

Public Transit Advisory Board

2022 Annual Report

New Position:

February of 2022 Bren Schweitzer was introduced as the Transit Program Coordinator. Bren has 22 years of experience in the rural transit program and the former Executive Director of Brookings Area Transit Authority.

FTA 5310 Capital Grant Recommendations:

The annual review of applications for the FTA 5310 funding was completed by TCC, CAC, TAC and UDC. \$267,500 was awarded. Five vehicles were awarded to four agencies at 76.8% funding level.

Technology:

Four Automatic Passenger Counters were installed in fixed route buses as a trial test in early 2022. These APC provided data for a route and operations analysis to help determine route changes and other improvements and efficiencies. Late fall of 2022, after an RFP Process, APC's were installed in all fixed route buses through the contract awarded to UTA.

Token Transit was selected as the vendor after the RFP process to secure a mobile ticketing app July 2022. Mobile ticketing has allowed bus passes to be purchased or sent to a mobile device. It allows transit services to be accessed by more riders with limited resources. Implementation took place late fall 2022.

Future technology being considered includes:

- GPS/AVL
- Fuel system update (city-wide)
- Wi-Fi on buses (added to Depot 2022)

Sam on Demand:

SAM On-Demand Saturday Pilot continued to be monitored with the SAM Team and Pantonium's support team. On-time statistics, origination and destination locations have been tracked. There was a trial also done that combined the On-Demand with the paratransit system. While this trial was limited, the theory of this combined service was logical, although it needs to be refined.

Transit Development Plan / Public Involvement:

The Transit Development Plan included significant work to review and update the current fixed routes that have been a part of the transit system for approximately 45 years. City growth, transit trends, essential technology and community demand have led us to rethink transit.

A hybrid system of adding an On-Demand transit model to compliment the current fixed route and paratransit service has been the focus of the plan. This process has included working with a First Transit consultant on updating route considerations and working through the budget aspects of bringing this model to the public Monday through Saturday.

There was significant effort to engage stakeholders, PTAB members, drivers, staff, new riders through community open houses, stakeholder's meetings, surveys, and focus group meetings. Public engagement was a priority. Contact information was collected through these engagement opportunities for continued education and engagement.

The final draft of the updated Transit Development Plan was completed in November 2022. Adoption of the TDP by the City Council took place February of 2023.

Service Reduction and Changes:

Service reductions due to driver shortage has been SAM's reality, along with the rest of the nation. This challenge was experienced throughout 2022, with an uptick in new applicants/employees the last quarter of 2022.

The 41st Street and I-29 Interchange construction project will impact routes 10 and 11 for approximately two years. Work was done to mitigate the impact for those traveling to Roosevelt High School.

Free Rides:

Through a proposal by the Mayor, Planning and Development Director, Jeff Eckhoff presented the Free Rides for Kids ordinance change to the City Council following PTAB Public Hearing held 6/27/2022. This action was then taken to the City Council for further action. Free Youth Transportation for those 18 or younger (or enrolled in the school system) was effective immediately after the 2nd reading of the ordinance on August 2, 2022. For clarification, children ages 10 and under accompanied by an adult will be free. Children 10 and over will need to show either a School ID or Freedom Pass. This also includes students who were 21 or under that qualify through special education services.

Title VI Update:

Per federal requirement, SAM's Title VI, discrimination, and civil rights policy, was reviewed and updated. This is due every three years and verifies that SAM services are fair and equitable. The updated policy was approved by PTAB during the June 2022 meeting.

Annual Meeting – May 2022

The 2021 Annual Report was provided to PTAB recapping the previous transit year.

Election of PTAB Officers for 2022-2023:

- Chair Erik Nelson
- V. Chair Allen Svenes

- 2022 Expiring PTAB Board Positions held by Glirbas and Lynch replaced by Tschetter and Johannesen

Annual Audit:

The annual audit was completed by Eide Bailly for SAM. This is included as part of the city-wide audit. No major violations were found.

Site Selection Study:

Through an RFP process, TSP of Sioux Falls was awarded the Site Selection project August 2022. This scope of work includes finding the best location for the future building site for the SAM facility. This will include consideration of the current location. Expected outcomes are set for summer 2023.



Supporting Documents, Charts:

The following are graphs, charts and information that help tell the story of transit in Sioux Falls, as well as support the national transit trends.

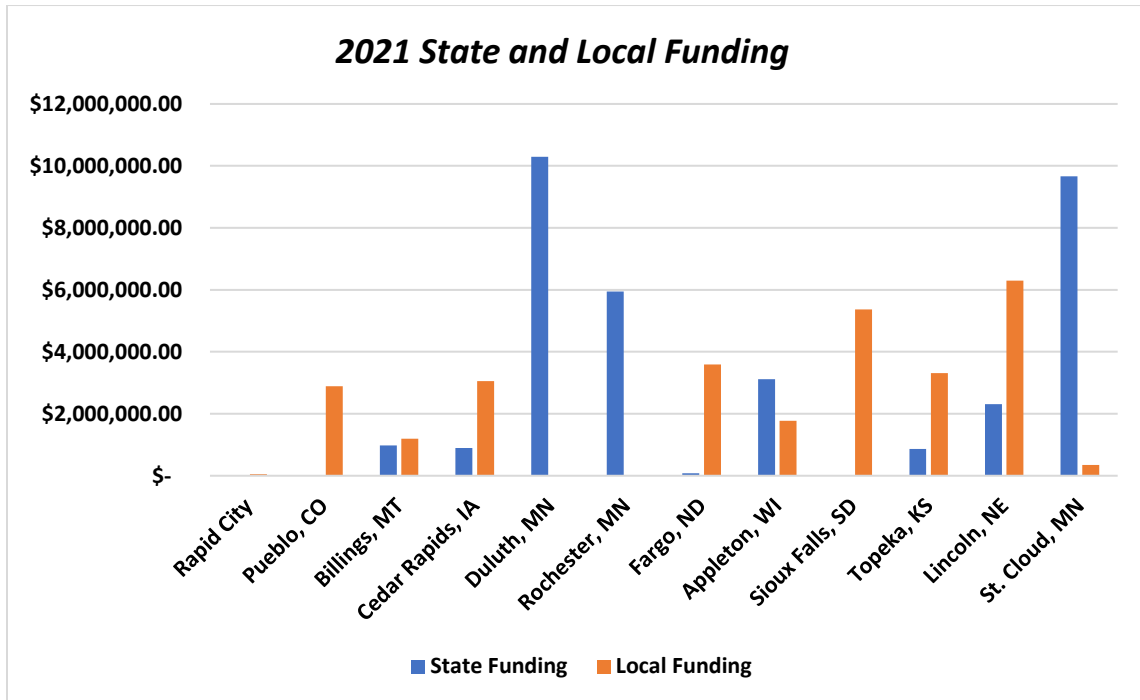
Sioux Area Metro 2022 Budget

Revenue	2022 Actuals	% To Budget Collected
Fixed Route	\$ 262,900.75	95.60%
Paratransit	\$ 125,230.35	86.37%
Medicaid-Paratransit	\$ 42,174.18	120.50%
Advertising	\$ 97,016.66	98.61%
Other	\$ 25,688.47	73.40%
Total Systems Revenue	\$ 556,366.97	94.75

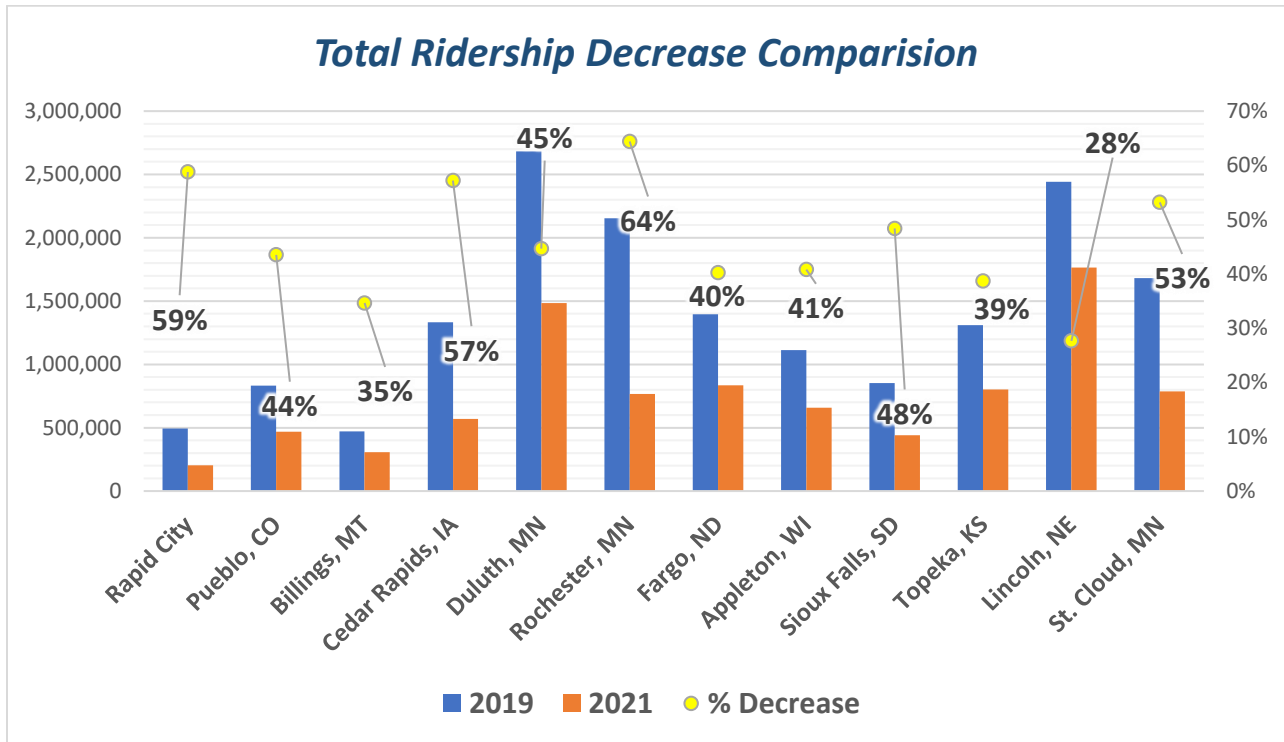
Expenses	2022 Actuals	% To Budget Expended
Fixed Route Operations	\$ 319,2146.58	87.23%
Fixed Route Office	\$ 565,106.25	99.89%
Paratransit Operations	\$ 211,5751.37	98.20%
Paratransit Office	\$ 626,973.75	102.50%
Overhead- VM	\$ 751,368.4	95.55%
Overhead- Non VM	\$ 689,526.85	119.39%
Overhead- Administration	\$ 1,448,578.09	102.47%
Total Systems Expenses	\$ 9,387,368.43	96.09%

Budgetary Conclusion: End of 2022: YTD revenue was \$30,833.03 under budget and expenses were \$381,541.57 under budget.

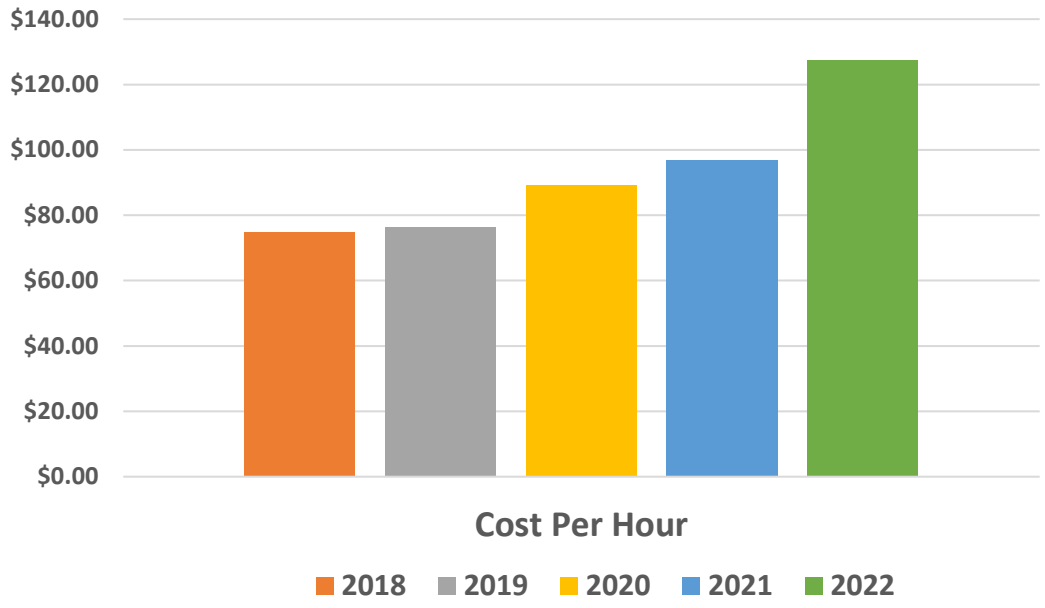
Funding Levels and Sources for Peer Systems:



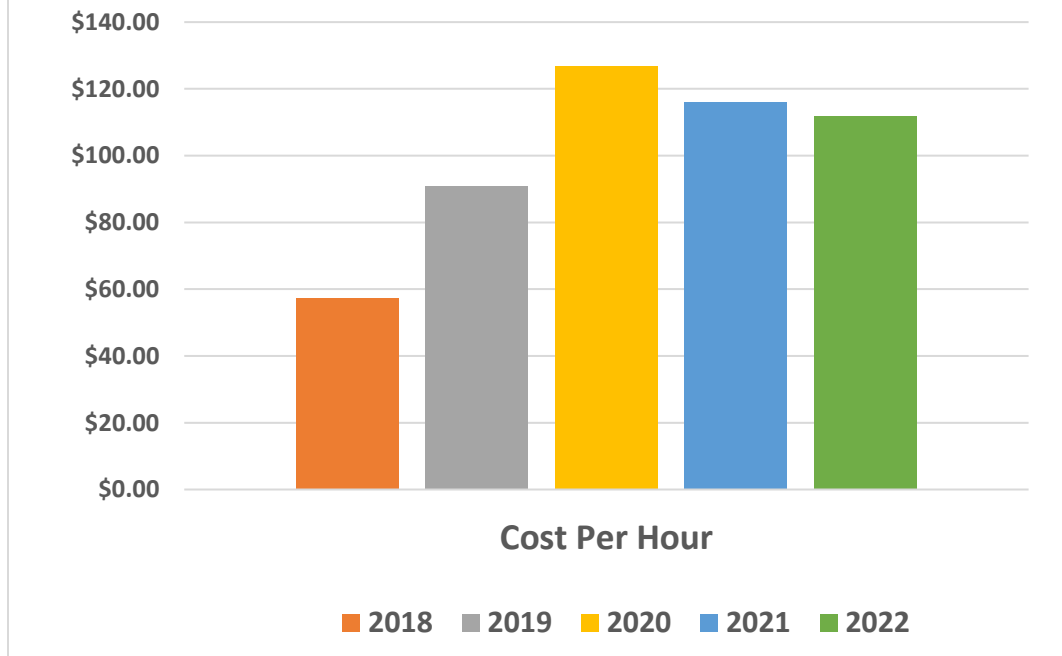
Ridership trends for peer systems in the region have followed national averages as well as what SAM has experienced:



2022 FIXED ROUTE COST PER HOUR

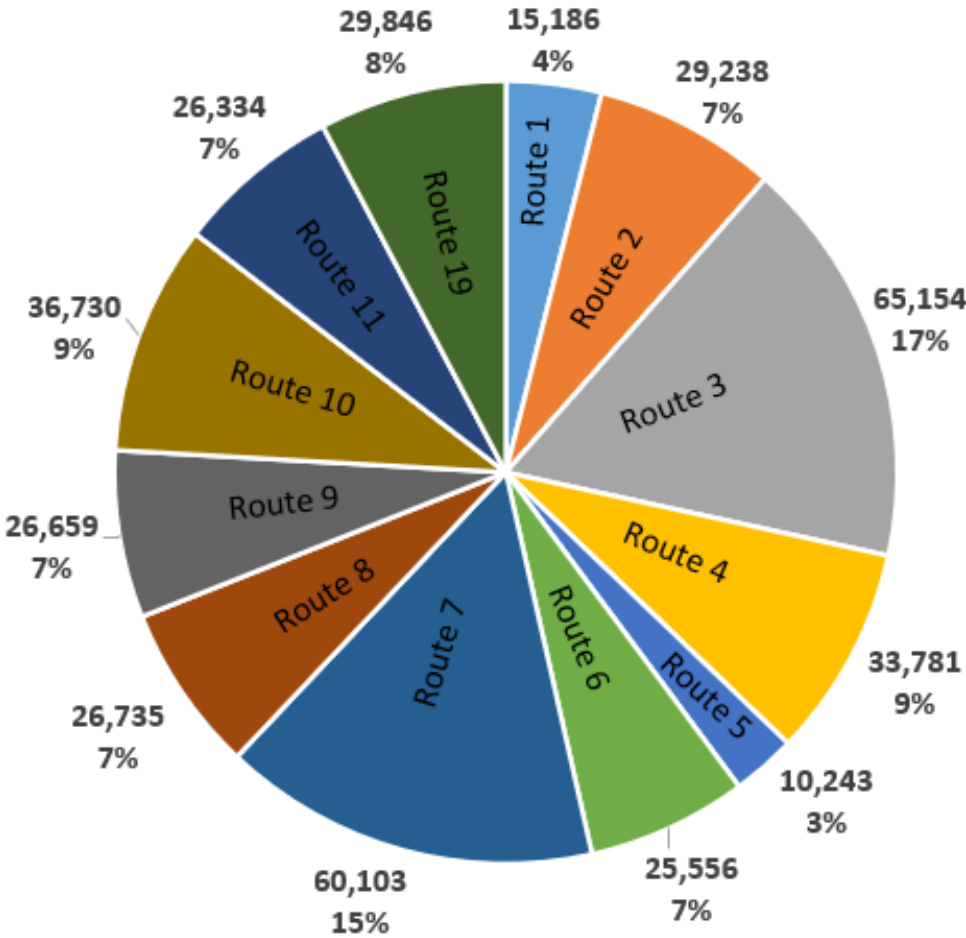


2022 PARA COST PER HOUR



FIXED ROUTE

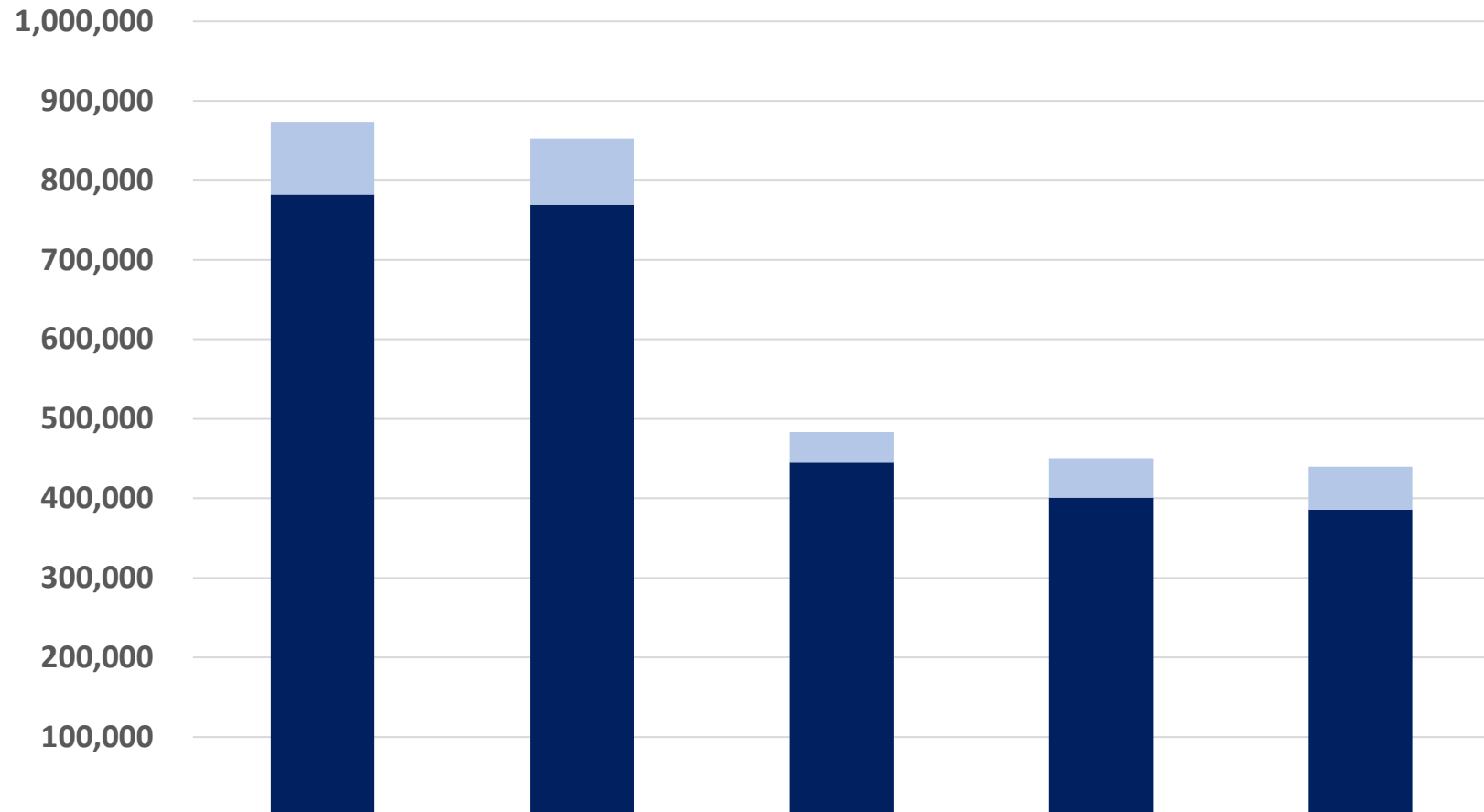
2022 Ridership By Route



Ridership Change

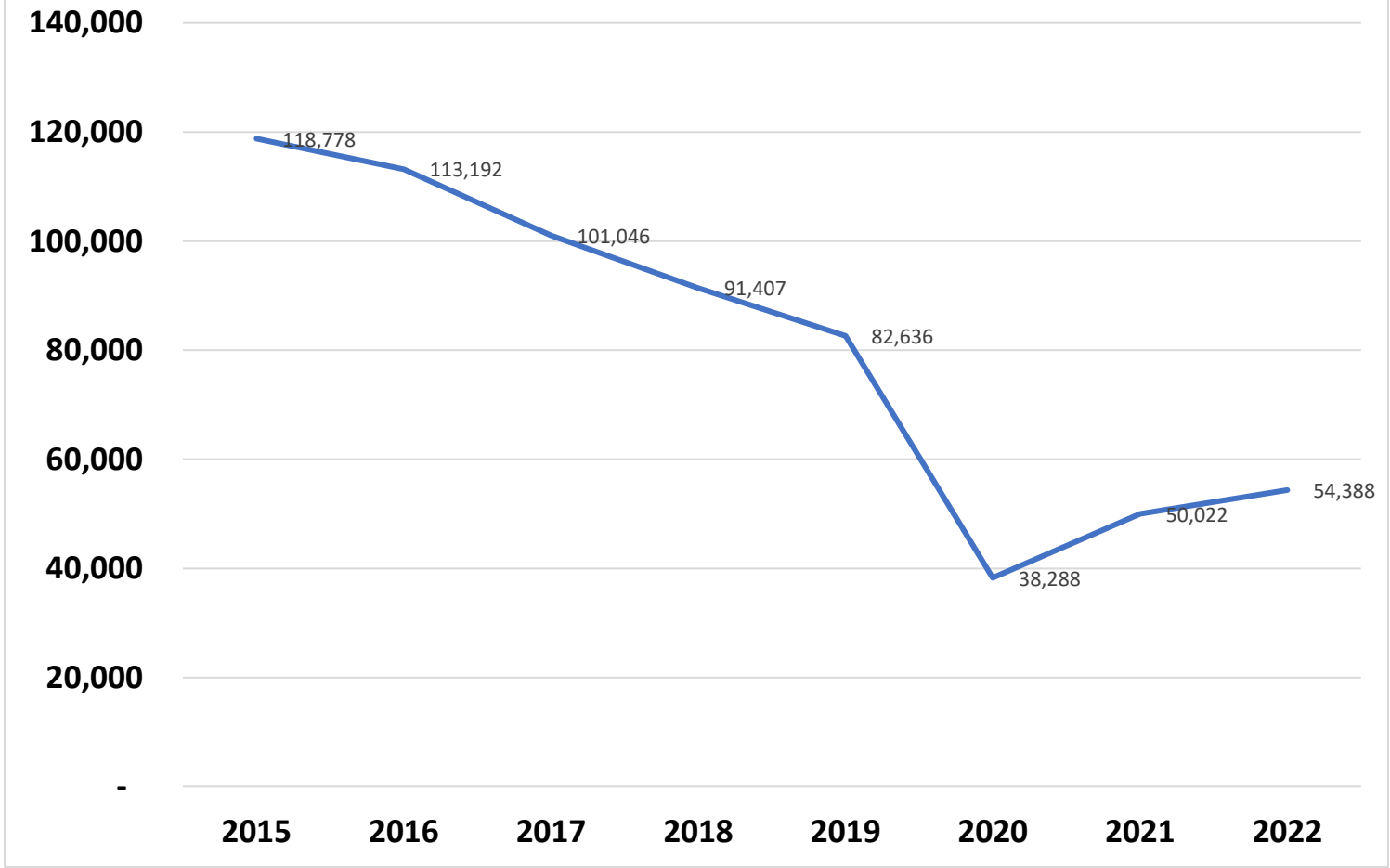
Route	2021	2022	Difference
1	17,800	15,186	-2,614
2	29,767	29,238	-529
3	64,486	65,154	668
4	38,585	33,781	-4,804
5	11,011	10,243	-768
6	30,517	25,556	-4,961
7	65,772	60,103	-5,669
8	23,682	26,735	3,053
9	25,840	26,659	819
10	46,335	36,730	-9,605
11	23,655	26,334	2,679
19	23,242	29,846	6,604
Total	400,692	385,565	-15,127

2022 Ridership



	2018	2019	2020	2021	2022
Paratransit	91,407	82,636	38,288	50,022	54,388
Fixed Route	782,129	769,437	445,205	400,692	385,565

Paratransit Ridership Trends



Fixed Route Ridership Trends

