

Lake Norman Rural Planning Organization

Fiscal Year 2003-2004 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 several kinds of transportation planning the RPO performs. This document serves as a database and comparison of the most recent (Fiscal Year 2003-2004) 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 or loss of a service contract can have a significant impact on operations, and make comparisons difficult. As an example, during Fiscal Year (FY) 2003-2004, Cleveland County had major capital expenses that included building a large storage structure; purchase of eight new vans; pay down of a building loan; investment in new radios; and purchase of a new commercial lawnmower. 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 2003-2004 was actually the first year that Iredell County Government operated the transit system. For years the system was managed and operated by a not-for-profit organization, and for sixteen months prior to the county taking over the system, the system services were contracted with a private for-profit vendor. The revenues shown in this report included surcharge monies collected by the contractor for the local match requirement of the NCDOT, but actually paid to Iredell County in FY 2003-2004. Also, NCDOT replacement vehicles that fiscal year were actually purchased under the budget figures, thus adding revenue to the system.

The types of information listed for each of the county Community Transportation Systems (CTS) 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 2003-2004 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

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.

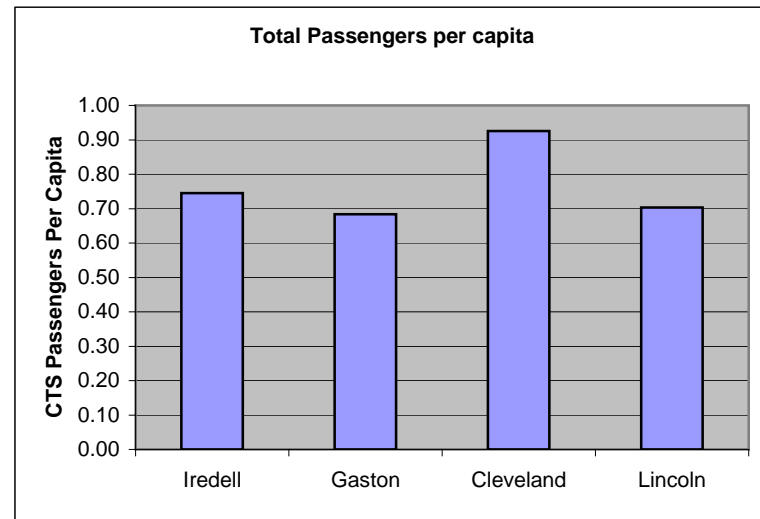
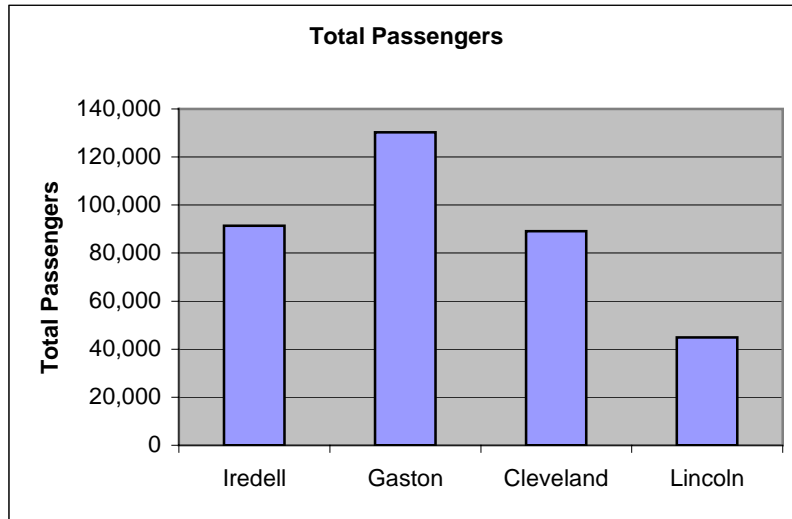
Vehicle Service miles & hours

- 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

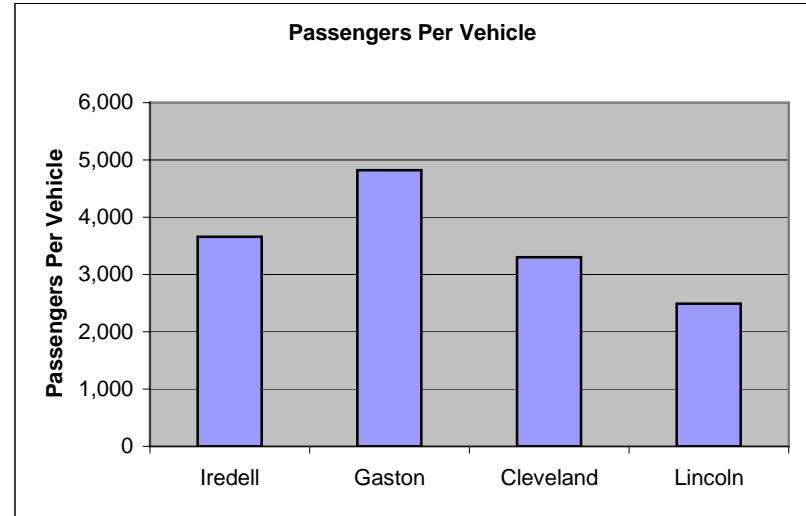
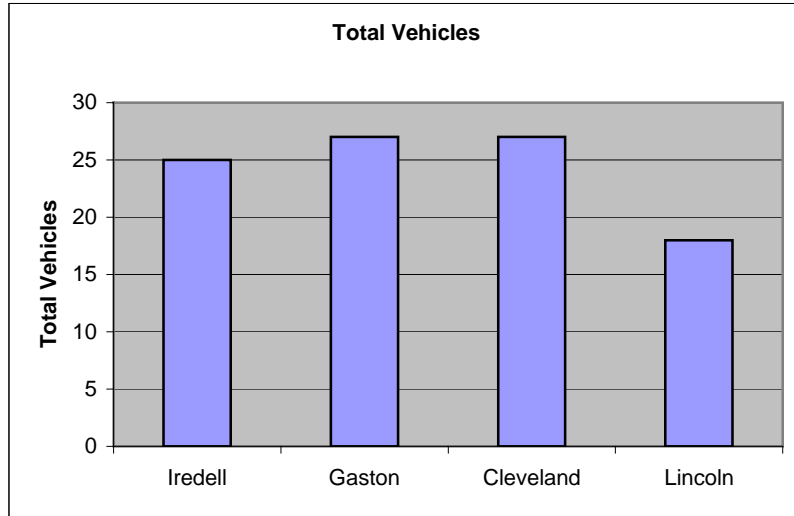
- Excludes deadhead miles. Formula = Difference between mileage of first passenger pickup and mileage from last passenger pickup/number of passengers
- Uses same information as above, as well as the difference in mileage from the first passenger pickup to the last passenger drop off = “Revenue Miles”.

Service Utilization



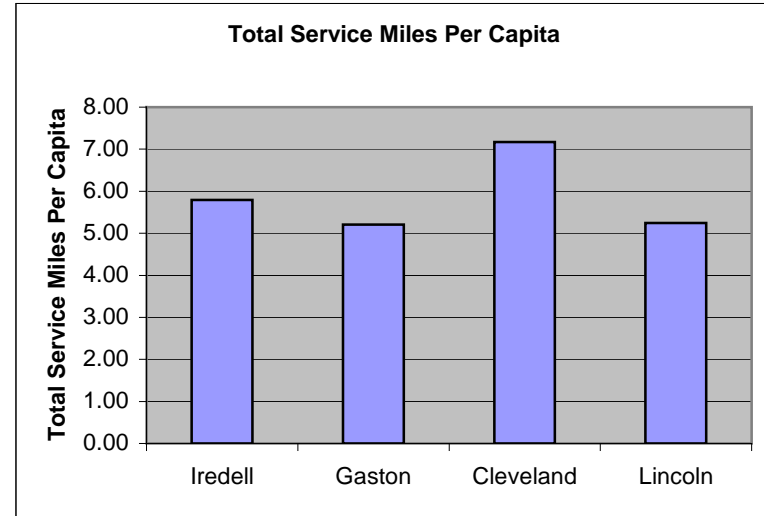
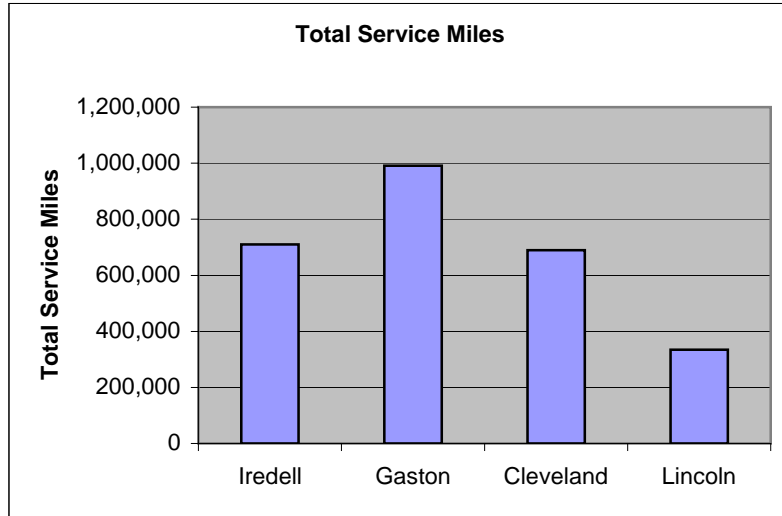
County	2000 Population	FY 03-04 Total Passengers	FY 03-04 Passengers Per Capita
Iredell	122,660	91,421	0.75
Gaston	190,365	130,224	0.68
Cleveland	96,287	89,151	0.93
Lincoln	63,780	44,854	0.70

Operational Statistics



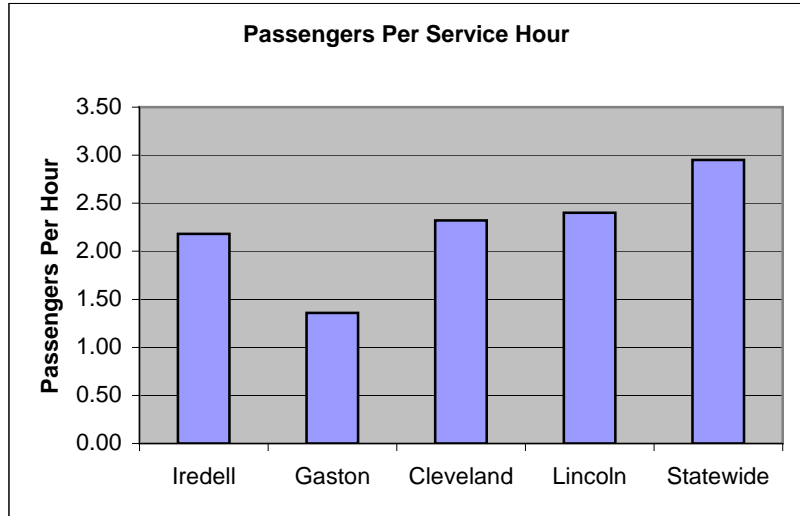
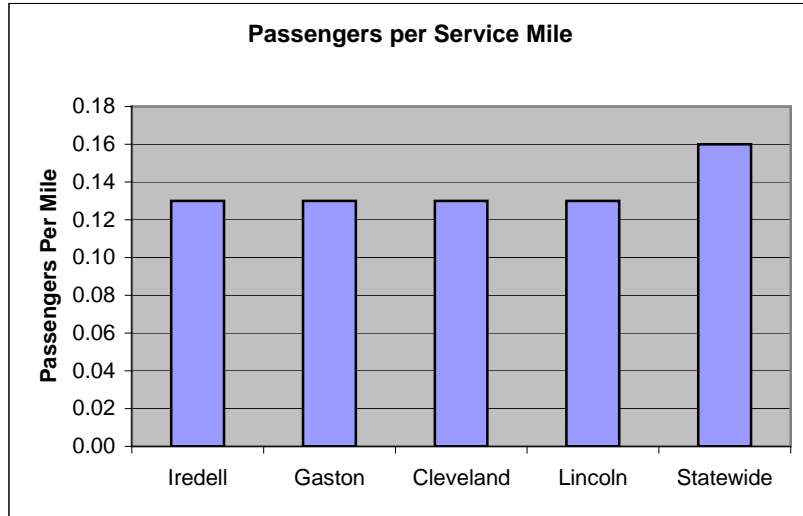
County	FY 03-04 Vehicles	FY 03-04 Total Passengers	FY 03-04 Passengers per Vehicle
Iredell	25	91,421	3,657
Gaston	27	130,224	4,823
Cleveland	27	89,151	3,302
Lincoln	18	44,854	2,492

Operational Statistics



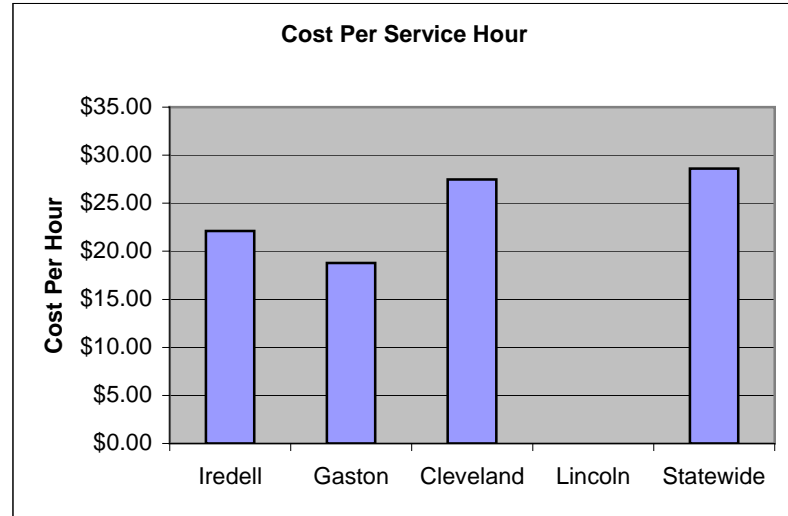
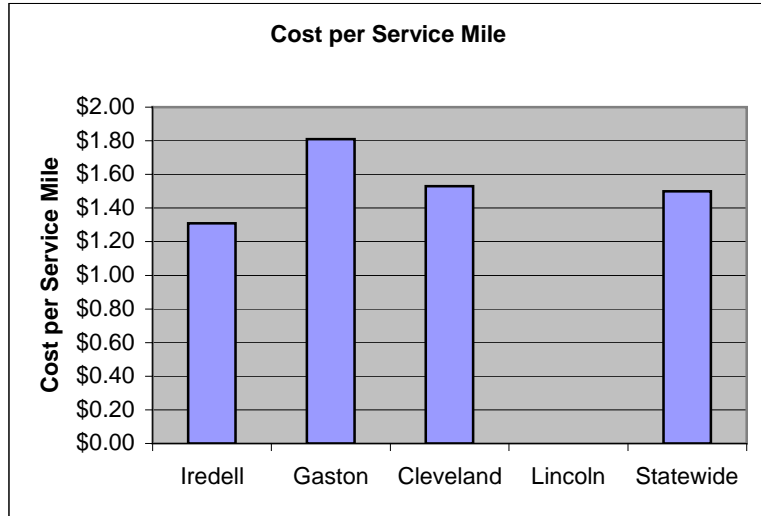
County	2000 Population	FY 03-04 Total Service Miles	FY 03-04 total Service Miles per Capita
Iredell	122,660	710,279	5.79
Gaston	190,365	991,256	5.21
Cleveland	96,287	690,073	7.17
Lincoln	63,780	334,296	5.24

Operational Statistics



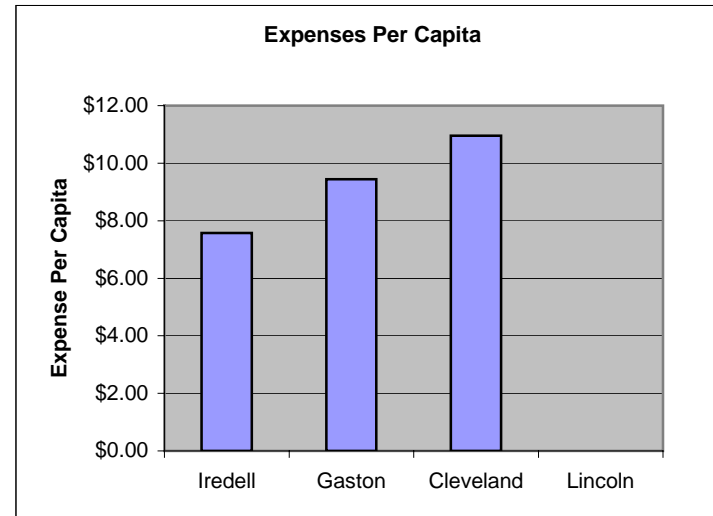
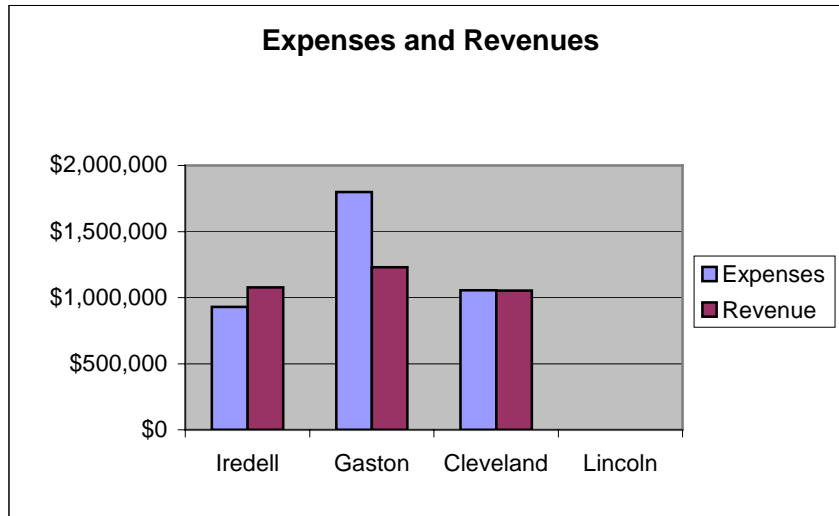
County	FY 03-04 Passengers per Service Mile	FY 03-04 Passengers per Service Hour
Iredell	0.13	2.18
Gaston	0.13	1.36
Cleveland	0.13	2.32
Lincoln	0.13	2.40
Statewide	0.16	2.95

Operational Costs



County	FY 03-04 Costs per Service Mile	FY 03-04 Costs per Service Hour
Iredell	\$1.31	\$22.12
Gaston	\$1.81	\$18.79
Cleveland	\$1.53	\$27.46
Lincoln	Not Submitted	Not Submitted
Statewide	\$1.50	\$28.59

Expenses and Revenues



County	2000 Population	FY 03-04 Expenses	FY 03-04 Revenues	FY 03-04 Expense per Capita
Iredell	122,660	\$929,553	\$1,078,318	\$7.58
Gaston	190,365	\$1,798,239	\$1,229,598	\$9.45
Cleveland	96,287	\$1,055,032	\$1,052,632	\$10.96
Lincoln	63,780	Not Reported	Not Reported	Not Reported