

Lake Norman Rural Planning Organization

Fiscal Year 2005-2006 Community Transportation Systems Summary Report

Centralina Council of Governments

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Staff Contact

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Introduction: The Lake Norman Rural Planning Organization (RPO) is a voluntary association of local governments that combine to provide a cooperative unified voice to advocate for funding and projects, and a forum for dialogue with the NCDOT for integrated multi-modal transportation planning in the area. Transit planning is one of many kinds of transportation planning the RPO performs. This document serves as a database and comparison of the most recent (Fiscal Year 2005-2006) statistics submitted to the NCDOT, and may serve as a document by which neighboring counties and transit providers may share strategies and techniques to provide an efficient and effective transit service to members of their communities.

Please use caution when comparing statistics between providers or to a North Carolina state average. The largest of the four transit providers had annual expenses of less than two million dollars during this period. One-time expenses, staff shortages, or the loss of a service contract can have a significant impact on operations, and make comparisons difficult. As an example, during Fiscal Year (FY) 2005-2006, Gaston County ACCESS had a hiring freeze that limited the number of vehicles available to serve demand. Please note that the definitions and statistics provided do not consider lift transports, how many riders were children or how many riders were senior citizens.

FY 2005-2006 was notable for the dramatic increase in fuel prices for all four transit systems. This led to increases in expenses, and decreased several measures of effectiveness detailed in this report, particularly that only one of the systems operated with a surplus at the end of the fiscal year. Despite this added expense, the four systems carried over 429,000 passengers during the fiscal year, which is an increase of over 21 percent since FY 03-04. This increase is even more notable since ridership on the Transportation Lincoln County system decreased by over 80 percent during this time. This decrease is partially explained by a loss of contracts and a general reorganization during that time. The NCDOT is working with Lincoln County to improve performance.

The types of information listed for each of the county Community Transportation Systems (CTS), or in the instance of Lincoln County, Human Service Provider, are as follows:

- Total Passengers
- Total Vehicles
- Total Service Miles
- Vehicle Service Hours
- Vehicle Service Miles
- Expenses
- Revenue

This report includes the raw data for the above statistics, as well as normalized statistics based on population, vehicles, and other variables. All figures are from the FY 2005-2006 data submitted to the North Carolina Department of Transportation. All per capita figures were calculated using 2000 census totals.

For more information regarding individual figures, please contact the individual transit system directly.

Transportation Administration of Cleveland County

Executive Director: Thomas K. Crider

Phone: 704-482-6705

E-Mail: tacc1@bellsouth.net

Gaston County ACCESS

Transportation Coordinator: Margaret Darby- Taylor

Phone: 704-866-3207

E-Mail: mtaylor@co.gaston.nc.us

Iredell County Area Transit System

Coordinator: Ben Garrison

Phone: 704-832-2342

E-Mail: bgarrison@co.iredell.nc.us

Transportation Lincoln County

Transportation Director: Roger Huffman

Phone: 704-732-9061

E-Mail: rhuffman@lincolncounty.org

Definitions:

Deadhead - Miles and hours that a vehicle travels when out of revenue service. This includes leaving and returning to the garage, changing routes, etc., and times when there is no reasonable expectation of carrying revenue passengers. However, it does not include charter service, school bus service, operator training, maintenance training, etc. For non-scheduled, non-fixed-route service (demand-responsive), deadhead mileage also includes the travel between the dispatching point and passenger pick-up or drop-off.

Passenger Miles – The total number of miles traveled by passengers on transit vehicles; determined by multiplying the number of unlinked passenger trips by the average length of their trips.

Revenue Miles / Hours (Vehicle) - The distance in miles / hours that a revenue vehicle is operated while it is available for passenger service. The miles/hours a vehicle travels while in revenue service. Vehicle revenue miles/hours exclude travel to and from storage facilities, training operators prior to revenue service, road tests, breaks and deadhead travel, as well as school bus and charter services.

Service Miles / Hours - The total number of miles / hours traveled by transit vehicles while providing service. Starts when the vehicle leaves the depot and stops when the vehicle returns to the depot. Includes deadhead miles / hours. Service Miles / Hours does not include breaks, lunch, fueling or maintenance, etc.

Trip/Unit Cost, fixed and graduate - A flat fee is charged per trip regardless of miles traveled. A flat fee is charged for the vehicle use, plus an additional rate for miles traveled, which may vary based on total miles.

Unlinked passenger trip - The number of passengers who board public transportation vehicles. A passenger is counted each time she or he boards a vehicle even though she or he may be on the same journey from origin to destination. Also called passengers, passengers carried, passenger trips. Passenger trips do not include cancellations and no shows.

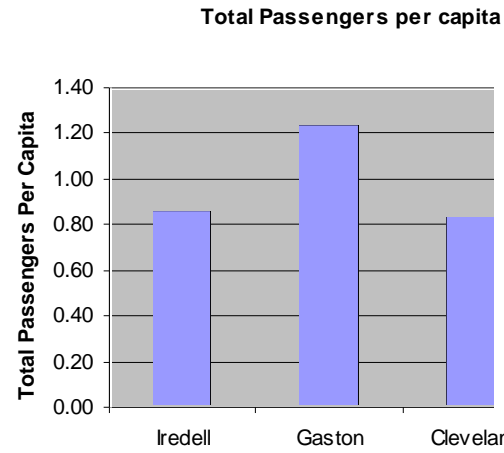
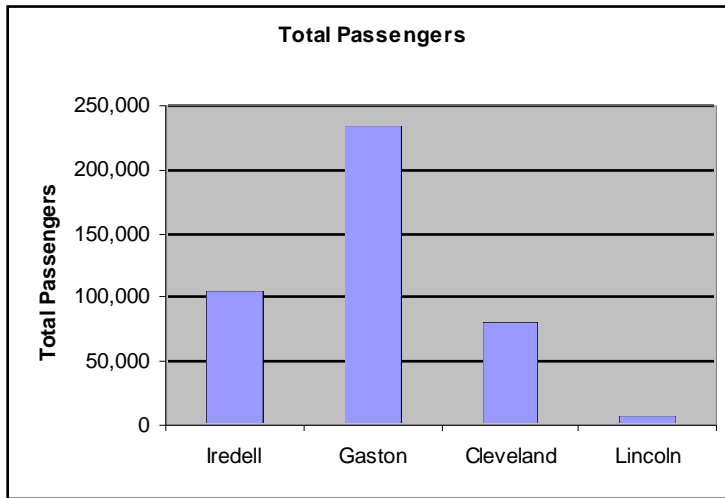
Vehicle Service Miles & Hours

- Includes deadhead miles. Formula = Total VM + Total VH/ number of passengers
- Uses information collected about the vehicle trip- Difference between beginning mileage from vehicle pullout and ending mileage from vehicle pull in; difference between pull out and pull in time divided by number of passengers on vehicle.

Vehicle Revenue Miles & Hours

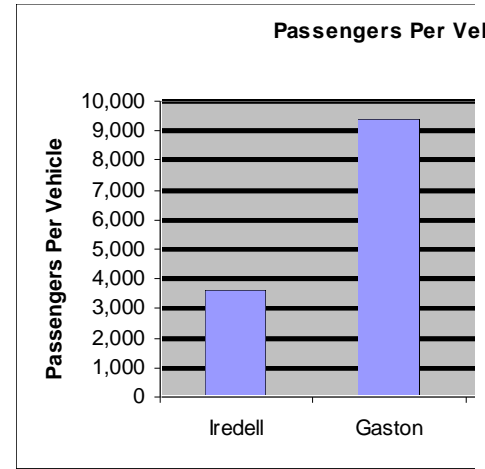
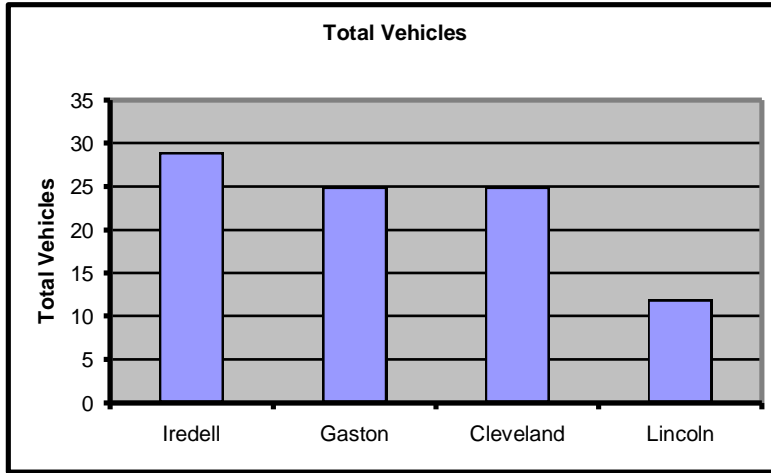
- Excludes deadhead miles. Formula = Difference between mileage of first passenger pickup and mileage from last passenger pickup/number of passengers
- Uses same information as above, as well as the difference in mileage from the first passenger pickup to the last passenger drop off = “Revenue Miles”.

Service Utilization



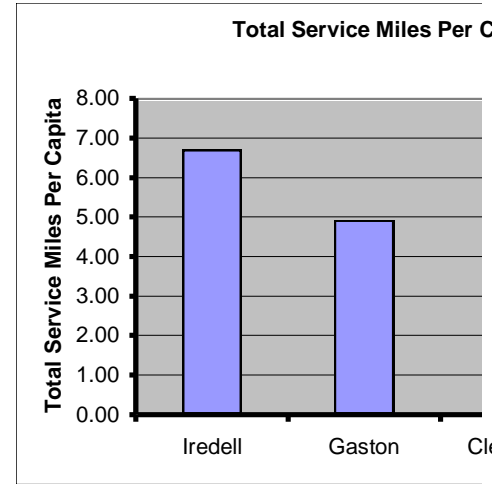
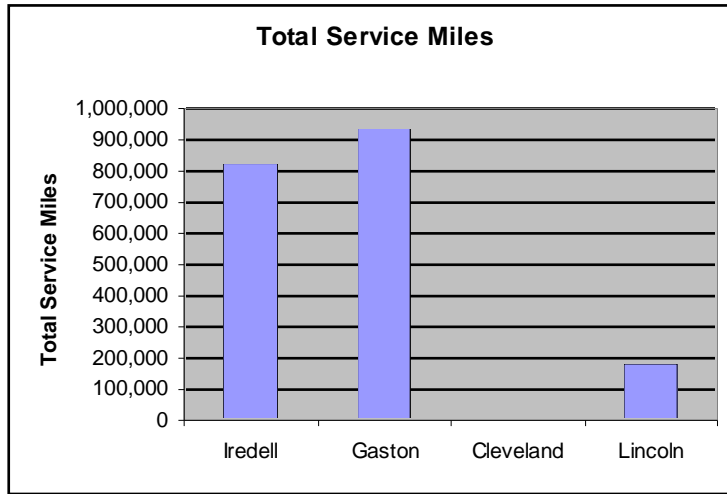
County	2000 Population	FY 05-06 Total Passengers	FY 05-06 Pass
Iredell	122,660	105,796	
Gaston	190,365	235,023	
Cleveland	96,287	80,846	
Lincoln	63,780	8,014	

Operational Statistics



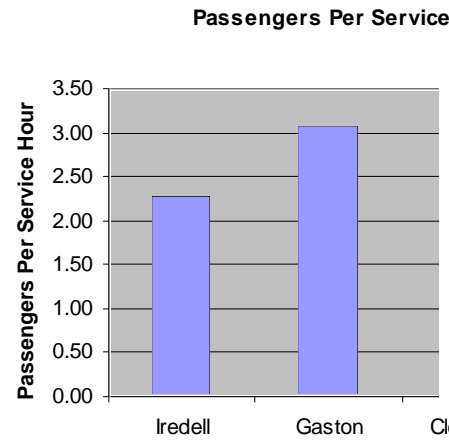
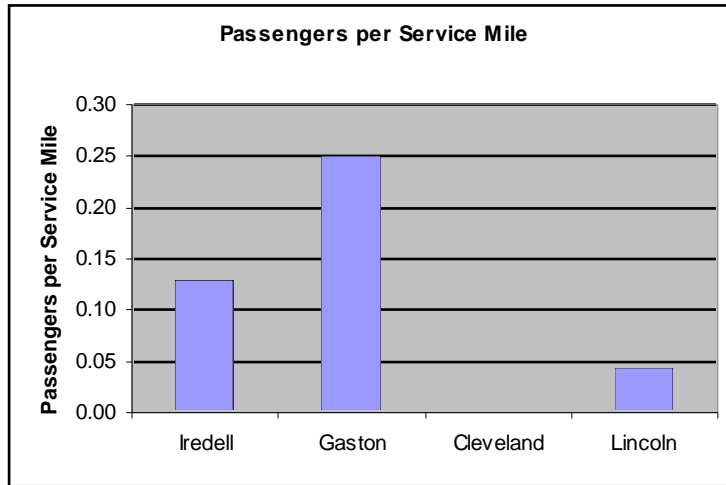
County	FY 05-06 Vehicles	FY 05-06 Total Passengers	FY 05-06 Passengers Per Vehicle
Iredell	29	105,796	3,683
Gaston	25	235,023	9,401
Cleveland	25	80,846	3,234
Lincoln	12	8,014	668

Operational Statistics



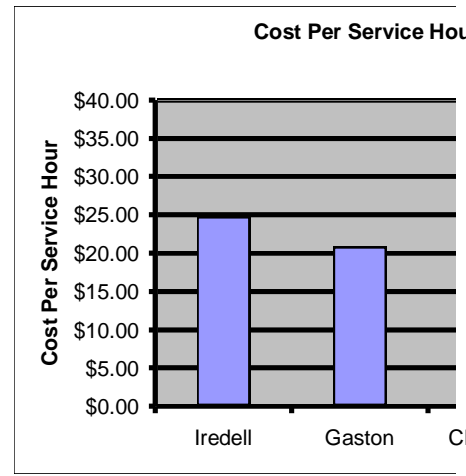
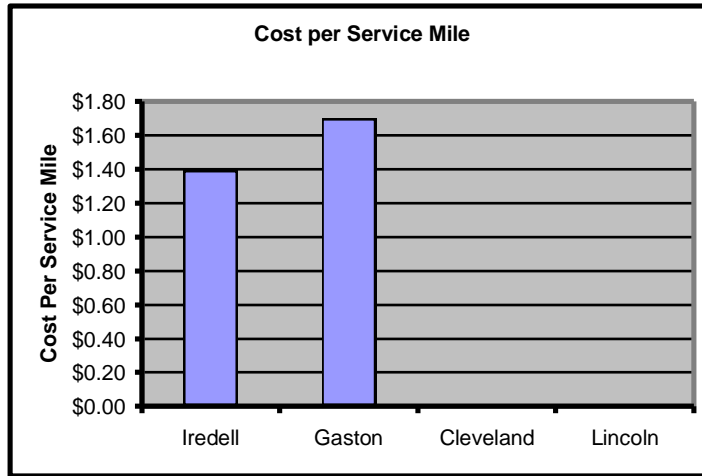
County	2000 Population	FY 05-06 Total Service Miles	FY 05-06 total per
Iredell	122,660	824,143	
Gaston	190,365	939,781	
Cleveland	96,287	Not Reported	Not
Lincoln	63,780	182,878	

Operational Statistics



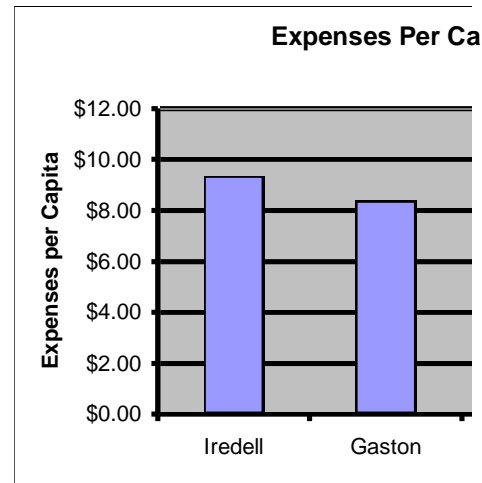
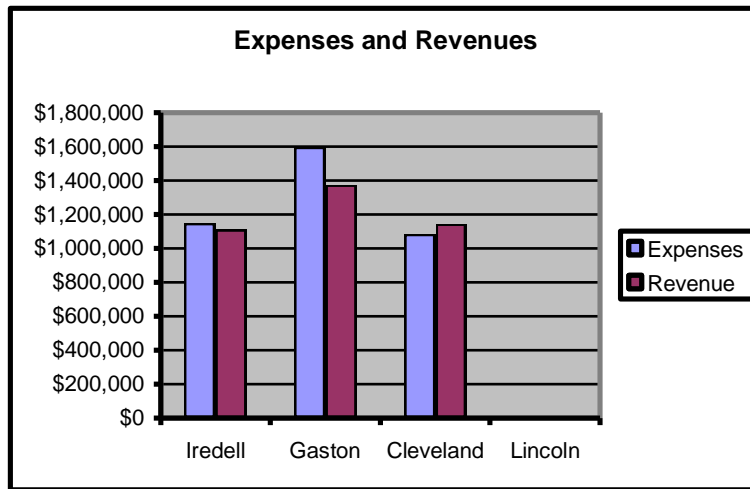
County	FY 05-06 Passengers per Service Mile	FY 05-06 Passengers per Hour
Iredell	0.13	2.28
Gaston	0.25	3.08
Cleveland	Not Reported	2.75
Lincoln	0.04	0.89
Statewide		

Operational Costs



County	FY 05-06 Costs per Service Mile	FY 05-06 Costs per Service Hour
Iredell	\$1.39	\$24.82
Gaston	\$1.70	\$20.94
Cleveland	Not Reported	\$36.93
Lincoln	Not Reported	Not Reported
Statewide		

Expenses and Revenues



County	2000 Population	FY 05-06 Expenses	FY 05-06 Revenues	FY
Iredell	122,660	\$1,149,482	\$1,112,832	
Gaston	190,365	\$1,599,645	\$1,378,612	
Cleveland	96,287	\$1,084,504	\$1,147,545	
Lincoln	63,780	Not Reported	Not Reported	