

Transit

Development

Plan

2006

Draft

PREPARED BY

**THE CLARK COUNTY-SPRINGFIELD
TRANSPORTATION STUDY**

IN COOPERATION WITH

THE CITY OF SPRINGFIELD

AND

SPRINGFIELD CITY AREA TRANSIT

June 9, 2006

Transit Development Plan

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Transit Development Plan

INTRODUCTION

SCOPE

The Transit Development Plan (TDP) for the Springfield Urban Area is a four year planning document that is updated annually by the Transportation Study, with the cooperation and participation by the City of Springfield and the Transit Service Provider.

The TDP is a supporting document for local programming in the Transportation Improvement Program. (TIP). It is also used as a reference for the Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT) as those offices review and approve cash grant applications for bus operating, capital and planning projects. Finally, it is a local plan for the City of Springfield and the Transit System.

GOALS AND OBJECTIVES

GOAL #1 To Ensure the comfortable and reliable movement of all transit riders in the most efficient and safe means possible

Objectives:

1. Develop a comprehensive vehicle maintenance program to ensure buses are clean and available to support all scheduled runs.
2. To provide on-time service for peak and non-peak service times. Ensure that buses do not leave before scheduled times or later than five minutes than scheduled.
3. Develop routes so that the bulk of the service area is within four blocks of a scheduled transit service.

GOAL #2 To develop a fiscally strong system by increasing ridership, lowering the operating deficit, and reducing the amount of local match required to operate the system.

Objectives:

1. Develop long range projections of Capital Investments and system changes to ensure local funds are available.
2. Ensure maximum use of all eligible funding sources.

GOAL #3 Ensure full compliance with transportation portion of the Americans with Disabilities Act, as it applies to the operation of the Springfield City Area Transit.

Objectives:

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1. Provide all drivers initial and periodic refresher training on the proper handling of disabled transit riders.
2. Maintain a sufficient number of ADA paratransit vans to insure adequate service on a regular basis.

GOAL #4 Encourage “Land Use” plans that support expanded transit use.

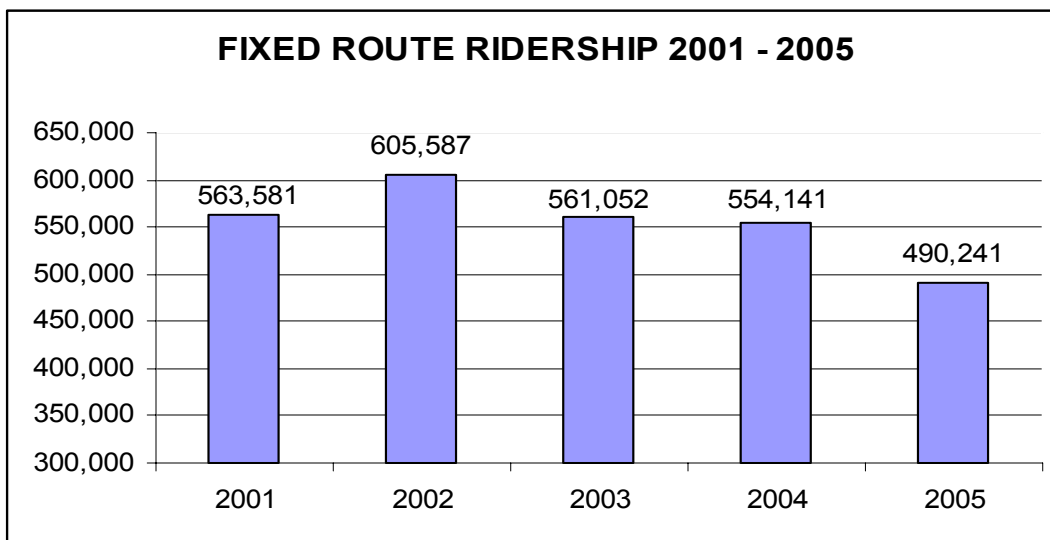
Objectives:

1. Support the development of multiple compatible land uses near transit operations.
2. Ensure maximum access for transit service to commercial, employment and housing sites.
3. Develop a public awareness program to keep citizens informed on the advantages and opportunities of transit.

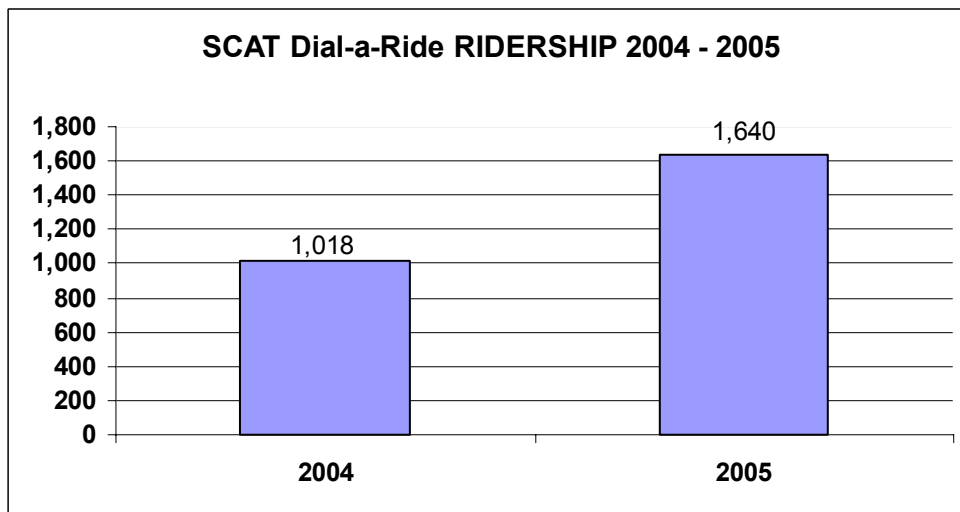
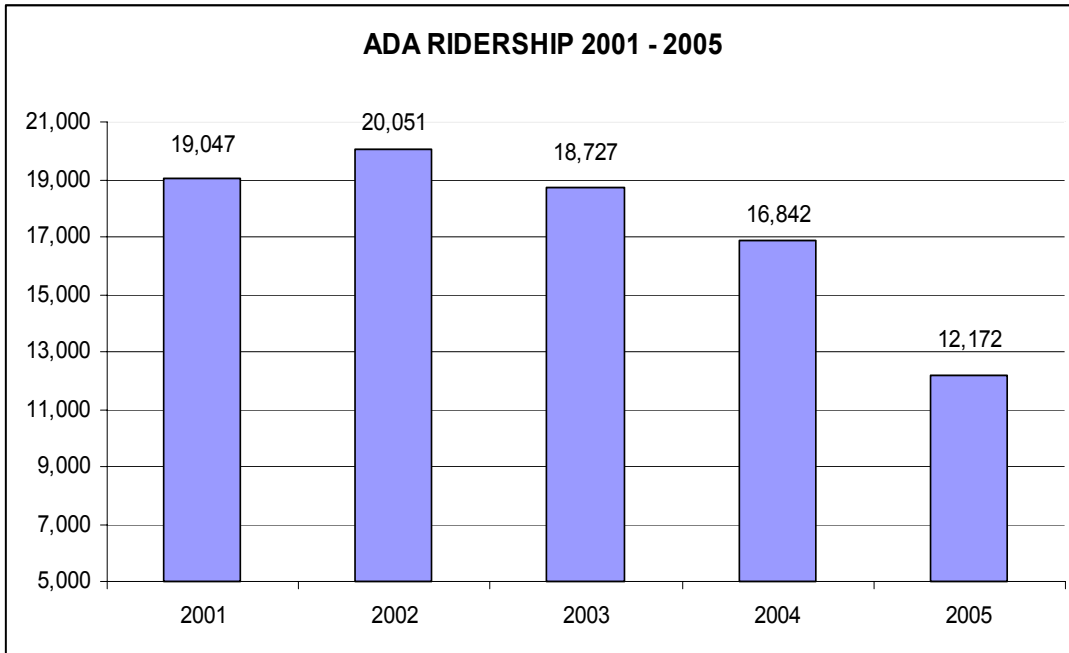
TRANSIT IN SPRINGFIELD

RECENT HISTORY

The Springfield City Area Transit (SCAT) ridership has varied for the period 2001 to 2005. The average ridership for this period has been 587,400 trips per year. In late 2002, MR/DD made significant changes in its transportation requirements. As a result of this SCAT experienced a significant drop in ridership between 2002 and 2003. Had this service been continued, annual ridership would have been closer to the expected average of 595,000.



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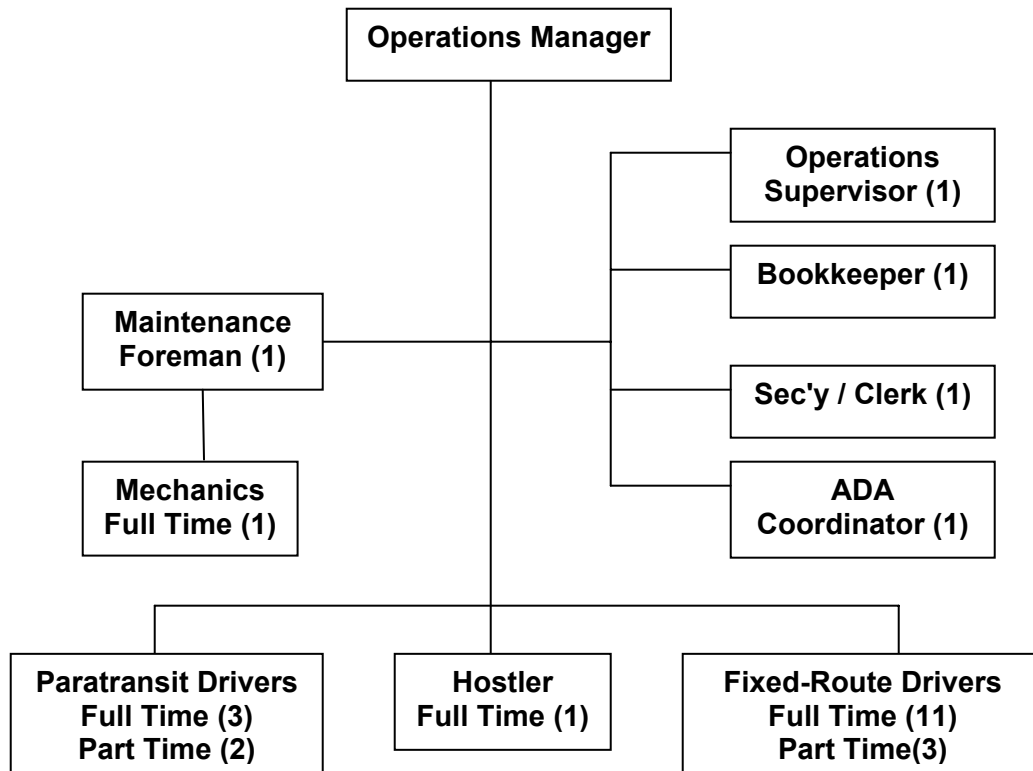


Over the last four years ADA ridership has decreased. This decrease is the result of a continuing drop in the local population, the review and enforcement of eligibility guidelines and customers no longer needing the service. Despite this drop in use, the City continues to provide prompt, courteous service to the ADA population of the City.

As shown on the graph, Dial-a-Ride ridership continues to increase. Despite this it is far too early to predict if this will continue to be a SCAT service. Another year of data will be needed to make any real assessment of the value of the program.

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SCAT ORGANIZATION CHART



Employees: 27

Location: 100 Jefferson Street

Fleet: 15 City Coaches
8 Paratransit vans

CURRENT LEVEL OF SERVICE

OPERATING CHARACTERISTICS

Bus/Van Service

Fixed route bus service is provided Monday to Friday from 6:40a.m. to 5:40p.m. on most routes. Service is not available on Federal holidays. SCAT is a pulse type of timed transfer system with headways of 30 minutes to 1 hour. Routes are designed to give maximum coverage into the Springfield market. Most locations in Springfield are no more than four blocks from at least one bus route

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ADA paratransit service is available during the same time as fixed route service. Patrons may schedule their trips from 1 to 14 days before the desired travel date. With patrons consent, the pickup and drop-off times may vary up to an hour from the originally requested time.

In October of 2003, SCAT initiated a Dial-a-Ride van service. This is a premium service that uses available capacity in the paratransit van fleet for trips. Trip reservations may be made up to 14 days in advance. Service is available within the City limits during the regular fixed route system hours of operation. The service was established to provide another transportation option for the citizens of Springfield. Ridership has grown at a moderate rate over the last year and a half.

SCAT 2005 Fixed Route Ridership, Miles and Hours Traveled

Route	Daily Trips	Daily Miles	Annual Miles	Daily Hours	Annual Hours	Daily Service	Daily Ridership	Annual Ridership
Southwest Loop	22	133.2	33,969	11.0	2,805	6:40a.m. - 5:40p.m.	247.8	63,198
Western Loop	3	18.8	4,802	1.5	383	7:10a.m. - 9:40a.m.	39.8	10,160
UVM/Bechtle Ave.	7	79.7	20,322	7.0	1,785	10:10a.m. - 5:10p.m.	163.4	41,669
Mercy Hospital	2	12.8	3,256	1.0	255	7:40a.m. - 9:140p.m.	18.8	4,782
UVM/ First Street	8	111.5	28,434	8.0	2,040	9:40a.m. - 5:40p.m.	185.5	47,295
Home Road / Limestone	13	88.5	22,574	6.5	1,658	6:40a.m. - 5:40p.m.	210.2	53,596
Villa Road	11	146.3	37,307	11.0	2,805	6:40a.m. - 5:40p.m.	166.3	42,410
Community Hospital	11	89.0	22,682	5.5	1,403	7:10a.m. - 5:40p.m.	179.5	45,760
Southern Village	11	62.8	16,008	5.0	1,275	6:40a.m. - 5:10p.m.	124.3	31,703
Clark State	21	81.5	20,783	9.0	2,295	7:10a.m. - 5:40p.m.	311.8	79,497
Lexington Ave.	12	76.6	19,535	6.0	1,530	6:40a.m. - 5:40p.m.	157.4	40,135
West Pleasant Street	11	65.6	16,740	4.5	1,148	7:10:a.m. - 5:40p.m.	95.2	24,282
Masonic Home	4	38.3	9,768	4.0	1,020	9:40a.m. - 5:40p.m.	6.1	1,558
TAC II / Mueller Center	2	41.5	10,581	5.0	1,275	8:10a.m. - 3:30p.m.	16.8	4,285
FIXED ROUTE TOTALS	138	1046.1	266,762	85.0	21,675	N/A	2,394.1	490,330
ADA PARATRANSIT	N/A	213.5	54,444	11	2,440	N/A	47.7	12,172
Dial-A-Ride	N/A	32.9	8,381	11	365	N/A	6.4	1,640
SYSTEM TOTALS	N/A	1,259.6	321,206	96	24,115	N/A	2,441.8	504,142

Fares

The Fare Schedule for SCAT is listed below. Daily and Monthly passes were eliminated effective June 1, 2005. The pass system was replaced with booklets of 6, 20 or 44 single trip tickets. SCAT had experienced significant cheating with passes being used by several people. For the short period of time that the new fare schedule has been in effect, SCAT has experienced a reduction in the number of pass abuses and fewer riders that were effectively vagrants on the bus. The new fare system has been well received by the SCAT ridership.

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Within the guidelines of federal legislation, ADA paratransit service is charged at twice the normal rate for a single trip on the fixed route system. Because of the high expense, there are no discounts planned for this service.

The SCAT Dial-a-Ride service charges a premium rate of \$4.00 per trip. This rate may be subject to change depending on the actual costs of providing the service. An annual review is performed to determine any needed rate changes for this service.

Fare Schedule:

SCAT BUS FARES			
SINGLE TRIP	FULL	HALF	
	\$0.75	\$0.35	
TICKET COUNT	6	20	44
FULL FARE	\$2.00	\$6.00	\$12.00
HALF FARE	\$1.00	\$3.00	\$6.00
ADA FARE	\$1.50	Per person trip	
School Field Trip	\$0.35	Single Trip Rate	
	\$0.75	Daily Pass Rate	
Dial-A-Ride	\$4.00	Single Trip Rate	

1/2 fare program - age sixty and over, disabled,
Medicare card.

FLEET AND EQUIPMENT

Fleet Description

The fixed route transit fleet has 15 medium sized, heavy-duty transit buses. Five of the oldest transit buses were replaced in December of 2004. The replacement vehicles are a "Low-Floor" design. With this design, patrons enter directly onto the floor of the bus. Instead of a wheel chair lift, these buses have a simple ramp that deploys for disabled riders to board. This new system is a great improvement over the lift system because of its ease of use and simplified maintenance.

Seven paratransit vans are used to support the needs of ADA service. Available extra capacity is used for the Dial-a-Ride service.

Bus Route Signs

SCAT has 175 Bus Route signs distributed along existing bus routes. These signs provide contact information for people who want to know more about the system.

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SCAT REVENUE VEHICLES				
Year	Make	Capacity	Features	Units
1994	Gillig	28	Lifts/Kneels	5
1997	Gillig	28	Lifts/Kneels	5
2004	Gillig	26	Ramp/Kneels	5
2001	Ford	7/3	Lifts / WC-3	1
2002	Ford	7/3	Lifts / WC-3	2
2004	Ford	7/3	Lifts / WC-3	2
2006	Ford	16/2	Lifts / WC-2	1
2006	Ford	7/2	Lifts / WC-2	1

FACILITIES

Bus Maintenance Facility

The Bus Maintenance Facility has been in operation since December of 1991 and has a total interior space of 24,688 sq. ft. on a site of 2.9 acres. The building houses the administrative offices, vehicle storage bays, which accommodate all vehicles in the fleet, 3 maintenance bays, one wash bay and various parts storage and parts maintenance stations.

Bus Center

The Market Street Bus Center is located on Main Street between Fountain Avenue and Center Street. It is the focal point from where all bus service originates and where riders transfer from one route to another. The main shelter is air-conditioned and heated and has an ADA compliant automatic door opener. There are three other six-person shelters for the convenience of the riders to use while waiting for a bus. These are also ADA compliant.

Bus Stop Shelters

SCAT has 15 Bus Stop Shelters at the locations listed below. These shelters are a low maintenance design and are quite resistant to damage and vandalism. These shelters are greatly appreciated by the SCAT ridership and we expect to build more shelters over the next four years.

Shelter Locations

1. S. Burnett Road, at Community Hospital
2. N. Fountain Boulevard, at Mercy Hospital Center
3. 363 E. High Street, at Springfield Towers
4. Rhodes Hall, Clark State Community College (Leffel Lane Campus)
5. 1707 E. High Street, Hugh Taylor Apartments
6. 220 Montgomery Avenue, Grayhill Homes

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7. 1345 Lagonda Avenue, Clark County Department of Job and Family Services
8. 2981 Vester Avenue, The Grand Court
9. 1350 Vester Avenue, Villa Park
10. 337 Chestnut, North Hill Apts.
11. East High St., Mental Health
12. Sunset and John Streets
13. Clay and John Streets, Metropolitan Housing
14. Perrin and Plum Street, Opportunity Gardens
15. Main and Plum Street, by Salvation Army Office

The following locations are under review as possible future shelter or bench.

Shelter

Corner of Memorial and Selma Road, Clark County Joint Vocations School
Health Department
Joint Vocational School

Bench

Western Plaza
K-mart
Near intersection of Limestone and Home
Super Wal-Mart on East Main Street and Bechtle Avenue

TRANSIT SYSTEM PERFROMANCE

REVENUES

Overall Trends

For the period, 2001 to 2005 revenue moved slightly downward. Two exceptions to this have been Springfield Bus Pass Sales and Subsidized Fares.

Fares and Farebox Related

Fares have shown mixed performance. There appears to be a shift downward for single trips, Half Fare Daily Passes and ADA Fares.

It was determined that the Daily and Monthly Passes have been subject to serious abuse and have been discontinued. This abuse has included handing passes to people from the bus. This results in more than one person getting rides from one pass. Additionally, some pass users use the bus as "living quarters".

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Other Revenues

In 2004 the Operations Manager assumed responsibility of the management of the advertising program for SCAT. He has been actively pursuing new accounts and it is expected that revenue from this source will increase during the year.

With the shift in the service needs of MR/DD, revenue from their use of Bulk Ticket Sales dropped significantly between 2000 and 2001. This ticket option is still available but is not being used since 2002.

Diesel Fuel Rebates are a Federally sponsored state managed program of reimbursement that returns the cost of tax on diesel fuel back to the transit system.

PASSENGER FARES	2001	2002	2003	2004	2005
Farebox Receipts	\$12,481	\$10,283	\$11,307	\$10,976	\$6,926
Daily Pass - Regular	\$70,216	\$65,922	\$66,153	\$65,392	\$77,605
Daily Pass - Half Fare	\$11,725	\$11,212	\$10,988	\$11,650	\$11,081
Monthly Pass - Regular	\$26,380	\$25,600	\$26,660	\$27,174	\$15,600
Monthly Pass -Half Fare	\$14,580	\$14,735	\$12,740	\$12,710	\$4,760
Ticket Sales - Full Fare	\$0	\$0	\$0	\$0	\$0
Ticket Sales Half Fare	\$0	\$0	\$0	\$0	\$0
Spfld. Bus Pass Sales	\$36,098	\$33,497	\$36,310	\$33,649	\$22,141
ADA Fares	\$3,094	\$3,205	\$3,557	\$3,435	\$3,221
ADA Bulk Ticket Sales	\$29,302	\$36,630	\$35,516	\$33,156	\$32,047
Subsidized fares	\$18,362	\$0	\$0	\$0	\$0
Dial-a-Ride	\$0	\$0	\$266	\$4,772	\$7,099
TOTAL	\$224,239	\$201,084	\$203,497	\$202,913	\$180,480

OTHER TRANSPORTATION REVENUES	2001	2002	2003	2004	2005
Advertising	\$10,504	\$36,790	\$22,308	\$1,870	\$19,842
Subsidized fares	\$18,362	\$0	\$0	\$0	\$0
Other - OZONE ACTION DAY	\$6,591	\$3,960	\$1,980	\$0	\$12,181
Other	\$0	\$0	\$0	\$0	\$0
TOTAL OTHER REVENUES	\$35,457	\$40,750	\$24,288	\$1,870	\$32,023
NON-TRANSPORTATION REVENUES					
Purchase Discounts	\$0	\$0	\$0	\$0	\$0
Diesel Fuel rebates	\$16,090	\$16,220	\$20,214	\$0	\$0
Admin. Charge Recovery	\$328	\$274	\$0	\$0	\$0
Other Misc. Income	\$0	\$40	\$633	\$1,379	\$0
TOTAL NON-TRANS. REVENUES	\$16,418	\$16,534	\$20,847	\$1,379	\$0

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EXPENSES

Most expenses for the operation of SCAT have seen moderate increases for the period 2001 to 2005. Two glaring exceptions to this have been the increases in the cost of health benefits and fuel. Over the period, 2001 to 2004 health coverage has risen from \$191,000 annually to a projected expense of \$245,000. This represents a rise of about 178%. Two factors account for this increase. The continuing rapid rise in health care nationally and the decision by the SBC to purchase health coverage independent of their parent organization.

	SUMMARY OF TOTAL SCAT OPERATING EXPENSES 2001 - 2005				
	2001	2002	2003	2004	2005
LABOR	\$608,472	\$618,547	\$618,057	\$671,771	\$664,470
FRINGE BENEFITS	\$263,657	\$386,827	\$325,741	\$307,715	\$304,512
SERVICES	\$32,422	\$37,561	\$37,962	\$57,407	\$64,944
MATERIALS & SUPPLIES	\$151,658	\$177,902	\$166,127	\$226,259	\$218,733
UTILITIES	\$36,942	\$43,502	\$43,004	\$38,390	\$48,425
CASUALTY & LIABILITY	\$64,011	\$84,329	\$71,435	\$72,737	\$96,842
TAXES & LICENSES	\$89,778	\$104,120	\$107,638	\$126,454	\$134,024
LEASES & RENTS	\$101	\$101	\$105	\$102	\$102
MISCELLANEOUS	\$44,802	\$45,325	\$39,563	\$36,600	\$36,793
GRAND TOTAL	\$1,291,844	\$1,498,124	\$1,409,632	\$1,537,436	\$1,568,845

PERFORMANCE INDICATORS

In 2001 because of changes in the transportation of MR/DD clients there was a drop of almost 40,000 trips a year. This has resulted in the elimination of a route that had four runs a day. The capacity that was made available by the loss of this route has been shifted to an additional run on the Clark State route

With the cost to run the system increasing and the revenue from the operation remaining stable the recovery rate for SCAT has tended to decrease. From 2001 to 2005 the rate slipped from 17.2% to 11.9%.

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SCAT Performance DATA 2000 – 2005

	2001	2002	2003	2004	2005
BASIC DATA					
Fixed Route Ridership	563,581	605,587	561,052	554,141	490,241
ADA Ridership	19,047	20,051	18,727	16,842	12,172
Total Bus Hours	29,652	22,661	22,384	20,472	22,402
Operating Days	254	254	253	255	255
Annual Miles	285,525	279,282	276,367	278,940	266,762
Fixed Route Expenses	\$1,036,093	\$1,402,886	\$1,228,497	\$1,316,028	\$1,327,127
Passenger Revenue	\$222,239	\$201,084	\$203,497	\$202,912	\$180,480
Recovery Rate	17.2%	14.3%	15.2%	13.5%	11.9
SERVICE CONSUMED					
Ave. Daily Rides	2,219	2,384	2,218	2,173	1,923
Pass. per mile	1.60	1.7	2.0	2.0	1.8
Pass. per hour	19.0	26.7	25.1	27.1	21.9
SERVICE REVENUES					
Fare rev. per pass.	\$0.39	\$0.33	\$0.29	\$0.29	\$0.37
Advertising Revenue	\$10,504	\$36,790	\$22,308	\$23,461	\$19,841
SERVICE INPUT					
Hours per day	116.7	117.0	88.5	80.3	87.9
Miles per day	1,384.7	1,384	1,092	1,094	1,046
SERVICE COSTS					
Cost per pass.	\$2.29	\$2.32	\$2.19	\$2.48	\$2.71
Cost per hour	\$43.57	\$47.19	\$54.88	\$67.16	\$59.24
Cost per mile	\$3.67	\$3.99	\$4.45	\$4.93	\$4.98
SAFETY AND MAINTENANCE					
I/M Hours	8,819	8,307	8,610	9,082	6,432
Accidents	2	0	0	0	3
Roadcalls	44	35	3	0	0
Incidents/100,000	0.7	0	0	0	1.15

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Although each transit system is somewhat unique certain common factors can be used to make comparisons of the productivity of each system. As noted SCAT has a low recovery rate and high expenses. Despite this, SCAT provides service to 45% more people than our nearest competitors. So from the prospective of SCAT taking people where they want to go, it is doing a great job.

	PEER GROUP COMPARISON 2005			
	<u>Allen County RTA</u>	<u>Middletown Transit System</u>	<u>Richland County Transit</u>	<u>Springfield City Area Transit</u>
POPULATION SERVED	88,522	49,490	67,338	73,675
SERVICE TYPE	FIXED	FIXED	FIXED	FIXED
BASE FARE	\$1.00	\$0.70	\$1.00	\$0.75
DAYS OF SERVICE	Mon-Sat	Mon-Sat	Mon-Fri	Mon-Fri
FIXED FLEET	16	8	15	15
ANNUAL MILES	195,683	211,288	211,150	278,940
ANNUAL RIDERSHIP	177,671	183,339	284,087	554,141
FARE REVENUES	\$87,722	\$67,881	\$145,040	\$164,321
AVERAGE FARE	\$0.15	\$0.28	\$0.30	\$0.39
PASSENGERS/HOUR	8.7	13.1	11.8	24.6
PASSENGERS/MILE	0.9	0.9	1.3	2.0
PASSENGERS/CAPITA	2.01	3.70	4.22	7.52
OPERATING EXPENSES	\$1,189,426	\$661,284	\$954,601	\$1,430,527
COST/PASSENGER	\$6.69	\$3.61	\$3.36	\$2.58
COST/HOUR	\$57.98	\$47.40	\$39.57	\$63.53
COST/MILE	\$6.08	\$3.13	\$4.52	\$5.13
FARE REVENUE/COST	7.38%	10.27%	15.19%	11.49%

SOURCE: "Status of Public Transit in Ohio, 2005" ODOT, Office of Transit.

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PROGRAM OF PROJECTS

CAPITAL

In 2004 SCAT replaced five of its older buses with five “Low-floor” design buses. These vehicles replace the traditional wheel chair lift with a fold out ramp. The experience with these vehicles has been very favorable and SCAT intends to replace all of its fixed route fleet with low floor vehicles. SCAT plans to procure another 4 low floor buses in 2008. In the interim it may purchase 1 – 3 25 passenger vans for use as fixed route buses.

SCAT FLEET REPLACEMENT PROGRAM

REVENUE VEHICLES

FIXED ROUTE:	2005	2006	2007	2008	2009
Gillig H/D (30',94)	5	5	5	-	-
Gillig H/D (30',97)	5	5	5	5	5
Gillig H/D L/F (30',05)	5	5	5	5	5
H/D L/F (30')	-	-	-	5	5
TOTAL	15	15	15	15	15

Peak Hour	12	12	12	12	12
Spares	3	3	3	3	3
Reserve	-	-	-	-	-

ADA FLEET:	2005	2006	2007	2008	2009
Ford van , (01) 9+2 wc	1	1	1	1	1
Ford van , (02) 12+2 wc	2	2	2	2	2
Ford van , (04) 12+2 wc	2	2	2	2	2
Van (06) 12 +2wc	1	1	1	1	1
Van (06) 16 +2wc		1	1	1	1
TOTAL	6	7	7	7	7

NON-REVENUE VEHICLES	2005	2006	2007	2008	2009
SERVICE VEHICLE	1	1	1	1	1
SERVICE TRUCK	1	1	1	1	1
TOTAL	2	2	2	2	2

TOTAL VEHICLES	23	24	24	24	24
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OPERATING

Possible changes to service are reviewed on an as needed basis during the year. These reviews consider changes in ridership patterns, potential destinations, and levels of service to existing routes. Changes in service are usually made for an experimental period of a few months. This gives both the riders and the drivers a chance to become familiar with the changes. At the end of the experimental period, the changes are reviewed to see if they have had the intended impact. If necessary, the results of this review is reported to the Springfield City Commission with recommended actions.

PROCUREMENTS

Capital projects are programmed as a cooperative effort between the City, SCAT and the TCC. This process follows the existing TIP cycle of project development. Every two years projects are programmed for the following four years. Procurements are based on historical parts replacement cycles, planned system changes and government mandated actions. The following is a list of any open projects from the 2005 grant year and projects scheduled for the 2006 – 2009 grant year.

PROJECT: Service Vehicle **GRANT YEAR:** 2006
FUNDING: \$23,000 **COMPLETION YEAR:** 2006
DESCRIPTION: This is a replacement for an existing vehicle that has reached the FTA authorized replacement criteria and is beyond reasonable economic repair.
STATUS: We expect this vehicle to be procured by the end of the summer of 2006.

PROJECT: Paratransit Scheduling Software **GRANT YEAR:** 2006
FUNDING: \$20,000 **COMPLETION YEAR:** 2006
DESCRIPTION: This software is needed to replace the existing inefficient paper and pencil scheduling system. This software will allow for better scheduling to provide more trips with available resources. This software will also create automated utilization and activity reports that will allow for better management of these assets.
STATUS: Specifications under development.

PROJECT: Inside bus cameras (10) **GRANT YEAR:** 2006
FUNDING: \$12,000 **COMPLETION YEAR:** 2006
DESCRIPTION: These cameras are part of the next step in improving the in vehicle security of the fixed route buses.
STATUS: Procurement in process..

PROJECT: Electronic Ticket System **GRANT YEAR:** 2007
FUNDING: \$20,000 **COMPLETION YEAR:** 2007
DESCRIPTION:
STATUS: Procurement pending acceptance of FY2007 grant request.

PROJECT: Major Parts Purchase **GRANT YEAR:** 2007
FUNDING: \$45,000 **COMPLETION YEAR:** 2007
DESCRIPTION: Major bus parts procurement.

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STATUS: Procurement pending acceptance of FY2007 grant request.

PROJECT: Bus Stop Shelters

FUNDING: \$30,000

DESCRIPTION: Partially enclosed bus stop shelters.

STATUS: Procurement pending acceptance of FY2007 grant request.

GRANT YEAR: 2007

COMPLETION YEAR: 2007

FINANCIAL CAPACITY

The Transit Program reflects financial capacity planning by the City of Springfield, the Springfield Bus Company and the Clark County-Springfield Transportation Study. The local share for the Transit program is provided from the City's General Fund. Although Springfield has been experiencing serious cash flow problems, it is expected to be able to fully support its local share requirements during the period of the renewed Transportation Bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005 - 2009).

COORDINATION

Minimal coordination activity is maintained between the Clark County Department of Jobs and Family Services, the Work Plus Program, Elderly United and the Salvation Army Hand-n-Hand project. The City will be selecting a provider for SCAT service in 2006.

PRIVATIZATION

The City of Springfield and the Clark County-Springfield Transportation Coordinating Committee have policies with regard to private sector participation in the Transit Program. These policies provide "maximum feasible opportunity" to private operators in contracting transit services and in planning transit improvements.

The City currently has a franchise with the Springfield Bus Company, a private operator, for the operation of SCAT services.

FEDERAL TRANSPORTATION ACTS

The Transportation Equity Act of the 21st Century (TEA21). and the previous transportation bill, Intermodal Surface Transportation Efficiency Act of 1991(ISTEA) have provided many opportunities to make innovative use of transportation dollars. These bills have also helped in guaranteeing minimum levels of funding for transit operations. Reauthorization of this legislation is critical to the continued operation of public transit in Springfield. The current reauthorization bill is making progress through Congress and is expected to be passed and signed by the President by the end of this summer.

Transit Development Plan

AMERICANS WITH DISABILITIES ACT

Full service under this program has been available since 1996. The hallmark of SCAT ADA paratransit service is its flexibility to make the best use of available vehicles and still provide transportation to the disabled community in a timely and safe manner. The recent purchase of “Low-floor” fixed route transit buses has enhanced the ease of access and reliability of public transportation to the disabled community in Springfield.

FUTURE SERVICE LEVELS

An extensive review of service is being performed during 2006. This review is being prompted by changes in the focus of destination by the ridership as well as realignments of routes to improve their efficiency. Because of the extensive changes there will be a public hearing held to formally allow the public to express their ideas and feeling about these proposed changes. Subject to the input of this hearing the changes will be presented to the City Commission for formal acceptance.

REVENUE / EXPENDITURES

SCAT does not have a dedicated funding source. Because of this it is essential for continued support from FTA through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation. The City expects to be able to provide the local share needed to continue the operation of SCAT.