

Transit Development Plan

Annual

Transit

Development

Plan

PREPARED BY

**THE CLARK COUNTY-SPRINGFIELD
TRANSPORTATION STUDY**

IN COOPERATION WITH

THE CITY OF SPRINGFIELD

AND

SPRINGFIELD CITY AREA TRANSIT

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The contents of this report reflect the views of the Clark County-Springfield Transportation Study, which is responsible for the facts and the accuracy of the data within. The contents do not necessarily reflect the official views or policy of the United States Department of Transportation. This report does not constitute a standard, specification, or regulation.

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INTRODUCTION

SCOPE

The Annual Transit Development Plan for the Springfield City Area Transit (SCAT) is an annual update of the five year planning document the Transit Development Plan(TDP). The purpose of the Annual Update is to provide a snapshot of the transit system for the past year and projects being pursued in the current year.

This annual update is produced by the Clark County-Springfield Transportation Study, with the cooperation and participation by the City of Springfield and the Transit Service Provider.

TRANSIT IN SPRINGFIELD

RECENT HISTORY

A major change in supervision occurred in 2003. The Operations Manager who had been with SCAT since 1992, left SCAT to pursue another line of work. Her replacement has several years experience managing paratransit services in Logan County, Ohio. In October of 2003 SCAT established a new Dial-A-Ride. This service makes use of available capacity in the paratransit fleet to provide curb-to-curb van transportation. This service is not constrained by the type of trip desired. It intended for getting people to work.

A number of performance standards were instituted with the new service contract that started in January of 2003. The standards include system revenue and expense goals, compliance items for vehicle maintenance, schedule adherence and facility upkeep. Depending on the category, these items are checked each month or at the end of the year. The results of these compliance checks are used to determine the amount of the Management Fee earned by the Springfield Bus Company in the operation of SCAT.

As part of the Capital equipment program by the City. SCAT has received upgraded computer equipment as well as a wide format printer, digital camera and a scanner. The staff has been quick to put this equipment to good use improving and broadening the scope of their marketing and advertising program.

OPERATING CHARACTERISTICS

Fixed Route Bus 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. Five replacement buses are expected to be received by the end of the year. These low-floor design vehicles which use ramps for disabled riders will eliminate the need for wheel chair lifts.

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Van Service

ADA paratransit service is available during the same time as fixed route service. Patrons may schedule their trips from 1 to 30 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 instituted a new Dial-A-Ride van service, on a trial basis. Scheduling and subscription service is similar to ADA service and the service has had moderate growth. In April the City Commission is expected to vote on whether to make this a permanent service of SCAT.

Fares

The Fare Schedule for SCAT is listed below. There is a \$.30 surcharge for return trips from the Upper Valley Mall. This is used to help defer the cost of this extended service which is outside of the Springfield City limits. 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. This includes the Mall Surcharge. Because of the high expense, there are no discounts planned for this service. Fares for the Dial-A-Ride service are not constrained by Federal legislation. This makes it is possible to charge a rate more in keeping with the actual cost of the service.

Fare Schedule:

Cash	\$0.75	per ride
	\$0.35	1/2 Fare Program
	\$0.30	Mall Surcharge
Daily Pass	\$1.50	
	\$0.75	1/2 Fare Program
Monthly Pass	\$20.00	
	\$10.00	1/2 Fare Program
ADA Fare	\$1.50	Per eligible person
		SCAT Equivalent Trip
School Field Trip	\$0.35	Single Trip Rate
	\$0.75	Daily Pass Rate
Dial-A-Ride	\$4.00	Single Trip Rate
	\$3.00	Multiple Trip Rate

1/2 fare program - age sixty and over, disabled, Red, White & Blue Medical card.

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FLEET AND EQUIPMENT

The transit fleet is made-up of 14 medium sized, heavy-duty transit buses and 6 paratransit vans. Four of the oldest transit buses will be replaced in late 2004 with "low-floor" transit buses of similar size.

<u>Year</u>	<u>Make</u>	<u>Capacity</u>	<u>Features</u>	<u>Units</u>
1991	Gillig	28	Lifts/Kneels	4
1994	Gillig	28	Lifts/Kneels	5
1997	Gillig	28	Lifts/Kneels	5

<u>Year</u>	<u>Make</u>	<u>Capacity</u>	<u>Features</u>	<u>Units</u>
1996	Ford	4/3	Lifts/WC-3 (ADA Van)	2
2001	Ford	9/2	Lifts/WC-2 (ADA Van)	1
2002	Ford	12/2	Lifts/WC-2 (ADA Van)	1
2003	Ford	12/2	Lifts/WC-2 (ADA Van)	2

FACILITIES

Bus Maintenance Facility

The Bus Maintenance Facility has been in operation since December of 1991. The building houses the administrative offices, vehicle storage bays which will 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 where all bus service originates and where riders transfer from one route to another. The center has a total of 3 shelters that are all ADA compliant.

Bus Shelters

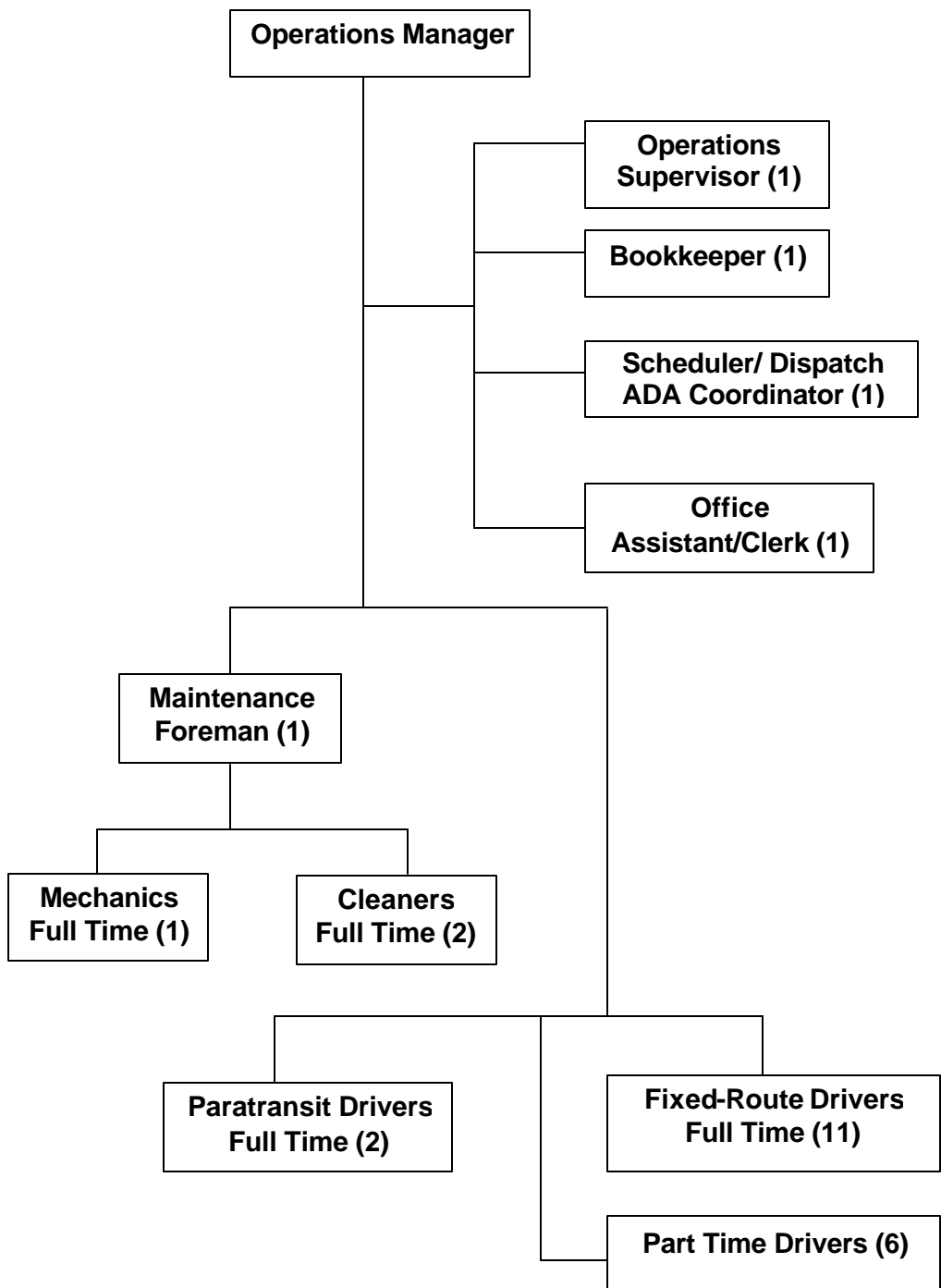
SCAT maintains for the convenience of its ridership fifteen Bus Stop Shelters at various locations throughout Springfield. The shelter program was established in 1993. Every few years five shelters are purchased and located at sites mutually agreed upon by SCAT and the City of Springfield.

Bus Bike Racks

This past year SCAT installed bike racks on all of their fixed route buses. The availability of the racks has been well received by the local biking community. Use of the racks has been low but we expect their use to increase as the weather warms up. It should be noted that upcoming riders guides will include the location of Multi-use Bike Trails in and adjacent to the City.

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SCAT ORGANIZATION CHART



Employees: 28

Location: 100 Jefferson Street

Fleet: 14 City Coaches
6 Paratransit vans

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TRANSIT SYSTEM PERFORMANCE

ROUTES	DAILY	DAILY	DAILY	DAILY	ANNUAL RIDERSHIP		
	TRIPS	MILES	HOURS	SERVICE	2000 - 2002	2002	2003
Southwest Loop	22	123	11	6:40am - 5:40pm	82,429	85,541	78,380
Western Loop	3	18	1.5	6:10am - 9:40am	11,903	13,256	11,689
Upper Valley Mall/Bechtle Ave.	7	75	7	10:10am - 5:10pm	49,065	54,223	47,823
Mercy Medical Center	2	12	1	6:40am - 9:10pm	6,621	7,099	6,450
Upper Valley Mall/First Street	8	105	8	9:40am - 5:40pm	49,959	51,058	47,180
Home Road	13	83	6.5	6:40am - 5:40pm	52,735	55,540	57,091
Villa Road	11	138	11	6:40am - 5:40pm	39,217	43,904	41,291
Community Medical Center	11	84	5.5	6:10am - 5:40pm	51,250	57,592	50,783
Southern Village	10	54	5	6:40am - 5:100pm	39,800	40,915	34,568
Clark State	18	73	9	7:10am - 5:40pm	84,165	92,876	96,219
Lexington Ave.	12	72	6	6:40am - 5:40pm	51,839	62,341	54,526
West Pleasant St.	7	48	3.5	8:10am - 4:40pm	26,412	28,218	26,442
Masonic Home	4	36	4	6:40am - 5:40pm	3,147	1,853	1,686
MR/DD	7	39	5	6:40am - 5:40pm	36,399	3,787	3,977
Fixed Route Totals	135	959	84.0	N/A	584,942	600,205	560,906
ADA Paratransit	N/A	271	114.5	6:40am - 5:40pm	18,486	18,706	18,721
Dial-A-Ride	N/A			6:40am - 5:40pm	0	0	76
System Totals	N/A	1,230	199		603,428	618,911	579,703

RIDERSHIP

Compared to the average of the three previous years, 2003 has experienced a 4.2% drop in ridership. Some of this drop is due to changes in the Ozone Action Program. Other causes for this drop are being researched by SCAT and TCC personnel. When a cause or causes for this drop are determined, strategies will be developed to provide the service that the public needs.

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SCAT SYSTEM REVENUE SUMMARY

PASSENGER FARES	AVERAGE		
	2000 - 2002	2002	2003
Farebox Receipts	\$11,280	\$10,283	\$11,307
Daily Pass - Regular	\$69,086	\$65,922	\$66,153
Daily Pass - Half Fare	\$11,438	\$11,212	\$10,988
Monthly Pass - Regular	\$25,763	\$25,600	\$26,660
Monthly Pass -Half Fare	\$14,402	\$14,735	\$12,740
Springfield Bus Pass Sales	\$31,952	\$33,497	\$36,310
ADA Fares	\$3,432	\$3,205	\$3,557
ADA Bulk Ticket Sales	\$32,221	\$36,630	\$35,516
Dial-A-Ride	\$0	\$0	\$266
TOTAL PASSENGER FARES	\$199,574	\$201,084	\$203,497
OTHER TRANSPORTATION REVENUES			
Advertising	\$19,787	\$36,790	\$22,308
Subsidized fares	\$17,737	\$0	\$0
Other	\$4,617	\$3,960	\$1,980
TOTAL OTHER REVENUES	\$42,140	\$40,750	\$24,288
NON-TRANSPORTATION REVENUES			
Diesel Fuel rebates	\$16,082	\$16,220	\$20,214
Other Misc. Income	\$13	\$40	\$633
TOTAL NON-TRANS. REVENUES	\$16,420	\$16,534	\$20,847
TOTAL REVENUES	\$258,134	\$258,368	\$248,632

REVENUES

Fares and Farebox Related

This category of revenue has shown mixed performance. Bulk sales of Passes and ADA tickets have increased. All other categories have either been flat or down over the period. As a result of MR/DD dropping their participation in the Subsidized Fare Program, this fare has been suspended until another agency would like to participate. Dial-A-Ride service started at the end of 2003 and has shown moderate but steady increases in its use.

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SCAT REVENUE SOURCES 2001 - 2004

	2001	2002	2003	2004
FTA	\$849,917	\$1,020,870	\$1,013,327	\$937,896
CITY CASH	\$124,501	\$204,152	\$276,519	\$173,027
ODOT	\$195,867	\$204,953	\$150,340	\$143,742
LOCAL	\$62,966	\$64,505	\$55,857	\$123,598
DISCT./TCC	\$21,800	\$15,838	\$23,308	\$23,108
INCOME	\$260,650	\$227,542	\$257,302	\$233,875
TOTAL	\$1,515,700	\$1,737,860	\$1,776,653	\$1,635,246

Advertising

In 2002 SCAT received overdue payments from advertisers that skewed the income picture upward. Income from advertising is actually up from the 2000 - 2002 average. Some advertisers have decided not to renew their contracts with SCAT. Management is working diligently to renew old contacts and to establish new accounts. The new digital assets available to SCAT have greatly enhanced their ability to provide a quality product to potential advertisers. With the use of in-house computer graphics, SCAT is able to provide a, "This is what your advertisement would look like on the bus". This provides the customer with an actual picture of their advertising on a bus.

Diesel Fuel Rebates

These rebates have increased due to the increase of fuel costs.

SYSTEM EXPENSES

EXPENSES

SCAT constantly works to keep expenses to a minimum. As is true throughout the rest of the economy, increased costs of fringe benefits account for the major part of increases in operating costs. Another important cost that is very much out of the hands of SCAT is fuel costs.

	AVERAGE 2000 - 2002	2002	2003
LABOR	\$617,438	\$645,360	\$618,057
FRINGE BENEFITS	\$254,618	\$316,865	\$325,741
SERVICES	\$40,422	\$49,568	\$37,962
MATERIALS & SUPPLIES	\$155,887	\$158,577	\$166,127
UTILITIES	\$34,556	\$33,957	\$43,004
CASUALTY & LIABILITY	\$67,565	\$67,727	\$71,435
TAXES & LICENSES	\$85,074	\$82,000	\$107,638
LEASES & RENTS	\$101	\$101	\$105
MISCELLANEOUS	\$45,940	\$48,732	\$39,563
GRAND TOTAL	\$1,301,601	\$1,402,886	\$1,409,632

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PERFORMANCE INDICATORS

Were it not for the drop in ridership and the dramatic increase in some operating costs, SCAT would be maintaining its performance of a few years ago. The TCC, the City of Springfield and SCAT are working closely to develop strategies to improve performance and to provide the transit service that is needed by the City.

SPRINGFIELD CITY AREA TRANSIT PERFORMANCE DATA

	AVERAGE 2000 - 2002	2002	2003
BASIC DATA			
Fixed Route Ridership	590,219	605,587	561,052
ADA Ridership	18,930	20,051	18,727
Total Bus Hours	29,549	29,728	28,957
Operating Days	254	254	253
Net SBC Expenses	\$1,129,589	\$1,402,886	\$1,409,632
Passenger Revenue	\$217,310	\$201,084	\$203,497
Recovery Rate	16.81%	14.33%	14.44%
SERVICE CONSUMED			
Ave. Daily Rides	2,324	2,384	2,218
Pass. per mile	1.68	1.72	1.63
Pass. per hour	19.99	20.37	19.38
SERVICE REVENUES			
Fare rev. per pass.	\$0.37	\$0.33	\$0.36
Advertising Revenue	\$19,787	\$36,790	\$22,308
SERVICE INPUT			
Hours per day	116	117	114
Miles per day	1,382	1,384	1,363
SERVICE COSTS			
Cost per pass.	\$2.21	\$2.32	\$2.51
Cost per hour	\$44.03	\$47.19	\$48.68
Cost per mile	\$3.71	\$3.99	\$4.09
SAFETY AND MAINTENANCE			
I/M Hours	8,506	8,307	8,610
Accidents	1	0	0
Roadcalls	37	35	3
Incidents/100,000	0.29	0.00	0.00

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PROGRAM OF PROJECTS

CAPITAL

SCAT has one carry over capital project from last year and four smaller projects for this year. All projects are expected to be completed by the end of this calendar year.

PROGRAMMED CAPITAL PROJECTS

PROJECT: Fixed Route buses (5) **GRANT YEAR:** 2003
FUNDING: \$1,212,000 **COMPLETION YEAR:** 2004
STATUS: Gillig Bus Company of Hayward California has been selected to provide these replacement buses. A SCAT Maintenance Supervisor and Gillig representatives met in January for a pre-construction check of specifications and other details of the project. Corrections were made and the buses are expected to arrive in December of this year.

PROJECT: Shop Equipment **GRANT YEAR:** 2004
FUNDING: \$6,000 **COMPLETION YEAR:** 2004
STATUS: This equipment is being purchased to expand the capabilities of the maintenance personnel at SCAT.

PROJECT: Laptop computer **GRANT YEAR:** 2004
FUNDING: \$4,000 **COMPLETION YEAR:** 2004
STATUS: This computer is being purchased to provide SCAT Supervision with a mobile capability to make presentations and to interface with anticipated upgrades in vehicle diagnostics systems.

PROJECT: Bus-mounted Surveillance Equipment **GRANT YEAR:** 2004
FUNDING: \$7,000 **COMPLETION YEAR:** 2004
STATUS: This equipment is being purchased to provide improved security and crowd control on our fixed route buses.

PROJECT: Capitalization of Maintenance **GRANT YEAR:** 2004
FUNDING: \$708,442 **COMPLETION YEAR:** 2004
STATUS: This is the annual benchmark for capitalization of maintenance on fixed route and ADA vehicles.

PLANNING

The City of Springfield, SCAT Clark County and the TCC continues their cooperative efforts on transit related planning issues. Also, the TCC will provide assistance to the City of Springfield and SCAT in satisfying planning and reporting requirements of the Federal Transit Administration, and the Ohio Department of Transportation.