

Transit **D**evelopment **P**lan

2005

PREPARED BY
**THE CLARK COUNTY-SPRINGFIELD
TRANSPORTATION STUDY**
IN COOPERATION WITH
THE CITY OF SPRINGFIELD
AND
SPRINGFIELD CITY AREA TRANSIT

November 4, 2005

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The contents of this Plan reflect the views of the Clark County-Springfield Transportation Study, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio Department of Transportation or the U.S. Department of Transportation. This Plan does not constitute a standard, specification or regulation.

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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. This report cycles in conjunction with the Transportation Improvement Program (TIP)

The TDP serves many purposes. It is a supporting document for local programming in the Transportation Improvement Program. (TIP) It is 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:

Transit Development Plan

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.

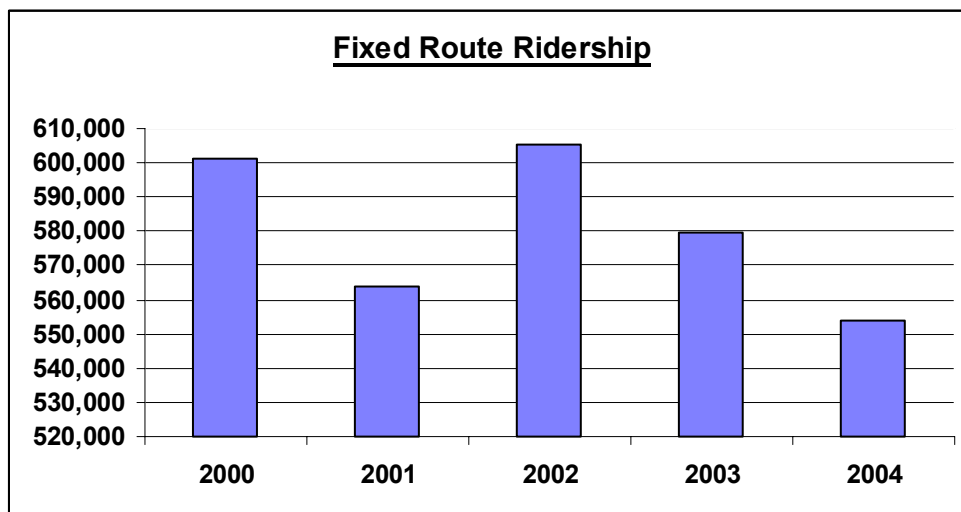
Objectives:

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.

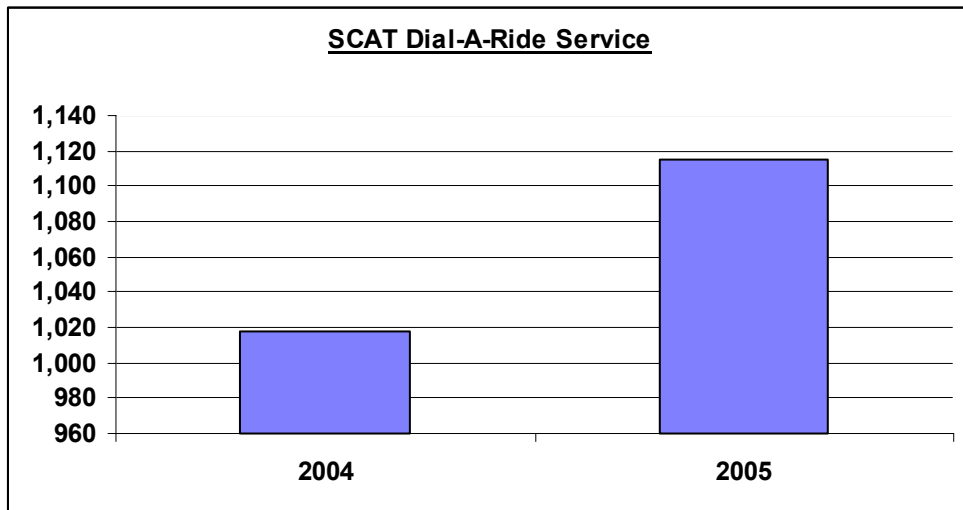
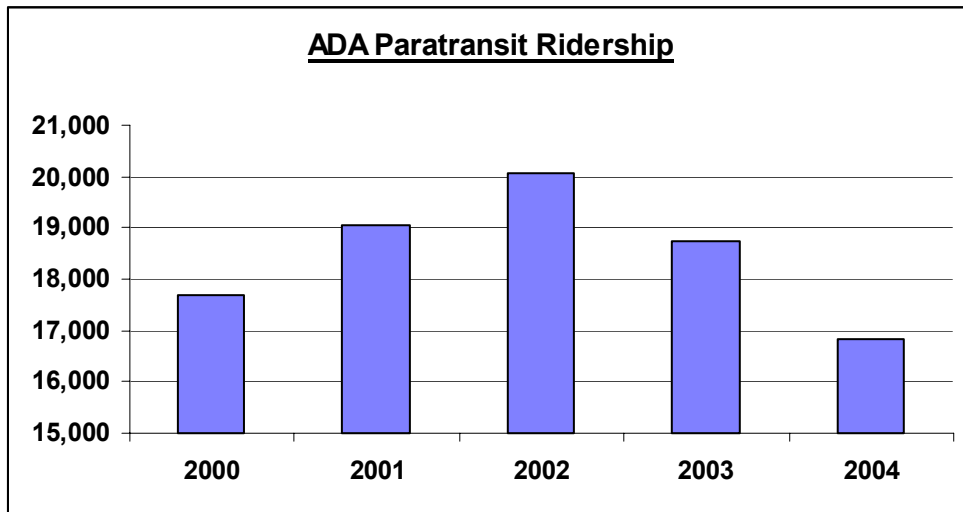
TRANSIT IN SPRINGFIELD

RECENT HISTORY

The Springfield City Area Transit (SCAT) ridership has varied for the period 2000 to 2004. The average ridership for this period has been 587,400 trips per year. In 2001, MR/DD made significant changes in its transportation requirements. As a result of this SCAT experienced a significant drop in ridership between 2000 and 2001. Had this service been continued, annual ridership would have been closer to the expected average of 595,000.



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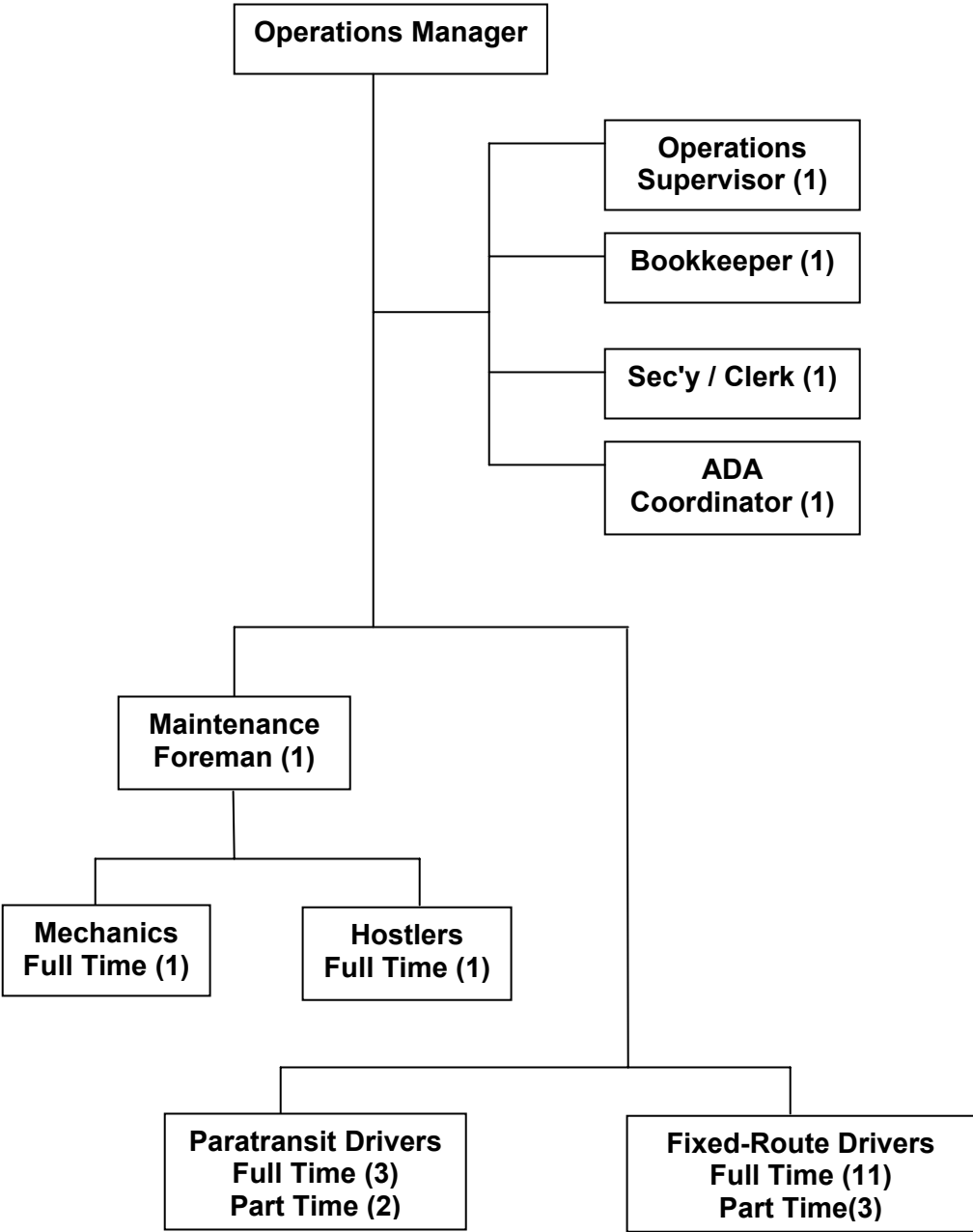


The necessary but relatively small number of trips provided by ADA Paratransit service can account for the apparent up and down character of its use. The difference in ridership between the high and low years shown on the graph works out to 9 one way trips a day. Such sensitivity to changes in ridership will produce what appear to be significant swings in usage.

Dial-a-Ride ridership continues to increase. Despite this it is far too early to predict how this program is going. Another year of data will be needed to make any real assessment of the value of the program.

Transit Development Plan

SCAT ORGANIZATION CHART



Employees: 27

Location: 100 Jefferson Street

Fleet: 15 City Coaches
6 Paratransit vans

Transit Development Plan

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 penetration into the Springfield market. Most locations in Springfield are no more than four blocks from at least one bus route.

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 van 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.

Fares

The Fare Schedule for SCAT is listed below. Daily and Monthly passes were eliminated effective July 1, 2005. The pass system was replaced with booklets of single trip tickets. A booklet may have 6, 20 or 44 tickets. SCAT was experiencing significant cheating with passes being used by several people. Additionally, some people were using the bus pass as a means of "living" on the bus. Each of these activities had a negative effect on revenue and ridership. 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 those people that were effectively vagrants on the bus. Because of the extra expense to provide service to the Upper Valley Mall, patrons picked up at the Mall area pay a \$0.30 surcharge.

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. Although this does not cover the actual cost of a trip, this is a rate which is felt is reasonable and affordable. 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:

Transit Development Plan

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 is made-up of 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 there are not steps to climb to enter the bus. 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.

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

<u>Year</u>	<u>Make</u>	<u>Capacity</u>	<u>Features</u>	<u>Units</u>
1994	Gillig	28	Lifts/Kneels	5
1997	Gillig	28	Lifts/Kneels	5
2004	Gillig	26	Ramp/Kneels	5
1996	Ford	4/3	Lifts/WC-1 (ADA Van)	2
2001	Ford	7/3	Lifts/WC-3 (ADA Van)	1
2002	Ford	7/3	Lifts/WC-3 (ADA Van)	2
2004	Ford	7/3	Lifts/WC-3 (ADA Van)	2

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.

Transit Development Plan

FACILITIES

Bus Maintenance Facility

The Bus Maintenance Facility has been in operation since December of 1991. The facility 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.

The structure is in generally good condition. But it has been determined that major roof repairs may be needed in the next three years. In 2004 a chain link fence was installed from the north west corner of the building west to the adjoining property line and from there to the entrance to staff parking. This fence was installed to curtail the frequent trespassing by local residents.

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 13 Bus Stop Shelters at the locations listed below. These shelters are of a low maintenance design and are quite resistant to damage and vandalism. These shelters have been greatly appreciated by the SCAT ridership and we expect to continue to expand the number of shelters in the system 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
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. Sunset and John Streets
11. Clay and John Streets, Metropolitan Housing
12. Perrin and Plum Street, Opportunity Gardens
13. Main and Plum Street, by Salvation Army Office

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

Transit Development Plan

Shelter

Health Department

Joint Vocational School

Bench

Western Plaza

K-mart

Near intersection of Limestone Street and Home Road

Transit Development Plan

TRANSIT SYSTEM PERFORMANCE

RIDERSHIP

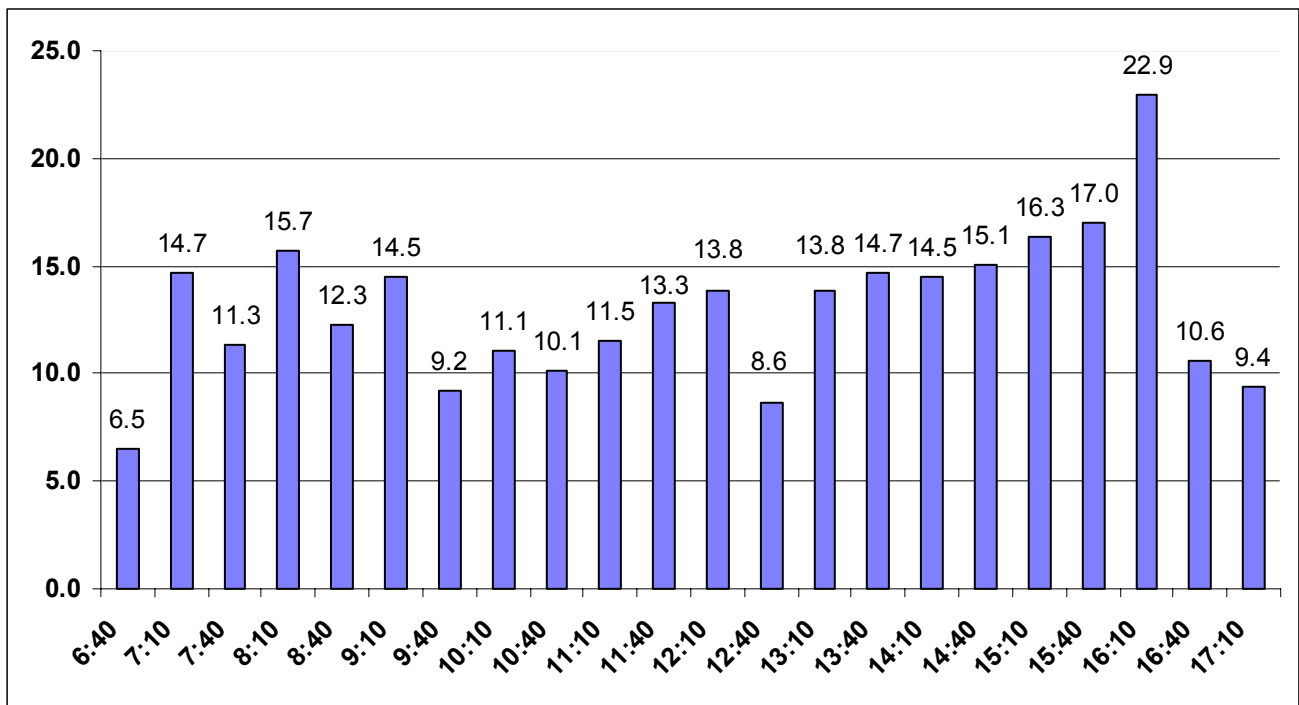
ROUTE PROFILES

Route Name: 1 Southwest Loop

Description: This route provides service to the southwest residential area of Springfield. There are two daily peaks in ridership as the result of students using the bus to get to school.

Route Length:	6.0	Bus Hours Per Day:	11
Trips Per Day:	22	Avg. Rides Per Day	308
Miles Per Day:	132	Avg. Rides Per Mile	2.3
Trip Time:	:30	Avg. Rides Per Hour	28.0

Average Passenger Trips By Scheduled Time



Service Points: Garfield building, Davey Moore and Perrin Woods Parks, Fulton Highlands, and Perrin Woods Elementary Schools, Center Street Community Center

Transit Development Plan

Route Name: 2 Western Loop

Description: This route provides service to the western residential area of Springfield, north and south of Main Street as well as the Park Shopping Center, and new shopping on Bechtle Avenue north of First Street. Morning trips have a notable number of students who are presumed to be going to either of the High schools in Springfield.

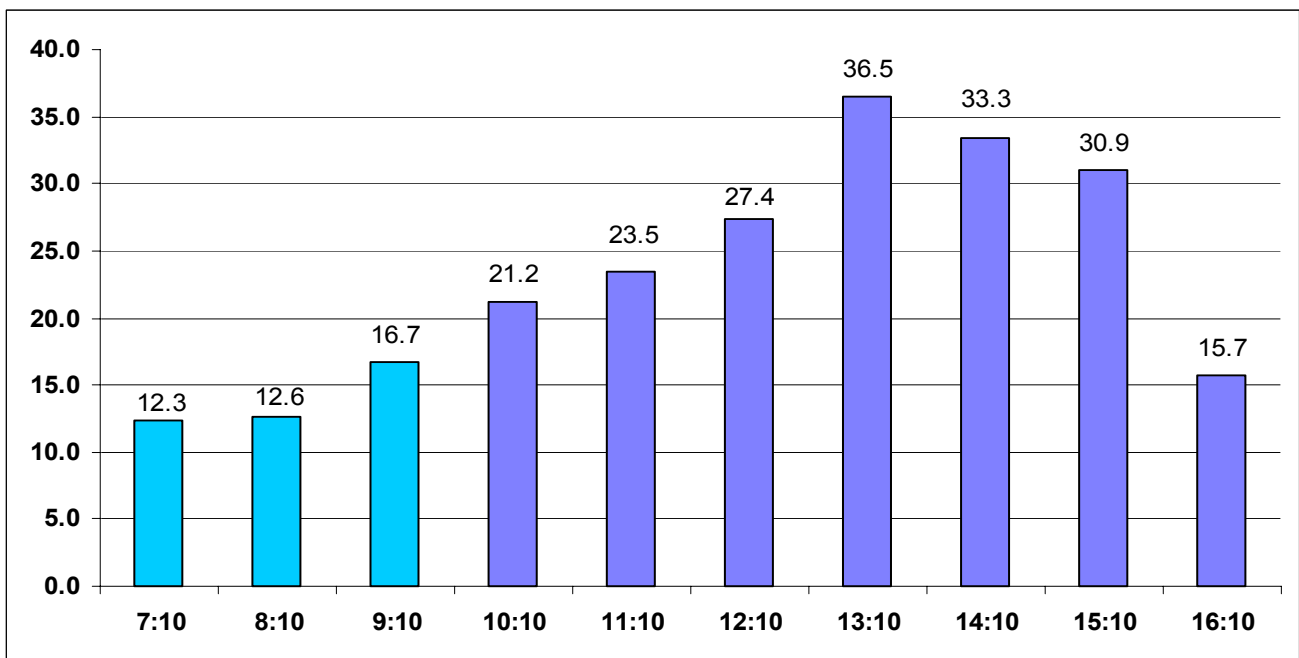
Route Length:	7.6	Bus Hours Per Day:	1.5
Trips Per Day:	3	Avg. Rides Per Day	48
Miles Per Day:	22.8	Avg. Rides Per Mile	2.1
Trip Time:	:30	Avg. Rides Per Hour	31.8

Route Name: 2A UVM via Bechtle

Description: This route is Western Loop with an extension of service to the Upper Valley Mall. Some of the highest daily rates of travel are on this route with more than 50% of trips going into the downtown part of the City.

Route Length:	11	Bus Hours Per Day:	7
Trips Per Day:	7	Avg. Rides Per Day	183
Miles Per Day:	77	Avg. Rides Per Mile	2.4
Trip Time:	1:00	Avg. Rides Per Hour	26.1

Average Passenger Trips By Scheduled Time



Service Points: Route 2 Gray Hill Homes, Pythian Home, Clark Middle School, Snyder Park Springfield Municipal Pool. Route 2A: Western Loop plus; Park Shopping Center, Upper Valley Mall area

Transit Development Plan

Route Name: 3 Mercy Medical Center

Description: This route provides service from the Bus Center past Wittenberg University and Mercy Medical Center into the Ridgewood residential area. Service extends to the Park Shopping Center and the shopping on Bechtle Avenue north of First Street. The ridership of this route is basically balanced going into and out of the downtown.

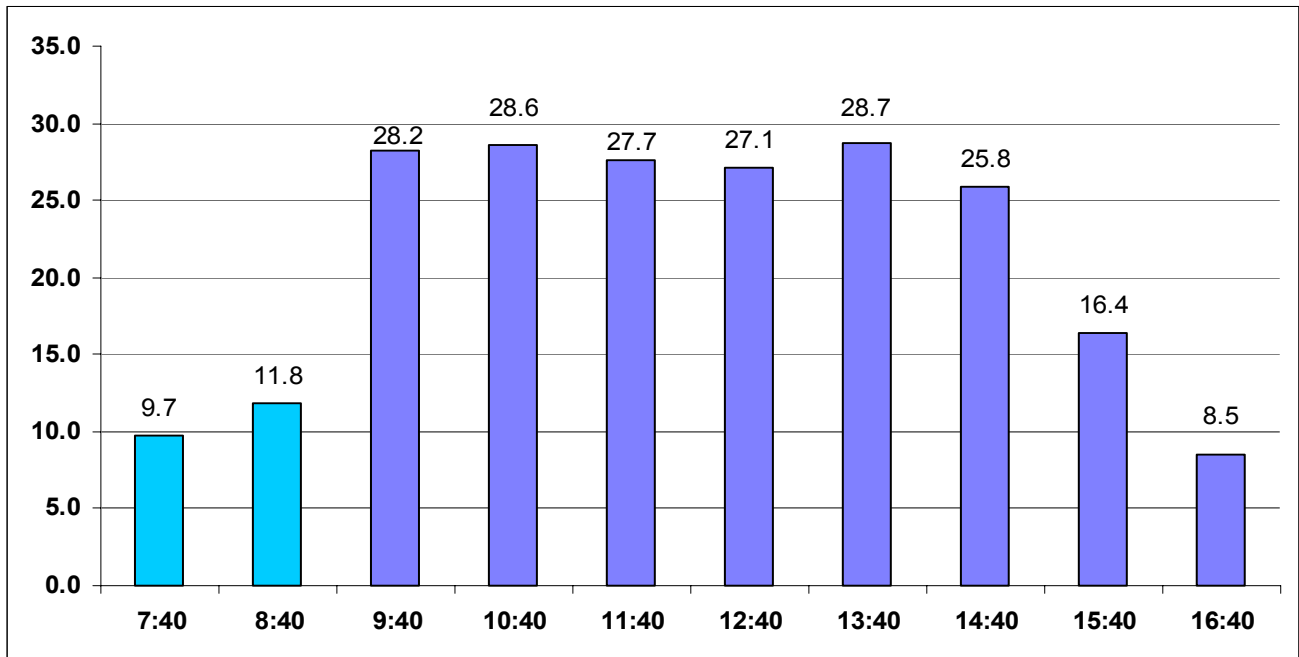
Route Length:	7.5	Bus Hours Per Day:	1.0
Trips Per Day:	2	Avg. Rides Per Day	28
Miles Per Day:	15	Avg. Rides Per Mile	1.9
Trip Time:	:30	Avg. Rides Per Hour	28.3

Route Name: 3A UVM via First

Description: This route is Mercy Medical Center with an extension of service to the Upper Valley. This is another heavily traveled route. Trips up to 12:40 tend to be outbound. The last three runs show a reverse flow into the City.

Route Length:	12.2	Bus Hours Per Day:	8
Trips Per Day:	8	Avg. Rides Per Day	192
Miles Per Day:	97.6	Avg. Rides Per Mile	2.0
Trip Time:	1:00	Avg. Rides Per Hour	23.9

Average Passenger Trips By Scheduled Time



Service Points: Route 3 Wittenberg University, Mercy Medical Center, Mental Health Services, and Ferncliff Cemetery. Route 3A, plus; Meijer Square Shopping Center, Glimcher Development, Park Shopping Center and Upper Valley Mall area

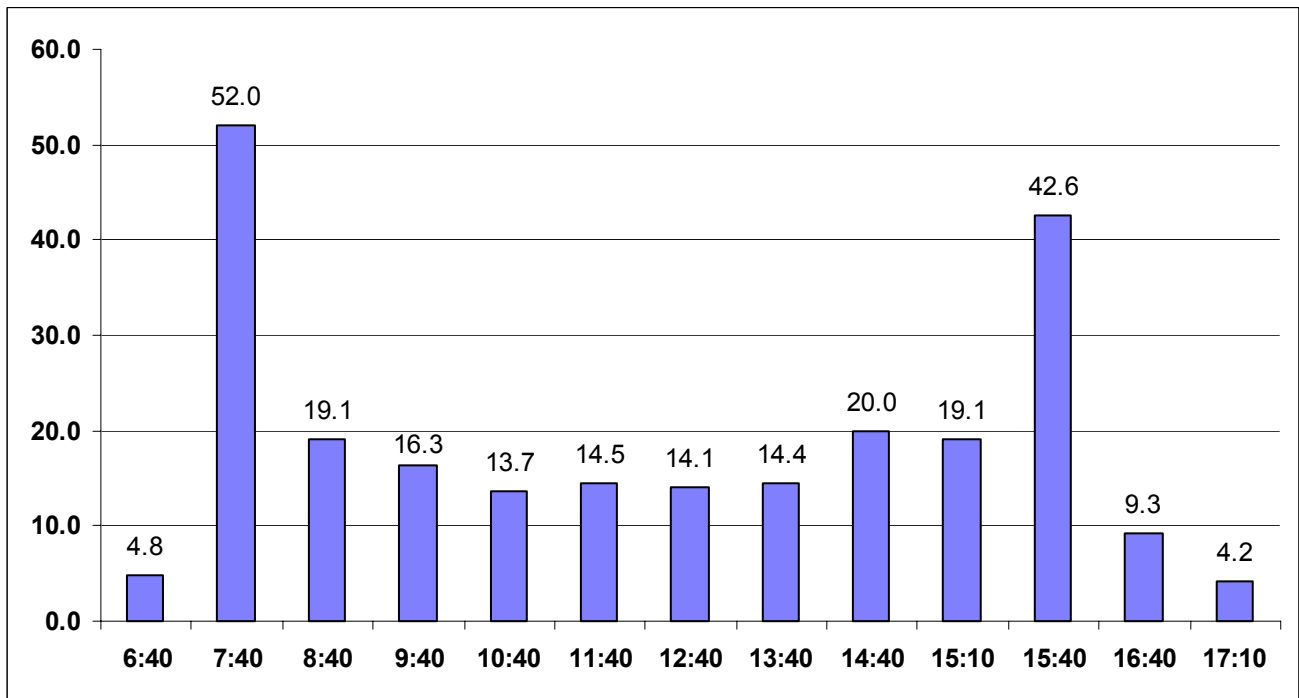
Transit Development Plan

Route Name: 4 Home Road

Description: This route provides service along a corridor from the center of town north to Home Road and is frequently used by students going to North High School.

Route Length:	6.4	Bus Hours Per Day:	6.5
Trips Per Day:	13	Avg. Rides Per Day	205
Miles Per Day:	83.2	Avg. Rides Per Mile	2.5
Trip Time:	:30	Avg. Rides Per Hour	31.5

Average Passenger Trips By Scheduled Time



Service Points: International Order of Odd Fellows Home, Clark County-Springfield Health Department, Roosevelt Middle School, North High School, Sherman Court Apartments, North Hill II apartments.

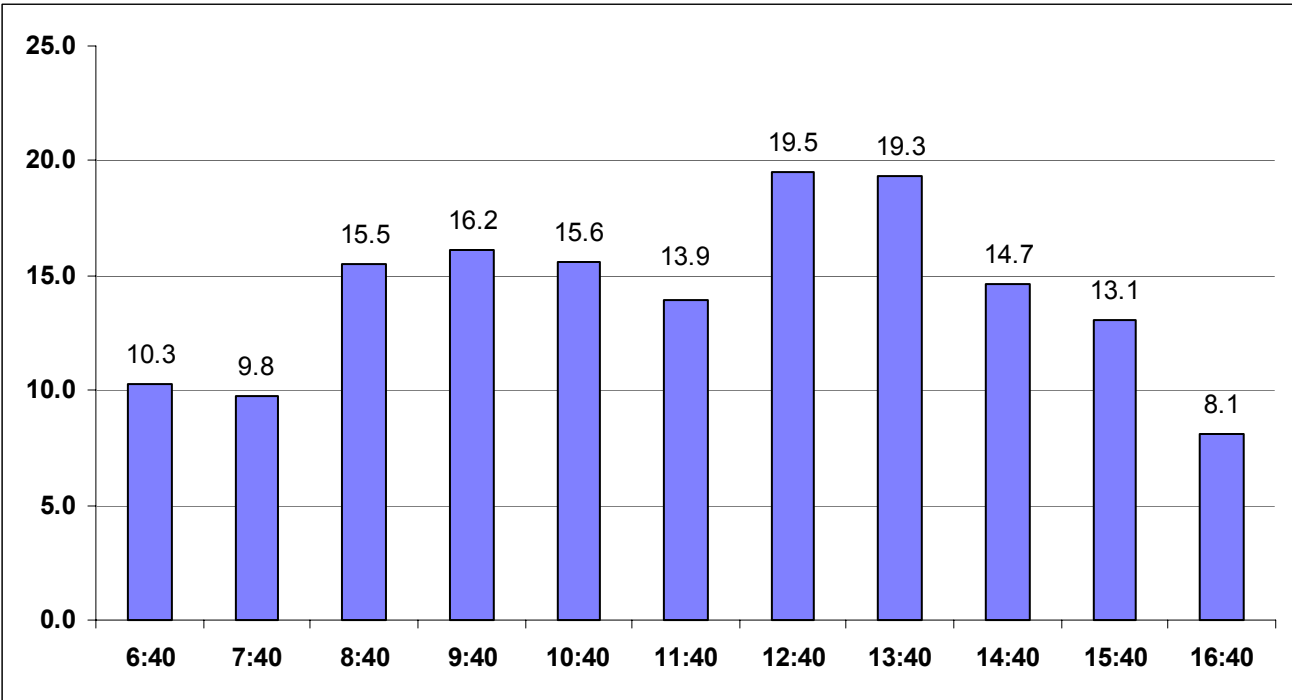
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Route Name: 5 Villa Road

Description: This is one of the longest routes in the system. As can be seen in the chart below this route has one moderate and one ,major peak of service during the day.

Route Length:	14	Bus Hours Per Day:	11
Trips Per Day:	11	Avg. Rides Per Day	151
Miles Per Day:	154	Avg. Rides Per Mile	1.0
Trip Time:	1:00	Avg. Rides Per Hour	13.8

Average Passenger Trips By Scheduled Time



Service Points: Lagonda Park, Northland Shopping Center, Moorefield Square Shopping Center, Osterlen School for Youth, Villa Park Apartments, Ronez Manor Public Housing, Clark County Department of Job and Family Services

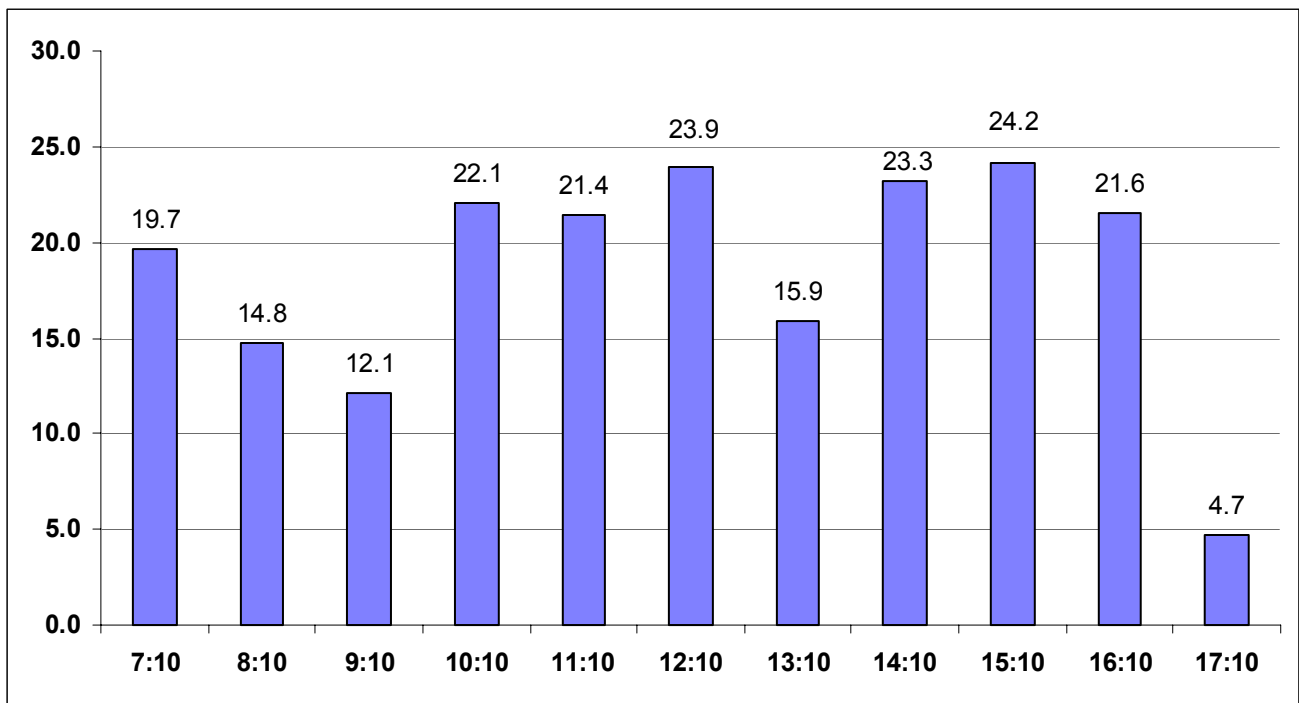
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Route Name: 6 Community Hospital

Description: This route provides a significant amount of trips east on High street to numerous doctors’ offices, Community Hospital and to the Warder Park residential area north of Main Street.

Route Length:	7.6	Bus Hours Per Day:	5.5
Trips Per Day:	11	Avg. Rides Per Day	202
Miles Per Day:	83.6	Avg. Rides Per Mile	2.4
Trip Time:	:30	Avg. Rides Per Hour	36.7

Average Passenger Trips By Scheduled Time



Service Points: Catholic Central High School, Mental Health Services, Hugh Taylor Apartments(Elderly), Governor’s Manor Apts, Schaefer Middle school, Williamsburg Village Apts, Chakeres Cinema, East Main Plaza Shopping Center

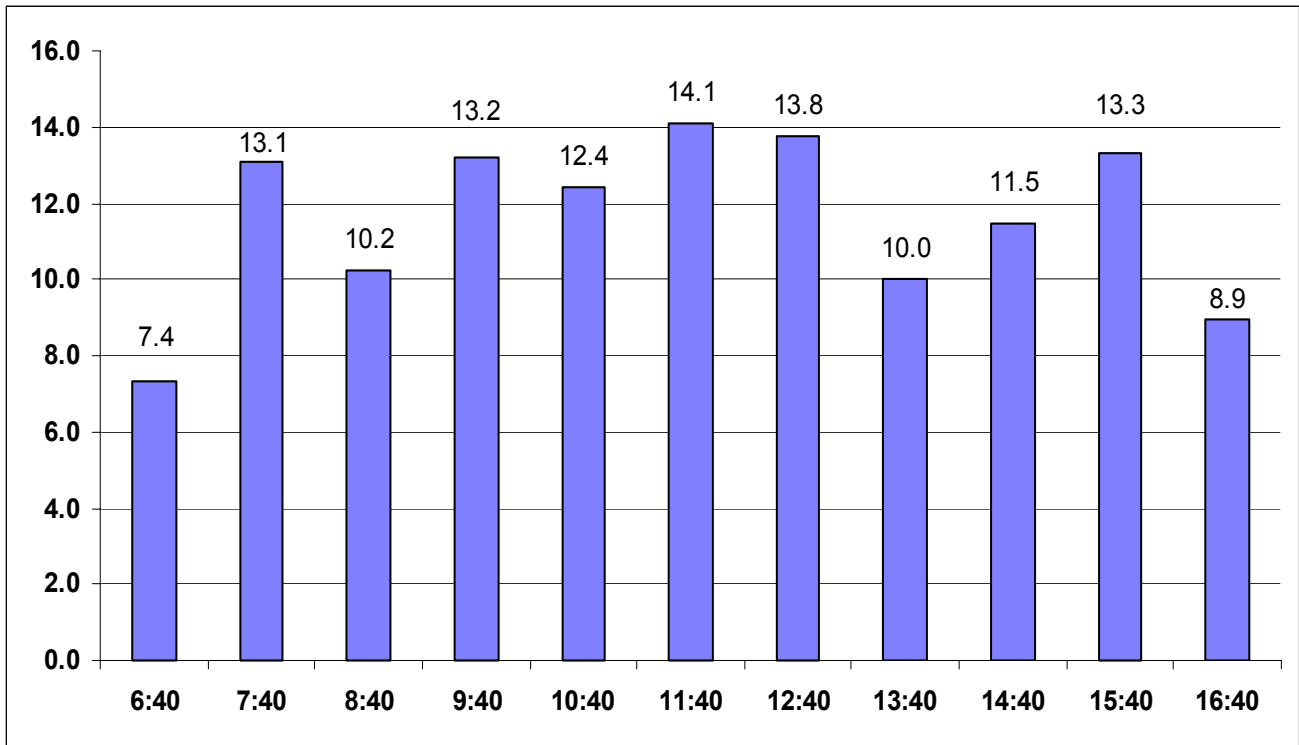
Transit Development Plan

Route Name: 7 Southern Village

Description: This route provides service to the southeast residential area of Springfield.

Route Length:	7.4	Bus Hours Per Day:	5
Trips Per Day:	10	Avg. Rides Per Day	151
Miles Per Day:	74	Avg. Rides Per Mile	2.0
Trip Time:	:30	Avg. Rides Per Hour	30.1

Average Passenger Trips By Scheduled Time



Service Points: South High School, F. F. Mueller Center, Belmont Meadows housing Development, Joint Vocational School, and Southern Village

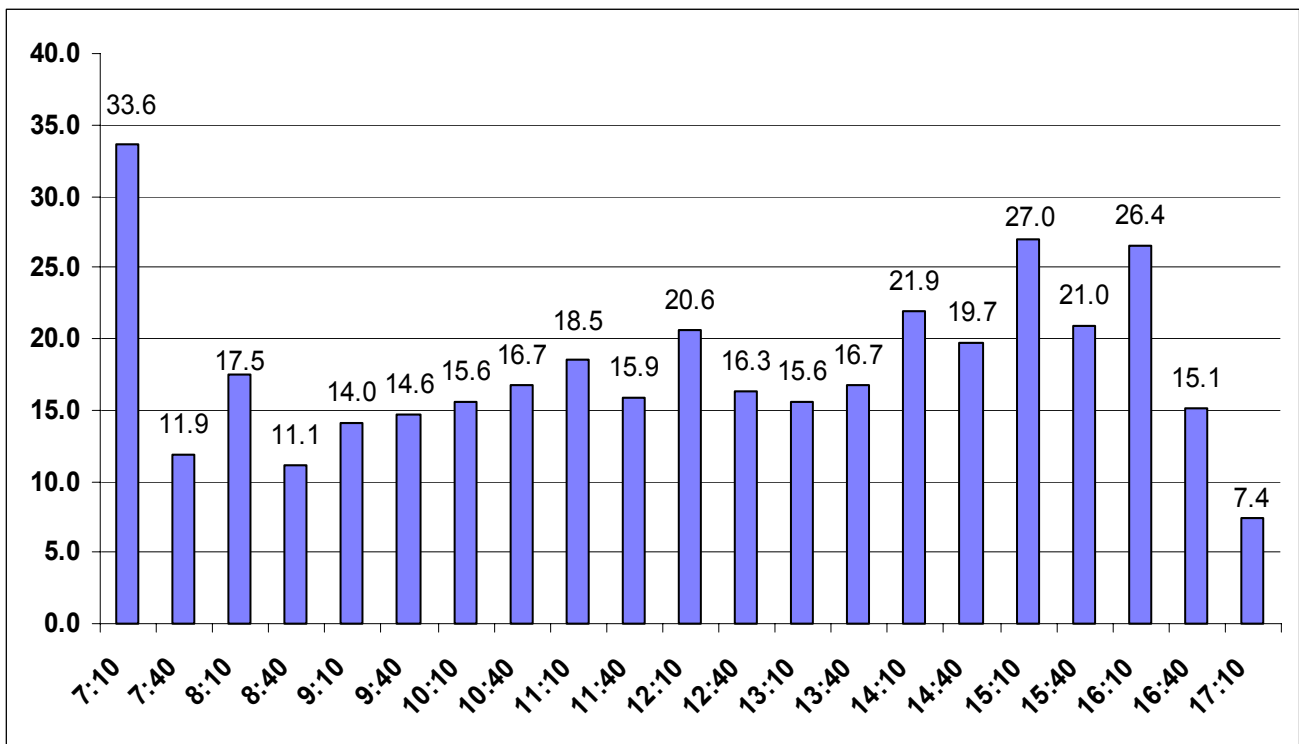
Transit Development Plan

Route Name: 8 Clark State Community College

Description: This is one of the most heavily traveled routes in the City. Heavy student usage to South High school and both the main and downtown campuses of Clark State Community College makes this short run one of the most productive in the system.

Route Length:	6	Bus Hours Per Day:	9
Trips Per Day:	18	Avg. Rides Per Day	318
Miles Per Day:	108	Avg. Rides Per Mile	2.9
Trip Time:	:30	Avg. Rides Per Hour	35.3

Average Passenger Trips By Scheduled Time



Service Points: South High School, Southgate Shopping Center, Tubman Towers Apartments (Elderly), Circus Plaza Shopping Center, Clark State Community College, Lincoln Park Apartments (Public Housing)

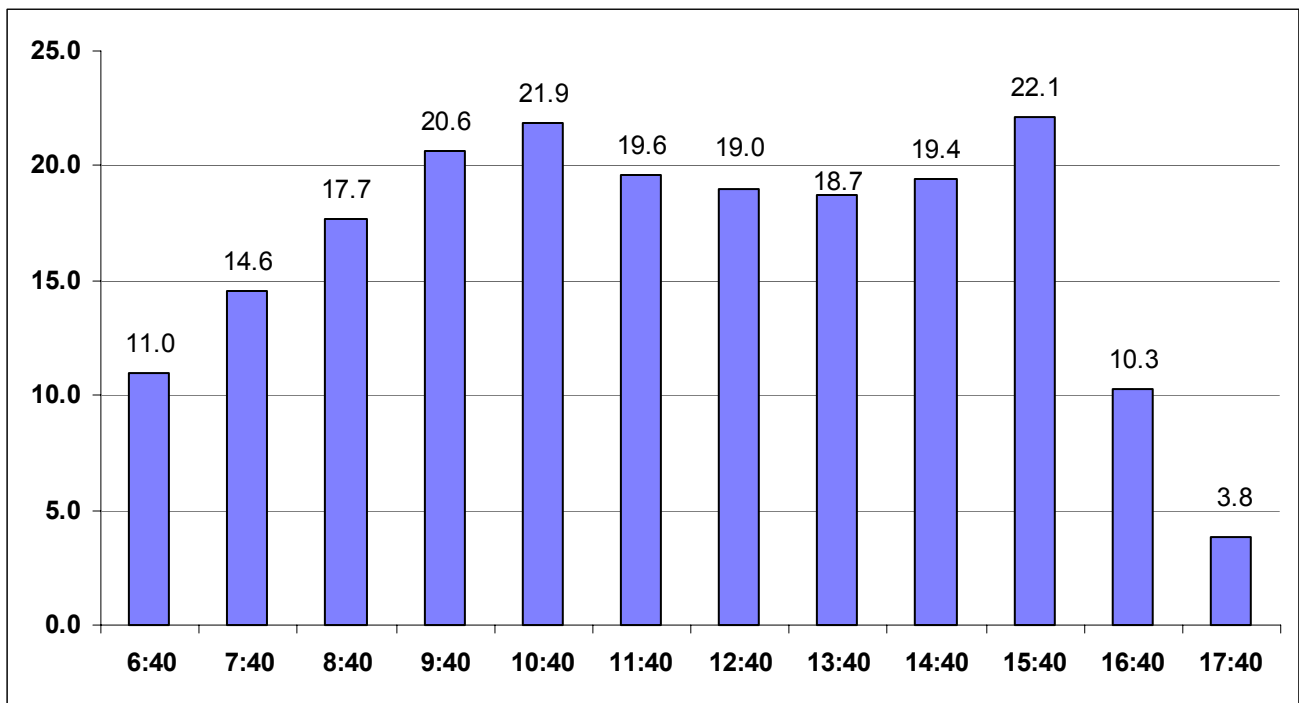
Transit Development Plan

Route Name: 9 Lexington Avenue

Description: This route provides service to the residential area east of the downtown area between High Street and Sheridan Avenue.

Route Length:	6.7	Bus Hours Per Day:	6
Trips Per Day:	12	Avg. Rides Per Day	184
Miles Per Day:	80.4	Avg. Rides Per Mile	2.3
Trip Time:	:30	Avg. Rides Per Hour	30.6

Average Passenger Trips By Scheduled Time



Service Points: Mental Health Services, Community Hospital, Burnett Plaza Shopping Center, Governor’s Manor Apartments, Catholic Central High School

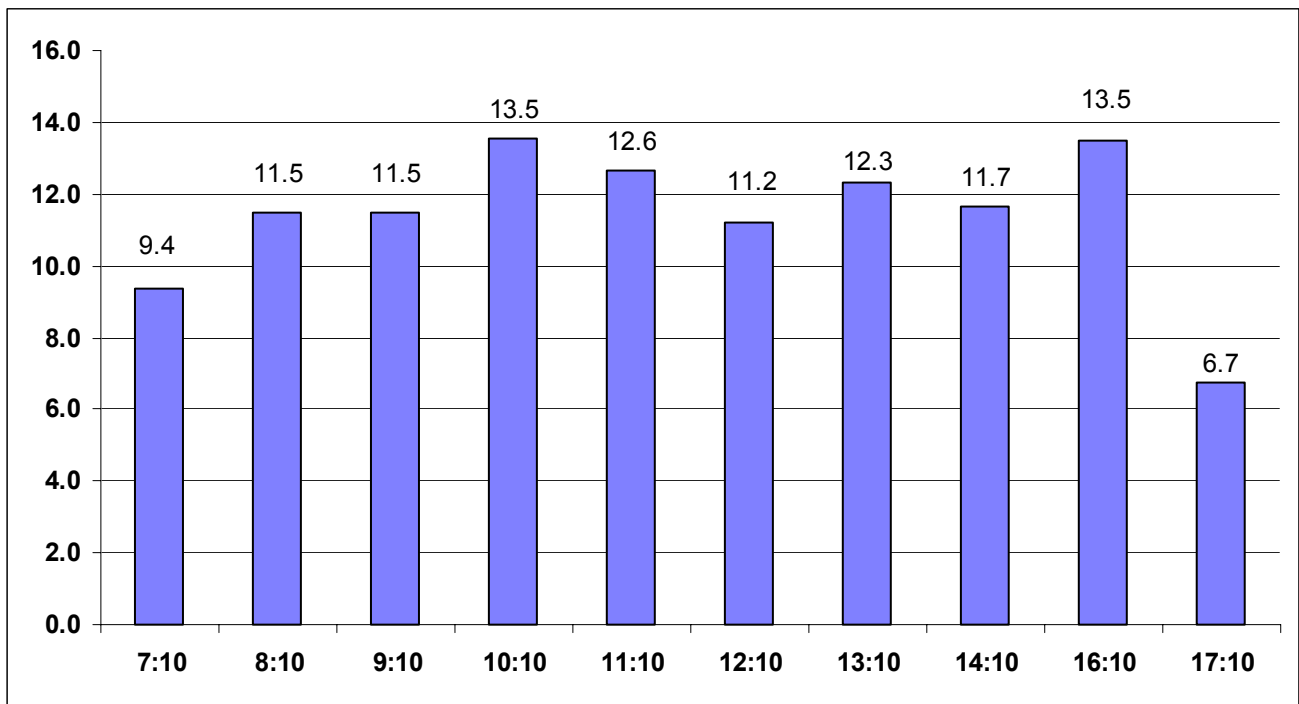
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Route Name: 10 West Pleasant Street

Description: This route was developed to provide a greater density of service to the west side of Springfield between High and Pleasant Streets. Because of low ridership, service to the Ohio Masonic Home has been terminated

Route Length:	6.9	Bus Hours Per Day:	3.5
Trips Per Day:	7	Avg. Rides Per Day	104
Miles Per Day:	48.0	Avg. Rides Per Mile	2.2
Trip Time:	:30	Avg. Rides Per Hour	29.8

Average Passenger Trips By Scheduled Time



Service Points: Greyhound Terminal, Snyder Elementary School, Western plaza, Social Security Office, Davey Moore Park, Woodford Apartments,

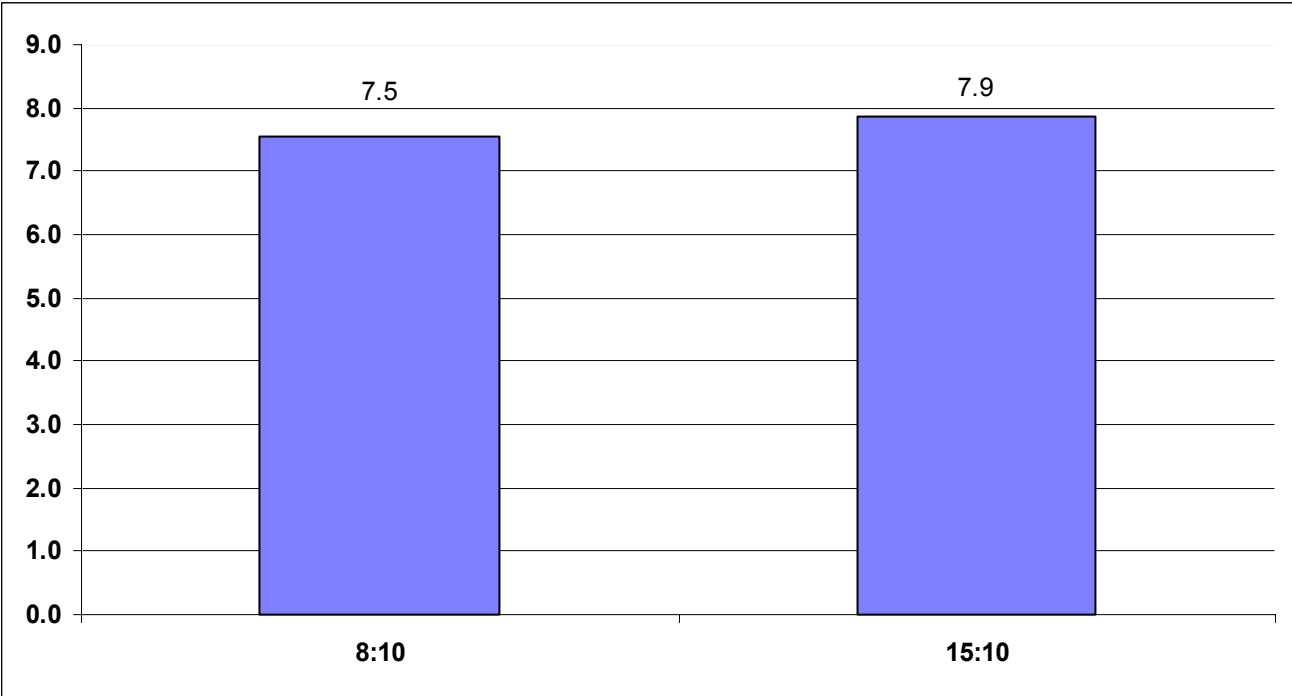
Transit Development Plan

Route Name: MR/DD Service

Description: These two runs are open to the public but are destination specific to the needs of MR/DD.

Route Length:	7	Bus Hours Per Day:	1
Trips Per Day:	2	Avg. Rides Per Day	15.4
Miles Per Day:	14	Avg. Rides Per Mile	1.1
Trip Time:	:30	Avg. Rides Per Hour	15.4

Average Passenger Trips By Scheduled Time



Transit Development Plan

REVENUES

Overall Trends

For the period, 2000 to 2004 revenue has remained relatively flat. Two exceptions to this have been Springfield Bus Pass Sales and Subsidized Fares. In 2001, because of expanded use by various service agencies, Bus Pass Sales have jumped almost 40% compared to the previous year.

Fares and Farebox Related

This category of revenue has shown mixed performance. There appears to be a shift downward for single trips, Half Fare Daily Passes and ADA Fares. Regular daily and monthly passes have had moderate increases in sales. Significant increases have been realized in Regular Bus Pass sales. This increase is the result of public and private Human Service organizations shifting to the purchase of passes for their clientele.

Despite some of these favorable trends in revenue, it has been determined that the Daily and Monthly Pass 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". With the change in the fare structure (see pages 6 & 7) it will be about a year before we will be able to determine if this is an improvement or not.

Other Revenues

In 2004 the Operations Manager assumed responsibility of the management of the advertising program for SCAT. He has been very 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. The decline continued into 2002. This ticket option is still available but is not being used

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	2000	2001	2002	2003	2004
Farebox Receipts	\$11,075	\$12,481	\$10,283	\$11,307	\$10,976
Daily Pass - Regular	\$71,121	\$70,216	\$65,922	\$66,153	\$65,392
Daily Pass - Half Fare	\$11,378	\$11,725	\$11,212	\$10,988	\$11,650
Monthly Pass - Regular	\$25,310	\$26,380	\$26,600	\$26,660	\$27,174
Monthly Pass -Half Fare	\$13,890	\$14,580	\$14,735	\$12,470	\$12,710
Bus Pass Sales	\$26,260	\$36,098	\$33,947	\$36,310	\$33,649
ADA Fares	\$3,997	\$3,094	\$3,205	\$3,557	\$3,094
ADA Bulk Ticket Sales	\$30,731	\$29,302	\$36,630	\$35,516	\$33,156
Dial-a-Ride	\$0	\$0	\$0	\$266	\$4,772
TOTAL PASSENGER	\$193,762	\$203,876	\$201,084	\$203,497	\$202,913

Transit Development Plan

FARES

OTHER TRANSPORTATION REVENUES

	2000	2001	2002	2003	2004
Advertising	\$9,128	\$13,888	\$36,790	\$22,308	\$23,461
Subsidized fares	\$29,610	\$30,582	\$33,598	\$0	\$0
Other	\$2,666	\$3,758	\$2,765	\$1,980	\$
TOTAL OTHER REVENUES	\$41,404	\$48,227	\$49,418	\$24,288	\$23,461

NON-TRANSPORTATION REVENUES

Purchase Discounts	\$56	\$24	\$765	\$0	\$0
Diesel Fuel rebates	\$11,462	\$17,066	\$15,500	\$20,214	\$16,090
Other Misc. Income	\$166	339	256	372	328
TOTAL NON-TRANS. REVENUES	\$11,684	\$17,429	\$16,522	\$20,846	\$16,418

TOTAL REVENUES	\$234,939	\$262,422	\$265,043	\$260,283	\$255,750
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EXPENSES

Most expenses for the operation of SCAT have seen only modest increases for the period 2000 to 2004. An exception to this have been the increase in the cost of health benefits. 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 28%. This increase was caused by the continuing rise in health care nationally and the decision by the SBC to purchase health coverage independently.

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 2000 to 2004 the rate slipped from 18.9% to 13.5%.

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SCAT Performance DATA 2000 – 2004

	2000	2001	2002	2003	2004
BASIC DATA					
Fixed Route Ridership	601,489	563,581	605,587	561,052	554,141
ADA Ridership	17,691	19,047	20,051	18,727	16,842
Total Bus Hours	29,268	29,652	22,661	22,384	20,472
Operating Days	254	254	254	253	255
Net SBC Expenses	\$949,788	\$1,036,093	\$1,144,518	\$1,161,000	\$1,305,478
Passenger Revenue	\$228,609	\$222,237	\$201,084	\$203,497	\$202,912
Recovery Rate	18.9%	17.2%	14.3%	15.2%	13.5%
SERVICE CONSUMED					
Ave. Daily Rides	2,368	2,219	2,384	2,218	2,173
Pass. per mile	1.72	1.60	1.7	2.0	2.0
Pass. per hour	20.6	19.0	20.4	19.4	21.0
SERVICE REVENUES					
Fare rev. per pass.	\$0.38	\$0.39	\$0.33	\$0.29	\$0.29
Advertising Revenue	\$12,066	\$10,504	\$36,790	\$22,308	\$23,461
SERVICE INPUT					
Hours per day	115.2	116.7	117.0	88.5	80.3
Miles per day	1,377.8	1,384.7	1,384	1,092	1,094
SERVICE COSTS					
Cost per pass.	\$2.01	\$2.29	\$2.32	\$2.19	\$2.48
Cost per hour	\$41.34	\$43.57	\$47.19	\$54.88	\$67.16
Cost per mile	\$3.46	\$3.67	\$3.99	\$4.45	\$4.93
SAFETY AND MAINTENANCE					
I/M Hours	8,391	8,819	8,307	8,610	9,082
Accidents	1	2	0	0	0
Roadcalls	32	44	35	3	0
Incidents/100,000	9.1	12.5	0	0	0
PEER GROUP COMPARISON					

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	PEER GROUP COMPARISON 2004			
	<u>Allen</u> County RTA	<u>Middletown</u> Transit System	<u>Richland</u> County Transit	<u>Springfield</u> City Area Transit
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-Sat	Mon-Fri
FIXED FLEET	10	6	9	15
ANNUAL MILES	190,460	212,650	255,146	276,367
ANNUAL RIDERSHIP	173,773	188,471	311,592	561,052
FARE REVENUES	\$158,412	\$85,618	\$255,039	\$198,876
AVERAGE FARE	\$0.16	\$0.32	\$0.33	\$0.39
PASSENGERS/HOUR	8.5	13.5	12.9	24.9
PASSENGERS/MILE	0.9	0.9	1.2	2.0
PASSENGERS/CAPITA	1.96	3.81	4.63	7.62
OPERATING EXPENSES	\$1,097,752	\$584,464	\$938,733	\$1,430,527
COST/PASSENGER	\$6.32	\$3.10	\$3.01	\$2.55
COST/HOUR	\$53.51	\$41.89	\$38.91	\$63.53
COST/MILE	\$5.76	\$2.75	\$3.68	\$5.18
FARE REVENUE/COST	14.43%	14.65%	27.17%	13.90%

SOURCE: "Status of Public Transit in Ohio, 2004" ODOT, Office of Transit.

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.

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FOUR YEAR PROGRAM OF PROJECTS

CAPITAL

From 1991 to 1997 the SCAT completed a phased procurement of 15 new ADA compliant buses. In 2004, the first of these vehicles became eligible for replacement. The City decided to procure "Low-floor" design buses. These vehicles replace the traditional wheel chair lift with a fold out ramp. The ramp is easier to use, deploys and stows in a fraction of the time, is significantly easier to maintain, and can be manually deployed if the bus experiences a loss of power. 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 FLEET REPLACEMENT PROGRAM

REVENUE VEHICLES

FIXED ROUTE:	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Gillig H/D (30',91)	5	-	-	-	-	-
Gillig H/D (30',94)	5	5	5	-	-	-
Gillig H/D (30',97)	5	5	5	5	5	-
Gillig H/D L/F (30')	-	5	5	5	5	5
H/D L/F (30')	-	-	-	5	5	5
H/D L/F (30')	-	-	-	-	-	5
TOTAL	15	15	15	15	15	15

Peak Hour	13	13	13	13	13	13
Spares	2	2	2	2	2	2
Reserve	-	-	-	-	-	-

ADA FLEET:	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Ford van , (96) 4+2 wc	1	-	-	-	-	-
Ford van , (01) 9+2 wc	1	1	1	1	1	1
Ford van , (02) 12+2 wc	2	2	2	2	2	2
Ford van , (04) 12+2 wc	2	2	2	2	2	2
Other van 12+2wc	-	1	1	1	1	1
TOTAL	6	6	6	6	6	6

<u>NON-REVENUE VEHICLES</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
SUPERVISORS VEHICLE	1	1	1	1	1	1
SERVICE VEHICLE	1	1	1	1	1	1
TOTAL	2	2	2	2	2	2

TOTAL VEHICLES	23	23	24	24	24	24
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Transit Development Plan

OPERATING

Possible changes to service are reviewed on an as needed basis during the year. This review considers 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 an open projects from the 2005 grant year and projects scheduled for the 2006 – 2009 grant year.

PROJECT: ADA Vans **GRANT YEAR:** 2005
FUNDING: \$100,000 **COMPLETION YEAR:** 2005
DESCRIPTION: This project is to purchase vans which have exceeded their useful life expectancy
STATUS: Specifications under development, procurement by EOY 2005.

PROJECT: Tire Sets, (6) **GRANT YEAR:** 2005
FUNDING: \$8,800 **COMPLETION YEAR:** 2005
DESCRIPTION: This is a periodic purchase of replacement tires for the fixed route buses.
STATUS: Procurement completed.

PROJECT: Office copier **GRANT YEAR:** 2005
FUNDING: \$3,700 **COMPLETION YEAR:** 2005
DESCRIPTION: This is a replacement for an existing copier that is beyond reasonable economic repair.
STATUS: Procurement completed.

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: Specifications under development with procurement expected in early 2006.

PROJECT: Tire sets (8) **GRANT YEAR:** 2006
FUNDING: \$8,000 **COMPLETION YEAR:** 2006
DESCRIPTION: These are replacement tire sets for the new buses.
STATUS: Procurement pending funds availability.

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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 system. This software will allow for better scheduling to provide more trips with available resources. This software will also provide for automated utilization and activity reports that will allow for better management of these assets.

STATUS: Specifications under development with procurement expected in early 2006

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: Specifications under development with procurement expected in early 2006

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. With the passage of the 2005 – 2009 Transportation Bill, FTA funding targets for SCAT will support continued current rates of service for the fixed route, ADA paratransit and Dial-a-Ride programs. The local share for the Transit program comes out of 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.

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.

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. The City is expected to exercise its fourth year operating option for the Springfield Bus Company in November of 2005. The process of selecting a service provider will start in the late spring of 2006.

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

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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 was passed by Congress and signed by the President at the end of this summer.

AMERICANS WITH DISABILITIES ACT

The ADA provides a comprehensive framework and approach for ending discrimination against persons with disabilities. This includes access to the City's fixed route bus system or comparable paratransit service. To comply with this legislation the City of Springfield has adopted a plan, which identifies goals, provides guidelines, and sets standards to establish this program.

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.

CLEAN AIR ACT

The Clean Air Act of 1990 mandates reductions in particulate material and other emissions from internal combustion engines and other sources of air pollution. There are a variety of options available to achieve these reductions. These include: alternative fuels, retrofitting of pollution capture systems, and complete replacement of vehicle engines. The practicality and economic feasibility of each of these options, singly and in combination are reviewed annually. In this way, the City is able to plan for any changes in their fleet relative to air quality issues.

FUTURE SERVICE LEVELS

Expansion and changes to service will be reviewed annually. In 2001 RLS and Associates, a transportation consulting agency, was contracted by the TCC to review the status of the Springfield City Area Transit system. Additionally, scenarios were developed to provide a variety of additional services in the Springfield area and throughout Clark County. How to fund these various service options, when and where to implement them are questions that are under an ongoing review by the City of Springfield and Clark County.

REVENUE / EXPENDITURES

The Federal transportation bill was finally reauthorized in 2005. Since SCAT does not have a dedicated funding source, it is essential for continued support from FTA through this

legislation. Fortunately, with the reauthorization, transit support from FTA has been maintained and will increase over the life of the legislation.

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