



***TRANSPORTATION TOMORROW:2030***

***PLACEMAKING  
FOR PROSPERITY***

**BC TRANSIT/OFF-  
CAMPUS COLLEGE  
TRANSPORT  
CONSOLIDATION  
PLANNING STUDY**

**BINGHAMTON METROPOLITAN  
TRANSPORTATION STUDY**

June 2010

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The Binghamton Metropolitan Transportation Study's current long range plan *TRANSPORTATION TOMORROW 2030 ~ PLACEMAKING FOR PROSPERITY*, in its Public Transit Service section details the existing public transit operations and the different agencies that provide services within the BMTS planning area (Figure 1).

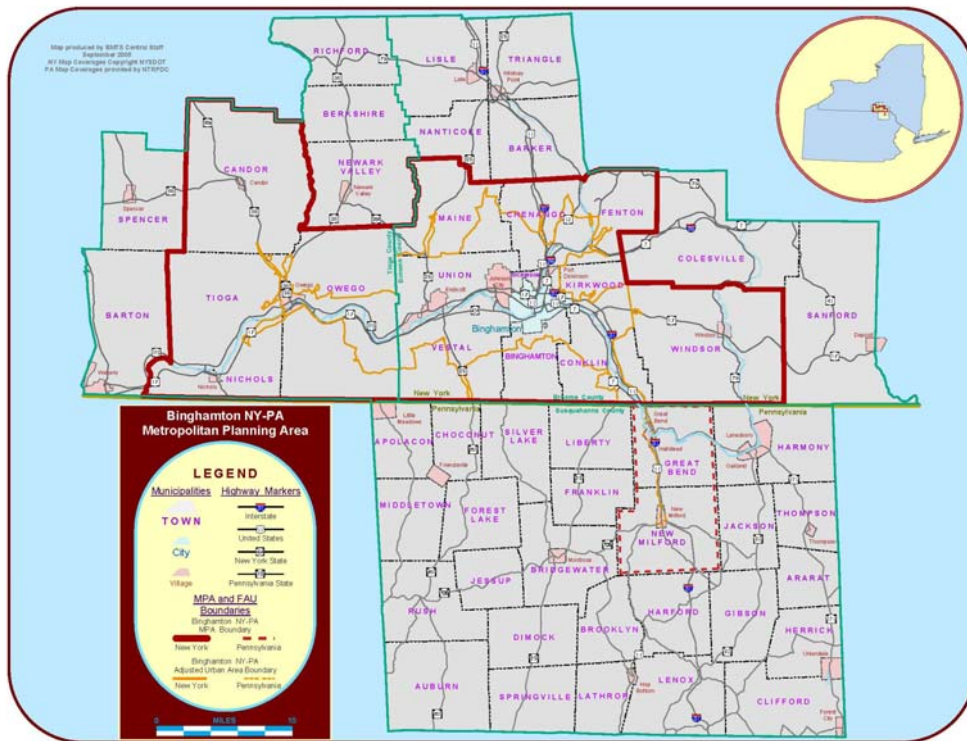


Figure 1

Currently there are three different transit operators that service Broome and Tioga County: Broome County Department of Public Transportation, Tioga County Public Transit, and Off-Campus College Transport (OCCT), which is a student-run Binghamton University transportation service. Although there are three different transportation providers, Broome County is the primary operator of public transit service in Greater Binghamton. It runs B.C. Transit (BCT), an urban fixed-route system, B.C. Lift, an urban paratransit service, and B.C. Country, a rural paratransit service. Tioga County operates a modest fixed-route/route-deviation service, and paratransit. OCCT is a fixed-route system open only to University members.

The Binghamton Metropolitan Transportation Study's current long range plan *TRANSPORTATION TOMORROW 2030 ~ PLACEMAKING FOR PROSPERITY* states:

“This Plan supports creating a single transit operation in Greater Binghamton, while acknowledging that achieving this will be challenging. Three separate transit services within the metropolitan area do not serve residents well; the separation of the BC Country rural service is also an artificial construct from the users’ perspective. Efficiencies can be gained by fully integrating Broome County and Tioga County transit services, as well as that provided by Binghamton University’s Off Campus College Transport service to provide for a single robust public transit service for all users.”

*PLACEMAKING FOR PROSPERITY, p. 38*

The current arrangement of three operators in such a small geographical area creates obvious inefficiencies in the use of public funding and also creates barriers to providing convenient service

to riders. Often there is duplication between the fixed-route services provided by OCCT and BCT. This study will analyze Broome County's B.C. Transit and Off-Campus College Transport's existing systems and look at the opportunity to take a more regional and comprehensive approach at determining what is most cost efficient and most convenient for the riders of the systems. Tioga County Public Transit will not be analyzed within this study since its presence is very small within Broome County and its services in general are more rural in nature than either of the other two operators. Consolidation of this system may be researched at a later time.

Consolidation of the multiple transit systems in the area will also support the recommended scenario found in the long range plan of revitalizing the urban core by providing its users with the most efficient, convenient, and cost effective public transit services. At a time when all governments are facing severe financial constraints, there is a national trend to reduce transit service, at a time when many people need it the most. Consolidation may have the additional benefit of reducing costs and avoiding service reduction.

### **Analysis of Current Systems:**

#### **B.C. Transit**

B.C. Transit serves the urbanized core of Broome County (City of Binghamton, Johnson City, Endicott and Vestal) on a fixed-route system<sup>1</sup>. Weekday service begins with the first bus leaving the BC Junction at 5:20 AM and service ends at approximately 12:30 AM, Saturday service is from 5:20 AM to approximately 10:45 PM, and Sunday service is from 9:50 AM to approximately 5:45 PM. BCT employs fifty-four full time drivers and sixteen part time drivers. They have forty-four 40' and five 25' heavy duty buses in their fixed route fleet. They run a total of nineteen routes with 37 buses running during their peak times. BC Transit uses what is known in the transit industry as a pulse system, where the BC Junction (located at the corner of Carroll Street and Hawley Street in the City of Binghamton) is the heart of the system. At 15 minutes and 45 minutes past the hour, up to 13 of BC Transit's buses meet at the BC Junction, allowing passengers to either transfer to other buses or remain downtown. As of the fall of 2010, the BC Junction will be at the new transit terminal located at the corner of Henry Street and Chenango Street in the City of Binghamton. BC Transit also runs BC Lift, a dial-a-ride service for eligible persons with disabilities living in the BC Transit service area, as required by federal law, and BC Country, a dial-a-ride service for rural Broome County residents.

B C Transit's current budget is funded through the Federal Transit Administration, New York State Transit Operating Assistance, farebox revenue, and Broome County. New York State Transit Operating Assistance provides funding on a formula basis to public transit systems in the state that charge a fare to its riders.

#### **Off Campus College Transport**

OCCT operates a fleet of ten heavy-duty buses also on a fixed-route system. They employ approximately 60 drivers (some part time and some full time). All of the drivers are students of Binghamton University but are required to have a Commercial Drivers License (CDL) and comply with all requirements of New York State Vehicle & Traffic Law §19-A.

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<sup>1</sup> Fixed-route buses travel along a specified or fixed path and riders can board and exit the bus at designated bus stops or flag stops along this predetermined path.

According to OCCT’s website the service schedule is based on the University Calendar. A full schedule is run during the fall and spring semesters. During the summer class sessions a seasonally reduced schedule is used. There is no service during the University’s spring break or from the end of the spring semester to the beginning of the summer sessions and from the end of the summer sessions to the beginning of the fall semester. During the University’s winter break OCCT runs a demand response van. During the spring 2010 semester the service operated seven days a week, Monday through Friday from 7:00am – 12:30am and Saturday and Sunday from 9:00am through 12:30am. In addition to their regular fixed-route service OCCT also runs three “late night” routes on Friday and Saturday from midnight through 4:00am for the safety and convenience of the University students. According to their website, OCCT runs twelve routes. Three of the routes circulate on-campus only.

Unlike public operators, who are prohibited by federal law to provide charter services OCCT is permitted to provide this type of service. They provide charter service to organizations or groups affiliated with the University. Their buses can travel in New York State within a 100 mile radius from the University.

OCCT’s current budget is funded through the Student Association, other campus organizations, and Binghamton University.

### Service Area

The full extent of the BC Transit fixed-route system can be seen in Figure 2. Figure 3 shows a map of the OCCT fixed-route system and where the two systems overlap.

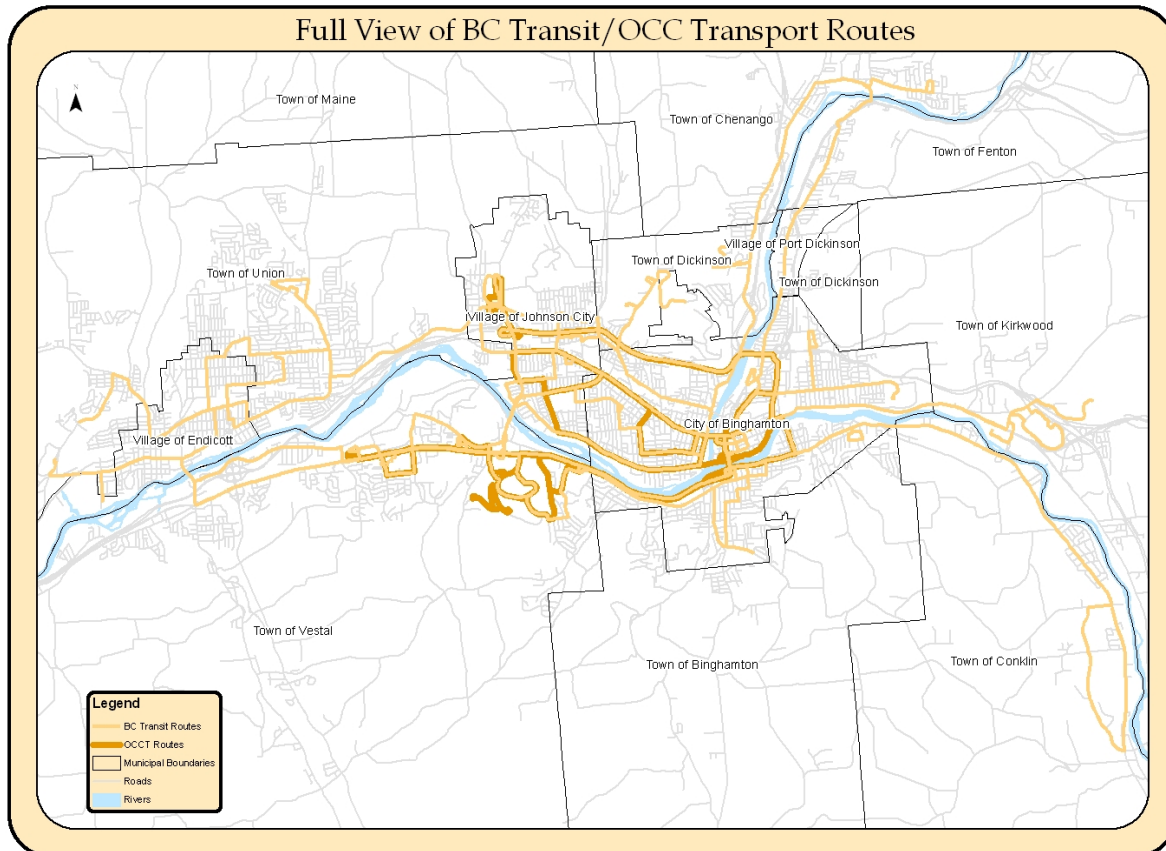


Figure 2

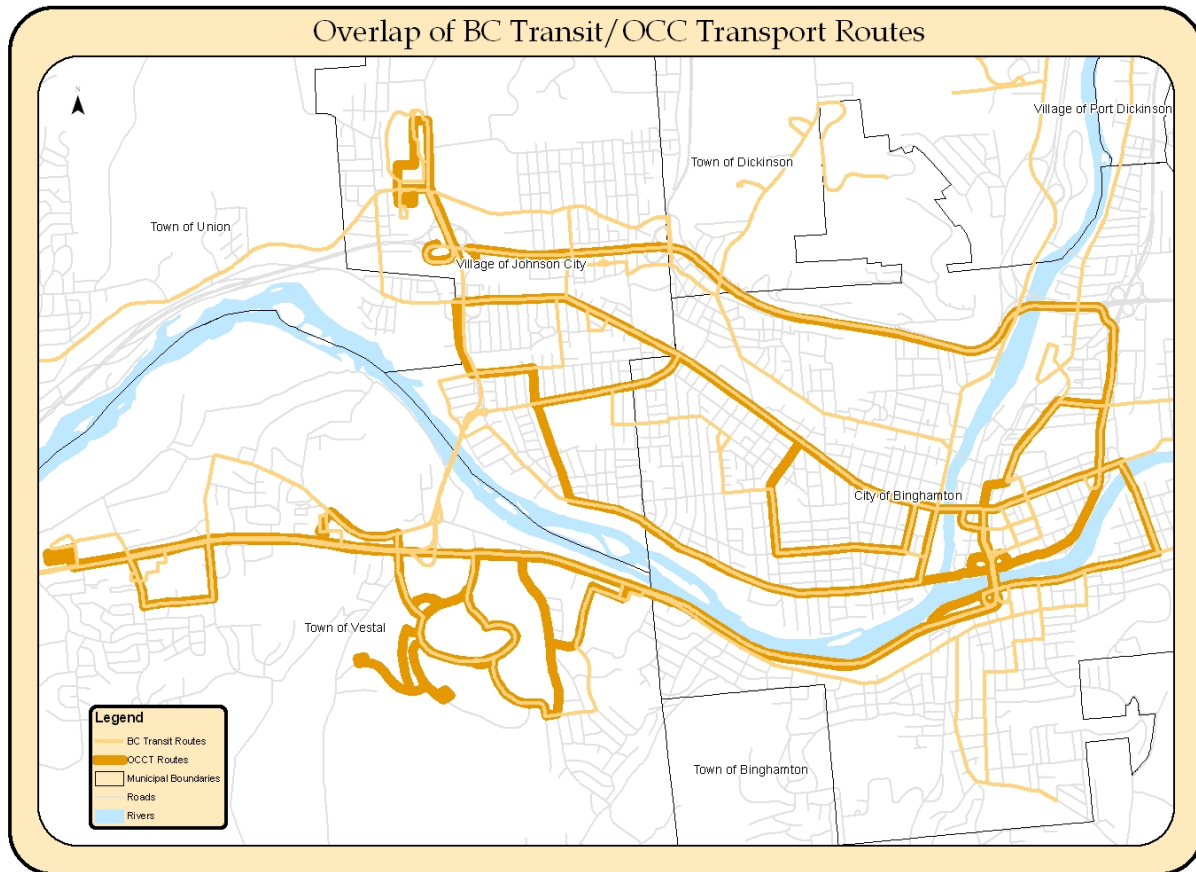


Figure 3

**Ridership numbers and Trends**

Through agreements the University has with BCT and OCCT, students may ride either bus system for free. In the most recent contract negotiated between Binghamton University and Broome County, faculty and staff can now also ride the BCT buses for free.

**OCCT**

Ridership, which is determined by counting each single one-way trip, for OCCT for the fall 2008 semester (the most recent available) show that there were approximately 313,615 riders across all routes. This number includes a single count for on-campus shuttles as described above. The on-campus shuttles have a significant number of riders but are not comparable to the fixed-route services of BCT. For purposes of analysis, this number will be removed from the total riders for easier comparison of OCCT off-campus routes and BCT.

The busiest routes for OCCT are the JC Westside, the University Downtown Campus, and the Riviera Ridge (which includes Town Square Mall). OCCT ridership for the fall 2008 semester is shown in Figure 4.

OCCT Ridership by Route - Fall 2008

Route	Total Weekday	Total Weekend	Total Riders	% Total	% Total (Minus Shuttles)
JC	100299	9627	109926	35%	46%
On-Campus Shuttles	67058	7494	74552	24%	
UDC	39868	0	39868	13%	17%
RR	18199	8829	27028	9%	11%
OAK	7974	8406	16380	5%	7%
Leroy	16689	7114	23803	8%	10%
SSM	0	2750	2750	1%	1%
Bing	10297	2011	12308	4%	5%
ITC Shuttle	7000	0	7000	2%	3%
Totals:	267384	46231	<b>313615</b>	100.0%	100.0%

Figure 4

When Binghamton University is in session, ridership on OCCT is much higher than when the University is out of session. The modified summer schedule is reflective of those times of lower ridership. OCCT does not have ridership numbers available by time of day so it is not possible to determine peak periods of usage.

It should be noted that the on-campus shuttles are a necessary and important means for students to move around campus and should be retained regardless of the outcome of this study.

BCT

Figure 5 shows the monthly breakdown of riders with yearly totals for 2006-2009.

BCT Ridership				
	2006	2007	2008	2009
Jan	236,529	244,309	256,708	234,482
Feb	250,093	234,203	262,570	257,932
Mar	274,414	274,992	265,589	287,585
Apr	239,301	241,313	293,933	257,682
May	248,497	264,578	270,964	251,398
Jun	196,337	223,755	241,501	226,945
Jul	193,680	205,360	245,485	232,020
Aug	236,846	258,728	271,683	243,870
Sep	277,529	275,927	300,923	293,613
Oct	284,843	320,015	315,966	303,343
Nov	265,519	286,553	261,996	262,662
Dec	233,867	233,409	259,005	251,811
<b>Total:</b>	<b>2,937,455</b>	<b>3,063,142</b>	<b>3,246,323</b>	<b>3,103,343</b>

Figure 5

Ridership counts over the last four years show the months where ridership is consistently the highest and the months where ridership is consistently the lowest. The months where ridership is lowest are January, June, July and December. Below is a chart showing this trend. These months coincide with the times that Binghamton University is not in session. When looking at riders by type of fare payment, the trend is the same for the Binghamton University pass. The months where there is the lowest number of BU passes being used are the months of January, June, July, and December. This indicates that a portion of Binghamton University students are already riding the BCT system and affect ridership trends.

**Characteristics of Binghamton University Students**

Binghamton University completed a study in July 2009 titled *An Analysis of Binghamton University’s Off-Campus and Non-Permanent Population*. One of the goals of the University’s study was to provide data to determine if the existing routes of BCT and OCCT are able to adequately serve those students who rely on these services. The study looked at where the students live off-campus and their proximity to either bus service. The locations of 5,958 students, or 71.42% of the 7,972 off-campus students, were known and mappable. Approximately 50% of the students with known and mappable off-campus residences live in the City of Binghamton, 27% live in the Town of Vestal, and 8% live in the Village of Johnson City. These percentages are approximations based on student’s reported addresses and survey data. Of these students included in the data, 92% of them live within 5 miles of the University with 78% living within 3 miles.

It was determined that approximately 75% of off-campus students included in the data live within ¼ mile of an OCCT route. 86% live within ¼ mile of a BCT route and 86% live within ¼ mile of either bus system’s route. A ¼ mile buffer was used as this was thought to represent a logical walking distance to any given bus stop.

The survey, administered by Binghamton University, also asked the following question regarding the use of OCCT and BCT:

Below, for each mode of transportation listed, please indicate the number of times per week you use that mode to travel to or from the campus (for example, to campus is one trip and from campus is a second trip). If the frequency is not at all (you do **not** use that mode), please place a zero in the blank.

OCCT “Blue Buses”	_____	Carpool	_____
Broome Transit (BCT)	_____	Walk	_____
Personal Auto/Truck	_____	Bicycle	_____
Motorcycle	_____		

From the above question, the following data was obtained: 29% of the students surveyed used indicated that OCCT was their most frequently used mode of transportation to and from campus. 21% indicated that their most frequently used mode was BCT. More than half (54%) of the survey respondents indicated that they used OCCT buses at least once a week and 36% use BCT at least once a week for trips to and from campus. Of those students surveyed who do not choose to use either bus system, the number one reason why they chose another mode of transportation was an “inconvenient schedule”. This data suggests that BCT route locations are, in general, located in



close proximity to the residences of a large percentage of off-campus Binghamton University students.

### **Alternatives to Current System Configuration**

The purpose of this study is to develop and evaluate alternatives to the current system that will improve efficiency, eliminate redundancy, and be cost-effective.

Alternative #1: No Change. BCT and OCCT would remain separate entities as they are now. Each would continue to run separate routes and schedules and Binghamton University would continue to have a contract with both systems. Broome County is under severe financial constraints and has made service changes for the summer of 2010 due to affordability issues.

Binghamton University's transportation services account has been running at a deficit for the last two years and is projected to continue to run a deficit into the future. A restructuring of services and/or finances will be required to keep the account solvent in the future. The University is currently working with the Student Association to reduce operational costs, increase fees and contributions by other student groups, and also to potentially convert its current bus storage facility into a repair facility which will assist in reducing operational costs since more repairs would be able to be completed in-house. They will continue to look at all options which would allow the University to provide efficient and cost effective transportation for the Binghamton University student population. It should be noted that OCCT announced a limited schedule during April of the spring 2010 semester.

Alternative #2: Broome County would take over all of the services provided by OCCT. This would be a total merger of the two systems. This alternative would result in a single transit system serving the general public, Binghamton University students, and Binghamton University faculty and staff. After further analysis of this alternative it was determined that this alternative would be feasible but not cost-effective.

As noted previously, BCT is prohibited by federal law to provide charter services. Under this scenario if the University would still like to provide charter service they would have to contract trips out to a private bus company, either through a blanket contract or on an individual event basis. If BCT were to continue to provide on-campus shuttles as OCCT currently does, these routes would have to be open to the public since BCT is a public transportation system. These on-campus routes would most likely not attract any other riders besides Binghamton University students and faculty and therefore would not seem like a reasonable addition to the BCT route schedule. Ridership numbers provided by OCCT show that the on-campus shuttles carry a large number of students and eliminating them would eliminate a service that is well used by the student population.

If BCT were to continue to provide the late-night runs that OCCT currently does they would have to also provide complementary paratransit service for the same time period as required by Federal law. The demand for paratransit service from the hours of midnight to 4:00AM is presumed to be very low. A mechanic would also have to be available for those hours and the bus garage staffed. The costs incurred by providing these services would far outweigh the benefits associated with running the late night buses.

Alternative #3: Broome County would assume all of the off-campus fixed route services that are currently provided by OCCT. A separate organization, OCCT, a new organization, or Binghamton University itself, would provide service for on-campus shuttles, late-night runs, and charter service.

The first issue to be resolved is a determination of which BC Transit routes would be used by current OCCT riders, and whether those routes can accommodate the additional riders at either current or enhanced level of service.

Service implications for this alternative are based on available data. Ridership data by route and time-of-day was obtained for a period of a month (October 2009) for Routes 15, 35, 23, 5 for BCT. These routes were chosen because they cover popular student origin and destination locations, and are therefore the most likely to absorb OCCT riders. The average numbers of riders over the specific time periods was determined to see whether or not certain routes were near capacity. Since hourly data is not available from OCCT it was not possible to determine peak periods of ridership. Anecdotal data from interviews and observation of the busses leads to a conclusion that the peak times for the top OCCT routes are from approximately 7:30am to 12:00pm, Monday through Friday for those students travelling from their residences to campus and to downtown Binghamton. Other peak times also exist on Thursday, Friday, and Saturday evenings from 10:00pm – 11:00pm for those students travelling from campus to downtown Binghamton. Appendix A shows the average ridership by time of day for the routes discussed above during times at which estimated ridership would be highest for Binghamton University students.

It will be important to determine whether BCT could accommodate more passengers during the times of highest ridership for OCCT on the routes that travel the most similar path. BCT buses allow 44 seated riders and 16 standing riders for a total of 60. The number decreases by a few if the wheelchair slots are being used.

It appears that the selected routes have enough capacity to accommodate more riders during the estimated peak periods of ridership for Binghamton University students.

Continuous evaluation of routes and schedules would be necessary to accomplish a rational delivery of transit service to the public. If deemed necessary, BCT would have to purchase additional buses to accommodate the demand on certain routes if capacity is not available. Broome County would have to invest approximately \$55,000 per bus based on a 10% local, 10% state, and 80% federal share of Federal Transit Administration money. It is important to note that Federal Transit Administration (FTA) money is not necessarily available to meet all bus purchase needs. The FTA §5307 block grant is distributed yearly on a formula basis, and may be used by the recipient for either capital projects or operating assistance. Broome County receives about \$3 million annually, which has not been enough to meet its fleet replacement needs.

A majority of the service provided by OCCT would be absorbed by BCT. Since BCT bus drivers are members of Amalgamated Transit Union (ATU) and hiring is governed by Broome County and NYS Civil Service regulations, the current student drivers of OCCT would have to meet requirements for the position of Coach Operator to be eligible for hire.

OCCT and/or the University would have to determine the ability/cost effectiveness to run and maintain the buses necessary to continue on-campus shuttles, late-night, and charter services.

## **Faculty and Staff**

There are approximately 2,500 employees at Binghamton University. They are permitted to ride the OCCT buses for free and with the most recent contract with BCT they are also permitted to ride BCT's fixed-route system for free. Encouraging faculty and staff to use public transportation can be beneficial to the University by reducing the demand for parking space on campus. This could also lead to a decrease in maintenance costs for parking on campus if less parking overall is needed.

There are two approaches that could be used to encourage faculty and staff to use the bus system. The first would be to offer a valuable incentive to those who chose to use public transportation. The second would be to make "convenient" parking much more expensive. Using both of these approaches together would most likely produce the highest amount of people using the bus system.

## **Conclusion**

Based on recommendations in the Binghamton Metropolitan Transportation Study's current long range plan *TRANSPORTATION TOMORROW 2030 ~ PLACEMAKING FOR PROSPERITY*, this study is meant to analyze further moving toward having a single transit operator to service the metropolitan area. This recommendation was made in an effort to eliminate inefficiencies in the use of public funding and provide convenient service to riders.

This study provides three alternatives to the current situation. The first alternative, where both BCT and OCCT remain separate entities, provides few cost saving opportunities or service improvements for either system. Current fiscal conditions necessitate route and service reductions for each system. These reductions provide cost savings to the transit systems during this time of financial uncertainty; there is the opportunity for service restoration if the fiscal situation improves.

The costs and benefits of alternative #2 are analyzed as well. Since BCT is a public transit agency that charges a fare, they receive State Transit Operating Assistance (STOA). They would be able to collect additional STOA money per passenger per one-way trip gained by the increase in Binghamton University students using the system. Depending on the cost to BCT of running the campus shuttles, late-night routes, and complementary paratransit service BCT may or may not see an improvement in the bottom line financials. The cost of running the campus shuttles and late-night routes may outweigh the increase in STOA revenue. If the increased ridership were to exceed available capacity, Broome County may need to purchase additional buses. Under this scenario Binghamton University still intends to maintain a contractual relationship with Broome County for access of students, faculty, and staff to BC Transit; the value of the contract will dictate whether the University saves money.

Alternative #3 is where Broome County would assume only the off-campus fixed route services that are currently provided by OCCT. A separate organization (OCCT, a new organization, or Binghamton University itself) would provide service for on-campus shuttles, late-night runs, and charter service. Under this scenario Broome County would see an increase in STOA revenue because of the increase in passengers. If the increased ridership were to exceed available capacity, BCT may need to purchase additional buses under this scenario as well. Binghamton University would have the cost of running the campus shuttles, late-night runs, and charter services (or other organization) and would also have a contract with Broome County for access to fixed route services. Cost savings would depend on the contract amounts for these services.

By rationalizing transit service delivery in the BC Transit service area, there is the potential for improving overall service to transit users. Additional revenue to Broome County through both NYSTOA and farebox may offset the need for service reductions in the short term; and offer an opportunity for increased service over time. A recent trend by private developers to build student housing in downtown Binghamton further integrates the university population into the community. This integration, seen as a positive trend, would be supported by having a single transit system.

# **APPENDIX A**

## BCT Route 15: Ridership by time of day for peak periods October 2009

	Total Riders	Average
7:30am - 8:00am		
Monday	399	28.5
Tuesday	466	38.8
Wednesday	298	24.8
Thursday	695	34.8
Friday	281	21.6
		29.7

	Total Riders	Average
8:00am - 8:30am		
Monday	168	24
Tuesday	225	25
Wednesday	122	17.4
Thursday	280	28
Friday	238	23.8
		23.64

	Total Riders	Average
8:30am -9:00am		
Monday	266	33.3
Tuesday	333	33.3
Wednesday	344	34.4
Thursday	454	32.4
Friday	332	27.7
		32.22

	Total Riders	Average
9:00am - 9:30am		
Monday	216	21.6
Tuesday	275	34.4
Wednesday	248	24.8
Thursday	472	39.3
Friday	216	21.6
		28.34

	Total Riders	Average
9:30am -10:00am		
Monday	182	22.8
Tuesday	156	19.5
Wednesday	207	29.6
Thursday	205	18.6
Friday	247	27.4
		23.58

	Total Riders	Average
10:00am - 10:30am		
Monday	224	28
Tuesday	198	24.8
Wednesday	195	27.9
Thursday	253	25.3
Friday	258	28.7
		26.94

	Total Riders	Average
10:30am -11:00am		
Monday	162	20.3
Tuesday	212	26.5
Wednesday	390	48.8
Thursday	362	32.9
Friday	168	18.7
		29.44

	Total Riders	Average
11:00am - 11:30am		
Monday	220	27.5
Tuesday	169	21.1
Wednesday	185	30.8
Thursday	193	21.4
Friday	307	30.7
		26.3

	Total Riders	Average
11:30am -12:00pm		
Monday	204	29.1
Tuesday	209	26.1
Wednesday	140	28
Thursday	222	24.7
Friday	192	21.3
		25.84

## BCT Route 35: Ridership by time of day for peak periods October 2009

	Total Riders	Average
7:30am - 8:00am		
Monday	174	21.8
Tuesday	242	26.9
Wednesday	145	29
Thursday	258	28.7
Friday	305	30.5
		27.38

	Total Riders	Average
8:00am - 8:30am		
Monday	323	32.3
Tuesday	365	30.4
Wednesday	324	32.4
Thursday	435	27.2
Friday	552	34.5
		31.36

	Total Riders	Average
8:30am -9:00am		
Monday	303	37.9
Tuesday	412	37.5
Wednesday	335	37.2
Thursday	447	44.7
Friday	484	44
		40.26

	Total Riders	Average
9:00am - 9:30am		
Monday	230	32.9
Tuesday	284	40.6
Wednesday	180	30
Thursday	370	41.1
Friday	365	40.6
		37.04

	Total Riders	Average
9:30am -10:00am		
Monday	302	37.8
Tuesday	479	59.9
Wednesday	342	42.8
Thursday	504	50.4
Friday	367	45.9
		47.36

	Total Riders	Average
10:00am - 10:30am		
Monday	331	41.4
Tuesday	245	40.8
Wednesday	306	38.3
Thursday	348	38.7
Friday	490	49
		41.64

	Total Riders	Average
10:30am -11:00am		
Monday	293	36.6
Tuesday	199	39.8
Wednesday	349	49.9
Thursday	435	48.3
Friday	385	48.1
		44.54

	Total Riders	Average
11:00am - 11:30am		
Monday	277	30.8
Tuesday	477	47.7
Wednesday	319	39.9
Thursday	508	46.2
Friday	569	51.7
		43.26

	Total Riders	Average
11:30am -12:00pm		
Monday	298	37.3
Tuesday	330	41.3
Wednesday	358	44.8
Thursday	387	38.7
Friday	352	39.1
		40.24

## BCT Route 23: Ridership by time of day for peak periods October 2009

	Total Riders	Average
8:00am - 8:30am		
Monday	35	8.8
Tuesday	56	11.2
Wednesday	53	10.6
Thursday	26	11.5
Friday	49	9.8
		10.38

	Total Riders	Average
8:30am - 9:00am		
Monday	14	7
Tuesday	25	6.3
Wednesday	26	8.7
Thursday	29	9.7
Friday	17	4.3
		7.2

	Total Riders	Average
9:00am -9:30am		
Monday	25	6.3
Tuesday	28	9.3
Wednesday	17	5.7
Thursday	28	7
Friday	33	6.6
		6.98

	Total Riders	Average
9:30am - 10:00am		
Monday	11	2.8
Tuesday	22	5.5
Wednesday	30	6
Thursday	100	12.5
Friday	46	7.7
		6.9

	Total Riders	Average
10:00am - 10:30am		
Monday	25	6.3
Tuesday	34	6.8
Wednesday	31	7.8
Thursday	36	7.2
Friday	26	6.5
		6.92

	Total Riders	Average
10:30am - 11:00am		
Monday	30	10
Tuesday	18	6
Wednesday	11	3.7
Thursday	24	6
Friday	40	6.7
		6.48

	Total Riders	Average
11:00am - 11:30am		
Monday	27	9
Tuesday	23	7.7
Wednesday	28	9.3
Thursday	21	7
Friday	46	9.2
		8.44

	Total Riders	Average
11:30am - 12:00pm		
Monday	20	5
Tuesday	26	5.2
Wednesday	43	8.6
Thursday	22	3.7
Friday	25	5
		5.5



## BCT Route 5: Ridership by time of day for peak periods October 2009

	Total Riders	Average
7:30am - 8:00am		
Monday	208	23.1
Tuesday	235	29.4
Wednesday	220	20
Thursday	319	39.9
Friday	204	25.5
		27.58

	Total Riders	Average
8:00am - 8:30am		
Monday	128	18.3
Tuesday	322	35.8
Wednesday	256	28.4
Thursday	206	25.8
Friday	208	26
		26.86

	Total Riders	Average
8:30am -9:00am		
Monday	236	29.5
Tuesday	85	17
Wednesday	162	32.4
Thursday	196	15.1
Friday	172	21.5
		23.1

	Total Riders	Average
9:00am - 9:30am		
Monday	156	22.3
Tuesday	258	36.9
Wednesday	100	16.7
Thursday	353	35.3
Friday	156	14.2
		25.08

	Total Riders	Average
9:30am -10:00am		
Monday	204	25.5
Tuesday	186	20.7
Wednesday	158	26.3
Thursday	194	24.3
Friday	264	26.4
		24.64

	Total Riders	Average
10:00am - 10:30am		
Monday	163	23.3
Tuesday	158	15.8
Wednesday	147	24.5
Thursday	210	21
Friday	294	29.4
		22.8

	Total Riders	Average
10:30am -11:00am		
Monday	160	22.9
Tuesday	210	23.3
Wednesday	169	24.1
Thursday	256	23.3
Friday	217	27.1
		24.14

	Total Riders	Average
11:00am - 11:30am		
Monday	161	23
Tuesday	142	20.3
Wednesday	125	17.9
Thursday	216	19.6
Friday	309	28.1
		21.78

	Total Riders	Average
11:30am -12:00pm		
Monday	140	17.5
Tuesday	174	19.3
Wednesday	178	17.8
Thursday	187	18.7
Friday	255	25.5
		19.76



## **APPENDIX B**

### Centro

Centro, which services Syracuse and Onondaga County, the City of Auburn, the Cities of Utica and Rome and the towns of Kirkland, Whitestown and New Hartford, and the Cities of Oswego and Fulton and the Villages of Mexico and Phoenix. Included in their regular routes is service to Syracuse University and the State University of New York at Oswego (SUNY Oswego). Syracuse University students ride Centro buses for free within certain “zones” by showing their school ID. They have to pay extra to go outside of the designated areas. Centro and the University have a contract where Centro is reimbursed \$1.00 per ride. Centro runs supplemental services on Friday and Saturday to places that Syracuse University students frequent (bus station, malls, etc.)

SUNY Oswego is charged the cost associated with the hours that the buses are in operation (driver’s wage, depreciation on the bus, insurance costs, etc.) Centro has a contract with the school’s Student Association. The students ride for free with their student IDs. Centro runs a “late night” bus on Friday and Saturday nights. There is no garage support for this run and if there were problems, a manager would be available via cell phone to handle the problem.

### Tompkins Consolidated Area Transit (TCAT)

A public benefit corporation was created to consolidate Tompkins County, the City of Ithaca, and Cornell University’s public transportation systems into one entity, TCAT. As part of the consolidation Cornell University became a partner in the corporation where they pay a third of the capital expenditures for the system and a yearly lump sum based on planned annual increases since Cornell faculty and students represent seventy percent of the system’s riders. The students ride for free on nights and weekends. They must pay for all other rides. They also have the option of unlimited rides for \$200 per year. First year students get a “no fee-anytime” transit pass. TCAT provides campus-only shuttles for circulation around campus in addition to their regular fixed-route service.