 57,600	\$ 58,800	\$ 60,000	\$ 61,200	\$ 62,400	\$ 63,600
Anticipated Funding Sources							
Federal - ARRA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal - FTA 5311 Program	\$ -	\$ 46,100	\$ 47,000	\$ 48,000	\$ 49,000	\$ 49,900	\$ 50,900
State	\$ -	\$ 5,800	\$ 5,900	\$ 6,000	\$ 6,100	\$ 6,200	\$ 6,400
Local Gov't Funding Required	\$ -	\$ 5,800	\$ 5,900	\$ 6,000	\$ 6,100	\$ 6,200	\$ 6,400

Notes:

1. Bus replacements by year identified in Chapter 6 of TDP.
2. Bus replacement costs assumed to be about \$56,500 in current year (FY2009) dollars.
3. Table reflects 2.0% per year inflation in bus acquisition costs.
4. All other buses assume 80% funding through FTA Section 5311 program, 10% funding from State, and remaining 10% from local governments.

7.3 Facility Improvement Costs and Funding Sources

Two capital improvements have been identified for FAB. These improvements include the installation of surveillance and security equipment for the existing storage and operations facility of FAB and the purchase of system support vehicles.

Based on the latest budget information for Virginia’s rural and small urban transit systems contained in the “FY2010 Rail and Public Transportation Improvement Program” developed by DRPT, FAB has been awarded \$1,600 and \$8,000 in state and federal funding, respectively, for the purchase of surveillance and security equipment for the system’s facility through the FTA Section 5311 program in FY2010. The total estimated cost of this project is \$10,000 with \$400 of this amount to be contributed by the Town.

In addition to the purchase of surveillance and security equipment, in the same program, FAB has been allocated \$4,640 and \$23,200 in state and federal funding, respectively, for the purchase of system support vehicles in FY2010. With the total estimated cost of this equipment acquisition being \$29,000, the remaining \$1,160 would be contributed by the Town government.

Table 7-3 presents the TDP financial plan for the funding of these two capital improvements for FAB.

**Table 7-3. TDP Financial Plan for Funding Facility Improvements
(All Costs in Year of Expenditure Dollars)**

TDP Financial Plan for: Facility Improvements	FY2010	
Total Facility Improvement Costs		
Surveillance and Security Equipments	\$ 10,000	
System Support Vehicles		\$ 29,000
Anticipated Funding Sources		
Federal - FTA 5311 Program	\$ 8,000	\$ 23,200
State	\$ 1,600	\$ 4,640
Local Gov't Funding Required	\$ 400	\$ 1,160

8.0 TDP MONITORING AND EVALUATION

Similar to any other multi-year duration planning document, the transit development plan (TDP) for a specific public transit system must be regularly monitored and evaluated in order to maintain its usefulness over time. The previous chapters of this TDP have presented a comprehensive evaluation of the FAB system's service and cost characteristics. The key elements that have been addressed in this TDP effort include:

- The development of suggested goals, objectives, and general performance standards that can be used to help guide the further development of FAB's services.
- A detailed evaluation of existing service characteristics, with a discussion of the system's current strengths and weaknesses.
- A peer agency review that compares the recent service and financial characteristics of FAB to those of other similar small urban area fixed-route bus systems operating in the Commonwealth of Virginia.
- An on-board ridership survey that identified the primary socioeconomic characteristics of the current riders, their satisfaction with the existing services, and potential service improvements that are desired by the riders.
- A description of potential service and facility improvements for consideration in the TDP.
- A series of recommended service and facility improvements for inclusion in the TDP, with the year of the improvements identified as appropriate.
- A discussion of the funding requirements and potential funding sources for the capital and operating costs associated with the recommended service and facility improvements.

This TDP represents an initial step in the future service and facility improvements for the FAB system. In order to ensure the relevance of the TDP over time, it will be important for FAB to regularly coordinate with other transportation and land use planning efforts across its multijurisdictional service area, to continue to monitor service performance, and to provide DRPT with annual updates regarding implementation of the ultimately adopted TDP service and facility improvements program.

8.1 Coordination with Other Plans and Programs

The completion of this TDP requires that it be coordinated with a variety of other ongoing land use and transportation planning efforts at the county, regional, and statewide levels. For example, the public transit-oriented goals and objectives suggested by this TDP should be reviewed and incorporated into the transportation-related goals and objectives sections of the Town of Farmville Comprehensive Plan and the Prince Edward County Comprehensive Plan since these are the geographic areas currently being served by FAB. The multijurisdictional

long-range regional transportation plans developed by the Commonwealth Regional Council (the regional planning district commission for this portion of Virginia) in cooperation with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) should also include appropriate references to the FAB TDP.

At the statewide level, the TDP recommendations for FAB should be incorporated into the public transportation elements of the DRPT developed six-year state transportation improvement program (SYTIP) and the statewide multimodal long-range transportation plan VTrans2035.

8.2 Service Performance Monitoring

In prior chapters of this TDP, a group of specific system-wide performance measures and operating guidelines have been identified for application to a small urban area fixed-route bus public transit system such as FAB. The adoption of these operating guidelines will allow for the system's management to regularly monitor the performance of FAB to help ensure that existing performance characteristics do not degrade over time.

With the current focus of FAB operations on fixed-route local bus service within the boundaries of the Town and an orientation of much of this service on the transportation of students, staff, and faculty to and from the campus of Longwood University, the factors of on-time performance and vehicle passenger loads will need to be regularly monitored. A number of comments provided by passengers during the on-board ridership survey noted concerns about perceived on-time performance relative to that shown on published route timetables as well as occasional fully-loaded buses not being able to allow additional boardings. It is suggested that these service factors be monitored twice a year, once during the fall semester and once during the spring semester of the university's academic year. As a cost savings measure and to lessen the burden on FAB system staff, it is also suggested that representatives of Longwood University be contacted and asked to solicit student volunteers to participate in this field data collection and analysis process.

Where changes in performance are identified, appropriate corrective measures should be investigated. These corrective actions might involve route realignment adjustments for local fixed-route services, modifications to service frequency (headway), and/or span of service adjustments. FAB presently has a basic performance monitoring program in place, with an emphasis on tracking ridership, service-hours, service-miles, and operating costs and revenues on a monthly basis at the individual route and system-wide levels. These reports are presented monthly by the system manager to the Farmville Town Manager and if requested to the members of the Farmville Town Council. As the system continues to grow and develop, this process should be expanded as necessary. The regular provision of such reports to the Longwood University administration might be a near-term consideration given the significant percentage of the system's ridership associated with this institution.

An important element of this performance monitoring process should be a regular update of the on-board ridership survey conducted as part of this TDP process. In order to comply with current DRPT guidelines, a new on-board survey should be undertaken at least once during each six-year TDP cycle. With the initial system-wide survey being conducted in the spring of 2009, the next such survey should be conducted no later than during the spring of 2015.

8.3 Annual TDP Monitoring

The current TDP guidelines issued by DRPT require the submittal of an annual update letter that describes the progress being taken towards implementing the TDP's recommendations and any significant changes to the currently adopted TDP. These changes should include, but not be limited to, system expansions or reductions, new services or facilities being planned or implemented, organizational/governance changes, changes to the current fare structure, or other actions. The recommended contents of this "TDP Update" letter should include, but not be limited to, the following:

- A summary of ridership trends at the system and service area/local route level for each of the previous 12 months.
- A description of those TDP goals and objectives that have been advanced over the previous 12 months.
- A description of any service and facility improvements that have been implemented in the previous 12 months, including the identification of those that were identified in this TDP.
- An update to the TDP's list of recommended service and facility improvements. This update should specifically identify those service or facility improvements that are being shifted to a new year, are being eliminated, and/or are being added. This update of recommended improvements should be extended one more fiscal year into the future in order to maintain a six-year TDP planning period.
- A summary description of current fiscal year capital and operating costs and the associated federal, state, and local funding sources.
- Updates to the capital and operating financial plan tables presented in Chapter 7 of this TDP. These tables should be extended one more fiscal year into the future in order to maintain a six-year TDP planning period.

APPENDIX C.
FLEET INVENTORY
From DRPT's On-Line Grant Application (OLGA) System

Farmville Area Bus Inventory Vehicles Data

Grantee	FTA Code	VIN	Number of Passengers	Model Year	Description	Engine Type	Purchase Date	Purchased New?	Purchase Price	Wheelchair Accessible?	Total Mileage	Primary Route Type	Average Hours operated per week	Average Miles Traveled per week	Location of Item *	Comments
Farmville Area Bus	11.12.16 - Sedan / Station Wagon	1FMDU72K74UA98807	4	2004	Ford Explorer	Not Available	12/22/2003	Yes	22882	No	29357		10	0	Prince Edward County	
Farmville Area Bus	11.12.15 - Vans	1B4GP44G6WB671191	7	1998	# 806 - Dodge Caravan	Gasoline	8/3/1998	Yes	36869	Yes	76482		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	1FDXE40S2WHB72352	19	1998	# 801 - Supreme Startrans (BOC)	Gasoline	1/15/2003	No	2500	Yes	219007		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	1FDXE45F53HA63553	20	2003	# 812 - Ford Supreme (BOC)	No. 2 Grade Diesel Fuel	4/15/2003	Yes	53458	Yes	74187		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	2B4GP443X2R772839	7	2002	# 800 - Dodge Caravan	Gasoline	9/20/2002	Yes	35000	Yes	72686		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	1FDWE45F53HB94929	20	2003	# 813 - Ford Supreme (BOC)	No. 2 Grade Diesel Fuel	4/2/2004	Yes	57689	Yes	55389		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	1FDWE45F33HB94928	20	2003	# 814 - Ford Supreme (BOC)	No. 2 Grade Diesel Fuel	4/2/2004	Yes	57689	Yes	54423		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	1FDXE45S76DB00515	20	2006	# 815 - Ford Supreme (BOC)	Gasoline	10/13/2006	Yes	48339	Yes	23411		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	1FDXE45S96DB00516	20	2006	# 816 - Ford Supreme (BOC)	Gasoline	10/13/2006	Yes	48339	Yes	22812		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	1FDXE45S06DB00517	20	2006	# 817 - Ford Supreme (BOC)	Gasoline	10/13/2006	Yes	48339	Yes	14167		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	1D4GP24E07B251484	7	2007	# 809 - Dodge Caravan	Gasoline	6/18/2007	Yes	31202	Yes	1126		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	2B7LB31Z52K126796	12	2002	# 808 - Dodge Turtletop	Gasoline	9/15/2005	No	23316	Yes	77195		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	2B7LB31Z32K126795	12	2002	# 807 - Dodge Turtletop	Gasoline	9/15/2005	No	45000	Yes	59547		0	0	Charlotte County	Farmville Area Bus
Farmville Area Bus	11.12.15 - Vans	2B7LB31Z72K126802	12	2002	# 804 - Dodge Turtletop	Gasoline	9/15/2005	No	45000	Yes	75584		0	0	Charlotte County	Farmville Area Bus

Per Julie Adams, Transit Manager of Farmville Area Bus, ALL fleet vehicles are stored in the FAB facility in Farmville.

APPENDIX D.
OPERATING AND CAPITAL EXPENSES AND REVENUES
A 3-Year Retrospective

**HISTORICAL OPERATING STATISTICS
FARMVILLE AREA BUS**

<u>Operating Statistics</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Annual Passengers	107,622	94,481	114,964
Annual Operating Costs	\$ 487,483	\$ 567,376	\$ 567,844
Annual Revenue Miles	235,291	225,027	230,595
Annual Revenue Hours	11,194	11,275	11,364
Passengers per Revenue Mile	0.46	0.42	0.50
Passengers per Revenue Hour	9.61	8.38	10.12
Cost per Passenger	\$4.53	\$6.00	\$4.94
Cost per Revenue Mile	\$2.07	\$2.52	\$2.46
Cost per Revenue Hour	\$43.55	\$50.32	\$49.97

<u>System Revenues and Operating Assistance</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Passenger Fares	\$ 18,384	\$ 20,630	\$ 13,055
Contract Revenues	\$ 9,207	\$ 8,009	\$ 16,864
Local Operating Assistance	\$ 149,151	\$ 219,450	\$ 193,687
State Operating Assistance	\$ 80,795	\$ 78,052	\$ 91,988
Federal Operating Assistance	\$ 229,946	\$ 241,236	\$ 252,250
Totals	\$ 487,483	\$ 567,376	\$ 567,844

Net Operating Cost \$ 459,892 \$ 538,738 \$ 537,925

<u>Allocation of Net Operating Cost Funding Source</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Local Governments	32.4%	40.7%	36.0%
State Government	17.6%	14.5%	17.1%
Federal Government	50.0%	44.8%	46.9%
Totals	100.0%	100.0%	100.0%

Pass Fares % of Opns Cost 1.9% 3.6% 2.3%

Total Rev % of Opns cost 5.7% 5.0% 5.3%

APPENDIX E.

TRANSIT RIDER ON-BOARD SURVEY RESULTS

E.1 On-Board Survey Process

A comprehensive on-board passenger survey to collect information on the demographic and travel characteristics of the current riders was conducted for Farmville Area Bus (FAB) in February and March of 2009. This survey included four basic groups of questions dealing with: rider's demographic information, specific trip information, a rating by the passengers of the current day service being provided, and passenger suggestions as to the importance of future service improvement needs. The summary results are being used as one element of the service evaluation process.

Since FAB provides both fixed-route bus service and ADA demand-response service, two survey questionnaires were prepared and used for the FAB ridership surveys. The two survey questionnaires are presented as **Figures E-1** and **E-2**, respectively. The summary results of the on-board ridership survey are presented in the tables and charts below. The compiled survey data from the returned surveys is contained in the Data Input Sheets at the end of this Appendix. This summary data presents all of the written comments provided on the various survey forms and the detailed ridership survey tables compiled for each of the individual routes that FAB currently operates.

Date _____ Route _____ Approx. Boarding Time _____ Survey No.: _____

Dear Rider: Farmville Area Bus is presently evaluating existing and future transit service needs. Please take a minute and fill out this survey regarding your opinions of Farmville Bus. When finished please return the survey to the bus driver or mail to: Farmville Area Bus, P.O. Drawer 368, Farmville, Virginia 23901. *Thank you for your help.*

About You

1. **I am:** Male Female
2. **My age is:**
 19 or under 30-39 50-59
 20-29 40-49 60 or older
3. **My race is primarily:**
 Caucasian Hispanic
 African-American Other
4. **I have completed:**
 Did not graduate from High School
 High School graduate/GED
 Some College
 College degree or higher
5. **My home's total annual income is:**
 Under \$10,000 \$30,000-\$40,000
 \$10,000-\$20,000 \$40,000-\$50,000
 \$20,000-\$30,000 Over \$50,000
6. **How often do you ride Farmville Bus?**
 Less than once a month
 Once or twice a month
 1 day a week
 2-3 days a week
 4 or more days a week

About Your Trip Today

8. **Where did your current trip begin?**
 Your Home Medical/Dental
 Work Social/Recreational
 School/College Service Agency
 Shopping
 Other _____
9. **Where was that located? (Town/County)**
 Address, Major Intersection or Nearby Landmark
(shopping center name, hospital, school name, etc)

10. **How did you get to the bus stop?**
 Walk Bicycle
 Drove car Other _____
11. **Where are you going now?**
 Your Home Medical/Dental
 Work Social/Recreational
 School/College Service Agency
 Shopping
 Other _____
12. **Where is that located? (Town/County)**
 Address, Major Intersection or Nearby Landmark
(shopping center name, hospital, school name, etc)

13. **Why did you ride the bus today?**
 I don't have a car Car not available
 Prefer to ride bus To save time
 To save money
 Have a Disability/Unable to Drive
 Other _____

Rate Farmville Area Bus Service

14. Please rate the following characteristics of the Farmville Area Bus service:	Very Good	Good	Okay	Poor	Very Poor	Not Sure
a. Frequency of bus service	<input type="checkbox"/>					
b. Areas that are served by bus routes	<input type="checkbox"/>					
c. Bus on-time performance	<input type="checkbox"/>					
d. Hours of bus service	<input type="checkbox"/>					
e. Availability of schedules & route information	<input type="checkbox"/>					
f. Cost of the bus fare	<input type="checkbox"/>					
g. Sense of security on buses & at stops	<input type="checkbox"/>					
h. Cleanliness of buses & bus stop areas	<input type="checkbox"/>					
i. Courtesy/friendliness of bus drivers	<input type="checkbox"/>					
j. OVERALL SERVICE	<input type="checkbox"/>					

Identify Future Service Improvement Needs

14. What service improvements would you like to see over the next several years?	Very Important	Somewhat Important	Not Important	Not Sure
a. More frequent bus service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. More direct bus routing to destinations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Late evening fixed route service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expand service beyond current routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Improve security on buses & at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Better bike racks on buses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Thank You for Your Time!

Figure E-1. On-Board Survey Questionnaire of Farmville Area Bus (Fixed-Route Service)

Date _____ Route _____ Approx. Boarding Time _____ Survey No _____

Dear Rider: Farmville Area Bus is evaluating existing and future transit service needs. Please take a minute and fill out this survey regarding your opinions of Farmville's transit service. When finished please return the survey in the enclosed postage paid envelope to: Farmville Area Bus, P.O. Drawer 368, Farmville, VA 23901. *Thank you for your help.*

About You

1. I am: Male Female

2. My age is:
 19 or under 30-39 50-59
 20-29 40-49 60 or older

3. My race is primarily:
 Caucasian Hispanic
 African-American Other

4. I have completed:
 Did not graduate from High School
 High School graduate/GED
 Some College
 College degree or higher

5. My home's total annual income is:
 Under \$10,000 \$30,000-\$40,000
 \$10,000-\$20,000 \$40,000-\$50,000
 \$20,000-\$30,000 Over \$50,000

7. How often do you regularly ride the Farmville Area Bus service?
 Less than once a month
 Once or twice a month
 1 day a week
 2-3 days a week
 4 or more days a week

8. How often do you ride the Farmville Area Bus regular fixed route service?
 Never have used the service
 Less than once a month
 Once or twice a month
 More than twice a month
 Once a week or more

About Your Most Recent Trip

9. Where did your most recent trip begin?
 Your Home Medical/Dental
 Work Social/Recreational
 School/College Service Agency
 Shopping
 Other _____

10. Where was that located? (Town/County)
Address, Major Intersection or Nearby Landmark
(shopping center name, hospital, school name, etc)

11. Where were you going on that trip?
 Your Home Medical/Dental
 Work Social/Recreational
 School/College Service Agency
 Shopping
 Other _____

12. Where is that located? (Town/County)
Address, Major Intersection or Nearby Landmark
(shopping center name, hospital, school name, etc)

13. Why did you use the Farmville bus for that recent trip?
 I don't have a car Car not available
 Prefer to ride bus To save time
 To save money
 Have a Disability / Unable to Drive
 Other _____

Rate the Farmville Area Bus Advance Reservation Service

14. Please rate the following characteristics of the Farmville transit service:

	Very Good	Good	Okay	Poor	Very Poor	Not Sure
a. Required reservation procedures	<input type="checkbox"/>					
b. Bus on-time performance	<input type="checkbox"/>					
c. Hours of Demand-Response service	<input type="checkbox"/>					
d. Cost of the service	<input type="checkbox"/>					
e. Sense of security on buses	<input type="checkbox"/>					
f. Cleanliness of buses	<input type="checkbox"/>					
g. Courtesy/friendliness of bus drivers	<input type="checkbox"/>					
h. OVERALL SERVICE	<input type="checkbox"/>					

Identify Future Service Improvement Needs

16. What service improvements would you like to see over the next several years?

	Very Important	Somewhat Important	Not Important	Not Sure
a. Less advance time required to schedule trip	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Expand hours / days of service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Improve security on buses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Thank You for Your Time!

Figure E-2. On-Board Survey Questionnaire of Farmville Area Bus (ADA Demand-Responsive Service)

E.2 Survey Response Rates

The total number of on-board surveys distributed by FAB for the fixed-route service was 373. The total number of returned surveys was 329. The overall system-level return rate was approximately 88.2 percent.

Table E-1 presents the number of surveys distributed and returned on each of the fixed routes and **Table E-2** presents the number of surveys distributed and returned for the ADA demand-response service. For the ADA demand-response service, 21 of the 35 surveys distributed were returned, for a return rate of 60.0 percent. The following tables summarize the system-wide results of the on-board ridership survey of FAB.

Table E-1
Distribution of Passenger Surveys and Return Rate by Fixed-Route

County / Service Area	No. Surveys Distributed	No. Surveys Returned	Pct. Return
Campus Line 1	107	104	97.2%
Campus Line 2	79	68	86.1%
Blue Line	68	53	77.9%
Express Line	94	89	94.7%
County Line	25	15	60.0%
Total	373	329	88.2%

Table E-2
Distribution of Passenger Surveys and Return Rate for ADA Demand-Responsive Service

County / Service Area	No. Surveys Distributed	No. Surveys Returned	Pct. Return
ADA Demand-Responsive Service	35	21	60.0%
Total	35	21	60.0%

E.3 Responses to Survey Questions – Fixed-Route Service

E.3.1 DEMOGRAPHIC SURVEY INFORMATION – Fixed-Route Service

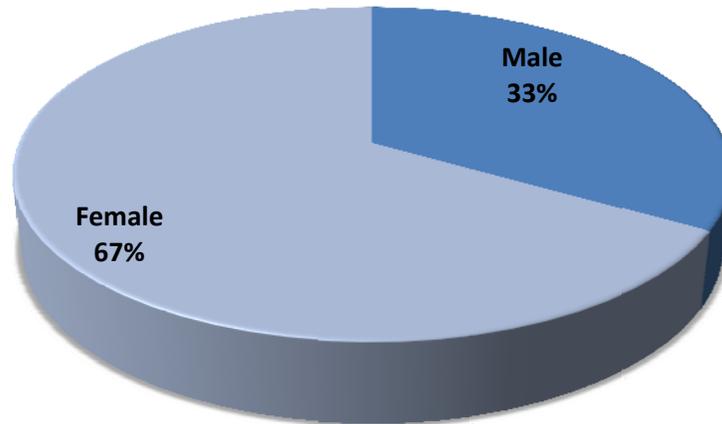
Summary.

Table E-3 summarizes the passenger characteristics of the current FAB fixed-route service ridership based upon the information contained in the returned surveys. These results are also presented graphically in the following charts.

Table E-3					
Summary of Farmville Area Bus Passenger Characteristics – Fixed-Route Service					
Gender			Household Annual Income		
Male	Number	Percent	Under \$10,000	Number	Percent
Female	109	33.3%	\$10,000 - \$20,000	98	34.8%
No Response	218	66.7%	\$20,000 - \$30,000	22	7.8%
Total Responding	327	100.0%	\$30,000 - \$40,000	26	9.2%
Age			\$40,000 - \$50,000	22	7.8%
19 or under	Number	Percent	\$50,000 - \$60,000	19	6.7%
20-29	124	38.0%	Over \$50,000	95	33.7%
30-39	141	43.3%	No Response	47	
40-49	11	3.4%	Total Responding	282	100.0%
50-59	26	8.0%	Frequency of Ridership		
60 or older	10	3.1%	Less than once a month	Number	Percent
No Response	14	4.3%	Once or twice a month	15	4.6%
Total Responding	326	100.0%	1 day a week	30	9.2%
Race			2-3 days a week	34	10.4%
Caucasian	Number	Percent	4 or more days a week	76	23.3%
African-American	226	70.6%	No Response	171	52.5%
Hispanic	78	24.4%	Total Responding	326	100.0%
Other	4	1.3%	Educational Level		
No Response	12	3.8%	Not High School Graduate	Number	Percent
Total Responding	320	100.0%	High School Graduate / GED	19	5.8%
Educational Level			Some College	80	24.5%
Not High School Graduate	Number	Percent	College Degree or Higher	214	65.6%
High School Graduate / GED	19	5.8%	No Response	13	4.0%
Some College	80	24.5%	Total Responding	326	100.0%
College Degree or Higher	214	65.6%			
No Response	13	4.0%			
Total Responding	326	100.0%			

Gender

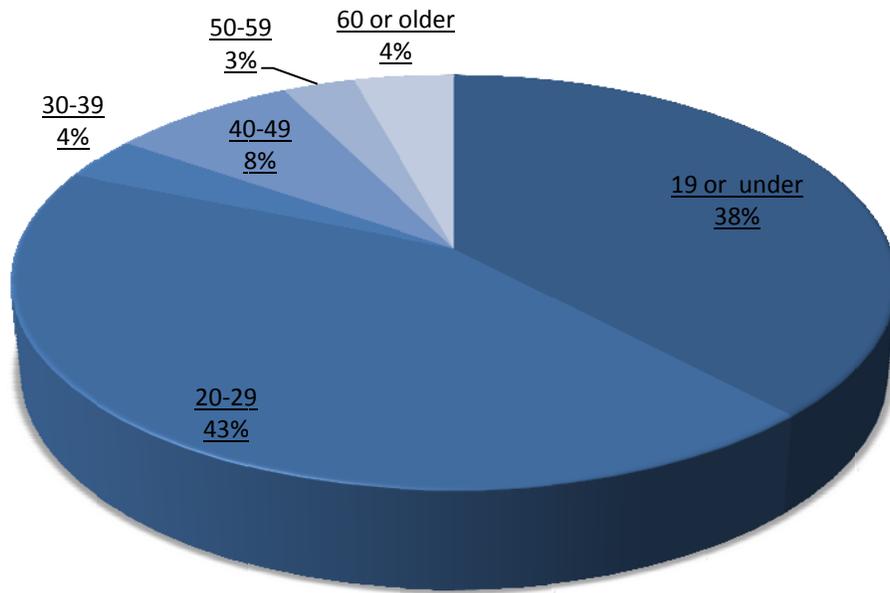
Figure E-3. Survey Results: Gender



As the table shows, female passengers represent the largest portion of the total ridership at 66.7 percent, with male ridership reported at 33.3 percent.

Age

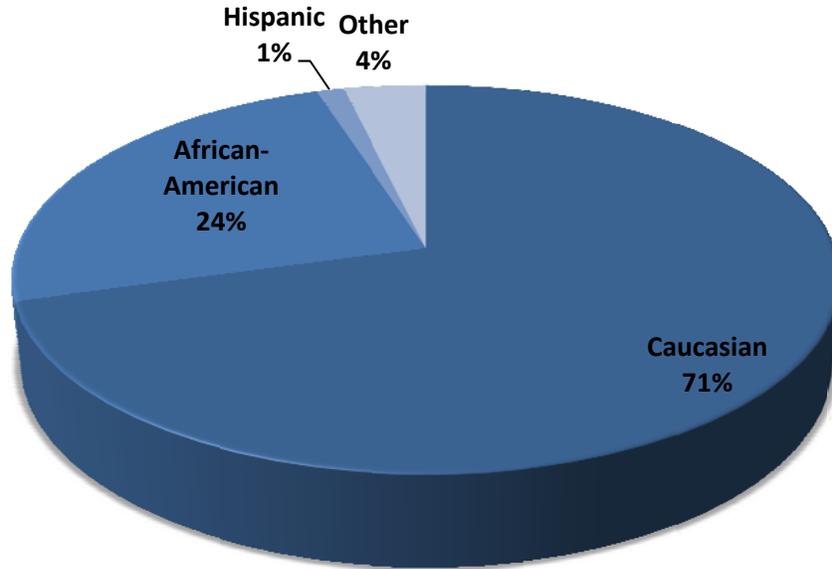
Figure E-4. Survey Results: Age



The passengers' ages are relatively well distributed across each of the different ranges that were defined. **Based on the ridership survey results, those riders who are age 29 or younger are the major users of FAB fixed-route service and represent 81.3 percent of the total ridership.** The age between 20 and 29 is the highest single percentage of 43.3 percent for any of the age categories. Given the focus of several of the system's routes on the movement of Longwood University students to and from the campus, these findings are not unexpected. Among the older riders, 7.4 percent were in the 50-59 and 60 or older age brackets, while 11.4 percent were in the 30-39 and 40-49 age brackets. **These findings would tend to indicate that FAB fixed-route service is providing basic mobility services to a broad cross-section of the service area population and is not as some might perceive it to be a system transporting only elderly residents.**

Race

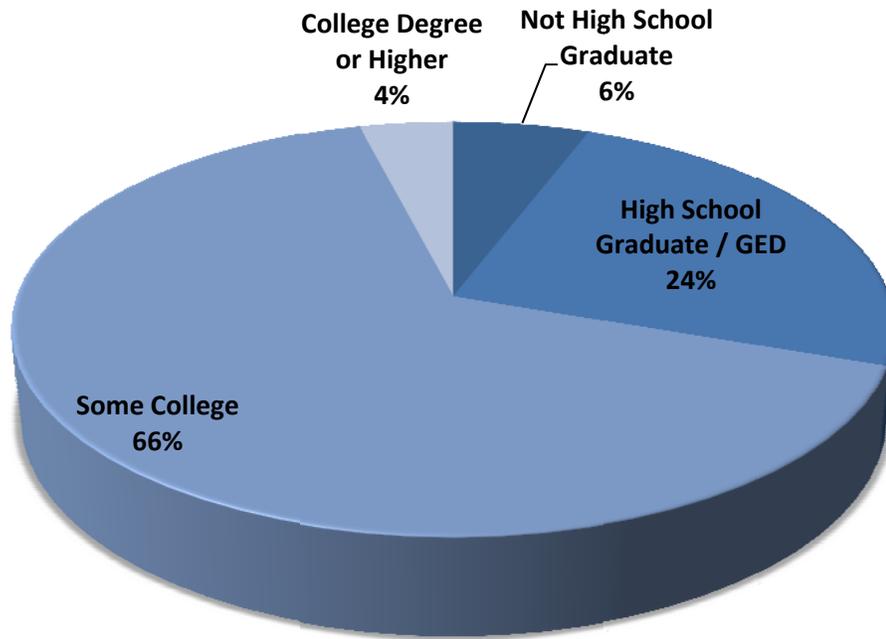
Figure E-5. Survey Results: Race



African-American and Caucasian are the top two races using FAB fixed-route service. The combined percentage of these two races is 95.0 percent with 70.6 percent being Caucasian and 24.4 percent being African-American. Hispanic and Other races represented 1.3 percent and 3.8 percent of the reported ridership, respectively.

Education Level

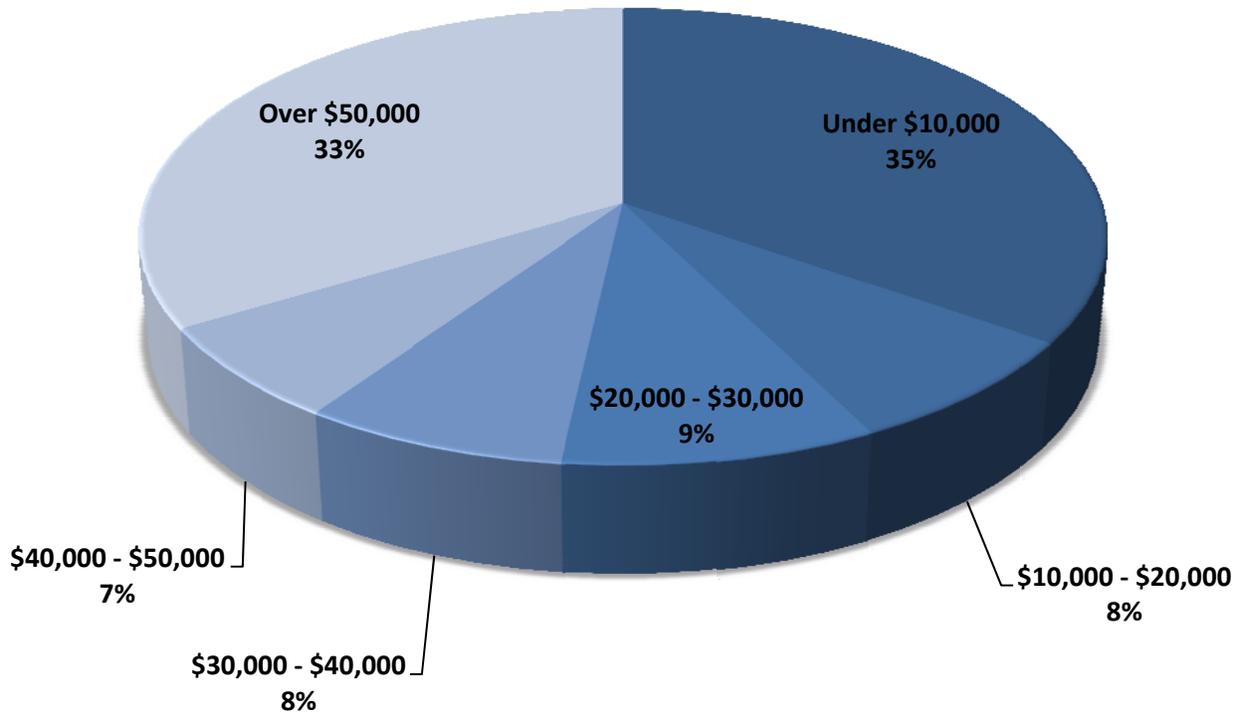
Figure E-6. Survey Results: Education Level



With respect to the reported educational level, approximately 30.3 percent of the passengers indicated that they either possessed a high school degree (24.5 percent) or had not graduated from high school (5.8 percent). The proportion of riders that reported having attended some college is the highest with 65.6 percent and an additional 4.0 percent of the riders reported having earned at least a collegiate level bachelor's degree.

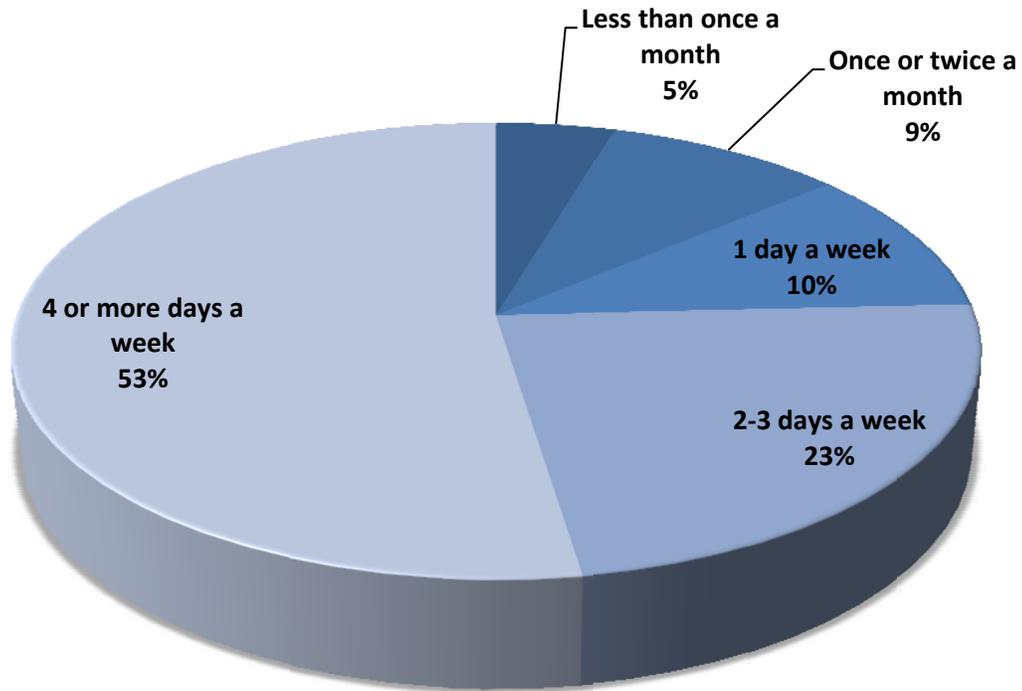
Annual Household Income

Figure E-7. Survey Results: Annual Household Income



A total of 42.6 percent of the total FAB fixed-route service passengers reported less than \$20,000 for their household annual income with 34.8 percent of the passengers reporting a household income level of less than \$10,000 per year. Approximately 9.2 percent of riders reported an annual income of between \$20,000 and \$30,000 while an additional 7.8 percent reported annual incomes between \$30,000 and \$40,000 per year. Those reporting annual household income levels of between \$40,000 and \$50,000 were 6.7 percent of the total ridership while those with reported incomes of over \$50,000 per year were 33.7 percent. **These results suggest that the system is transporting persons representing all of the income levels found in the FAB fixed-route service area, both lower level local residents and the middle to upper income faculty, staff, and students associated with Longwood University.**

Figure E-8. Survey Results: Frequency of Ridership



Most of the people who participated in this survey reported using the FAB fixed-route services on a regular basis. A total of 52.5 percent of the riders reported a ridership frequency of 4 or more days a week, with an additional 23.3 percent reporting use of the system 2-3 days a week. **Combining these two values indicates that 75.8 percent of the total passengers surveyed use FAB fixed-route services more than two days per week and can thus be classified as “regular” rather than occasional riders.** This high level of repeat ridership further indicates that FAB fixed-route service is providing an essential mobility service to a broad cross-section of its passengers.

E.3.2 TRIP-SPECIFIC SURVEY RESULTS – Fixed-Route Service

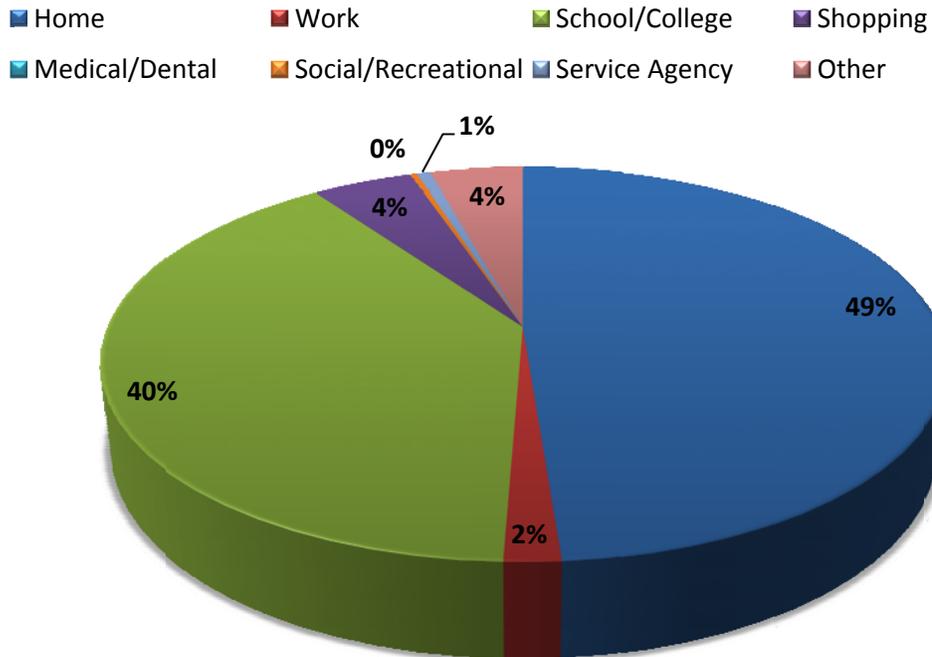
Summary

Table E-4 summarizes the responses to the on-board survey questions related to the trip being made at the time of the administration of the survey for FAB fixed-route service.

Table E-4 About Your Trip Today – Fixed-Route Service					
Trip Origin Type			Trip Destination Type		
	Number	Percent		Number	Percent
Home	160	48.8%	Home	17	5.2%
Work	6	1.8%	Work	21	6.4%
School/College	130	39.6%	School/College	176	53.5%
Shopping	15	4.6%	Shopping	100	30.4%
Medical/Dental	0	0.0%	Medical/Dental	5	1.5%
Social/Recreational	1	0.3%	Social/Recreational	1	0.3%
Service Agency	2	0.6%	Service Agency	1	0.3%
Other	14	4.3%	Other	8	2.4%
No Response	1		No Response	0	
Total Responding	328	100.0%	Total Responding	329	100.0%
Bus Stop Access			Reason for Riding		
	Number	Percent		Number	Percent
Walk	321	97.9%	Don't have a car	133	40.4%
Drove car	1	0.3%	Car not available	69	21.0%
Bicycle	0	0.0%	Prefer to ride bus	29	8.8%
Other	6	1.8%	To save time	22	6.7%
No Response	1		To save money	23	7.0%
Total Responding	328	100.0%	Disability/unable to drive	3	0.9%
			Other	50	15.2%
			No Response	0	
			Total Responding	329	100.0%

Trip Origin

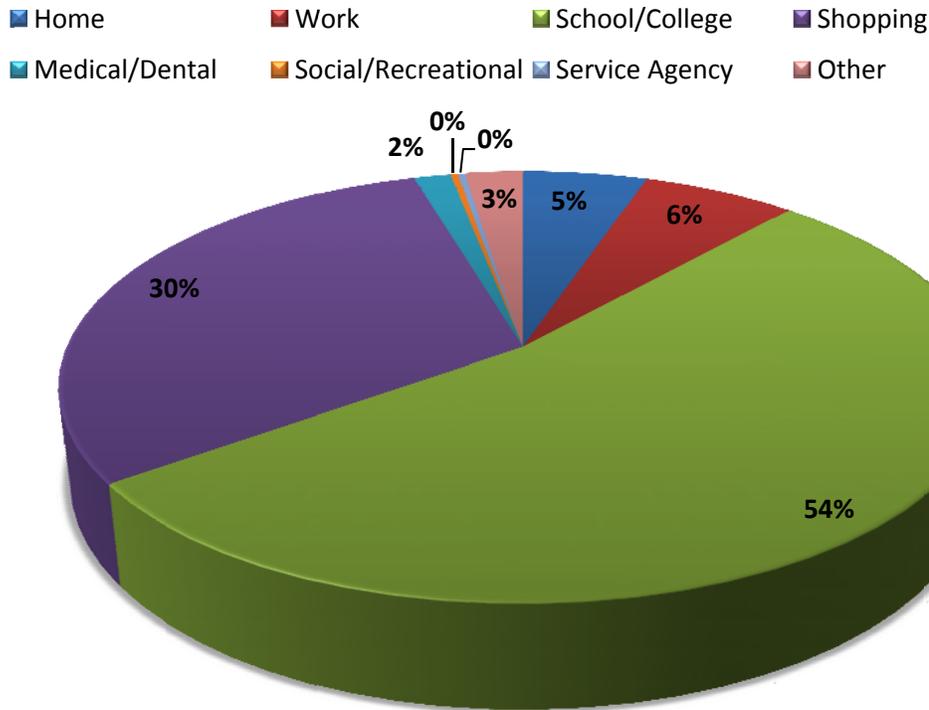
Figure E-9. Survey Results: Trip Origin



As shown on the upper left hand portion of **Table E-4**, the vast majority (48.8 percent) of the passengers started their trips from their home. About 39.6 percent of the passengers reported starting their trips from their school or college. The five next most frequent trip origins were cited as being “Shopping” (4.6 percent), “Other” (4.3 percent), “Work” (1.8 percent), “Service Agency” (0.6 percent) and “Social/Recreational” (0.3 percent).

Trip Destination

Figure E-10. Survey Results: Trip Destination

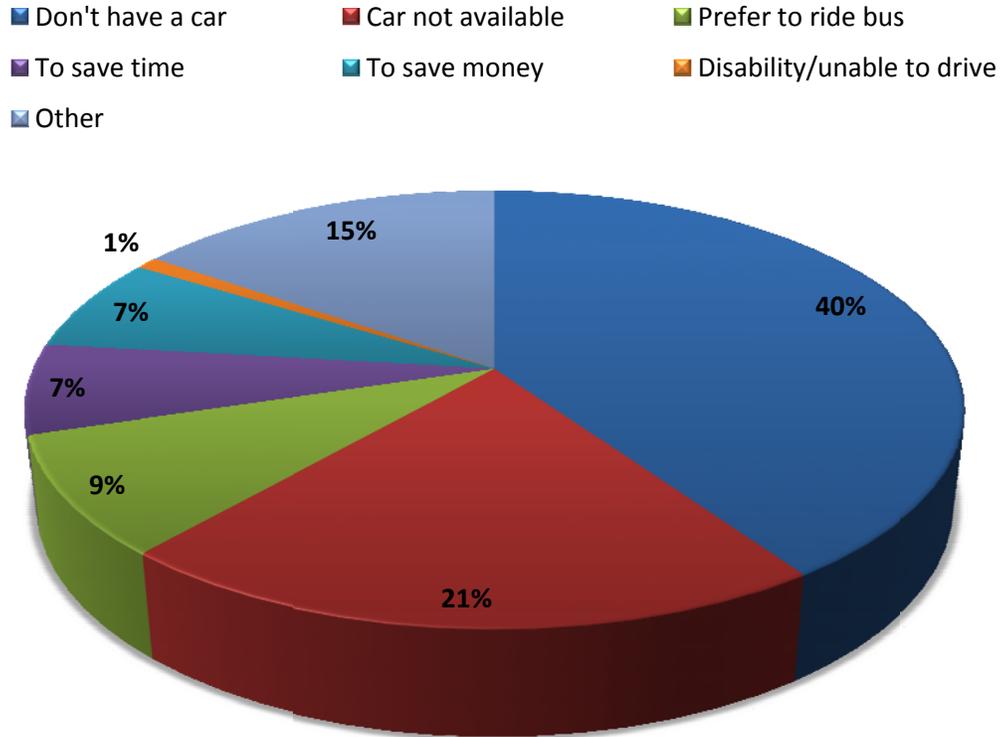


The top four trip destinations were noted as being "School/College" at 53.5 percent, "Shopping" at 30.4 percent, "Work" at 6.4 percent, and "Home" at 5.2 percent. These four destinations account for 95.5 percent of the total trips. "Medical/Dental" was the cited destination for 1.5 percent of the trips, followed by "Social/Recreational" (0.3 percent), and "Service Agency" (0.3 percent). **These results demonstrate that the current ridership is using the FAB system for basic mobility purposes between their homes and their workplace or other important destinations.**

With respect to the question of "Bus Stop Access", a large majority (97.9 percent) of the passengers indicated that they arrived at the bus stop by "Walking". The access modes of "Other" and "Drove Car" were the next two highest responses at 1.8 percent and 0.3 percent, respectively. None of those who responded indicated the use of a bicycle to reach the bus stop.

Reason for Riding Transit

Figure E-11. Survey Results: Reason for Riding Transit



When asked to identify the principal reason why they were riding the bus, the survey respondents most frequently indicated that they “Did Not Have a Car” (40.4 percent) or “Car not Available” for them (21.0 percent). Combined, these two responses accounted for 61.4 percent of the reasons for using FAB fixed-route service. The factor of “Other” was the third highest response at 15.2 percent, followed by “Prefer to Ride Bus” at 8.8 percent, “To Save Money” at 7.0 percent, “To Save Time” at 6.7 percent, and “Disability/Unable to Drive” at 0.9 percent. **These responses indicate that the current ridership can be classified as “transit captives”;** that is, they have few if any other travel options available and if the current transit service was not provided, the subject trip would probably not be made.

E.3.3 SERVICE RATINGS SURVEY RESULTS – Fixed-Route Service

Figure E-12 and **Table 3-5** summarize the responses to those survey questions that sought to obtain the view of the current riders as to quality of service currently being offered by FAB fixed-route service. The service factors presented for rating were as follows:

- Frequency of bus service
- Areas that are served by bus routes
- Bus on-time performance
- Hours of bus service
- Availability of schedules & route information
- Cost of bus fare
- Sense of security on the buses
- Cleanliness of buses
- Courtesy/friendliness of bus drivers
- Overall Service rating

For each of these ten evaluation measurements, the responses from the riders provided combined ratings of “Very Good” or “Good” over 70 percent for almost every measurement. The three service factors whose ratings fell below this range were those for “Frequency of Bus Service”, “Bus On-Time Performance”, and “Hours of Bus Service”.

Figure E-12. Survey Results: Service Ratings

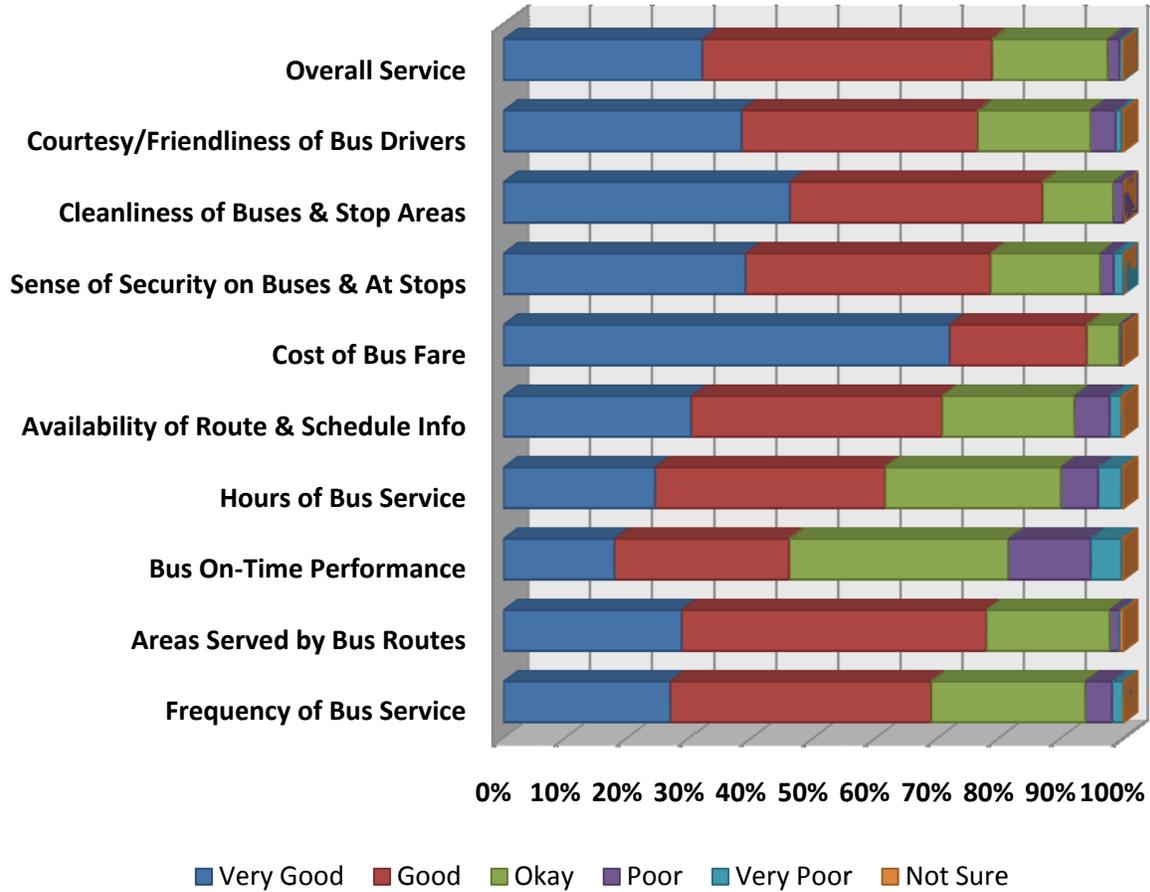


Table E-5 Service Rating – Fixed-Route Service

Frequency of bus service	Number	Percent	Cost of bus fare	Number	Percent
Very Good	88	26.9%	Very Good	230	71.9%
Good	137	41.9%	Good	71	22.2%
Okay	82	25.1%	Okay	17	5.3%
Poor	14	4.3%	Poor	1	0.3%
Very Poor	6	1.8%	Very Poor	0	0.0%
Not Sure	0	0.0%	Not Sure	1	0.3%
No Response	2		No Response	9	
Total Responding	327	100.0%	Total Responding	320	100.0%

Areas that are served by bus routes	Number	Percent	Sense of security on buses & at stops	Number	Percent
Very Good	92	28.8%	Very Good	125	38.9%
Good	157	49.1%	Good	127	39.6%
Okay	64	20.0%	Okay	57	17.8%
Poor	5	1.6%	Poor	7	2.2%
Very Poor	0	0.0%	Very Poor	5	1.6%
Not Sure	2	0.6%	Not Sure	0	0.0%
No Response	9		No Response	8	
Total Responding	320	100.0%	Total Responding	321	100.0%

Bus on-time performance	Number	Percent	Cleanliness of buses & bus stop areas	Number	Percent
Very Good	58	17.9%	Very Good	148	46.1%
Good	91	28.1%	Good	131	40.8%
Okay	115	35.5%	Okay	37	11.5%
Poor	43	13.3%	Poor	5	1.6%
Very Poor	16	4.9%	Very Poor	0	0.0%
Not Sure	1	0.3%	Not Sure	0	0.0%
No Response	5		No Response	8	
Total Responding	324	100.0%	Total Responding	321	100.0%

Hours of bus service	Number	Percent	Driver courtesy/friendliness	Number	Percent
Very Good	78	24.5%	Very Good	123	38.3%
Good	118	37.0%	Good	122	38.0%
Okay	91	28.5%	Okay	59	18.4%
Poor	19	6.0%	Poor	13	4.0%
Very Poor	12	3.8%	Very Poor	3	0.9%
Not Sure	1	0.3%	Not Sure	1	0.3%
No Response	10		No Response	8	
Total Responding	319	100.0%	Total Responding	321	100.0%

Availability of schedules & route information	Number	Percent	OVERALL SERVICE	Number	Percent
Very Good	96	30.3%	Very Good	102	32.0%
Good	128	40.4%	Good	149	46.7%
Okay	68	21.5%	Okay	60	18.8%
Poor	18	5.7%	Poor	6	1.9%
Very Poor	6	1.9%	Very Poor	2	0.6%
Not Sure	1	0.3%	Not Sure	0	0.0%
No Response	12		No Response	10	
Total Responding	317	100.0%	Total Responding	319	100.0%

For the factor of “Frequency of Bus Service”, 26.9 percent of the riders rated this “Very Good” and 41.9 percent rated this “Good” for a combined total positive rating of 68.8 percent. An additional 20.0 percent of the riders rated this service factor as being “Okay” with 4.3 percent rating this factor as “Poor” and 1.8 percent rating this factor as “Very Poor”.

For the factor of “Bus On-Time Performance”, 17.9 percent of the riders rated this “Very Good” and 28.1 percent rated this “Good” for a combined total positive rating of 46.0 percent. An additional 35.5 percent of the riders rated this service factor as being “Okay” with 13.3 percent rating this factor as “Poor” and 4.9 percent rating this factor as “Very Poor”.

In the case of “Hours of Bus Service”, 24.5 percent rated this service factor as being “Very Good” with an additional 37.0 percent rating this as “Good” for a combined total positive rating of 61.4 percent. An additional 28.5 percent of the riders rated this service factor as being “Okay” with a total of only 9.8 percent rating this factor as “Poor” (6.0 percent) or “Very Poor” (3.8 percent).

The highest positive service factor ratings were for “Cost of Bus Fare” with 71.9 percent “Very Good”, 22.2 percent “Good”, and 5.3 percent “Okay” for a total of 99.4 percent and for “Cleanliness of Buses & Bus Stop Areas” with 46.1 percent “Very Good”, 40.8 percent “Good”, and 11.5 percent “Okay” for a total of 98.4 percent.

The “Overall Service” rating for FAB fixed-route service was 32.0 percent “Very Good”, 46.7 percent “Good”, and 18.8 percent “Okay” for a combined total of 97.5 percent positive. Approximately 1.9 percent of the riders rated the current service as “Poor” and only 0.6 percent of the riders rated the current service as “Very Poor”.

These findings represent a very positive reaction from the passengers of FAB fixed-route service. They also indicate that the users are satisfied with the overall services that the FAB fixed-route service currently provides.

E.3.4 FUTURE SERVICE IMPROVEMENTS SURVEY RESULTS – Fixed-Route Service

Figure E-13 and Table E-6 summarize the responses to those survey questions that sought to obtain the view of the current riders as to the importance of a number of potential service improvements that FAB fixed-route service might wish to consider. The suggested areas of potential service improvement were:

- More Frequent Service
- Direct Routing
- Later Service
- Expand Hours / Days of Service
- Improve Security on Buses
- Bike Racks
- “Other”

Figure E-13. Survey Results: Future Service Improvements

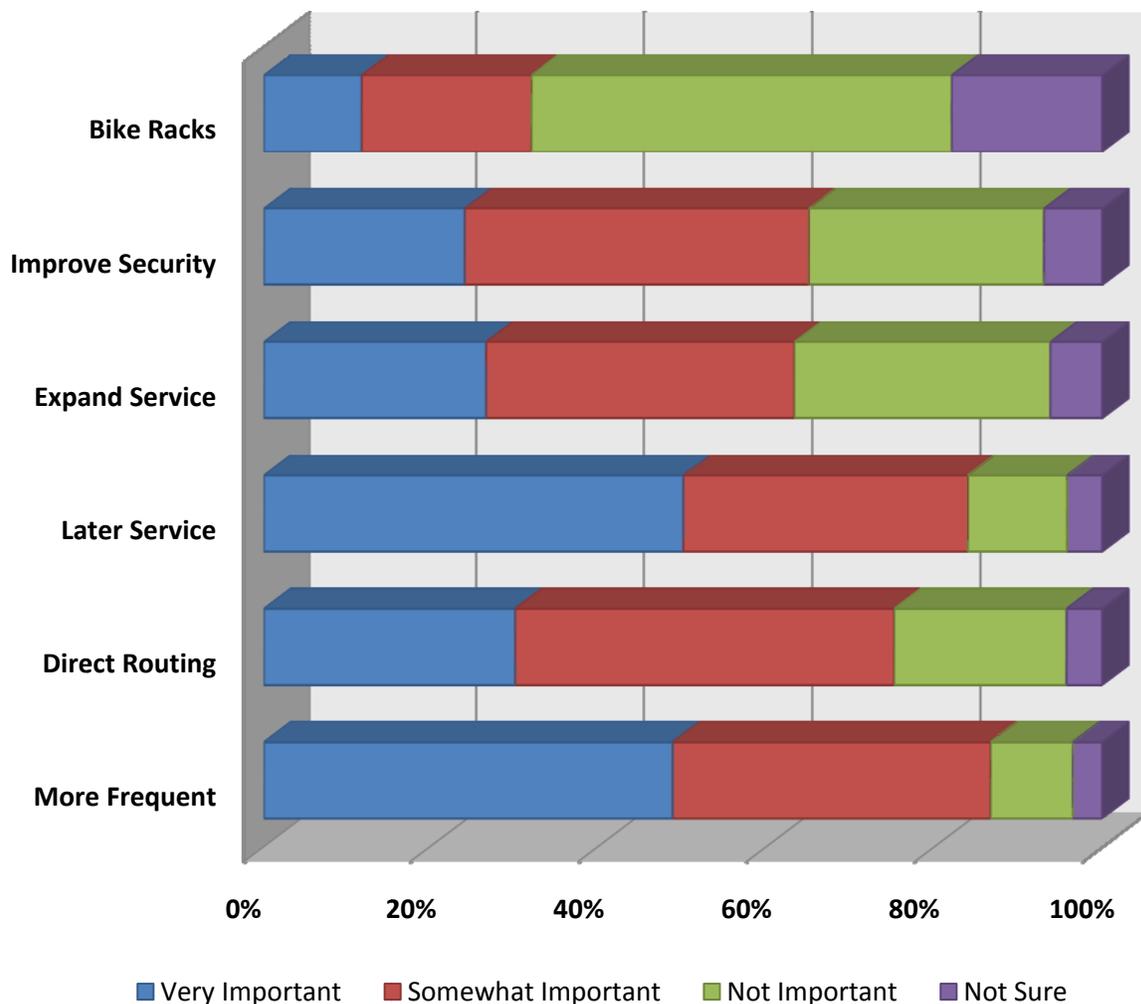


Table E-6 Improvements Needed – Fixed-Route Service

More Frequent			Improve Security		
Number	Percent		Number	Percent	
154	48.9%		73	24.1%	
119	37.8%		124	40.9%	
31	9.8%		85	28.1%	
11	3.5%		21	6.9%	
14			26		
315	100.0%		303	100.0%	

Direct Routing			Bike Racks		
Number	Percent		Number	Percent	
92	30.1%		35	11.7%	
138	45.1%		61	20.3%	
63	20.6%		150	50.0%	
13	4.2%		54	18.0%	
23			29		
306	100.0%		300	100.0%	

Later Service			Other		
Number	Percent		Number	Percent	
156	50.2%		34	35.8%	
105	33.8%		23	24.2%	
37	11.9%		14	14.7%	
13	4.2%		24	25.3%	
18			234		
311	100.0%		95	100.0%	

Expand Service		
Number	Percent	
82	26.6%	
113	36.7%	
94	30.5%	
19	6.2%	
21		
308	100.0%	

Of these seven potential service improvement categories, those for “More Frequent Service”, “Direct Routing”, “Later Service”, “Expand Service”, and “Improve Security on Buses” are the five potential service improvements that the current passengers think FAB fixed-route service should focus on. With respect to “More Frequent Service”, 48.9 percent of respondents viewed this as being “Very Important” while an additional 37.8 percent viewed this as being “Somewhat Important” for a combined importance rating of 86.7 percent. Conversely, only 9.8 percent of the respondents rated this as being “Not Important.”

With respect to “Direct Routing”, 30.1 percent of respondents viewed this as being “Very Important” while an additional 45.1 percent viewed this as being “Somewhat Important” for a combined importance rating of 75.2 percent. With respect to “Later Service”, 50.2 percent of respondents viewed this as being “Very Important” while an additional 33.8 percent viewed this as being “Somewhat Important” for a combined importance rating of 84.0 percent.

With respect to “Expand Service”, 26.6 percent of respondents viewed this as being “Very Important” while an additional 36.7 percent viewed this as being “Somewhat Important” for a combined importance rating of 63.3 percent. With respect to “Improve Security on Buses”, 24.1 percent of respondents viewed this as being “Very Important” while an additional 40.9 percent viewed this as being “Somewhat Important” for a combined importance rating of 65.0 percent.

The low number of responses to the potential need for “Bike Racks” indicates that this is not viewed as being a high priority need from the passengers’ viewpoint. Only 11.7 percent of the passengers rated this as being a “Very Important” need, with 20.3 percent rating this as being only “Somewhat Important” and 50.0 percent rating this as “Not Important.”

E.4 Response to Survey Questions – Demand-Responsive

E.4.1 DEMOGRAPHIC SURVEY INFORMATION – Demand-Responsive Service

Summary

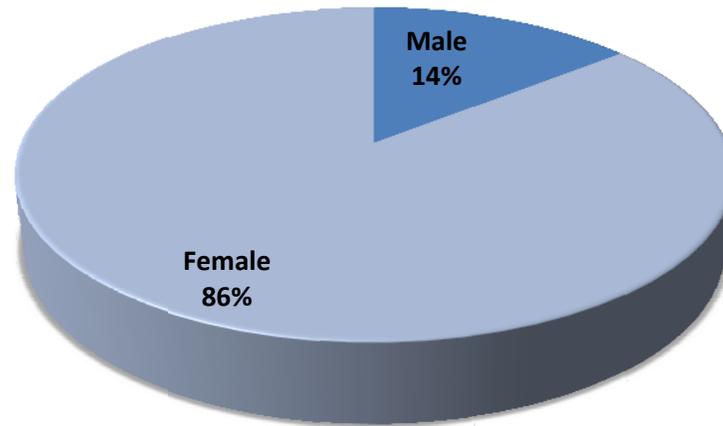
As described in the TDP, FAB also provides curb-to-curb demand-response transit service for persons with disabilities who are unable to use the regular fixed-route bus services. This demand-response service is called the FAB ADA service. The following tables summarize the results of the on-board ridership survey of FAB ADA service.

**Table E-7
Summary of Farmville Area Bus Passenger Characteristics - ADA Demand-Responsive Service**

Gender			Household Annual Income		
	Number	Percent		Number	Percent
Male	3	14.3%	Under \$10,000	10	58.8%
Female	18	85.7%	\$10,000 - \$20,000	4	23.5%
No Response	0	0.0%	\$20,000 - \$30,000	3	17.6%
Total Responding	21	100.0%	\$30,000 - \$40,000	0	0.0%
			\$40,000 - \$50,000	0	0.0%
Age			Over \$50,000		
	Number	Percent		Number	Percent
19 or under	0	0.0%	No Response	4	
20-29	0	0.0%	Total Responding	17	100.0%
30-39	2	9.5%			
40-49	1	4.8%	Frequency of Ridership		
50-59	3	14.3%		Number	Percent
60 or older	15	71.4%	Less than once a month	4	20.0%
No Response	0		Once or twice a month	7	35.0%
Total Responding	21	100.0%	1 day a week	0	0.0%
			2-3 days a week	8	40.0%
Race			4 or more days a week		
	Number	Percent		Number	Percent
Caucasian	9	45.0%	No Response	1	
African-American	10	50.0%	Total Responding	20	100.0%
Hispanic	0	0.0%			
Other	1	5.0%			
No Response	1				
Total Responding	20	100.0%			
Educational Level					
	Number	Percent			
Not High School Graduate	6	30.0%			
High School Graduate / GED	7	35.0%			
Some College	1	5.0%			
College Degree or Higher	6	30.0%			
No Response	1				
Total Responding	20	100.0%			

Gender

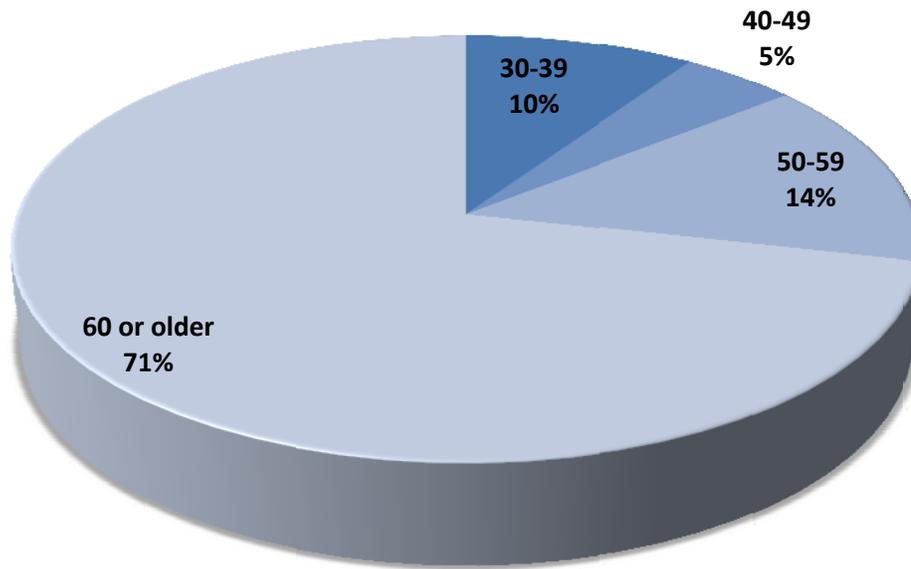
Figure E-14. Survey Results: Gender



As **Figure E-14** shows, female passengers represent the largest portion of the total ridership on the ADA service at 85.7 percent, with male ridership reported at 14.3 percent.

Age

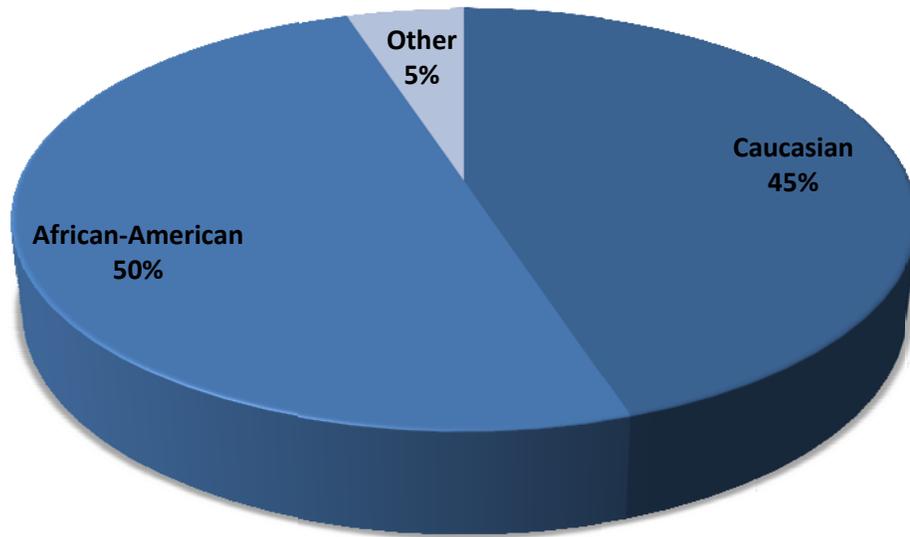
Figure E-15. Survey Results: Age



Based on the ridership survey results, those persons age 60 or older are the major users of FAB ADA service and represent 71.4 percent of the total ridership. This age range is also the highest single percentage for any of the age categories. The proportion of the FAB ADA service riders that are younger than 60 years of age is 28.6 percent. Among these younger riders, 19.1 percent were in the 40-49 and 50-59 age brackets, while 9.5 percent were in the 30-39 age brackets. **These findings indicate that, as intended, the FAB ADA service is providing basic mobility services to those elderly or disabled residents in the service area who are in need of these services.**

Race

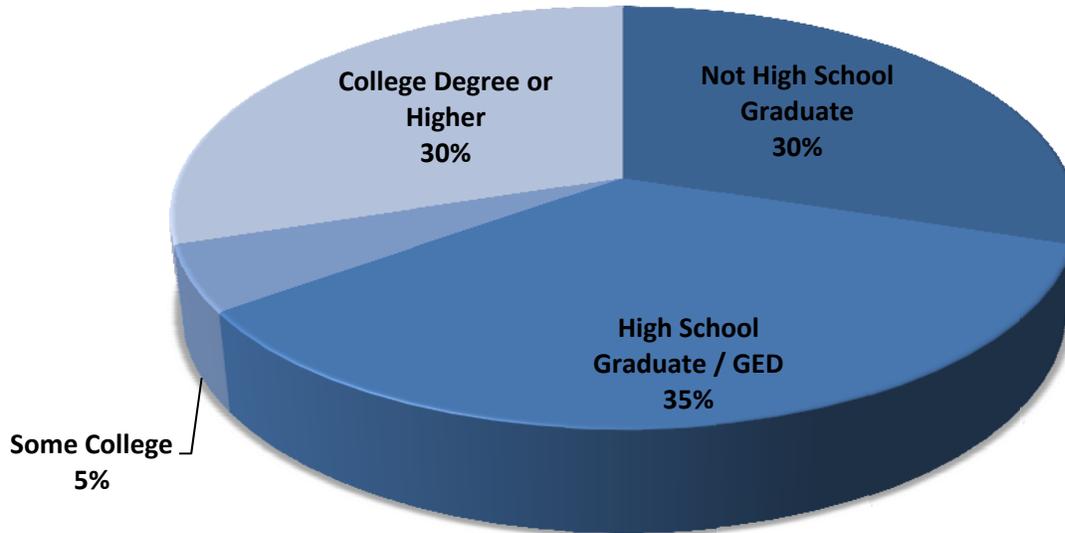
Figure E-16. Survey Results: Race



African-American and Caucasian are the top two races using FAB ADA service. The combined percentage of these two races is 95.0 percent with 45.0 percent being Caucasian and 50.0 percent being African-American. Other races represented 4.8 percent.

Education Level

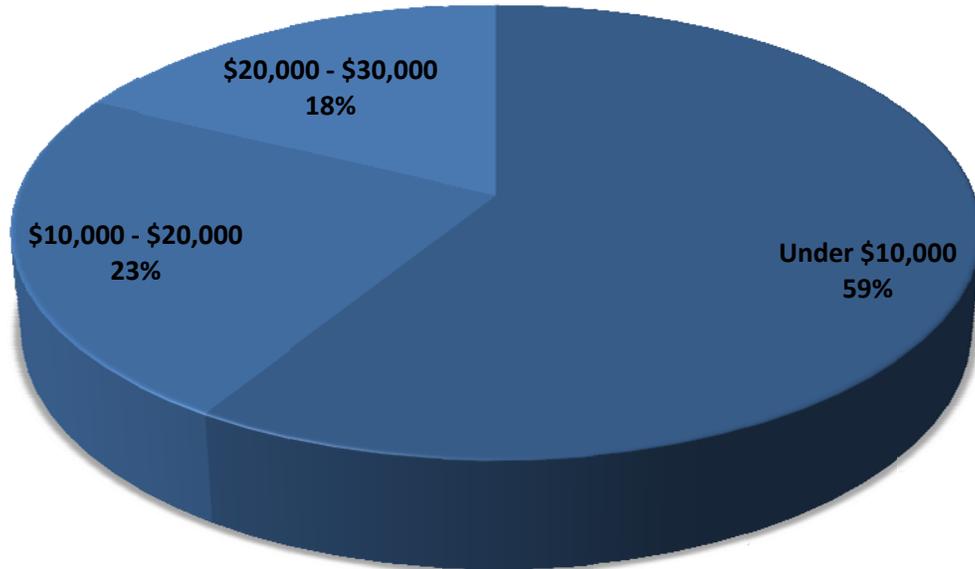
Figure E-17. Survey Results: Education Level



With respect to the reported educational level, approximately 65.0 percent of the passengers indicated that they either possessed a high school degree (35.0 percent) or had not graduated from high school (30.0 percent). Approximately 5.0 percent of the riders reported having attended some college while 30.0 percent reported having earned at least a collegiate level bachelor's degree.

Annual Household Income

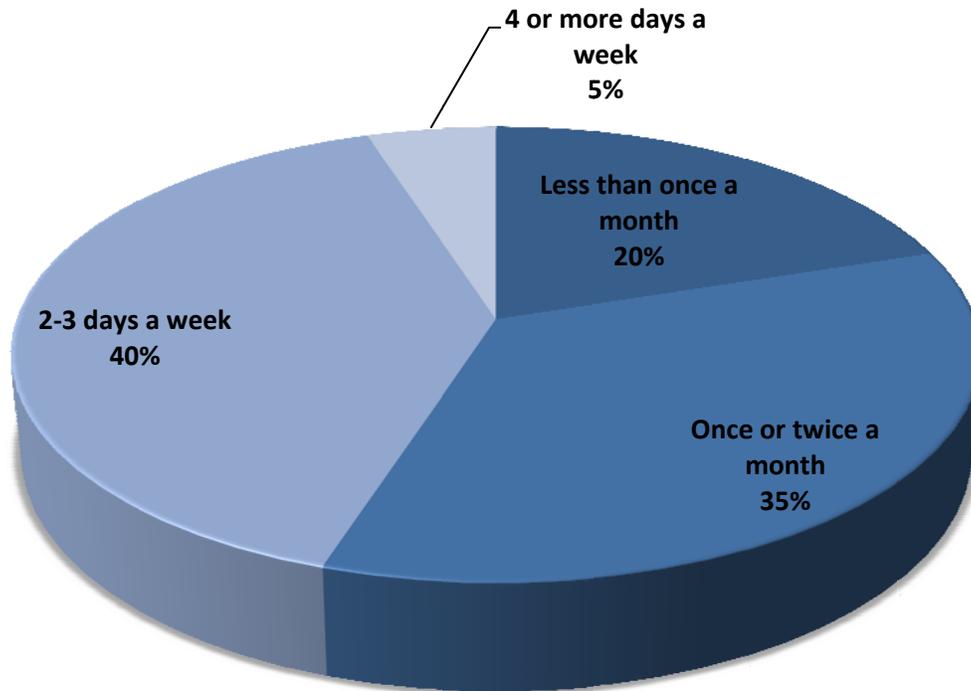
Figure E-18. Survey Results: Annual Household Income



Members of the low income population are the major users of the FAB ADA service. A total of 82.3 percent of the total FAB ADA service passengers reported less than \$20,000 for their household annual income with 58.8 percent of the passengers reporting a household income level of less than \$10,000 per year. Approximately 17.6 percent of riders reported an annual income of between \$20,000 and \$30,000 with none of the survey respondents reporting annual household income levels in the \$30,000 - \$40,000, \$40,000-\$50,000, or Over \$50,000 income levels.

Frequency of Ridership

Figure E-19. Survey Results: Frequency of Ridership



Less than half of the riders that participated in this survey reported using the FAB ADA services on a regular basis. A total of 45.0 percent of the riders reported a ridership frequency of two or more days a week. The other passengers participating in the surveys reported using FAB ADA services only occasionally. A total of 52.3 percent of riders reported a ridership frequency of “Less than once a month” (20.0 percent) or “Once or twice a month” (35.0 percent). Only one of the surveyed passengers (5.0 percent of the total sample) reported using this service four or more days a week. **The results suggest that the ADA operations are filling a regular mobility need of the eligible residents of the service area.**

E.4.2 TRIP-SPECIFIC SURVEY RESULTS – Demand-Responsive Service

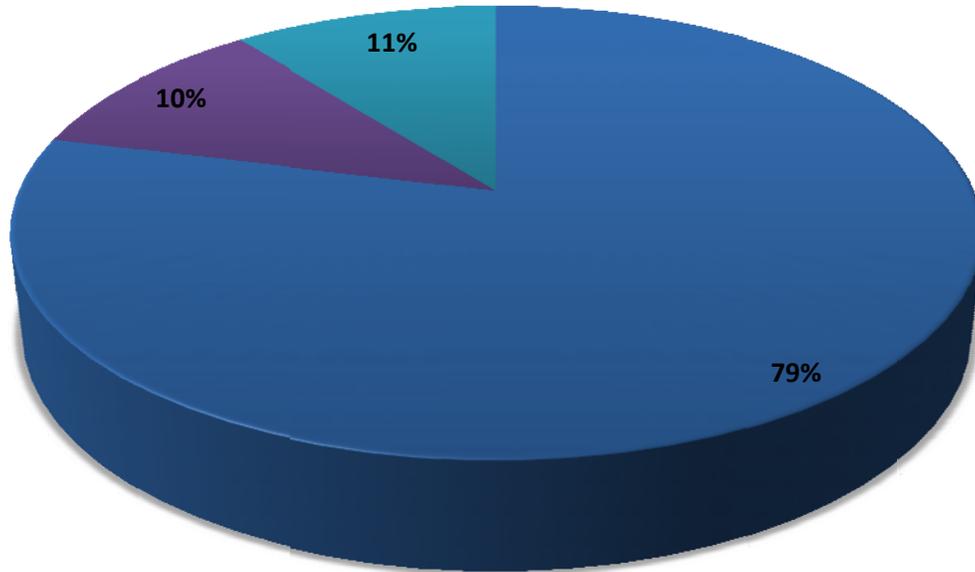
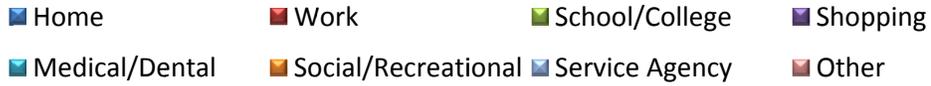
Summary.

Table E-8 summarizes responses to the on-board survey questions related to the trip being made at the time of the administration of the survey.

Table E-8 About Your Trip Today - ADA Demand-Responsive Service					
Trip Origin Type			Number	Percent	
Home		15		78.9%	
Work		0		0.0%	
School/College		0		0.0%	
Shopping		2		10.5%	
Medical/Dental		2		10.5%	
Social/Recreational		0		0.0%	
Service Agency		0		0.0%	
Other		0		0.0%	
No Response		2			
Total Responding		19		100.0%	
Trip Destination Type			Number	Percent	
Home		2		11.1%	
Work		0		0.0%	
School/College		0		0.0%	
Shopping		8		44.4%	
Medical/Dental		7		38.9%	
Social/Recreational		0		0.0%	
Service Agency		0		0.0%	
Other		1		5.6%	
No Response		3			
Total Responding		18		100.0%	
Reason for Riding			Number	Percent	
Don't have a car		9		47.4%	
Car not available		0		0.0%	
Prefer to ride bus		1		5.3%	
To save time		0		0.0%	
To save money		0		0.0%	
Disability/unable to drive		7		36.8%	
Other		2		10.5%	
No Response		2			
Total Responding		19		100.0%	

Trip Origin

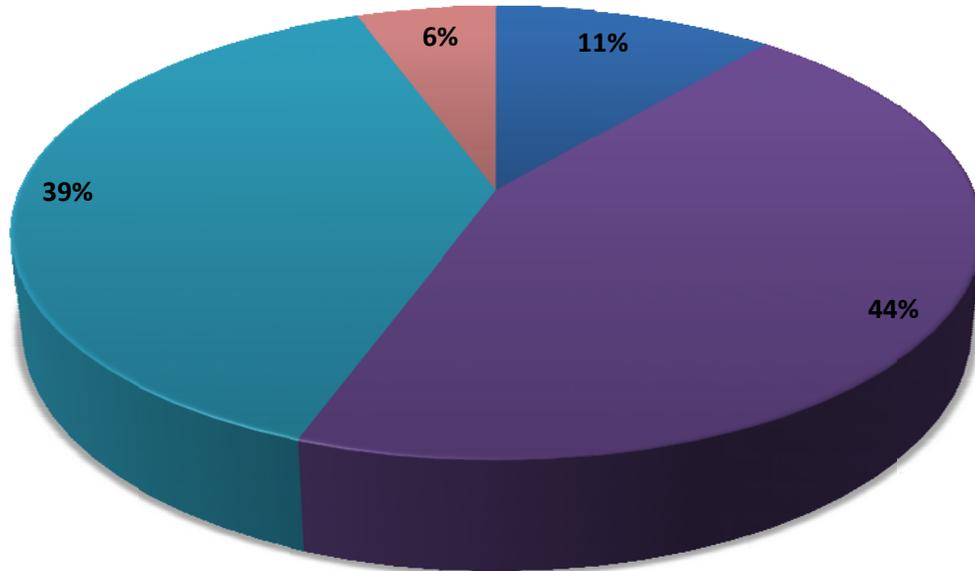
Figure E-20. Survey Results: Trip Origin



As shown in Figure E-20, the vast majority (78.9 percent) of the passengers started their trips from their home. Both “Shopping” and “Medical/Dental” were cited as the trip origins for 10.5 percent of the trips, respectively.

Trip Destination

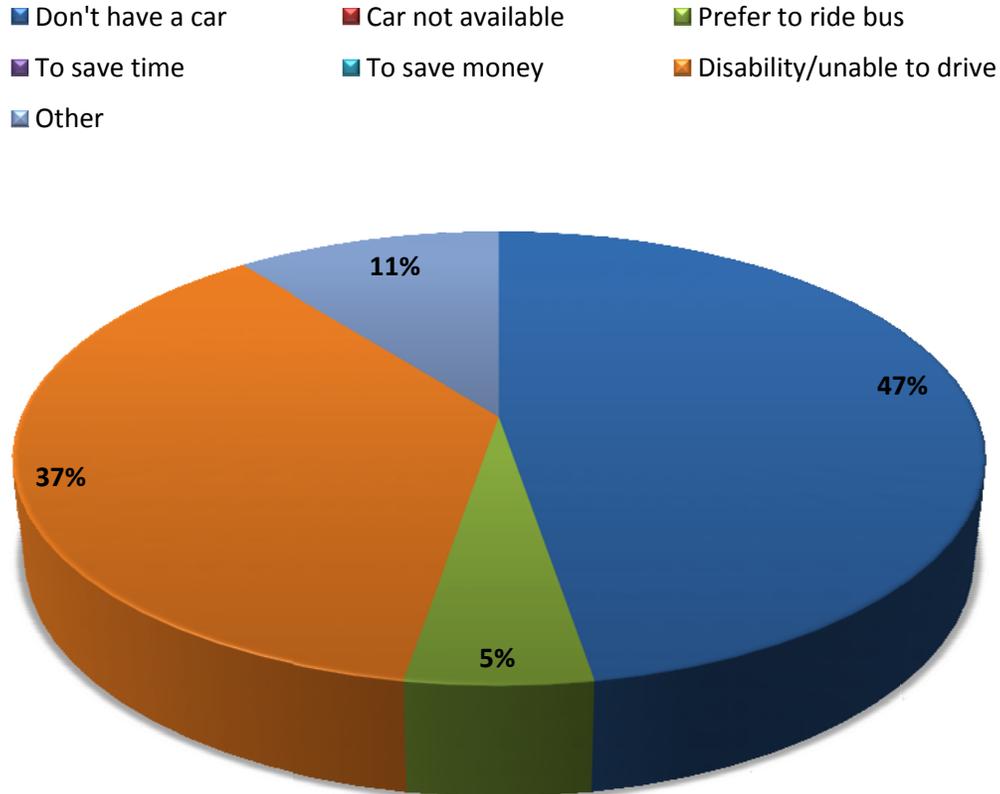
Figure E-21. Survey Results: Trip Destination



The top four trip destinations were noted as being "Shopping" at 44.4 percent, "Medical/Dental" at 38.9 percent, "Home" at 11.1 percent, and "Other" at 5.6 percent. **These results demonstrate that the current ridership is using the ADA service component of the FAB system for basic mobility purposes between their homes and their workplace or other important destinations.**

Reason for Riding Transit

Figure E-22. Survey Results: Reason for Riding Transit



When asked to identify the principal reason why they were riding the bus, the survey respondents most frequently indicated that they “Did Not Have a Car” (47.4 percent) or that they had a “Disability/Unable to Drive” (36.8 percent). Combined, these two responses accounted for 82.0 percent of the reasons for using FAB ADA service. The factor of “Other” was the third highest response at 10.5 percent, followed by “Prefer to Ride Bus” at 5.3 percent. These responses indicate that the current ridership can be classified as “transit captives”; that is, they have few if any other travel options available and if the current transit service was not provided, the subject trip would probably not be made. **With a large percentage of the trips being for shopping or medical/dental purposes, this lack of basic mobility could result in significant negative effects on the ability of the study area population to obtain necessary medical services.**

E.4.3 SERVICE RATINGS SURVEY RESULTS – Demand-Responsive Service

Figure E-23 and **Table E-9** summarize the responses to those survey questions that sought to obtain the view of the current riders as to the quality of service currently being offered by FAB ADA service. The service factors presented for rating were as follows:

- Reservation procedures
- Bus on-time performance
- Hours of bus service
- Cost of bus fare
- Sense of security on the buses
- Cleanliness of buses
- Courtesy/friendliness of bus drivers
- Overall Service rating

For each of these ten evaluation measurements, the responses from the riders provided combined ratings of “Very Good” or “Good” in the range of 85 percent or more for almost every measurement. The only two service factors whose ratings fell below this range were those for “Bus On-Time Performance” and “Courtesy/Friendliness of Bus Drivers”.

Figure E-23. Survey Results: Service Ratings

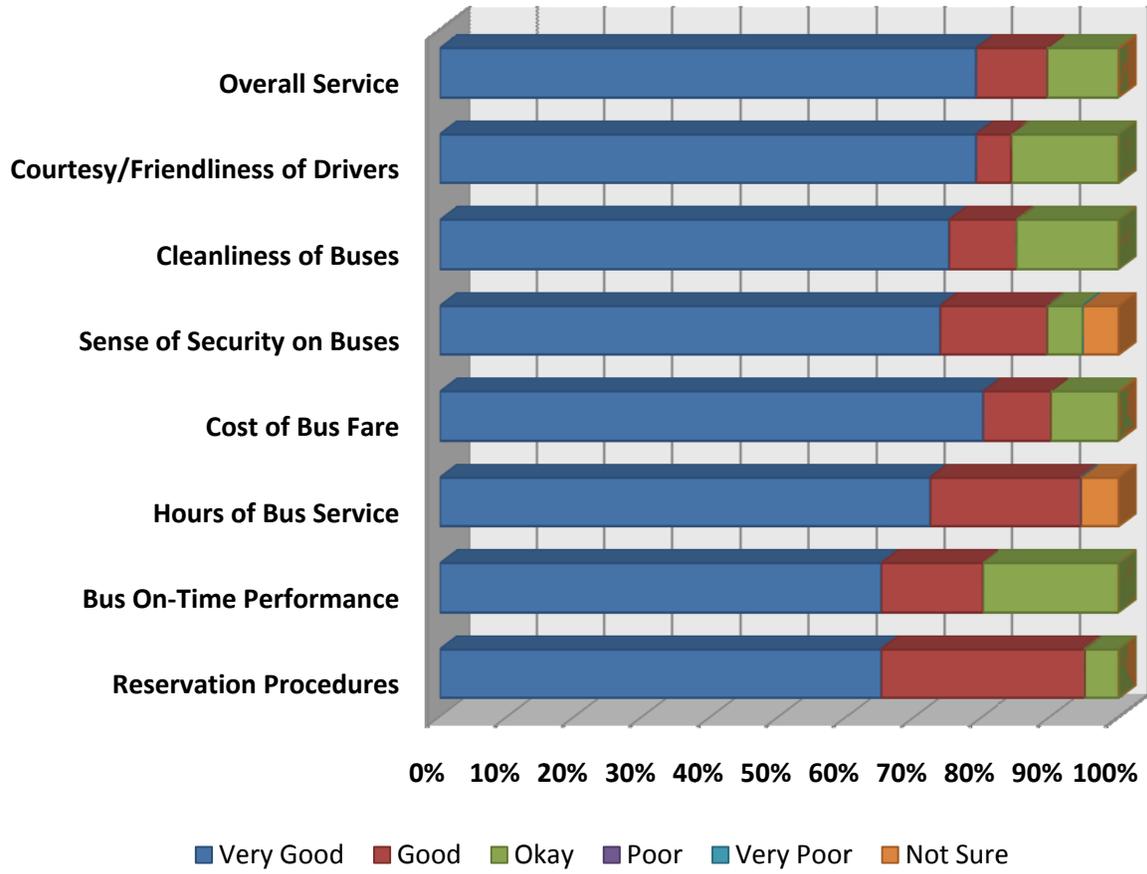


Table E-9 Service Rating - ADA Demand-Responsive Service

Reservation procedures	Number	Percent	Sense of security on buses	Number	Percent
Very Good	13	65.0%	Very Good	14	73.7%
Good	6	30.0%	Good	3	15.8%
Okay	1	5.0%	Okay	1	5.3%
Poor	0	0.0%	Poor	0	0.0%
Very Poor	0	0.0%	Very Poor	0	0.0%
Not Sure	0	0.0%	Not Sure	1	5.3%
No Response	1		No Response	2	
Total Responding	20	100.0%	Total Responding	19	100.0%

On-time performance	Number	Percent	Cleanliness of buses	Number	Percent
Very Good	13	65.0%	Very Good	15	75.0%
Good	3	15.0%	Good	2	10.0%
Okay	4	20.0%	Okay	3	15.0%
Poor	0	0.0%	Poor	0	0.0%
Very Poor	0	0.0%	Very Poor	0	0.0%
Not Sure	0	0.0%	Not Sure	0	0.0%
No Response	1		No Response	1	
Total Responding	20	100.0%	Total Responding	20	100.0%

Hours of bus service	Number	Percent	Courtesy/friendliness of bus drivers	Number	Percent
Very Good	13	72.2%	Very Good	15	78.9%
Good	4	22.2%	Good	1	5.3%
Okay	0	0.0%	Okay	3	15.8%
Poor	0	0.0%	Poor	0	0.0%
Very Poor	0	0.0%	Very Poor	0	0.0%
Not Sure	1	5.6%	Not Sure	0	0.0%
No Response	3		No Response	2	
Total Responding	18	100.0%	Total Responding	19	100.0%

Cost of bus fare	Number	Percent	OVERALL SERVICE	Number	Percent
Very Good	16	80.0%	Very Good	15	78.9%
Good	2	10.0%	Good	2	10.5%
Okay	2	10.0%	Okay	2	10.5%
Poor	0	0.0%	Poor	0	0.0%
Very Poor	0	0.0%	Very Poor	0	0.0%
Not Sure	0	0.0%	Not Sure	0	0.0%
No Response	1		No Response	2	
Total Responding	20	100.0%	Total Responding	19	100.0%

For the factor of “Bus On-Time Performance”, 65.0 percent of the riders rated this “Very Good” and 15.0 percent rated this “Good” for a combined total positive rating of 80.0 percent. An additional 20.0 percent of the riders rated this service factor as being “Okay”. In the case of “Courtesy/Friendliness of Bus Drivers”, 78.9 percent of the respondents rated this service factor as being “Very Good” with an additional 5.3 percent rating this as “Good” for a combined total positive rating of 84.2 percent. An additional 15.8 percent of the riders rated this service factor as being “Okay”.

The highest positive service factor ratings were for “Reservation Procedures” with 65.0 percent “Very Good” and 30.0 percent “Good” for a total of a 95.0 percent positive rating. The “Overall Service” rating for FAB was 78.9 percent “Very Good” and 10.5 percent “Good” for a combined total of 89.4 percent positive rating. None of the riders rated the current service as “Poor” or “Very Poor”. **These findings represent a positive reaction from the passengers of FAB ADA service. They also indicate that the users are satisfied with the overall services that FAB ADA service provides.**

E.4.4 FUTURE SERVICE IMPROVEMENTS SURVEY RESULTS – Demand-Responsive Service

Figure E-24 and Table E-10 summarize the responses to those survey questions that sought to obtain the view of the current riders as to the importance of a number of potential service improvements that FAB ADA service might wish to consider. The four suggested areas of potential service improvement were:

- Less advance time to schedule trip
- Expand hours / days of service
- Improve security on buses
- “Other”

Figure E-24. Survey Results: Future Service Improvements

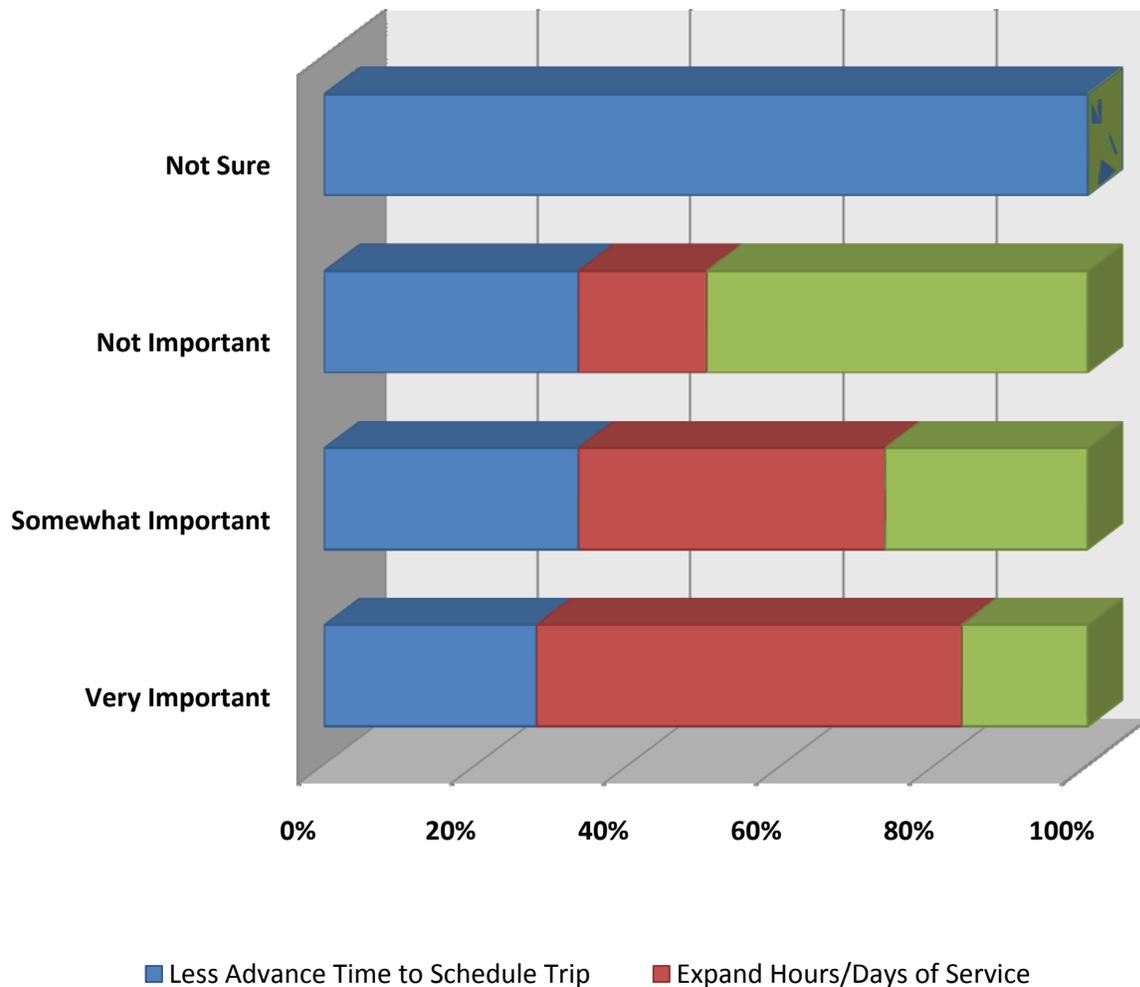


Table E-10 Improvements Needed - ADA Demand-Responsive Service

Less advance time to schedule trip			Improve security on buses		
	Number	Percent		Number	Percent
Very Important	5	33.3%	Very Important	3	23.1%
Somewhat Important	5	33.3%	Somewhat Important	4	30.8%
Not Important	4	26.7%	Not Important	6	46.2%
Not Sure	1	6.7%	Not Sure	0	0.0%
No Response	6		No Response	8	
Total Responding	15	100.0%	Total Responding	13	100.0%

Expand hours/days of service			Other		
	Number	Percent		Number	Percent
Very Important	10	55.6%	Very Important	1	25.0%
Somewhat Important	6	33.3%	Somewhat Important	1	25.0%
Not Important	2	11.1%	Not Important	1	25.0%
Not Sure	0	0.0%	Not Sure	1	25.0%
No Response	3		No Response	17	
Total Responding	18	100.0%	Total Responding	4	100.0%

Of these four potential service improvement categories, those for “Less advance time to schedule trip” and “Expand/days of services” are the two potential service improvements that the current passengers think FAB ADA service should focus on. With respect to “Less advance time to schedule trip”, 33.3 percent of respondents viewed this as being “Very Important” while an additional 33.3 percent viewed this as being “Somewhat Important” for a combined importance rating of 66.6 percent. Conversely, only 26.7 percent of the respondents rated this as being “Not Important.” With respect to “Expand hours/days of service”, 55.6 percent of respondents viewed this as being “Very Important” while an additional 33.3 percent viewed this as being “Somewhat Important” for a combined importance rating of 88.9 percent. Conversely, only 11.1 percent of the respondents rated this as being “Not Important.”

The responses to the potential need to “Improve security on the buses” indicate that this is not viewed as being a high priority need from the passengers’ viewpoint. Only 23.1 percent of the passengers rated this as being a “Very Important” need, with 30.8 percent rating this as being only “Somewhat Important” and 46.2 percent rating this as “Not Important.”

On-Board Ridership Survey (Demand-Response Service) - Data Input Sheet

System Name: Farmville Bus ADA Service
 Survey Date: 2/26/09 - 3/2/09

Note: "0" or "Blank" = No Response to question

System ID (01-06)	Serial Number (1001 or greater)	Route or Service Area	About You								About Your Trip Today				Service Characteristics Rating							Future Improvement Needs			Comment				
			Boarding Time	Sex (1-2)	Age (1-6)	Race (1-4)	Education (1-4)	Household Income (1-6)	Ride Frequency of Demand-Response Service (1-5)	Ride Frequency of Fixed Route Service (1-5)	Trip Origin (Type 1-8)	Trip Origin (Place)	Destination (Type 1-8)	Destination (Place)	Ride Reason (1-7)	Reservation Procedures (1-6)	Bus On-time (1-6)	Hours (1-6)	Cost of bus fare(1-6)	Security (1-6)	Cleanliness (1-6)	Courtesy (1-6)	Overall Rating (1-6)	Less advance time (1-4)		Expand Hours/Days of Service (1-4)	Improve Security (1-4)	Other (1-4)	
3	2001	ADA Service		2	6	1	1	2	1	1	Farm Ridge	5	Health Center	6	1	1	1	1	1	1	1	1	1	0	0	0	0		
3	2002	ADA Service		2	6	2	1	1	4	4	1	Farmville	4		1	1	1	1	1	1	1	1	1	1	1	1	1		
3	2003	ADA Service		2	6	1	2	0	4	1	1	Farmville	5	Farmville	6	1	1	1	1	0	1	1	1	3	2	3	3		
3	2004	ADA Service		2	6	2	1	1	4	0	1	1204 South Main Street, Farmville	4	Wal-Mart	1	1	1	1	1	1	1	0	0	0	1	0	0	Praise the service	
3	2005	ADA Service	2/26/2009	2	5	2	4	1	2	2	1	Town	5	Town	6	1	3	2	1	1	1	1	1	2	1	3	4		
3	2007	ADA Service	2/26/09 9:30	2	3	0	4	3	4	4	1	New Witt Church	4	Wal-Mart	3	1	1	1	1	1	1	1	1	3	1	3	0		
3	2008	ADA Service		2	6	2	4	2	1	2	1	709E Second Street, Farmville	5	800 Oak Street, Farmville	7	2	2	2	2	2	2	1	1	4	1	3	0		
3	2009	ADA Service	2/26/09 8:30	2	6	4	2	1	2	4	4	Wal-Mart	4		6	2	2	2	2	2	2	2	0	2	0	0			
3	2010	ADA Service		2	6	1	2	2	1	3	1	Town	7	Town	7	2	2	1	1	1	1	1	1	0	2	0	0		
3	2013	ADA Service		2	6	1	4	3	2	1	0		0		0	1	1	0	1	1	1	1	1	1	1	0	0	Praise the service	
3	2014	ADA Service		1	6	1	4	0	1	2	1	The Woodland	1	Town	1	0	0	0	0	0	0	0	0	0	0	0	0	Praise the service	
3	2016	ADA Service		2	6	2	1	0	5	0	5		0		1	1	1	1	1	1	1	1	1	1	1	1	0		
3	2018	ADA Service		2	5	2	4	1	1	3	1	SSCH	5	SSCH	6	1	1	1	1	1	1	1	1	2	1	2	2		
3	2020	ADA Service		2	3	2	2	1	2	5	4	Wal-Mart	4	Wal-Mart	6	3	3	6	3	3	3	3	3	2	1	2	0		
3	2023	ADA Service		2	5	2	2	1	4	2	1	Farmville	4	Shopping Center	1	2	1	1	1	1	1	1	1	1	2	2	0		
3	2026	ADA Service	3/2/09 10:30	1	6	2	1	1	4	5	1	Parkview Garden	4	Wal-Mart	1	2	3	2	3	6	3	3	2	3	2	1	0		
3	2030	ADA Service		1	4	1	2	1	0	0	0		0		0	1	1	1	1	1	1	1	1	1	2	3	0		
3	2031	ADA Service	3/2/2009	2	6	1	1	2	4	5	1		4		1	1	1	1	1	1	1	1	1	0	0	0	0		
3	2032	ADA Service	3/10/09 13:45	2	6	1	2	3	2	1	1	608 Second Avenue	6	1419 S. Main Street	6	1	1	1	1	1	1	1	1	3	3	3	0		
3	2033	ADA Service		2	6	2	0	0	2	1	1	Rosess	1		1	2	3	0	1	2	3	3	3	2	3	2	0		
3	2034	ADA Service		2	6	1	3	1	4	1	5	Hospital	5	Oak Street	1	1	1	1	1	1	1	1	1	1	1	1	0	0	Have a number to call when office is closed.

3	1302	Campus 2 (7 AM - 11:00 PM)	2/12/09 7:30	2	1	1	3	4	5	1	Lancer Park	1	3	Longwood University	7	1	2	2	1	1	1	1	1	2	2	4	2	2	4	4	4	0	
3	1303	Campus 2 (7 AM - 11:00 PM)	2/12/09 7:30	1	0	1	1	6	5	1	Lancer Park	1	3	Longwood University	5	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	0	
3	1304	Campus 2 (7 AM - 11:00 PM)	2/12/09 7:45	1	2	1	3	6	5	3	Farmville	1	3	Longwood	2	2	1	1	1	1	1	1	1	1	1	1	2	2	1	2	0		
3	1305	Campus 2 (7 AM - 11:00 PM)	2/12/09 7:45	2	2	1	3	0	5	1	Lancer Park	1	3	Longwood University	7	3	3	3	3	2	2	2	2	2	3	3	2	2	3	4	0		
3	1306	Campus 2 (7 AM - 11:00 PM)	2/12/09 7:45	2	2	2	3	5	5	1	Lancer Park	1	3	Longwood University	7	3	1	3	5	1	1	1	1	1	2	2	1	2	1	2	3	0	
3	1307	Campus 2 (7 AM - 11:00 PM)	02/12/09	1	1	2	3	6	5	1	Farmville	1	3	Longwood	7	1	1	3	1	1	1	1	1	1	2	2	3	2	1	2	3	0	
3	1309	Campus 2 (7 AM - 11:00 PM)	2/12/09 8:00	1	2	1	2	5	5	3	Farmville	1	1	803 A Grace Street	1	2	1	1	1	1	1	1	1	1	2	2	2	2	2	2	3	0	
3	1310	Campus 2 (7 AM - 11:00 PM)	2/12/09 8:45	2	2	1	3	5	5	3	Longwood	1	3	Longwood	7	1	2	2	2	1	2	2	2	2	2	2	2	2	2	1	4	0	
3	1311	Campus 2 (7 AM - 11:00 PM)	02/11/09	1	1	1	3	6	5	1	Lancer Park	1	3	201 High Street	2	1	2	3	2	2	1	1	1	2	2	3	3	1	1	3	3	0	
3	1312	Campus 2 (7 AM - 11:00 PM)	2/12/09 8:45	2	1	1	3	0	5	3	Lancer Park	1	3	Longwood	2	2	2	3	3	1	1	2	1	2	1	2	1	3	2	2	0		
3	1314	Campus 2 (7 AM - 11:00 PM)	2/12/09 8:45	2	1	1	3	6	5	3	Lancer Park	1	3	Longwood	2	1	1	1	1	1	1	1	2	1	3	2	1	2	2	3	3	0	
3	1315	Campus 2 (7 AM - 11:00 PM)	2/12/09 8:45	2	1	3	2	6	5	1	Lancer Park	1	3	Longwood University	3	3	2	4	3	3	1	1	1	3	2	1	2	1	2	2	2	0	
3	1316	Campus 2 (7 AM - 11:00 PM)	2/12/09 8:45	2	2	1	3	4	5	3	Farmville	1	3	Farmville	2	3	1	5	1	2	1	2	1	2	2	2	3	3	3	4	4	0	
3	1317	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:00	2	1	1	3	6	5	1	Lancer Park	1	3	Longwood University	2	2	2	4	3	1	1	1	1	2	2	1	2	1	2	3	3	0	
3	1318	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:02	2	2	2	3	1	5	1	Lancer Park	1	3	Longwood University	3	2	2	3	2	2	1	3	1	3	2	2	2	3	3	1	3	0	
3	1319	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:02	1	2	1	3	6	5	1	Lancer Park	1	3	Longwood University	3	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	0
3	1320	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:00	2	2	1	3	5	4	1	Lancer Park	1	3	Longwood	4	2	2	2	3	2	1	2	2	2	2	2	2	3	1	3	2	3	0
3	1323	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	1	5	3	Lancer Park	1	3	Longwood University	7	3	3	3	3	3	3	3	3	3	3	1	2	1	3	1	3	0	
3	1324	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	6	5	1	Lancer Park	1	3	Niner	2	3	3	2	4	2	1	3	2	4	3	1	2	1	2	1	3	0	
3	1325	Campus 2 (7 AM - 11:00 PM)	02/12/09	2	2	1	3	1	4	3	Lancer Park	1	3	Campus	4	2	2	1	2	1	1	1	1	2	2	2	4	2	2	1	4	0	
3	1326	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	1	5	1	Lancer Park	1	3	201 High Street	3	2	1	3	3	3	1	2	2	3	2	2	2	2	3	2	3	0	
3	1327	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	2	1	5	1	Grace Street	1	3	High Street	2	2	2	2	3	3	2	2	2	2	2	2	2	2	2	2	2	3	0
3	1328	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	6	4	1	Lancer Park	1	3	Longwood	7	2	6	2	2	2	1	2	2	1	2	1	0	0	0	0	0	0	0
3	1329	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	1	1	1	3	1	5	3	Longwood University	1	3	Longwood University	4	3	3	4	2	2	1	2	2	2	3	2	3	3	2	3	3	0	
3	1330	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	3	5	3	Longwood University	1	3	Longwood University	7	2	1	2	1	1	1	1	1	1	2	1	3	3	2	3	3	0	
3	1331	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	6	5	1	Lancer Park	1	3	Longwood	7	3	1	3	1	1	5	1	5	1	2	2	1	3	3	1	3	0	
3	1332	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	6	5	1	Lancer Park	1	3	Longwood University	7	3	2	2	5	5	2	5	3	3	3	1	3	3	3	1	3	0	
3	1333	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	0	5	1	Lancer Park	1	3	Longwood	2	2	2	3	3	3	3	3	4	3	2	2	2	2	2	2	2	2	0
3	1334	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	0	5	8	Healy Street	1	3	Farmville	2	2	2	3	3	3	3	3	3	3	3	2	2	2	0	0	0	0	0
3	1335	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	5	5	1	Lancer Park	1	3	High Street	7	2	3	3	3	3	3	2	2	2	3	2	1	2	2	2	2	4	0
3	1336	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	6	5	1	Lancer Park	1	3	Longwood	2	2	2	3	3	1	1	2	1	5	3	1	3	1	4	4	4	0	
3	1337	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	2	1	3	1	4	1	Longwood University	1	3	Farmville	5	2	2	3	1	1	1	1	1	1	2	2	1	1	3	2	2	0	0
3	1338	Campus 2 (7 AM - 11:00 PM)	2/11/09 8:45	2	1	1	3	1	4	3	Lancer Park	1	3	Campus	2	3	2	3	3	3	3	3	3	3	3	1	2	1	1	1	2	0	
3	1339	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:15	2	1	1	3	6	5	1	205 G Healy Street	1	3	High Street	7	3	4	4	4	3	1	1	1	1	2	1	2	1	2	3	3	0	
3	1340	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:30	1	2	1	3	5	5	1	Lancer Park	1	3	Longwood	1	3	2	4	2	4	2	2	2	2	3	3	2	3	3	3	0		
3	1341	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:30	1	2	1	3	1	5	1	Farmville	1	3	Farmville	2	2	2	4	2	2	1	2	2	3	2	4	4	4	4	4	4	0	
3	1342	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:30	2	2	1	4	0	5	3	Longwood University	1	3	Farmville	3	2	1	2	1	1	1	1	1	1	1	4	1	4	2	0	0		
3	1343	Campus 2 (7 AM - 11:00 PM)	2/12/09 9:30	2	1	1	2	6	5	1	Lancer Park	1	3	Longwood	7	2	2	4	3	2	2	2	2	4	3	2	2	1	2	2	3	0	
3	1346	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:15	1	1	1	3	6	5	1	Lancer Park	1	3	Longwood University	2	2	2	2	2	2	1	2	2	2	2	2	2	3	2	3	2	3	0
3	1347	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:15	1	2	1	3	6	5	3	1	Longwood University	1	3	Longwood University	5	4	2	4	3	3	2	2	2	3	3	1	2	2	3	3	4	0
3	1348	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:15	2	1	1	2	0	4	1	Lancer Park	1	3	Longwood University	1	2	2	2	2	1	1	1	1	1	1	3	3	3	3	3	3	0	
3	1349	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:15	1	2	4	3	6	5	1	Farmville	1	3	Farmville	4	1	2	1	2	0	1	1	1	1	1	3	3	3	3	3	3	0	
3	1350	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:30	2	2	1	3	1	5	1	Lancer Park	1	3	Longwood	4	2	3	2	3	2	2	3	2	3	2	1	1	1	2	1	3	0	
3	1352	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:30	1	2	4	4	1	5	3	Lancer Park	1	3	Longwood University	5	1	1	2	1	1	1	1	1	2	1	3	2	0	0	0	0	0	0
3	1353	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:30	2	1	1	3	4	5	1	Lancer Park	1	3	Longwood University	2	2	1	3	2	2	1	2	2	3	2	2	0	1	3	2	2	0	
3	1354	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:45	2	2	4	3	1	5	1	Lancer Park	1	3	Longwood University	3	3	3	3	3	2	3	3	3	3	3	1	1	1	1	1	3	0	
3	1355	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:45	2	2	1	3	6	5	1	Lancer Park	1	3	Farmville	5	3	3	4	2	2	2	2	2	2	3	1	2	1	2	2	2	0	
3	1356	Campus 2 (7 AM - 11:00 PM)	02/12/09	2	2	1	3	5	5	3	Lancer Park	1	3	Farmville	1	1	1	2	1	1	1	1	1	1	1	2	3	1	2	0	3	4	0
3	1358	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:45	2	2	1	3	3	5	1	Lancer Park	1	3	George and High Street	4	1	1	2	1	1	1	1	1	1	1	4	4	4	4	4	4	0	
3	1359	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:45	2	1	1	3	6	5	1	Healy Street	1	3	Longwood	4	2	2	3	2	4	1	2	2	2	2	1	1	4	2	1	3	0	
3	1360	Campus 2 (7 AM - 11:00 PM)	2/12/09 10:45	2	2	1	3	1	5	1	Lancer Park	1	3	Longwood	7	2	2	3	3	4	1	3	2	2	3	1	1	1	2	1	3	0	
3	1364	Campus 2 (7 AM - 11:00 PM)	2/13/09 7:30	2	2	1	3	6	4	3	Lancer Park	1	3	Longwood University	7	2	2	3	2	2	1	3	2	2	2	1	2	4	4	4	4	0	
3	1365	Campus 2 (7 AM - 11:00 PM)	2/12/09 7:30	1	1	1	2	6	2	1	Curry	1	3	Longwood	2	3	2	3	2	2	1	2	2	2	2	1	2	2					

3	1564	Blue Line	2/17/09 13:45	1	1	1	2	1	3	3	201 Main Street	1	4	Wal-Mart	1	3	2	3	1	1	1	1	2	1	2	2	2	2	1	3	4	0	
3	1569	Blue Line	2/13/09 11:34	1	1	2	1	1	5	4	Dollar General	1	1	Town	1	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4	3	4	
3	1703	Express Line	2/12/09 12:35	2	1	1	3	6	4	3	High Street	1	4	Kroger	1	2	2	2	2	2	1	1	1	1	2	2	2	2	3	3	0		
3	1704	Express Line	2/12/09 12:29	1	4	2	2	2	3	1		1	4	Wal-Mart	2	1	0	1	2	2	1	1	1	1	1	1	1	1	1	1	1		
3	1705	Express Line	2/12/09 13:05	2	1	1	3	1	2	3	Madison Street	1	4	Wal-Mart	2	3	3	4	3	3	1	1	2	2	3	1	2	1	2	3	3	0	
3	1706	Express Line	2/12/09 14:05	2	1	1	2	1	3	3	Griffen Street	1	4	Wal-Mart	1	3	3	4	3	3	1	2	2	2	3	1	2	1	1	2	4	0	
3	1707	Express Line	2/12/09 14:05	2	1	1	3	2	3	3	Longwood University	1	4	Wal-Mart	1	3	3	4	3	3	1	2	2	2	3	1	2	1	1	2	4	0	
3	1708	Express Line	2/12/09 14:05	1	1	1	3	1	3	3	Longwood	1	4	Wal-Mart	1	2	2	3	2	2	1	1	3	2	2	1	2	2	3	3	0		
3	1709	Express Line	2/12/09 14:10	2	1	1	3	0	3	3	Longwood	1	4	Rite Aid	1	2	2	3	2	2	1	2	1	2	1	1	2	1	2	2	3	0	
3	1710	Express Line		2	1	1	3	6	3	3	Longwood University	1	4	Rite Aid	1	2	2	3	3	1	1	1	2	2	2	2	2	1	0	0	0	0	
3	1711	Express Line		2	4	2	2	1	5	4	Town	1	1	Town	1	2	3	3	3	3	1	3	2	1	1	1	1	1	1	1	2	2	0
3	1712	Express Line	2/12/09 14:35	2	1	1	2	5	2	3	Farmville	1	4	Farmville	1	2	2	3	2	2	1	2	2	2	2	2	2	1	2	2	3	4	
3	1714	Express Line		2	4	2	2	0	5	1	W. Third Street & Mina Street	1	2	South Main Street	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	2	3	0
3	1715	Express Line		1	3	2	2	2	5	4	Court House	1	4	JWS	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	3	3	3	
3	1716	Express Line	2/12/09 16:10	2	2	2	3	1	4	3	College	1	4	Wal-Mart	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3	1717	Express Line	2/12/09 16:20	2	1	3	3	3	4	3	Cox Dorm	1	3	Longwood University	2	3	3	3	3	2	1	3	2	2	3	1	2	1	4	2	3	2	
3	1719	Express Line		2	1	1	2	6	4	1	Frazer	1	4	Farmville	1	4	3	4	2	3	2	2	2	3	3	1	1	1	3	3	3	0	
3	1720	Express Line		2	1	1	2	6	4	3	Longwood University	1	4	Farmville	2	3	3	4	3	2	1	1	2	1	3	1	3	1	3	3	3	0	
3	1721	Express Line		2	4	2	1	6	5	3	Longwood	1	4	Farmville	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	1722	Express Line	2/12/09 16:45	2	1	4	3	1	4	3	Longwood	1	4	Wal-Mart	1	1	1	3	2	2	1	3	1	1	3	3	2	3	3	3	3	0	
3	1723	Express Line	2/12/09 17:00	1	1	1	3	5	2	4	Wal-Mart	1	3	Longwood University	1	2	2	4	0	2	1	1	2	2	2	2	2	2	2	2	2	2	0
3	1724	Express Line	2/12/09 17:00	1	1	1	3	2	4	4	Wal-Mart	1	3	Longwood	1	4	1	4	2	2	1	2	2	2	3	2	3	3	3	3	3	3	0
3	1725	Express Line	2/12/09 17:00	1	1	1	3	6	4	3	Curry Hall	1	4	Farmville	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
3	1726	Express Line	02/12/09	1	1	1	3	6	2	3	Highrise Dorms	1	1	Longwood	1	2	1	3	2	1	1	1	1	1	1	2	1	3	3	3	1	1	
3	1727	Express Line	2/12/09 17:00	2	1	1	3	0	2	3	Longwood	1	3	Longwood	1	4	2	4	4	3	1	2	1	3	3	2	3	2	3	4	4	0	
3	1728	Express Line		1	1	1	3	6	3	3		1	3		1	3	3	3	2	1	2	1	1	2	3	2	3	2	3	3	3	1	
3	1729	Express Line	2/12/09 17:00	1	1	1	3	6	3	3	Longwood	1	3	Longwood	2	2	1	3	3	2	1	2	2	1	2	3	3	2	2	3	3	3	0
3	1730	Express Line		1	1	1	3	1	3	3	Longwood	1	4	Wal-Mart	4	3	2	2	4	0	1	2	2	1	2	1	1	1	1	1	1	1	3
3	1731	Express Line		2	1	1	3	1	3	3	Longwood	1	4	Wal-Mart	4	3	2	2	4	0	1	2	2	1	2	2	2	2	2	2	2	2	0
3	1732	Express Line	2/12/09 17:30	1	1	1	2	3	3	3	Farmville Library	1	4	College Shopping Center	1	4	2	3	2	2	1	2	1	2	2	1	3	2	2	4	3	0	0
3	1733	Express Line	2/12/09 17:35	2	1	1	2	0	4	3	Longwood University	1	4	Farmville	1	3	3	5	3	4	1	3	3	2	3	2	3	2	2	4	4	0	
3	1734	Express Line		1	1	1	3	6	3	3	Longwood	1	4	Wal-Mart	2	2	2	3	5	2	1	1	2	2	3	1	1	1	1	3	3	0	
3	1735	Express Line	2/12/09 18:25	1	1	1	3	6	2	3	Longwood University	1	4	Farmville	1	2	1	2	2	1	1	1	1	1	1	3	3	2	3	3	3	0	
3	1736	Express Line	2/12/09 18:25	2	1	1	3	4	3	3	Longwood University	1	4	Wal-Mart	1	2	3	2	2	2	1	1	1	1	1	2	2	2	4	4	4	0	
3	1737	Express Line	2/12/09 18:25	2	1	1	3	5	2	3	Farmville	1	4	Farmville	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	4	4	0
3	1738	Express Line	2/12/09 18:25	2	1	1	3	5	4	3	Longwood University	1	4	Wal-Mart	1	2	2	3	2	2	1	2	2	1	2	2	3	3	2	2	2	0	
3	1739	Express Line	02/12/09	2	1	1	3	0	2	3	Longwood University	1	4	Wal-Mart	1	2	2	3	2	2	1	2	2	2	2	2	1	2	3	3	3	0	
3	1741	Express Line	2/13/09 12:05	2	1	1	2	4	4	3	Redford Street	1	4	Wal-Mart	1	3	3	3	2	2	2	2	2	2	2	3	2	2	2	3	3	0	
3	1742	Express Line	2/13/09 12:10	2	1	1	2	3	3	3	Longwood	1	4	Wal-Mart	1	3	3	4	2	2	2	2	2	2	2	3	3	3	3	3	3	2	
3	1743	Express Line	2/13/09 12:10	2	1	2	2	4	3	3	Longwood University	1	4	Wal-Mart	2	3	2	4	3	2	1	1	1	1	2	1	1	1	2	3	3	0	
3	1744	Express Line	02/13/09	2	4	2	3	2	5	1	East 3rd Street	1	2	Wal-Mart	1	1	2	2	4	2	1	2	2	2	2	1	1	1	1	3	0	0	
3	1745	Express Line	2/13/09 13:15	2	1	1	3	6	4	3	French	1	4	Kroger	1	1	1	1	1	1	1	1	1	1	1	0	0	1	0	0	0	0	
3	1746	Express Line	2/13/09 13:15	2	1	1	3	6	3	3	Griffen Street	1	4	Wal-Mart	2	2	1	3	2	1	1	2	1	1	1	2	2	3	3	1	3	0	
3	1747	Express Line	2/13/09 13:15	2	1	1	4	6	4	3	Griffen Street	1	4	Wal-Mart	1	1	1	3	1	1	1	1	1	1	1	1	2	2	2	2	3	3	0
3	1748	Express Line	2/13/09 13:15	1	1	1	3	4	4	3	Griffen Street	1	4	Wal-Mart	1	2	2	3	3	2	1	3	1	1	2	1	1	1	2	1	0	0	0
3	1750	Express Line		2	1	1	2	6	1	3	Longwood	1	3	Longwood	1	2	3	2	3	2	2	3	2	3	2	1	2	1	2	1	1	1	
3	1751	Express Line		2	1	1	2	6	1	3	Longwood	1	4	Farmville	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	1752	Express Line		1	2	2	4	1	1	1	Court House	1	4	Wal-Mart	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1
3	1753	Express Line	02/13/09	1	2	0	3	0	3	3	Landings	1	4	Wal-Mart	1	3	2	3	3	3	2	3	2	1	2	2	2	2	2	2	2	1	1
3	1754	Express Line	2/13/09 13:21	1	1	1	3	6	1	3	Longwood Gym	1	4	Wal-Mart	2	1	2	2	2	4	1	2	2	1	1	2	1	1	1	2	2	2	0
3	1755	Express Line	2/13/09 13:21	2	1	1	3	6	1	3	Longwood	1	3	Longwood	1	3	2	3	0	3	1	2	2	2	2	2	2	2	2	3	2	3	1
3	1756	Express Line		2	5	2	2	2	3	1	Farmville	1	4	Farmville	1	1	2	1	2	2	1	2	2	1	1	4	4	4	4	4	4	4	0
3	1757	Express Line	2/13/09 14:30	1	2	1	3	1	2	3	Longwood University	1	4	Wal-Mart	1	2	2	1	3	1	3	2	2	3	3	2	2	2	2	3	0	0	
3	1758	Express Line	2/13/09 14:34	2	1	1	2	6	2	3	Longwood Frazer	1	4	Wal-Mart	2	5	3	5	5	5	2	4	3	3	5	1	3	2	2	2	2	2	0
3	1760	Express Line	2/13/09 15:00	2	1	1	2	6	1	3	Longwood University	1	4	Wal-Mart	1	3	2	2	2	2	1	4	2	3	2	3	3	3	2	2	0	0	
3	1761	Express Line	2/13/09 15:09	2	1	1	3	6	2	3	Cox Hall	1	4	Wal-Mart	1	3	2	4	2	3	1	1	1	2	1	1	1	1	1	1	1	0	0
3	1762	Express Line	2/13/09 15:09	1	1																												