

DEPARTMENT OF PUBLIC TRANSPORTATION



While ridership will end the year slightly lower than last year, about 3%, Wilmington Transit System (WTS) will still have transported over 130,000 passengers in 2010. Approximately 50% of the total rides were provided to the Elderly and Disabled. On February 19, 2010, WTS broke its one day ridership record, providing 695 rides.

Given the economic situation across the country, 80% of the nation's Public Transportation Systems have either had to raise fares, trim service hours and/or routes, or lay off people (which would require trimmed services). Our goal for 2010 was to continue to find ways to be more efficient, reduce the monetary contribution required by the city, not raise fares, not trim hours of operation, and maintain the same level of service to our community. We are happy to report that not only did we meet all of our stated goals, we significantly exceeded them! The



actual amount spent by the City of Wilmington for public transportation is at an eleven-year low. We only transferred 27% of the amount that Wilmington was required to allocate to the General Fund for Transit, which was already down 35% from only two years ago.

Performance numbers continue to surpass Ohio Department of Transit calculated averages and actually place Wilmington Transit System as one of the most efficient rural systems in Ohio.

Given our continued improvements in efficiencies, ridership data, and overall

performance, we were honored to be named the Ohio Public Transit Associations 2010 Transit System of the Year at their yearly conference in Columbus.

Through continued emphasis on training, 2010 saw a reduction in vehicle incidence of damage, although we did lose one vehicle to an accident in June. This was the result of another driver

running into the rear of our vehicle. Per the requirements of the Ohio Department of Transit, to maintain the number of vehicles in service, we were not able to sell a planned unit and continue to maintain it in our fleet until a replacement can be ordered.



This year, one of our large wheelchair-accessible vans qualified for replacement. We ordered a smaller modified minivan with ramp with the intent of using this more gas-efficient vehicle for out-of-town trips for wheelchair-bound riders. Our intention is to replace at least two of the larger vehicles with this smaller van, which should save significant fuel costs. (We are required by the State to maintain half of our fleet with wheelchair accessible vehicles.)

In February, 2010, as part of the Honeywell Contract, we installed a full power electrical generator, which will allow us to maintain service under most all circumstances and provide emergency shelter to citizens if the need arises.

On December 10, 2010, we received official notification that our 2011 Grant and Budget Proposal was approved as submitted. While we have significantly cut the 2011 budget, and reduced the city's required allocation to an eleven-year low, we are fully confident that we can continue to meet our goal of no fare increase, maintain same hours of operation, and continue the same level of service to the community through 2011, with safe, affordable public transportation.



Submitted by: Phillip Floyd, Director
Department of Public Transportation