

## Transit Development Plan Summary Sheet

The Transit Development Plan (TDP) prepared for and with information provided by the Allen County Regional Transit Authority (ACRTA), addresses the FY 2008-2012 planning period. The document provides a comprehensive overview of past and present public transportation services within Allen County, Ohio. The report identifies the responsibilities associated with providing safe, reliable, efficient, and comfortable transportation services to the general public. The TDP is submitted by the ACRTA in an attempt to document the adequacy of public transportation services currently being provided and to provide the rationale to justify the use of Federal, State and local monies in the provision of such services. The objective of the TDP is three-fold: (1) to document the present nature and scope of public transit services; (2) to assess the adequacy of existing transit services and propose alternatives; and, (3) to provide a detailed rationale for the FY 2008-2012 Capital Improvement Schedule.

Productivity for transit systems is measured in various ways, including ridership, hours-of-service, miles-of-service and ridership-per-mile. Because of a lack of local match funds in 2007, ACRTA restructured FR routes, dropping 5,000 miles, 816 trips, and 411 revenue hours from the system. During 2007, the ACRTA system realized the following:

- The FR system experienced an 11.89% decrease in ridership over 2006.
- The FR system ridership totaled 164,375 passenger trips and 13,560 special service riders.
- UPLIFT saw a 10% increase in ridership, even though the service area decreased by 34.51%.
- Costs-per-operation-mile was \$67.27.
- Exceeding industry standards of 15 passengers-per-hour, ACRTA averaged 15.3.
- Total operational costs for UPLIFT was \$383,651.
- Costs-per-passenger trip was \$27.13 with 17,586 passengers transported.
- Uplift costs-per-mile were \$6.52.

Funding public transit in Allen County continues to be a significant issue. The decline in Federal and State funding is expected to continue, or remain stagnant, and does not support the increased operating costs associated with fuel, liability insurance, and increasing personnel costs. Local match funds are required to secure both Federal and State funds and the inability to acquire sufficient local match funds is placing increasing financial pressure on ACRTA. Other local revenues come from a variety of sources including: local jurisdictional support, fares-for-service, vending machine sales, sale of advertising, service contracts, etc.

ACRTA actual revenues/expenses in 2007 were as follows:

- Federal operational funding in 2007 totaled \$795,921, but ACRTA was unable to drawdown over \$50,000 because there was no local match.
- The City of Lima and Allen County collectively contributed \$150,000, 11% of total operating expense.
- The City of Lima, also, contributed \$50,000 as local match funds for the purchase of a bus.
- Earned income in 2007 was \$325,522 accounting for close to 28% of ACRTA's total system costs.
- Total revenues were \$1,409,218; total operational expenses were \$1,352,405.

Increased local funding must be identified if public transportation is expected to continue. Future funding must prove sufficient to address operational expenses and capital needs, including rolling stock and maintenance of ACRTA properties. Coordinating services - contracting for services with other transportation providers - may help ACRTA increase route mileage while gaining local match.

The Transit Development Plan is available for comment online at the LACRPC website – [www.lacrpc.com](http://www.lacrpc.com)—Click on the “What’s New” icon and then the link to the or visit the LACRPC at 130 W. North Street, Lima - weekdays between 8:00 a.m. and 5:00 p.m., or call 419-228-1836.