

Project Title: Vanpool Vehicles Replacement
Agency: Pierce Transit

TCC TECHNICAL APPLICATION
2014
PIERCE COUNTY REGIONAL COUNCIL
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
APPLICATION FORM TO REQUEST INCLUSION OF A PROJECT IN THE FFY 2015-2017 TIP

Supplementary information can be found in the appendices of the application packet. Incomplete or missing answers will be scored zero. Please respond to all unrelated questions with N/A.

APPLICANT INFORMATION

1. Please select an application type:

- Other
(Please answer Questions 1-23 and 55-63)
Potential score of 100
- Non-Motorized
(Please answer Questions 1-23 and 49-54)
Potential score of 100
- Preservation
(Please answer Questions 1-23 and 38-48)
Potential score of 100
- Rural
(Please answer Questions 1-23 and 73-81)
Potential score of 100
- Transit
(Please answer Questions 1-23 and 64-72)
Potential score of 100
- Roadway application type not listed above
(Please answer Questions 1-23 and 24-37)
Potential score of 100

1a. Agency Contact Person

Name: Darin Stavish

Mailing Address: P.O. Box 99070 Lakewood, WA 98496-0070

Title: Principal Planner

Telephone: 253-983-3329

Email: dstavish@piercetransit.org

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2. **Improvement Type:** Please select ONE primary Improvement Type. Please indicate one Primary Improvement (PI) and any number of Secondary Improvements (SI).

ROADWAY			
	New Facility – Roadway		Bridge Replacement
	Relocation – Roadway		Multiple Intersections – Roadway
	Environmental Improvement – Roadway		Single Intersection – Roadway
	Major Widening – General Purpose		Safety – Roadway
	Major Widening – HOV		Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
	Minor Widening – New capacity		Major Interchange – HOV
	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
	Resurfacing		Minor Interchange – HOV
	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
NONMOTORIZED			
	Sidewalk		Bike Lanes
	Regional Trail (Separate Facility)		Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
OTHER			
	Transportation System Management		Transportation Demand Management
	Intelligent Transportation System		Other – Special
	Study or Planning activity		
TRANSIT			
	New/Relocated Transit Alignment		New ferry route
	Transit Center or Station – new or expansion		Service Expansion – Ferry
	Flyer Stop		New/Relocated/Expanded terminal
	Transit Center or Station – Maintenance		Terminal Preservation
	Park and Ride (new facility or expansion)		New/Replacement Vessels – Passenger Only
	Vehicle Expansion		New/Replacement Vessels – Car/Pass
✓	Vehicle Replacement		Vessel Preservation/Rehabilitation
	Operations – Transit		Operations – Ferry
	Service Expansion – Transit		Other – Ferry
	Other – Transportation Systems Management (TSM)		

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PROJECT LOCATION INFORMATION

(Roadway projects without a federal route number or a federal functional class may be ineligible for federal funds.)

- 3. **Project Location:** Pierce Transit (Headquarters) – Lakewood, WA 98499
- 4. **Federal Route Number** N/A
- 5. **Federal Functional Class:** N/A
See link www.wsdot.wa.gov/Mapsdata/tools/functionaleclass
- 5a. **Posted Speed Limit:** N/A
- 5b. **Average Daily Traffic Volume:** N/A

PROJECT DESCRIPTION

- 6. **Funding Request: What is the proposed funding source?** STP _____ CMAQ

- 7. **Is this project included in a locally adopted plan or program?**
(This is a threshold requirement to compete in this funding process. Projects not shown in the applicants adopted local TIP or Transportation Element of its Comprehensive Plan are not eligible. Please provide a copy of the necessary documentation).

Yes No

If yes, cite document, page(s) and adoption date:
Pierce County Comprehensive Plan (Adopted 1994); Title/Section 19A.80.020 – Transit Service; Pages 3-4.
PSRC

PSRC TIP Project Number: PT-152 Title: Pierce Transit Vanpool Vans

- 8. **Brief Project Description - Include a 8 1/2 x 11 detailed vicinity map and a cross-section detail of the project, if applicable (100 words maximum):**

Pierce Transit would like to replace 60 vanpool vehicles at the Washington State Fleet Procurement price of approximately \$27,500 apiece that have exceeded their useful life (i.e., 7 years or 120,000 odometer miles).

Confirm word count (23 words).

- 9. **Purpose and Need – Please provide a clear and concise narrative describing the project’s existing and proposed conditions. If available, provide pictures, technical data and/or other supporting studies or analysis (400 words maximum):**

Pierce Transit’s mission is to provide safe, reliable, and customer-friendly transit options designed to keep communities connected. The agency’s services protect the environment by providing alternatives to single-occupant automobile travel (SOV), reducing the number of vehicle miles traveled, and by encouraging compact, urban development at regional and local centers consistent with the Washington Growth Management Acts of 1990 and 1991. Vanpool is one of the three modes operated to move people conveniently and meet this need. Vanpools provide a more flexible option to commuters than fixed route bus service as the vanpool can arrange its own schedule and travel pattern to better align with customer demand. Vanpool origin and destination data show that the fleet provides connections to almost every jurisdiction in Pierce County. In 2013, Pierce Transit’s fleet of 346 vehicles provided 926,359 trips to 2,600 customers travelling nearly 4.9 million miles, all while eliminating countless SOV trips and reducing congestion on Pierce County roadways. This project would replace the oldest vehicles operating in the Vanpool fleet, of which 204 vehicles or 59 percent of the entire fleet meet these criteria. Receiving grant funding for the project would allow Pierce Transit to retain nearly 10,000 hours of service that would otherwise be a required expenditure for replacement

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of these vehicles.

Vanpool customers complain about vehicles once they reach 5 or 6 years old. In fact, the federal government’s policy is that a vanpool vehicle has met its useful life after 5 years. The industry standard for useful life of these vehicles is 6 years. Pierce Transit recognizes that safety and comfort are also defined by the customers’ faith in the vehicles and their expectation that a premium service deserves a premium vehicle. Customer comments received during our replacement policy review showed that a perception of a vehicle’s safety and comfort is highly influenced by the age of the vehicle. Customer comments about comfort, noise, and mechanical stability increase in tandem as the age of the vehicle increases. In addition, routine maintenance costs increase with age. Pierce Transit’s policy follows standard FTA guidelines that recommend that at a maximum of 7 years of age or 120,000 odometer miles, maintenance costs outweigh any value of retaining the vehicle. An internal review showed that if we continued to extend our replacement policy, we would exacerbate financial and workload issues related to replacing vehicles (i.e., it would fail a cost-benefit analysis).

Confirm Word count (383 words)

PROJECT TRACKING AND FUNDING

NOTE: Sponsors may request funding for any single phase of the project, but requests for multiple phases is limited to preliminary engineering plus the subsequent phase necessary. For instance, requests for multiple phases are limited to the combination of (1) preliminary engineering and right-of-way or (2) preliminary engineering and construction (no right-of-way and construction requests will be considered).

Required Match: A minimum of 13.5% of local matching funds is required for PSRC’s FHWA funding. The following formula may be used to calculate the projects match:

To calculate the amount of matching funds, divide the federal funds requested by .865 and subtract the federal funds from this amount.

Example: Federal funds requested = \$100,000

$$\begin{aligned} \$100,000 / .865 &= \$115,607 \\ \$115,607 - \$100,000 &= \$15,607 \text{ local match required} \end{aligned}$$

Please note: The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded cannot be approved into the regional TIP and therefore will be considered ineligible for PSRC funding.

10. Grant Funds Requested

Phase (e.g., Planning Study/Project,, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date (year only)	Federal Funds Requested
Other	2016	\$1,427,250
		\$1,427,250

IMPORTANT: Please select 2015, 2016 or 2017 for estimated obligation year. Per PSRC’s adopted project tracking policies, the deadline for obligating funds is June 1 of the selected obligation year. For more information, see:
<http://www.psrc.org/transportation/tip/tracking>

11. Total Project Cost (\$1,650,000)

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Guidance: To be programmed into the state Transportation Improvement Program, funds for the phase being requested must be secure or reasonably expected to be secure. Unsecured funds will not be considered. Please use the website following link to assist in completing the following table:
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

A	B	C	D	Project Phase			
				E	F	G	H
Fund Source	Secured, reasonably Expected, or Unsecured?	Obligation Date (Yr Only)	\$ Amount by Funding Source	Planning	Prelim. Eng/ Design	Right-of-Way	Construction / Implementation
Local	Reasonably Expected	2016	\$222,750				✓
(name) Co-op Jurisdiction							
(name) Private Funds							
(source) Grant							
Other							
Grant Request	Unsecured	2016	\$1,427,250				✓
TOTAL			\$1,650,000				

If unable to completely fill out Tables #10-12, please explain why: _____

11a. Provide additional information on any funds identified in the table above as reasonably expected to be secure. For example, identify the estimated approval date of funds for the project into the 6-year program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required, etc. For more information on the definition of secured, reasonably expected, and unsecured funds, refer to:
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>

This project will be included in the 2015-2020 Financial Plan when the 2015 agency is prepared later this year.

THE FOLLOWING RESPONSES WILL BE SCORED FOR PROJECT PRIORITIZATION.

PROJECT READINESS >>> Not applicable to this application as the RFP could go out immediately upon notification of a funding award.

12. **Cooperating Jurisdictions and Private Sector Support, if any: Provide names of all jurisdictions and private parties, contributing funds would be applied, and the percentage of total project funds provided.** The percentage shall be expressed based on the costs of the requested phases under the current application. Contributing funds for prior phases shall not be considered. Applicants that have been previously awarded grant funding for their project CANNOT use the grantor as a cooperating jurisdiction.

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Letters of Commitment from all cooperating jurisdictions and private sector support must be attached to receive points: Yes _____ No

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
None required. Pierce Transit will fully fund the match requirement.			
Total:			

- _____ 5 % or more 3 points
- _____ 3 to 4 % 2 points
- _____ 1 or 2 % 1 point

COMMITTEE SCORE _____
 (Max. score of 3)

Private Sector Support	Phase	Dollar Amount of Participation	Percentage of Current Application
None required. Pierce Transit will fully fund the match requirement.			
Total:			

- _____ 5 % or more of total project costs 3 points
- _____ 3 to 4 % of total project costs 2 points
- _____ 1 or 2 % of total project costs 1 point

COMMITTEE SCORE _____
 (Max. score of 3)

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13. **Has the jurisdiction secured/obligated state or federal funding for any of the projects below phases or has it completed a phase of the project using local funds only? (Please check all that apply)**

Planning _____ 1 point P/E Design _____ 2 point

ROW _____ 2 point Construction _____ 2 point

(ROW is required to receive points)

If any are checked, name project title and Funding Agency ID#

PSRC Project Number: PT-152; Project Title: Pierce Transit Vanpool Vans

Funding Source & Amount(s): This is a TIP "bucket" project which also contains Pierce Transit's funded ADA paratransit (SHUTTLE) vehicle replacement activity. During all years of this project, since it first appears in the TIP, the project will provide a cumulative total of 110 vanpool vans. The project has been funded in the past with both local funds and federal CMAQ funding.

Name and completion date of Planning Study: N/A

COMMITTEE SCORE _____
(Max. score of 7)

14. **Federal Functional Classification: Principal Minor Collector**

Principal _____ 3 points

Minor _____ 2 points

Collector _____ 1 point

Not applicable ✓

COMMITTEE SCORE _____
(Max. score of 3)

15. **Will this project include additional ADA improvements that are not required by the 2013 City/County Design Standards (LAG Manual)? Example: Construction of a sidewalk that is wider than the minimum requirements.**

Yes _____ 2 points

No ✓ 0 points

If yes, what are they? _____

COMMITTEE SCORE _____
(Max. score of 2)

16. **Local Agency Over Match Incentive: >>> None (N/A)**

More than 30% of total project costs _____ 3 point

21% to 30% of total project costs _____ 2 point

15% to 20% of total project costs _____ 1 point

Not applicable ✓

COMMITTEE SCORE _____
(Max. score of 3)

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17. Is the project or phase ready for implementation? (One point per box. Please check all that apply)

Obligate funds in 2015 (receives 2 points)		Environmental process complete* (must provide a signed ECS by FHWA or WSDOT H&LP)	
Obligates funds in 2016 (receives 1 point)	✓	Funding requested here completes project or fully implements the project	
ROW plans approved by WSDOT		Purchase of ROW certified or not required	✓

*Note: NEPA will NOT be finalized until the "next" project phase is funded in the STIP.

COMMITTEE SCORE _____
 (Max. score of 6)

Please provide information on your project readiness to proceed:

Design Status (% complete): 100%

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	N/A	Click here to enter a date.
Environmental Approval	N/A	Click here to enter a date.
Right-of-Way Certification	N/A	Click here to enter a date.

If construction funds are being requested, please describe any ROW needs for the project, including the number of parcels needed, whether property owners are expected to cooperate (and your agency's experience with condemnation and/or whether it is willing to go to condemnation if needed). Project funds can be expended as soon as they are obligated. Vehicles are purchased through the Washington State Contract (#03613) under Category 4.

17a. Will other secured or reasonably secured funding benefits be missed if the project remains unfunded in 2015, 2016 or 2017?

Yes ✓ No (Include information about other funding benefits.)

Please explain:

Receiving grant funding for the project would allow Pierce Transit to retain nearly 10,000 hours of service that would otherwise be a required expenditure for replacement of these vehicles.

COMMITTEE SCORE _____
 (Max. score of 1)

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18. Pierce County Regional Growth Centers Hierarchy and Connecting Corridors criteria: Is the project located in (1-3) or serving (4-6) any of the following? (Please check all that apply).

1. Metropolitan Center (scores 1 point)	✓	4. Corridor Supporting one (1) or more Regional Manufacturing/Industrial or Candidate Center (scores 2 point)	✓
2. Regional or Candidate Growth Center Manufacturing/Industrial or Candidate Center (scores 2 points)	✓	5. Corridor Supporting one (1) or more Centers (scores 1 point)	✓
3. Countywide Center or Locally Identified Center (see approved PCRC Map) (scores 1 point)	✓	6. Corridor Supporting two (2) or more Centers (scores 1 point)	✓

Local city and town centers provide local job, service, cultural, and housing areas for their communities. They serve as focal points where people come together for a variety of activities, including shopping and recreation. These central places must be identified in local comprehensive plans, or should be advancing towards that goal. These areas are to become priority areas for future investments and growth at the local level.

List and describe centers and attach map.

Pierce Transit’s Vanpool program operates throughout Pierce County and to employment centers beyond. It provides connections to 32 local and regional origins and destinations. Vanpool origin and destination data show vehicles pick up and drop off in almost every jurisdiction within Pierce County (but often beyond the fixed route service area), including but not limited to Bonney Lake, Buckley, DuPont, Edgewood, Fircrest, Frederickson, Gig Harbor, Joint Base Lewis-McChord, Lakewood, Milton, Orting, Roy, Spanaway, Sumner, Tacoma, University, Place, and unincorporated Pierce County. The 346-vehicle Vanpool fleet travelled over 4.9 million miles in 2013 alone, eliminating duplicate SOV trips and reducing congestion on Pierce County roadways. The program’s average one-way trip length is 33 miles and the longest one-way trip length is 70 miles.

COMMITTEE SCORE _____
(Max. score of 8)

19. Is the project on a transit route? (Transit routes that “intersect” are okay only when the project improves the intersection)

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>
Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

- Yes, full project length ✓ 2 points
- Yes, partial or intersection _____ 1 point
- No _____ 0 points

If yes, provide route number(s): All 41 Pierce Transit fixed routes, as shown in the attachment titled “Pierce Transit Service Area.”

COMMITTEE SCORE _____
(Max. score of 2)

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20. What is the peak number of transit vehicles per hour within the project limits? (**Transit routes that “intersect” are okay only when the project improves the intersection**)

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>
 Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

Peak number of transit vehicles per hour: From 1 to 4 (i.e., 15- to 60-minute headways), depending on the route

- 4 or more transit vehicles _____ 2 points
- 1 to 3 transit vehicles _____ 1 point
- Not applicable ✓

COMMITTEE SCORE _____
 (Max. score of 2)

21. Does this project specifically improve non-motorized access for trips to any of the following (check all that apply). Provide a map showing all checked items.

Transit locations (0-2 trips/day)	✓	Schools	✓	Household/Retail	✓	Commercial Areas	✓
Transit locations (0-5 trips/day)	✓	Grocery Store	✓	Parks and Recreation	✓	Cultural Facilities (museums, libraries, etc.)	✓
Transit locations (0-5+ trips/day)	✓	Medical	✓	Employment Centers	✓	*Other – Transit Centers	✓

1 point each item

*Please describe: The Pierce Transit service area boundaries are shown in the attached map titled “Pierce Transit Service Area.” But note that the Vanpool program serves the entire county and not just the PTBA, as well as many destinations outside of Pierce County.

COMMITTEE SCORE _____
 (Max. score of 12)

22. Does this project provide contiguous gap-closure to a previously funded transportation route?

(Gap closure projects may improve the facility to a standard equal to those sections on either end of the project. Gap closure project may provide a missing link of a facility that leads to a single connected facility. Gap closure projects are not limited to roadway sections and may include pedestrian paths, bicycle paths, trails, bridges, or any other transportation project which completes the system.)

- Yes, Final Section _____ 3 points
- Yes, Next Section _____ 2 points
- No ✓ 0 points

If yes, please name adjacent segments; provide their funding source, and completion date: N/A

COMMITTEE SCORE _____
 (Max. score of 3)

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23. Describe how the project has the potential to reduce emissions?

Guidance: The application process will walk project sponsors through specific questions designed to determine the potential emissions reductions of their project. For example, projects involving fuel or vehicle conversions will be asked to provide information on the total number of vehicles affected, the current fuel and vehicle usage conditions, as well as the conditions after the project is implemented. Projects expected to result in an increase in transit usage will be asked to provide information on the current transit ridership and transit routes affected, as well as the specifics of the project – i.e., how will the individual project encourage or promote new transit riders. Projects providing new or more frequent/expanded transit service would be expected to result in a higher level of new transit riders than projects providing improvements in existing transit travel times or enhanced amenities to existing service. Projects resulting in improvements in traffic flow will be asked to provide information on the current travel conditions, amount of idling, number of trucks using the route, etc. As mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score, and all projects will be evaluated against each other.

Please explain: Single-Occupant Vehicle (SOV) travel reduction strategies, such as vanpooling, attempt to reduce greenhouse gas emissions by reducing miles traveled in personal motor vehicles, often occupied by only the driver. Reductions in fuel consumption occur with the elimination of trips and reduction in trip lengths. A secondary impact of reducing SOV travel is often reduced traffic congestion, which improves fuel economy for the other vehicles that remain on the road. Each vanpool removes 13 automobiles on average from rush or peak hour traffic. Essentially, the more passengers in a shared vehicle, the lower the energy use and carbon dioxide emissions per passenger mile. For this reason, the carbon dioxide emissions resulting from a daily commute by multi-passenger vanpool are significantly lower than if commuting by car, especially alone. In addition to carbon dioxide (CO₂), automobiles produce methane (CH₄) and nitrous oxide (N₂O) from the tailpipe, as well as hydro fluorocarbon (HFC) emissions from leaking air conditioners. The emissions of these gases are small in comparison to CO₂; however, these gases are more potent greenhouse gases (i.e., they have a higher global warming potential) than CO₂. Replacing older vanpool vehicles (averaging less than 12 MPG) with newer and more fuel efficient vehicles (averaging more than 16 MPG) helps to maintain the reductions in fuel consumption and emissions already recognized, plus results in an immediate air quality benefit when the older and less fuel efficient vehicles are retired from service.

High: A project will rate high if:

- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2020.

Medium: A project will rate medium if:

- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2025.

Low: A project will rate low if:

- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2025.

High = _____ 5 points
Medium = _____ 3 points
Low = _____ 2 points
0 = _____ 0 points

COMMITTEE SCORE _____
(Max. score of 5)

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(Max. score of 4)

TRANSIT APPLICATIONS

64. **Will this project reduce transit operating costs or improve efficiencies?**

Yes ✓ 4 points
No _____ 0 points

If yes, explain: This project funds replacement of the oldest 60 vehicles in the Vanpool fleet. Pierce Transit's standard is a useful life of 7 years or 120,000 odometer miles. The Federal government's policy is that a vanpool vehicle has met its useful life after 5 years. The industry standard is that a vanpool vehicle has met its useful life after 6 years. Typically, Pierce Transit Vanpool vehicles are removed from regular commuter service at the end of 7 years. Our review showed that if we extend our replacement policy, we would exacerbate financial and workload issues related to replacing vehicles. Failure to replace vehicles as they no longer meet customer needs and expectations, or as they become mechanically more costly to maintain, ultimately results in a reduction in both service and efficiency. Data from 2010-2012 indicate that sixty percent of roadside assistance calls occurred on vans that were more than 6 years old. In addition, receiving grant funding for the project would allow Pierce Transit to retain nearly 10,000 hours of service that would otherwise be a required expenditure for replacement of these vehicles.

COMMITTEE SCORE _____
(Max. score of 4)

65. **Does this project provide direct benefit to transit riders? Yes**

If yes, explain: Vanpool vehicles become less desirable as they age. Customers perceive older vehicles to be less reliable, less comfortable, and less safe. Timely replacement means that Pierce Transit is able to supply vehicles that meet both customer needs and expectations, which help to avoid a reduction in service and efficiency that might otherwise result from extending replacement. Customers who are pleased with their vanpooling experience are known to share their views with others, which can ultimately help to increase Vanpool ridership, along with the indirect benefits of the service to the roadway network (i.e., reduced congestion) and natural environment (i.e., reduced emissions).

COMMITTEE SCORE _____
(Max. score of 7)

66. **Does the project improve transit users safety, security, or access to essential services?**
(Check all that apply)

Guidance: Essential services may include hospitals or other emergency services.

If yes, explain: Timely replacement of Vanpool vehicles ensures that customers are provided with safe, reliable transportation, especially as newer technology in vehicle manufacturing offer improvements in passenger safety and security for both operators and passengers.

Yes, security improvements _____ 2 points
Yes, safety improvements ✓ 2 points
Yes, access to essential services _____ 2 points
No 0 points

COMMITTEE SCORE _____
(Max. score of 6)

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67. Describe how the project maintains or improves safe and convenient access to, and/or, within the regional or local center.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

Because Pierce Transit's Vanpool program serves all destinations within Pierce County, multiple centers are served as well. Examples are provided below.

- o *Regional Growth Centers:* Downtown Tacoma, Tacoma Mall, Puyallup Downtown, Lakewood, South Hill
- o *Regional Manufacturing or Industrial Centers:* Port of Tacoma, Frederickson
- o *Local Centers:* Fife, Edgewood, Meridian, Auburn, Sumner Towne, Bonney Lake Downtown, Chambers Creek, Fort Steilacoom, Lakewood, South Tacoma Way, Garfield Street/PLU, Mt. Rainier Gateway, Lake City West, Springbrook, Tillicum, Woodbrook, Sprinker, South Hill Urban Villages - North & South, Graham, Orting Plaza, and others

Source: Pierce County – Regional Centers, Candidate Centers, and Local Centers (Map) for 2014 STP/CMAQ Funding Competition (March 2014)

High: A high scoring project would demonstrate the following characteristics:

- Provides clear benefit to a center or centers by expanding the person and goods carrying capacity of routes leading towards the center(s).
- Demonstrates that it helps a center(s) meet its development goals (and can reference these goals).
- Improves access to the center(s) for multiple modes, including nonmotorized and transit.

Medium: A medium scoring project would demonstrate the following characteristics:

- Primarily benefits the development along the corridor rather than a center.
- Benefits to a center's development goals are not described in a comprehensive plan.
- Improves access to a center, but only for a few modes.

Low: A low scoring project would demonstrate the following characteristics:

- Has very limited benefits to a center, with the benefits not described in a comprehensive plan.
- Limited access improvements for only one mode.

COMMITTEE SCORE _____

(Max. score of 4)

68. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, and those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

In a 2014 survey of Pierce Transit passengers (where n = 466), 27 percent of the respondents admitted that their annual household income is under \$20,000. According to the 2010 U.S. Census, almost 12 percent of Pierce County residents were living below the national poverty level. In January 2014 the countywide unemployment rate was 7.7 percent, according to the U.S Bureau of Labor Statistics compared to only 6.4 percent in the entire state. Many of Pierce Transit's customers are also transit dependent or "captive riders." The agency's 2010 Customer Satisfaction survey revealed that 27 percent of the respondents have no licensed drivers in their household and 45 percent do not have a working motor vehicle. In addition, the 2014 ridership base is diverse with 46 percent identifying their race as non-white (e.g., African-American, Asian, Hawaiian, Pacific Islander, American Indian, Alaskan Native, or mixed race) in the survey.

In August 2012, Pierce Transit prepared and submitted a Title VI Analysis to the FTA, in accordance with FTA Circular 4702.1A, which requires that recipients of financial assistance from the FTA document compliance with Title VI of the Civil Rights Act of 1964. A 2010 snapshot of the Pierce Transit customer base and ridership demographics from this analysis is included in this application, titled "Characteristics of Pierce Transit Riders."

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High: A high scoring project would demonstrate the following characteristics:

- Serves multiple user groups, including those without full-time access to cars, those identified in the President’s Order for Environmental Justice, and/or areas experiencing high levels of unemployment or chronic underemployment.
- Adjacent to dense, mixed-use areas that are likely to generate significant use of the project.

Medium: A medium scoring project would demonstrate the following characteristics:

- Serves a moderate number and variety of users.
- Adjacent land uses are low-density, and therefore, likely to generate limited use.

Low: A low scoring project would demonstrate the following characteristics:

- Serves a limited number and variety of users.

COMMITTEE SCORE _____

(Max. score of 4)

69. **Describe how the project improves intermodal connections (e.g., between autos, ferries, commuter rail, high capacity transit, buses, carpools, bicycles, etc.) or facilitates connections between separate operators of a single mode (e.g., two transit operators).**

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

Because Pierce Transit’s Vanpool program serves all destinations within Pierce County, multiple modes can be utilized as well.

High: A high scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.
- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

Medium: A medium scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, but provides limited improvement in accessing a center.
- Creates a new intermodal connection that provides moderate system-wide performance benefits.
- Addresses important, but not critical, gaps or barriers in the development of a corridor and has limited improvements in efficiency or reliability in accessing a center.
- Provides limited relief to a bottleneck with limited improvement to overall system performance.
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

Low: A low scoring project would demonstrate the following characteristics:

- Does not improve a corridor in logical segments and does not provide for improved access to a center.
- Does not create new intermodal connections.
- Addresses marginal gaps or barriers in the development of a corridor and has very limited improvements in efficiency or reliability in accessing a center.
- Has no perceptible improvement to a bottleneck or to overall system performance.
- Does not address long-term projected travel demand.
- Serves areas outside the Urban Growth Area.

COMMITTEE SCORE _____

(Max. score of 4)

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70. If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.

Because Pierce Transit's Vanpool program serves all destinations within Pierce County, multiple centers are served as well. Examples are provided below.

- o *Regional Growth Centers:* Downtown Tacoma, Tacoma Mall, Puyallup Downtown, Lakewood, South Hill
- o *Regional Manufacturing or Industrial Centers:* Port of Tacoma, Frederickson
- o *Local Centers:* Fife, Edgewood, Meridian, Auburn, Sumner Towne, Bonney Lake Downtown, Chambers Creek, Fort Steilacoom, Lakewood, South Tacoma Way, Garfield Street/PLU, Mt. Rainier Gateway, Lake City West, Springbrook, Tillicum, Woodbrook, Sprinker, South Hill Urban Villages - North & South, Graham, Orting Plaza, and others

Source: Pierce County – Regional Centers, Candidate Centers, and Local Centers (Map) for 2014 STP/CMAQ Funding Competition (March 2014)

High: A high scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.
- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

Medium: A medium scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, but provides limited improvement in accessing a center.
- Creates a new intermodal connection that provides moderate system-wide performance benefits.
- Addresses important, but not critical, gaps or barriers in the development of a corridor and has limited improvements in efficiency or reliability in accessing a center.
- Provides limited relief to a bottleneck with limited improvement to overall system performance.
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

Low: A low scoring project would demonstrate the following characteristics:

- Does not improve a corridor in logical segments and does not provide for improved access to a center.
- Does not create new intermodal connections.
- Addresses marginal gaps or barriers in the development of a corridor and has very limited improvements in efficiency or reliability in accessing a center.
- Has no perceptible improvement to a bottleneck or to overall system performance.
- Does not address long-term projected travel demand.
- Serves areas outside the Urban Growth Area.

COMMITTEE SCORE _____
(Max. score of 4)

71. How does the project maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

Vanpool programs are part of Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) strategies that is both flexible and dynamic. According to data submitted to the NTS for calendar year 2013, Pierce Transit's fleet of 346 Vanpool program vehicles provided 926,359 trips to 2,600 customers travelling almost 4.9 million miles, which eliminated countless SOV trips and reduced congestion on both Pierce County

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and regional roadways. This project will replace 60 Vanpool vehicles currently operating at or beyond their useful life, in order to maintain the current fleet operating at the highest possible level of efficiency within the local and regional corridors traveled.

High: A high scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.
- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

Medium: A medium scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, but provides limited improvement in accessing a center.
- Creates a new intermodal connection that provides moderate system-wide performance benefits.
- Addresses important, but not critical, gaps or barriers in the development of a corridor and has limited improvements in efficiency or reliability in accessing a center.
- Provides limited relief to a bottleneck with limited improvement to overall system performance.
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

Low: A low scoring project would demonstrate the following characteristics:

- Does not improve a corridor in logical segments and does not provide for improved access to a center.
- Does not create new intermodal connections.
- Addresses marginal gaps or barriers in the development of a corridor and has very limited improvements in efficiency or reliability in accessing a center.
- Has no perceptible improvement to a bottleneck or to overall system performance.
- Does not address long-term projected travel demand.
- Serves areas outside the Urban Growth Area.

COMMITTEE SCORE _____
(Max. score of 4)

72. **Will this project extend the useful life of an asset or will it replace an asset that is beyond the useful life?**
 The entire project will extend the useful life of an asset or replace an asset beyond its useful life. (3 points)
 Part of the project will extend the useful life of an asset or replace an asset beyond its useful life. (2 points)
 No, this project will not extend the useful life of an asset or replace an asset beyond its useful life. (0 points)

Explain:

If awarded, this project would replace up to 60 vanpool vehicles that are at or beyond the end of their useful life. Pierce Transit policy stipulates uses a useful life of 7 years or 120,000 miles, which is two years longer than the Federal useful life and one year longer than the industry standard for these vehicles (full sized passenger vans).

COMMITTEE SCORE _____
(Max. score of 3)

Project Title: Vanpool Vehicles Replacement
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TOTAL SCORE FOR ALL SECTIONS _____

JURISDICTION APPROVAL.

I, the undersigned, affirm to the best of my knowledge:

- OLS (initial) The project information contained within this application is accurate.
- OLS (initial) The project is programmed and matching funds are available. 2014
- OLS (initial) Agency acknowledges it must apply for listing in Regional TIP before July 31, ~~2012~~.

BY: 
Approving Authority

TITLE: PRINCIPAL PLANNER

DATE: 30 APRIL 2014

