



Valley



Express

**HERITAGE VALLEY TRANSIT SERVICE
POLICY ADVISORY COMMITTEE (HVPAC)
Monday, October 12, 2015, 4:00 p.m.
Santa Paula City Hall, Council Chambers
970 Ventura Street, Santa Paula, CA 93060**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Committee meeting, please contact the Clerk of the Committee at (805) 642-1591 ext. 111. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

- Item #1 CALL TO ORDER**
- Item #2 INTRODUCTIONS AND ANNOUNCEMENTS**
- Item #3 PUBLIC COMMENTS**
- Item #4 AUGUST 21, 2015 MEETING MINUTES – PG. 2**
 - Approve the August 21, 2015 meeting minutes.
- Item #5 SERVICE PERFORMANCE – PG. 4**
 - Receive and file Key performance Indicators.
- Item #6 VALLEY EXPRESS ON-BOARD SURVEY RESULTS – PG. 25**
 - Receive and file.
- Item #7 VALLEY EXPRESS SERVICE MODIFICATION – PG. 26**
 - Approve service recommendations by the Technical Advisory Committee.
- Item #8 DETERMINE THE NEXT MEETING DATE**
- Item #9 ADJOURNMENT**

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
HERITAGE VALLEY TRANSIT SERVICE POLICY ADVISORY COMMITTEE (HVPAC)
August 21, 2015**

1. Call to Order

Chairperson Manuel Minjares called the meeting to order at 2:00 p.m.

2. Introductions and Announcements

Self-introductions were performed. A quorum was present. The following people attended the meeting:

Manuel Minjares	Fillmore	Marie Wren	Fillmore resident
Jim Moore	Moore and Associates	Tom Conlon	MV Transportation (ex-officio)
Lynn Edmonds	One Step A La Vez	Brian Yanez	Santa Paula
Ginger Gherardi	Santa Paula	Kathy Connell	Ventura County
Kathy Long	Ventura County	Aaron Bonfilio	VCTC
Kara Elam	VCTC	Victor Kamhi	VCTC

3. Public Comments

Marie Wren and Lynn Edmonds provided feedback from the community on ways to improve both the fixed route and Dial-A-ride (DAR) bus service, including adding stops near Vons and Super A grocery stores. Staff will provide a simplified, single-page fact sheet on the transit service to provide to residents, specifically seniors.

4. May 20, 2015 Meeting Minutes – Action

Ginger Gherardi moved to approve the May 20, 2015 meeting minutes. Kathy Long seconded the motion. A voice vote was taken and the motion passed unanimously.

5. Reconsider Policy Regarding Quarter Mile Restriction Zone For General Public Dial-A-Ride Service

Ginger Gherardi moved to remove the “quarter-mile” restriction zone for general public DAR service. General discussion was had on the service levels, ridership trends, the need for additional data, modifying the service in the future and the budget impacts of modifying the service. After discussion, Ginger Gherardi withdrew her original motion. Staff will present service performance data and service level scenarios at the September 2015 PAC meeting, including considering removing the “quarter-mile” restriction zone for general public DAR service.

6. Service Performance Report

Ginger Gherardi requested that the data presented for DAR service ridership be broken down by jurisdiction with the applicable costs of service included.

7. Marketing Status Report

Staff provided updates regarding upcoming and recently completed marketing activities. The PAC members provided feedback on marketing modifications and upcoming marketing opportunities.

8. Discussion Regarding FTA Final Rule Regarding ADA Reasonable Modifications of Policy and Practices – Action

Ginger Gherardi moved to approve the implementation of the Federal Transit Administration Final Rule regarding ADA Reasonable Modifications of Policy and Practices. Kathy Long seconded the motion. A voice vote was taken and the motion passed.

10. Determine the Next Meeting Date

The next HVTAC meeting will occur on Thursday, September 24, 2015, at 12:00 p.m. at Santa Paula City Hall.

12. Adjournment – Action

Manuel Minjares moved to adjourn the meeting at 3:19 p.m. A voice vote was taken and the motion passed with no objection.



Item #5

October 12, 2015

MEMO TO: HERITAGE VALLEY POLICY ADVISORY COMMITTEE
FROM: AARON BONFILIO, PROGRAM MANAGER
SUBJECT: SERVICE PERFORMANCE

RECOMMENDATION:

- Receive and file Key Performance Indicators report

BACKGROUND

VCTC Staff presents the following key performance indicators of the new Valley Express transit service launched March 2, 2015. The service launch included a redesign of the existing dial-a-ride program, to restrict usage to the unincorporated areas and to areas beyond a quarter mile of the fixed route system, as well as the implementation of long requested fixed route service.

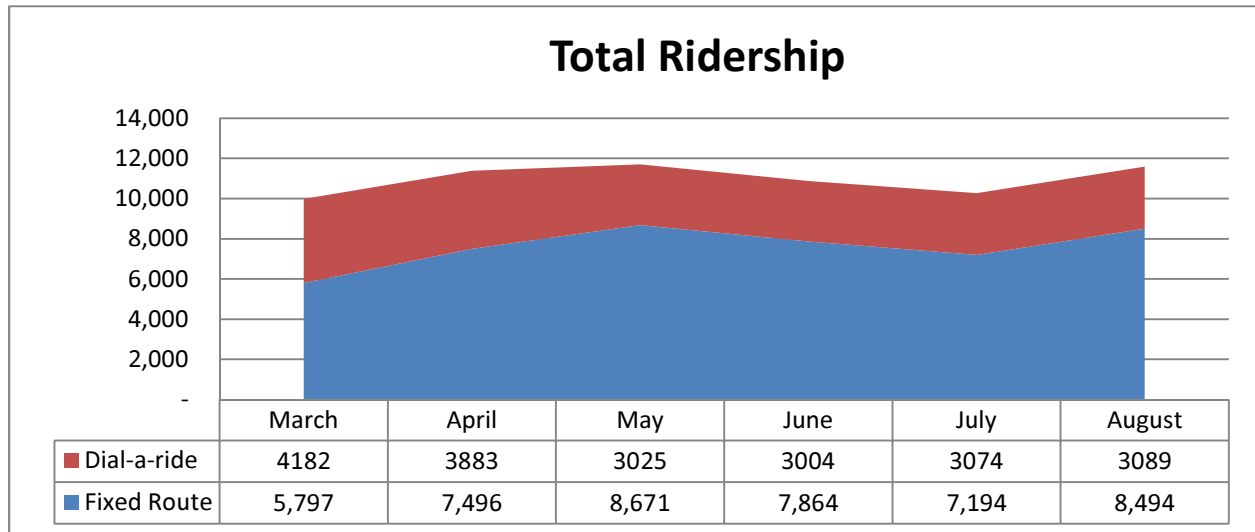
The data are inclusive of ridership information, pass sales and farebox recovery, as well as passenger ridership patterns for the fixed route and dial-a-ride service by jurisdiction. Financial information regarding farebox is presented, as well. This same data was presented previously however added, are the August 2015 information, formal complaints to-date, and a breakdown of Dial-a-ride trips by jurisdiction.

FAREBOX

While passenger utilization appears to be increasing on the fixed route service, the farebox recovery ratio (*farebox revenue to operating cost*) has not achieved the required 10% minimum. Year-end farebox recovery is estimated to be approximately 9.13%. This is a weighted ratio as prior to the service launch the legacy Dial-a-ride system achieved an average farebox ratio of 11%; since the launch the farebox ratio has been roughly half that, between 5.5 to 6.5%. While pass sales are expected to continue upward during the school term, the 10% goal may continue to be a challenge, as the deep discount of fare pricing on the fixed route have contributed to a decrease in the average fare paid per passenger.

VALLEY EXPRESS KEY PERFORMANCE INDICATORS

Passenger Utilization Service Launch To-date



Passengers per Hour

	15-Mar	15-Apr	15-May	15-Jun	15-Jul	15-Aug
Santa Paula Fx	3.69	4.52	4.79	4.58	4.65	5.18
Fillmore Fx	3.99	5.9	7.4	5.51	4.52	6.37
Piru Fx	6.39	7.9	9.62	9.84	8.89	9.87
Dial-a-ride*	2.67	3.3	2.66	2.65	2.62	2.78

*Prior to March 2015, the Dial-a-ride Passenger Per Hour ratio was 5.44

Formal Complaints

<u>Complaints Received</u>	<u>Category</u>
8/25/2015	Fx Route - Sched Adherence
7/27/2015	DAR - disputes no-show
4/22/2015	ADA Access; Fare Price [ADA]
4/14/2015	Fare Price [ADA]
4/10/2015	DAR wait time; Fx Route Request
3/31/2015	Fx Route - System Info; Fx Route Request
3/25/2015	Fx Route - Sched Adherence
3/15/2015	DAR - disputes no-show
3/10/2015	Pass Sales; DAR - Fare Price [ADA]
3/5/2015	Pass Sales; DAR/Fx Route - Smartcard Request

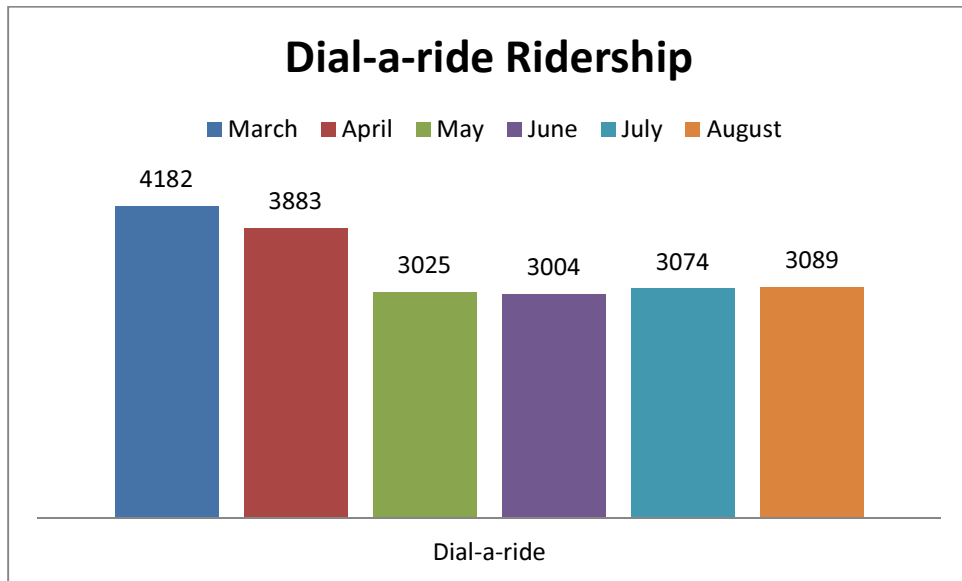
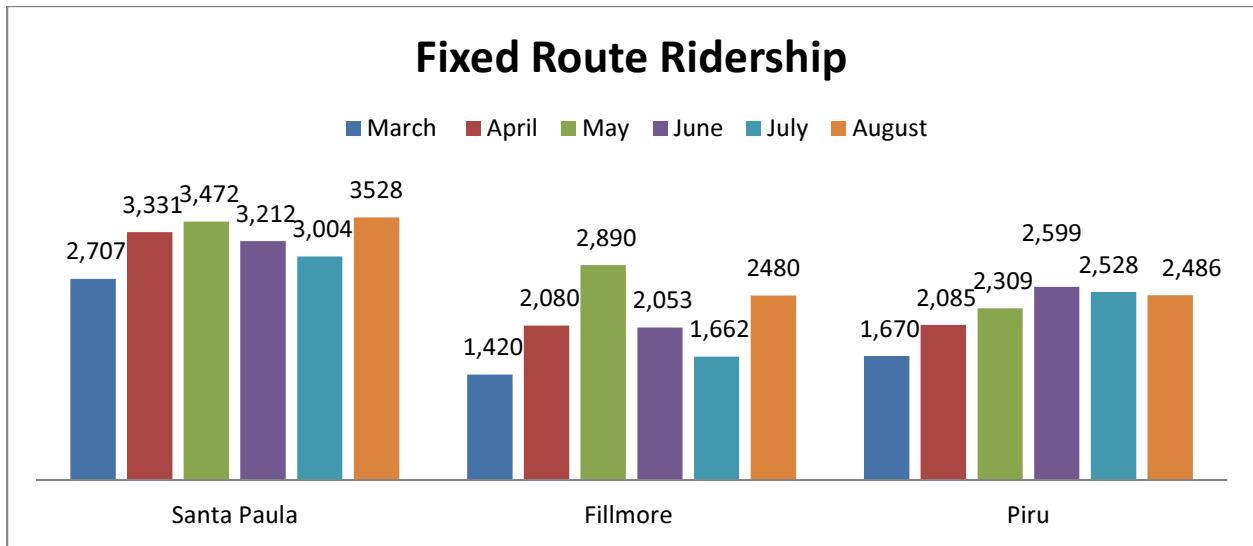
Total Complaints

10

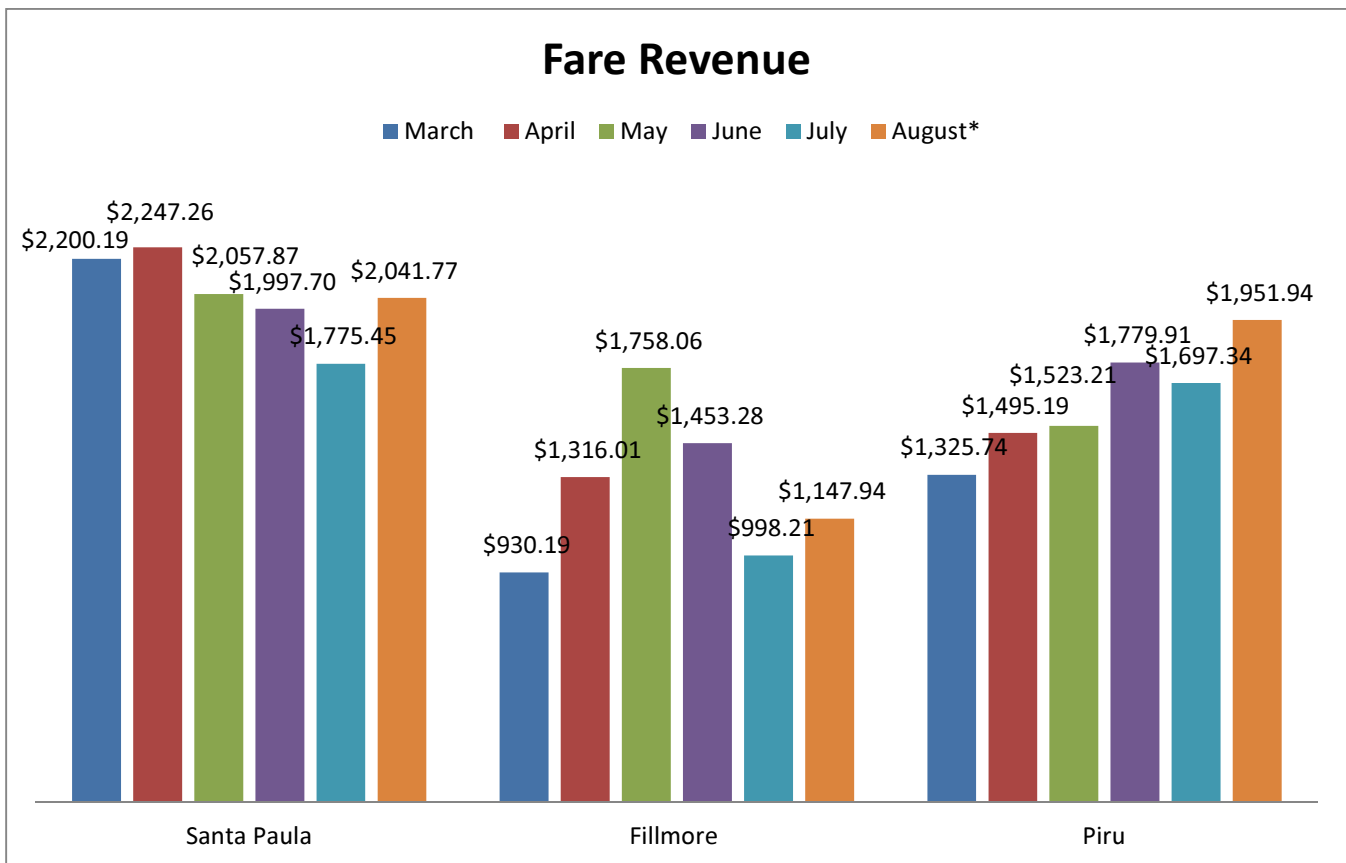
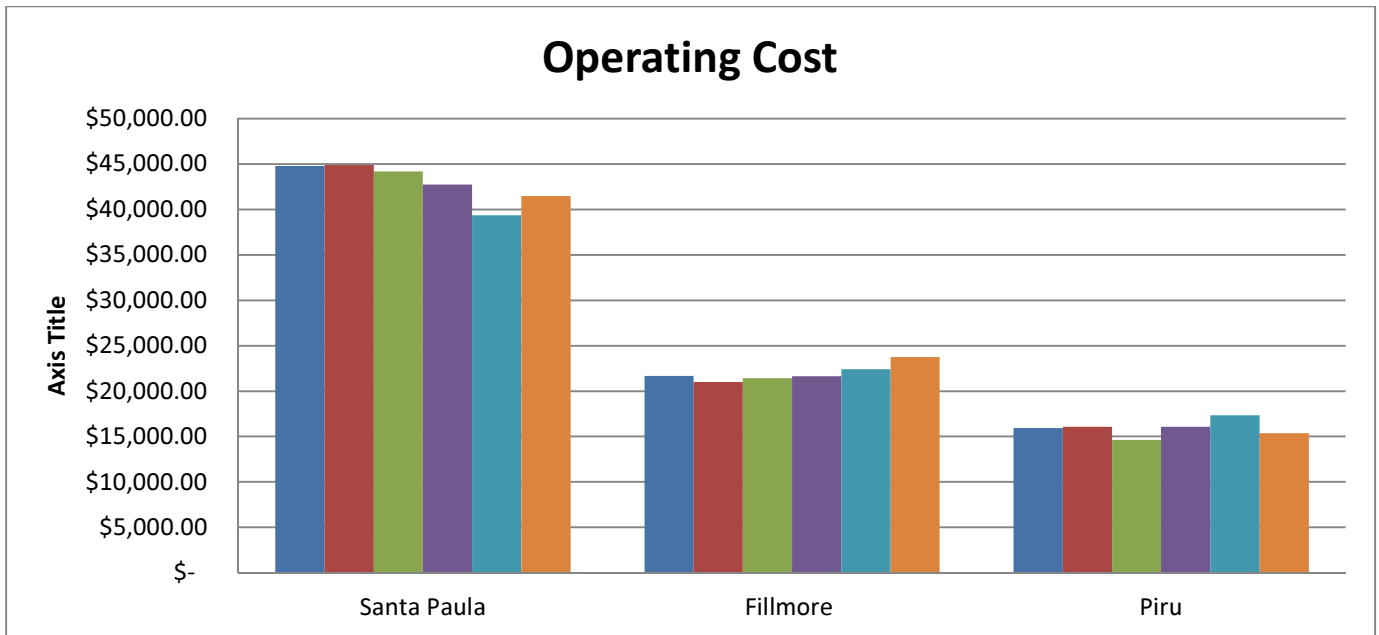
Complaints per pax served

10 / 65,773 (0.02%)

PASSENGER UTILIZATION BY MODE



FIXED ROUTE SERVICE ANALYSIS



*Fare revenue estimated; Monthly Pass sales/distribution month-end pending.

DIAL-A-RIDE SERVICE ANALYSIS

TRIPS BY ORIGIN AND DESTINATION: SANTA PAULA, FILLMORE, COUNTY UNICORPORATED

JULY 1, 2015 – SEPT. 8, 2015

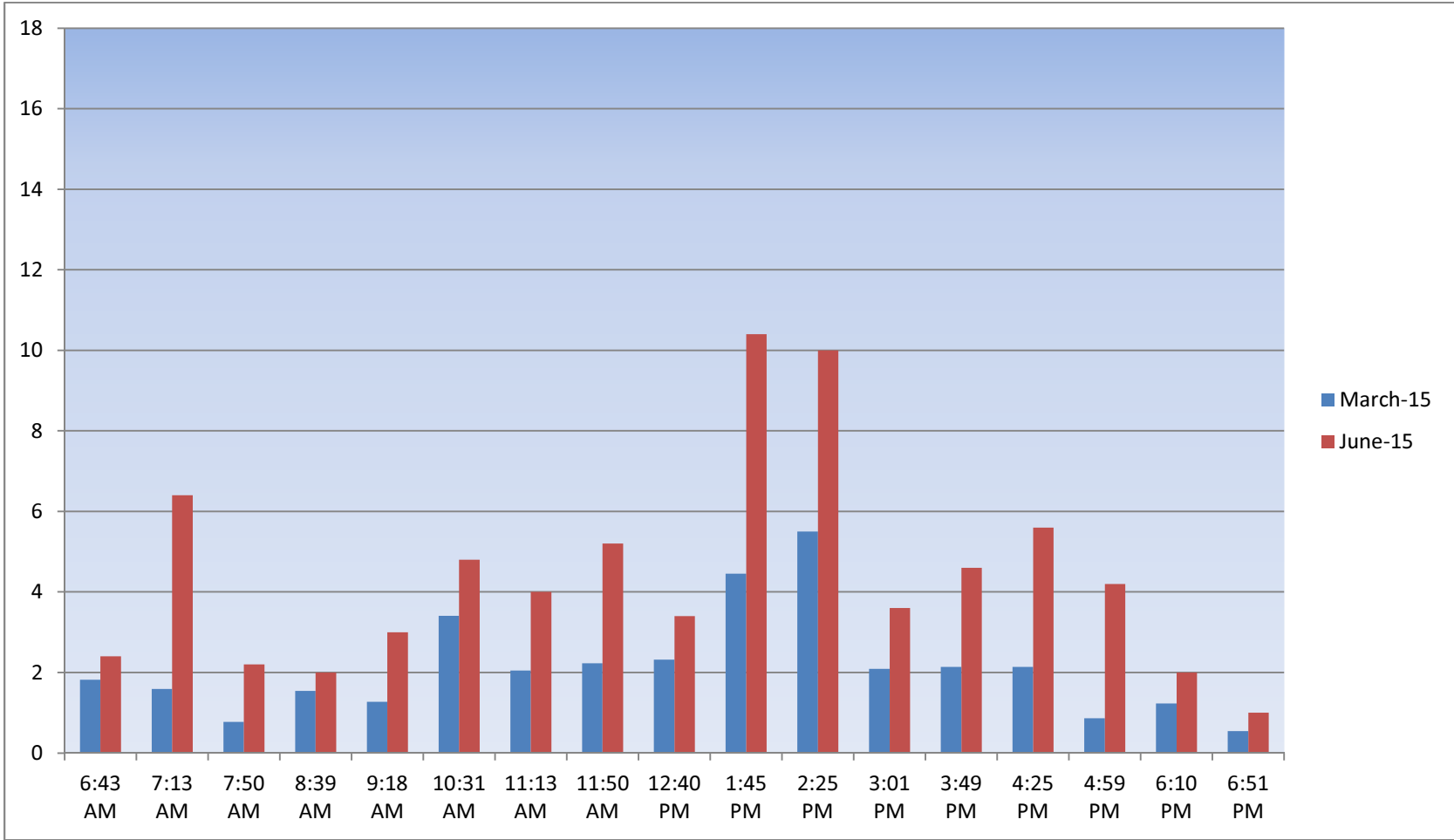
<u>Origin</u>	<u>to</u>	<u>Destination</u>	<u>Trip Count</u>	<u>Sytemwide %</u>	<i>Passenger Category</i>	
					<u>GPDAR</u>	<u>ADA</u>
County	-->	County	109	1.85%	109	0
County	-->	Fillmore	733	12.46%	699	34
County	-->	Santa Paula	339	5.76%	330	9
County	-->	Tx Point	33	0.56%	0	33
Fillmore	-->	Fillmore	600	10.20%	558	42
Fillmore	-->	Tx Point	1	0.02%	0	1
Fillmore	-->	Santa Paula	5	0.09%	0	5
Fillmore	-->	County	652	11.08%	620	32
Santa Paula	-->	County	348	5.92%	336	12
Santa Paula	-->	Santa Paula	3,011	51.19%	2,342	669
Santa Paula	-->	Tx Point	17	0.29%	0	17
Santa Paula	-->	Fillmore	4	0.07%	0	4
Tx Point	-->	Santa Paula	10	0.17%	0	10
Tx Point	-->	County	17	0.29%	0	17
Tx Point	-->	Fillmore	3	0.05%	0	3
TOTAL			5,882		4,994	888
					84.90%	15.10%

DIAL-A-RIDE: REVENUE HOURS

Revenue Hours	Annually	Avg / Mo
Budgeted	10,400	866.67
Trend FY to-date	13,714	1,142.83

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015¹

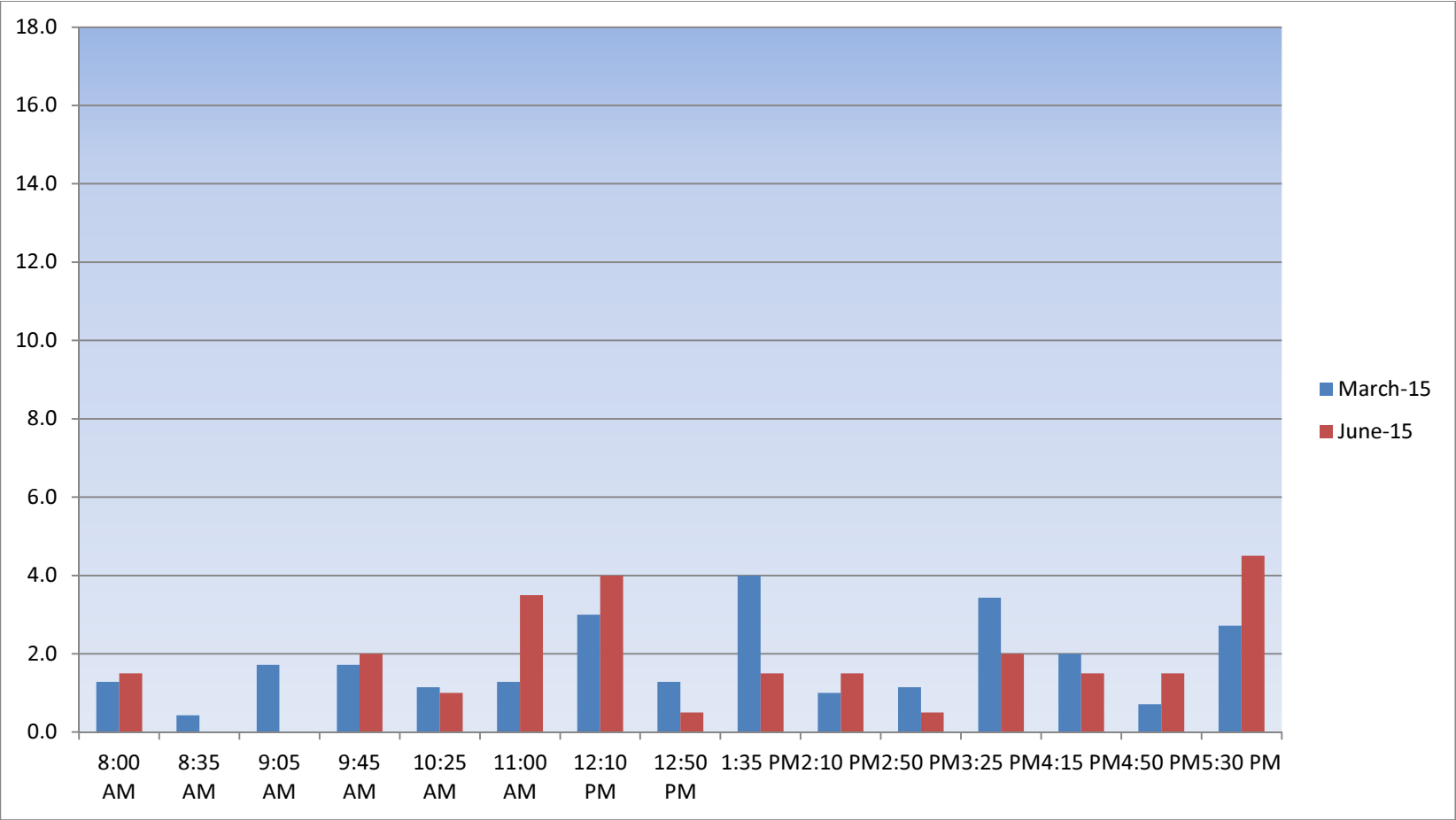
SANTA PAULA ROUTE A – WEEKDAYS



¹ June sample includes first full week of the month. First and last trip data removed, as trips no longer operate.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015²

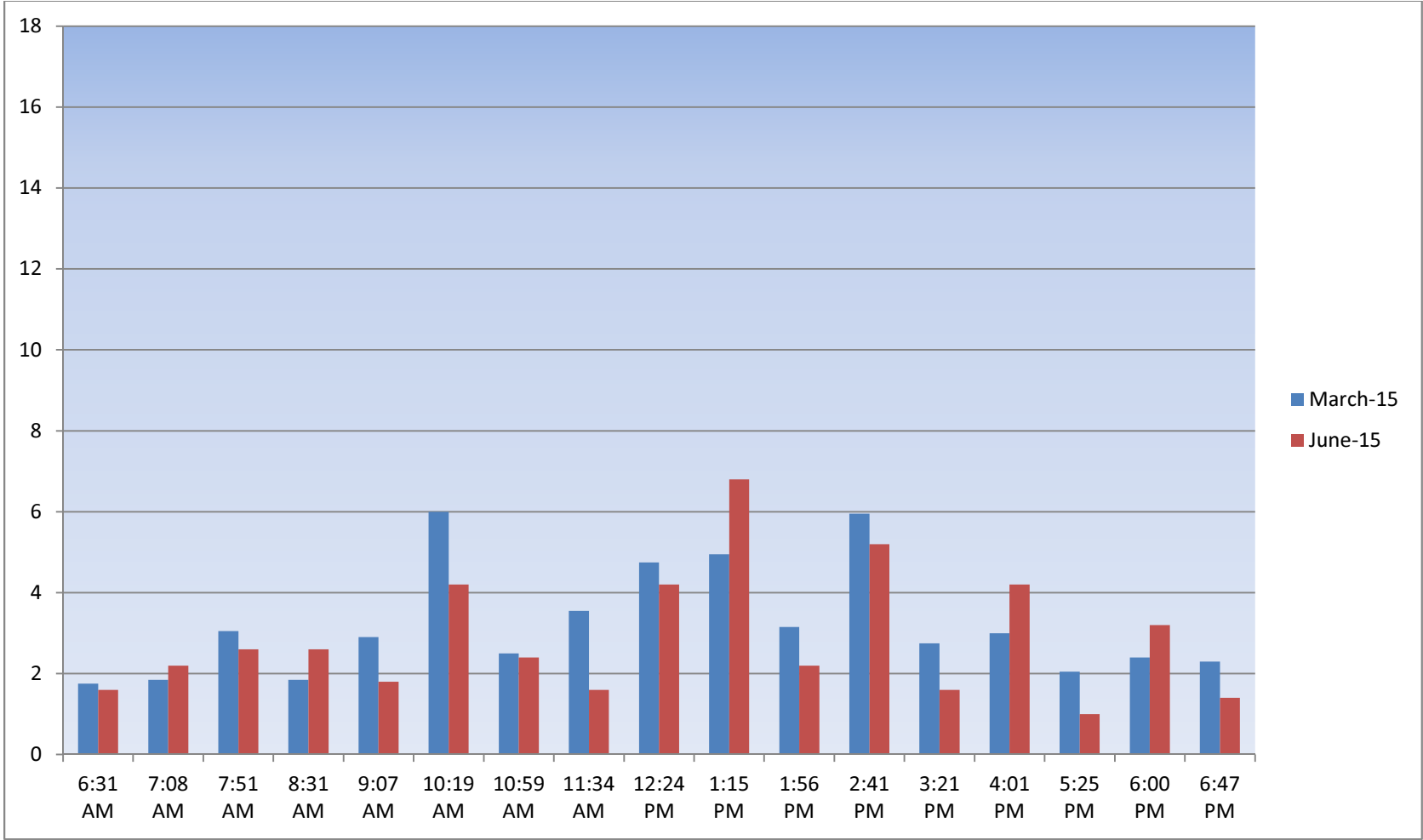
SANTA PAULA ROUTE A – WEEKENDS



² June sample includes first full week of the month.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015³

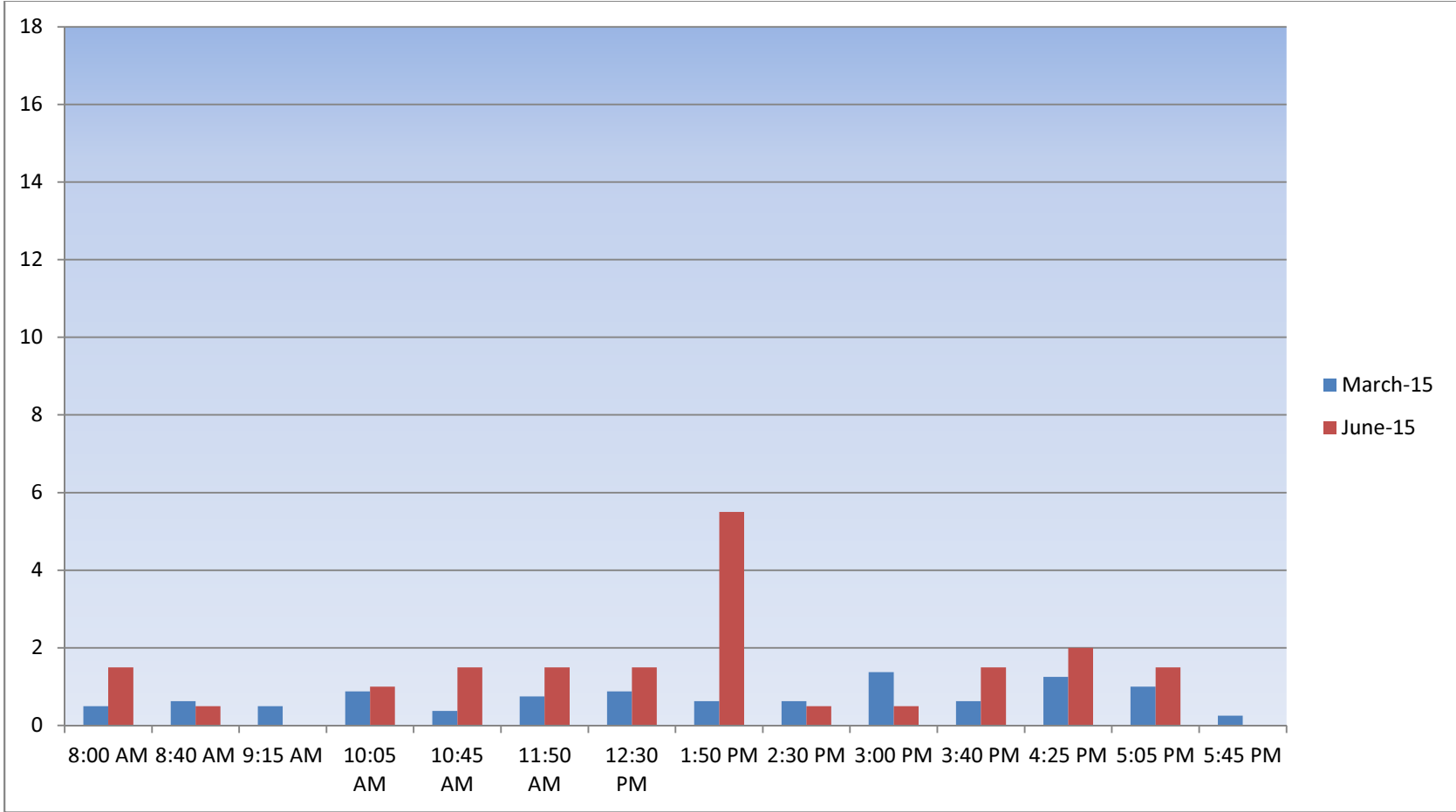
SANTA PAULA ROUTE B – WEEKDAYS



³ June sample includes first full week of the month. First and last trip ridership removed, as trips no longer operate.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015⁴

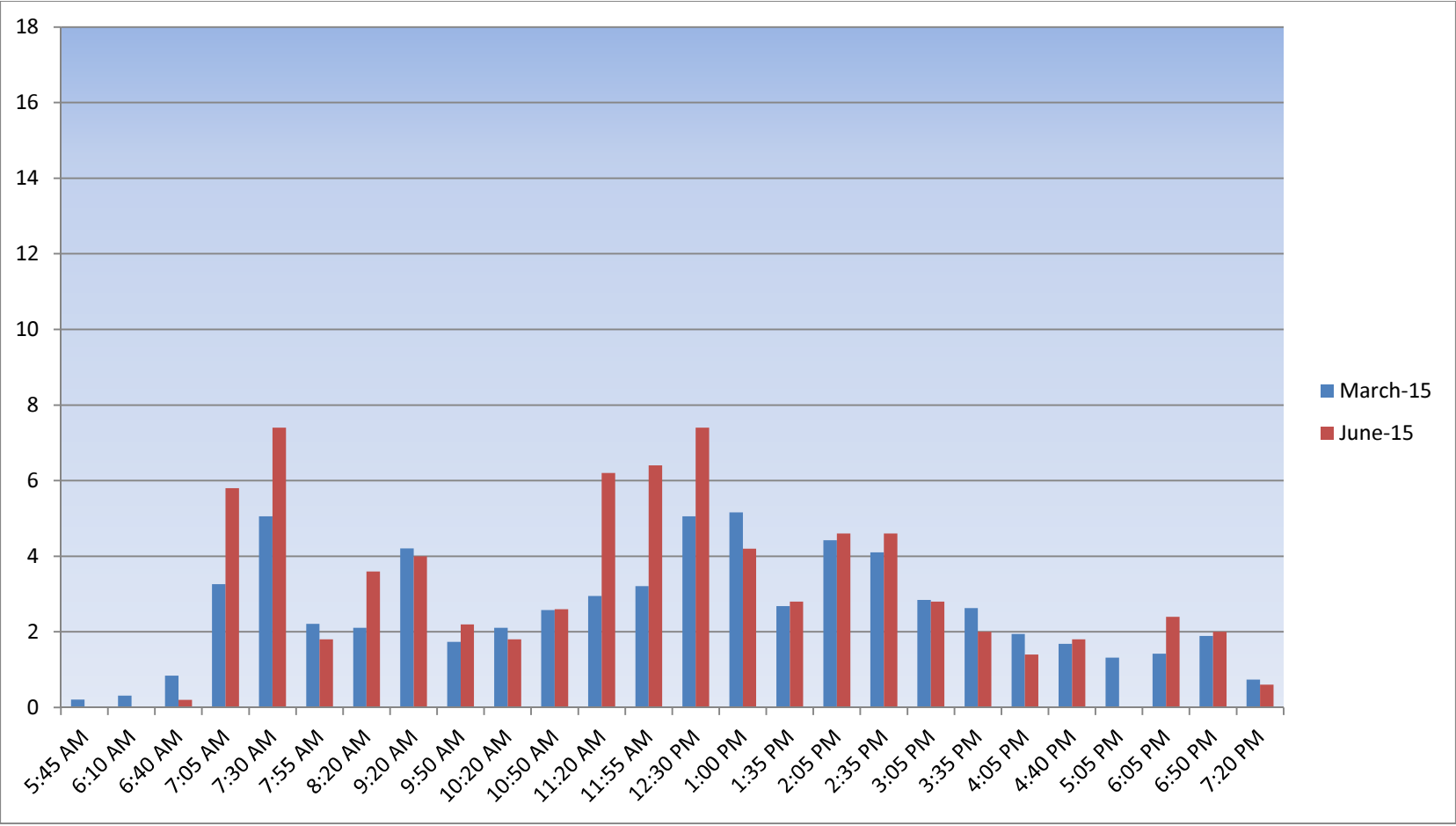
SANTA PAULA ROUTE B – WEEKENDS



⁴ June sample includes first full week of the month.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015⁵

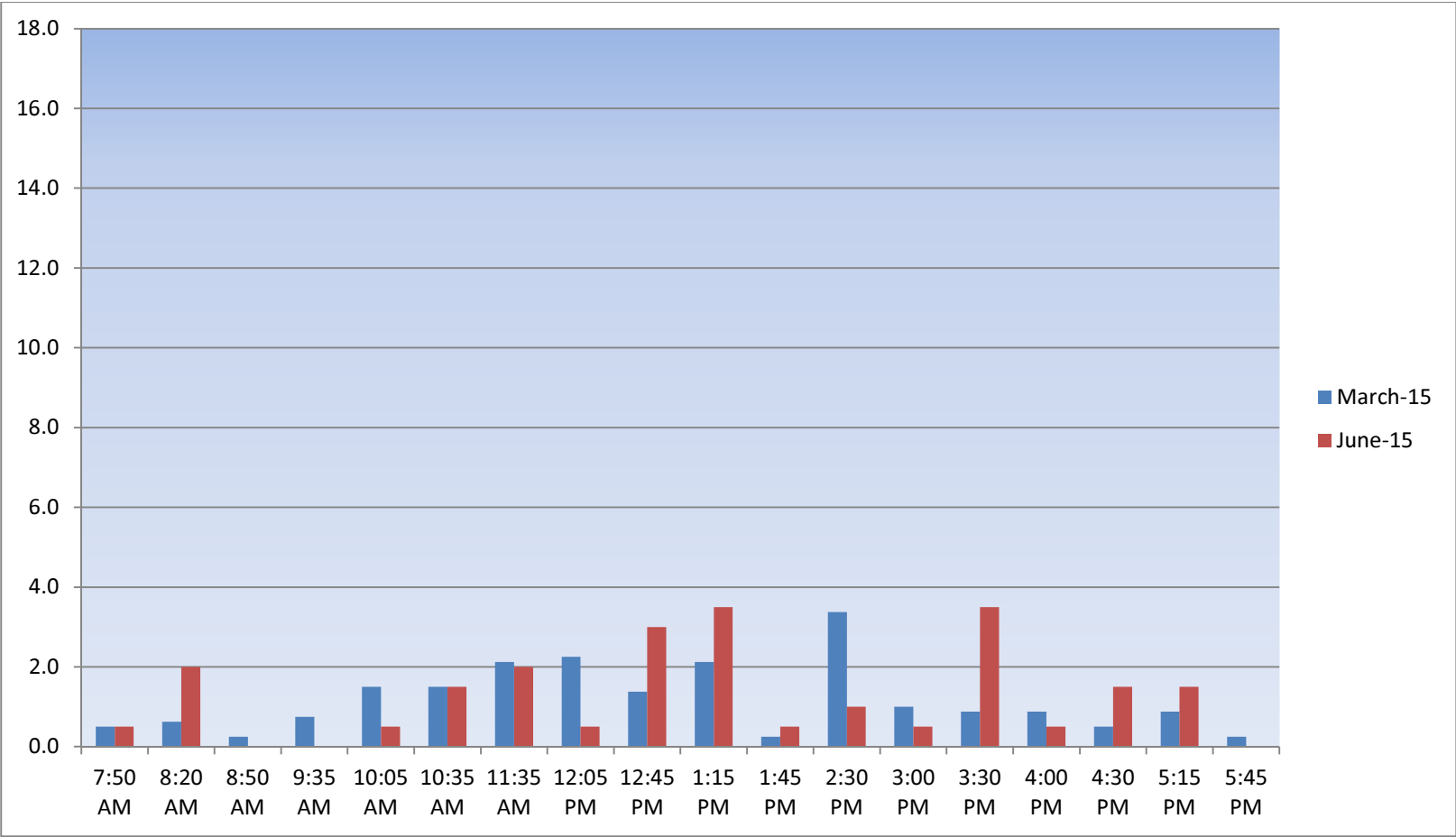
FILLMORE – WEEKDAYS



⁵ June sample includes first full week of the month.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015⁶

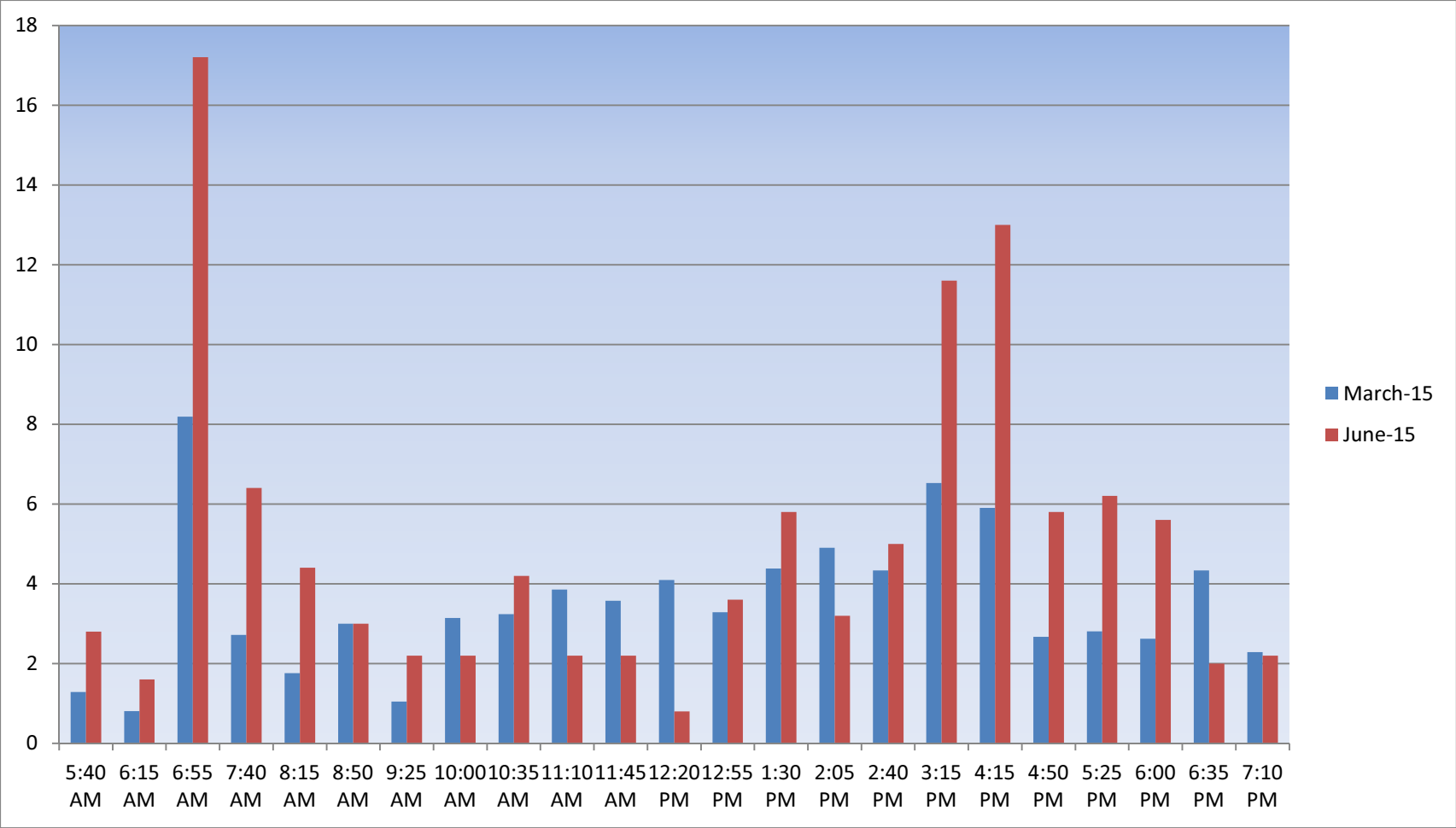
FILLMORE – WEEKENDS



⁶ June sample includes first full week of the month.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015⁷

PIRU – WEEKDAYS



⁷ June sample includes first full week of the month.

VALLEY EXPRESS SERVICE INDICATORS

First Six Months of Service

ACTUALS

<u>RIDERSHIP</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Santa Paula A, B, & Tr.	2,707	3,331	3,472	3,212	3,004	3,528	19,254
	Fillmore & Tr.	1,420	2,080	2,890	2,053	1,662	2,480	12,585
	Piru	1,670	2,085	2,309	2,599	2,528	2,486	13,677
Fixed Route Ridership		5,797	7,496	8,671	7,864	7,194	8,494	45,516
	Fillmore DAR	2,182	1,910	1,205	1,181	1,162	1,215	8,855
	Santa Paula DAR	2,000	1,973	1,820	1,823	1,912	1,874	11,402
DAR Ridership		4,182	3,883	3,025	3,004	3,074	3,089	20,257
TOTAL RIDERSHIP		9,979	11,379	11,696	10,868	10,268	11,583	65,773

<u>FAREBOX REVENUE</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Santa Paula A, B, & Tr.	\$ 2,200.19	\$ 2,247.26	\$ 2,057.87	\$ 1,997.70	\$ 1,926.22	\$ 2,254.66	\$ 12,683.90
	Fillmore & Tr.	\$ 930.19	\$ 1,316.01	\$ 1,758.06	\$ 1,453.28	\$ 1,089.72	\$ 1,536.64	\$ 8,083.90
	Piru	\$ 1,325.74	\$ 1,495.19	\$ 1,523.21	\$ 1,779.91	\$ 1,809.58	\$ 1,777.70	\$ 9,711.33
Fixed Route Revenue		\$ 4,456.12	\$ 5,058.46	\$ 5,339.14	\$ 5,230.89	\$ 4,825.52	\$ 5,569.00	\$ 30,479.13
	Fillmore DAR	\$ 1,804.63	\$ 2,923.26	\$ 1,556.41	\$ 1,634.88	\$ 1,445.75	\$ 1,689.38	\$ 11,054.31
	Santa Paula DAR	\$ 3,553.24	\$ 2,106.03	\$ 2,065.88	\$ 1,982.52	\$ 2,154.14	\$ 2,950.92	\$ 14,812.73
DAR Revenue		\$ 5,357.87	\$ 5,029.29	\$ 3,622.29	\$ 3,617.40	\$ 3,599.89	\$ 4,640.30	\$ 25,867.04
TOTAL FAREBOX REVENUE		\$ 9,813.99	\$ 10,087.75	\$ 8,961.43	\$ 8,848.29	\$ 8,425.41	\$ 10,209.30	\$ 56,346.17

VALLEY EXPRESS SERVICE INDICATORS

First Six Months of Service

ACTUALS (Cont'd)

<u>OPERATING COST</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Santa Paula A, B, & Tr.	\$ 44,639.15	\$ 44,863.98	\$ 44,180.34	\$ 42,736.30	\$ 39,340.06	\$ 41,476.89	\$257,236.72
	Fillmore & Tr.	\$ 21,678.28	\$ 21,488.79	\$ 23,780.98	\$ 22,703.13	\$ 22,403.35	\$ 23,733.45	\$135,787.98
	Piru	\$ 15,927.10	\$ 16,085.52	\$ 14,623.20	\$ 16,085.52	\$ 17,328.49	\$ 15,354.36	\$ 95,404.19
Fixed Route Cost		\$ 82,244.53	\$ 82,438.29	\$ 82,584.52	\$ 81,524.95	\$ 79,071.90	\$ 80,564.70	\$488,428.89
	Fillmore DAR	\$ 53,854.81	\$ 37,471.34	\$ 31,998.61	\$ 32,593.89	\$ 34,421.19	\$ 32,127.17	\$222,467.01
	Santa Paula DAR	\$ 42,345.74	\$ 34,451.65	\$ 36,676.20	\$ 35,937.73	\$ 36,980.85	\$ 35,732.40	\$222,124.57
DAR Cost		\$ 96,200.55	\$ 71,922.99	\$ 68,674.81	\$ 68,531.62	\$ 71,402.04	\$ 67,859.57	\$444,591.58
TOTAL COST		\$178,445.08	\$154,361.28	\$151,259.33	\$150,056.57	\$150,473.94	\$148,424.27	\$933,020.47

<u>REV. HOURS</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Santa Paula A, B, & Tr.	732.6	736.3	725.1	701.4	645.7	680.7	4221.8
	Fillmore & Tr.	355.8	352.7	390.3	372.6	367.7	389.5	2228.6
	Piru	261.4	264.0	240.0	264.0	284.4	252.0	1565.8
Fixed Route Rev Hrs		1349.8	1353.0	1355.4	1338.0	1297.8	1322.3	8016.2
	Fillmore DAR	883.9	615.0	525.2	534.9	564.9	527.3	3651.2
	Santa Paula DAR	695.0	565.4	601.9	589.8	606.9	586.5	3645.6
DAR Rev Hrs		1578.9	1180.4	1127.1	1124.8	1171.9	1113.7	7296.8
TOTAL REV. HOURS		2928.7	2533.42	2482.51	2462.77	2469.62	2435.98	15313

VALLEY EXPRESS SERVICE INDICATORS

First Six Months of Service

RATIOS

<u>FAREBOX RATIO</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Avg
	Santa Paula A, B, & Tr.	4.9%	5.0%	4.7%	4.7%	4.9%	5.4%	4.9%
	Fillmore & Tr.	4.3%	6.1%	7.4%	6.4%	4.9%	6.5%	6.0%
	Piru	8.3%	9.3%	10.4%	11.1%	10.4%	11.6%	10.2%
Fixed Route FB Ratio		5.4%	6.1%	6.5%	6.4%	6.1%	6.9%	6.2%
	Fillmore DAR	3.4%	7.8%	4.9%	5.0%	4.2%	5.3%	5.0%
	Santa Paula DAR	8.4%	6.1%	5.6%	5.5%	5.8%	8.3%	6.7%
DAR FB Ratio		5.6%	7.0%	5.3%	5.3%	5.0%	6.8%	5.8%
SYSTEM FAREBOX RATIO		5.5%	6.5%	5.9%	5.9%	5.6%	6.9%	6.0%

<u>PAX/REV HR</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Avg
	Santa Paula A, B, & Tr.	3.7	4.5	4.8	4.6	4.7	5.2	4.6
	Fillmore & Tr.	4.0	5.9	7.4	5.5	4.5	6.4	5.6
	Piru	6.4	7.9	9.6	9.8	8.9	9.9	8.8
Fixed Route Pax/Hr		4.3	5.5	6.4	5.9	5.5	6.4	5.7
	Fillmore DAR	2.5	3.1	2.3	2.2	2.1	2.3	2.4
	Santa Paula DAR	2.9	3.5	3.0	3.1	3.2	3.2	3.1
DAR Pax/Hr		2.6	3.3	2.7	2.7	2.6	2.8	2.8
SYSTEM PAX/HRS		3.4	4.5	4.7	4.4	4.2	4.8	4.3

<u>COST/PAX</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Avg
	Santa Paula A, B, & Tr.	\$ 15.68	\$ 12.79	\$ 12.13	\$ 12.68	\$ 12.45	\$ 11.12	\$ 12.81
	Fillmore & Tr.	\$ 14.61	\$ 9.70	\$ 7.62	\$ 10.35	\$ 12.82	\$ 8.95	\$ 10.68
	Piru	\$ 8.74	\$ 7.00	\$ 5.67	\$ 5.50	\$ 6.14	\$ 5.46	\$ 6.42
Fixed Route Cost/Pax		\$ 13.42	\$ 10.32	\$ 8.91	\$ 9.70	\$ 10.32	\$ 8.83	\$ 10.06
	Fillmore DAR	\$ 23.85	\$ 18.09	\$ 25.26	\$ 26.21	\$ 28.38	\$ 25.05	\$ 24.47
	Santa Paula DAR	\$ 19.40	\$ 16.39	\$ 19.02	\$ 18.63	\$ 18.21	\$ 17.49	\$ 18.19
DAR Cost/Pax		\$ 21.72	\$ 17.23	\$ 21.50	\$ 21.61	\$ 22.06	\$ 20.47	\$ 20.67
SYSTEM COST/PAX		\$ 16.90	\$ 12.68	\$ 12.17	\$ 12.99	\$ 13.83	\$ 11.93	\$ 13.33

SANTA PAULA FIXED ROUTE SERVICE INDICATORS

Detail by Route

First Six Months of Service

<u>RIDERSHIP</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Santa Paula A	954	1,522	1,553	1,515	1,388	1,506	8,438
	Santa Paula B	1,335	1,333	1,253	1,468	1,616	1,732	8,737
	SP - Tripper 1	266	306	389	139	-	215	1,315
	SP - Tripper 2	152	170	277	90	-	75	764
TOTAL RIDERSHIP		2,707	3,331	3,472	3,212	3,004	3,528	19,254

<u>FAREBOX</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Santa Paula A	\$ 729.19	\$ 1,039.67	\$ 935.54	\$ 960.90	\$ 888.15	\$ 967.84	\$ 5,521.29
	Santa Paula B	\$ 1,011.67	\$ 905.00	\$ 751.01	\$ 879.82	\$ 1,038.07	\$ 1,110.49	\$ 5,696.06
	SP - Tripper 1	\$ 284.34	\$ 188.71	\$ 212.99	\$ 93.15	\$ -	\$ 131.89	\$ 911.08
	SP - Tripper 2	\$ 174.99	\$ 113.88	\$ 158.33	\$ 63.83	\$ -	\$ 44.44	\$ 555.47
TOTAL FAREBOX		\$ 2,200.19	\$ 2,247.26	\$ 2,057.87	\$ 1,997.70	\$ 1,926.22	\$ 2,254.66	\$ 12,683.90

<u>OPERATING COST</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Santa Paula A	\$ 20,842.93	\$ 20,842.93	\$ 20,515.13	\$ 20,808.21	\$ 19,506.74	\$ 19,475.06	\$ 121,991.00
	Santa Paula B	\$ 20,639.43	\$ 20,250.70	\$ 20,192.20	\$ 20,538.89	\$ 19,833.32	\$ 19,570.72	\$ 121,025.26
	SP - Tripper 1	\$ 2,207.50	\$ 2,671.17	\$ 2,473.76	\$ 989.50	\$ -	\$ 1,731.63	\$ 10,073.56
	SP - Tripper 2	\$ 949.29	\$ 1,099.18	\$ 999.25	\$ 399.70	\$ -	\$ 699.48	\$ 4,146.90
OPERATING COST		\$ 44,639.15	\$ 44,863.98	\$ 44,180.34	\$ 42,736.30	\$ 39,340.06	\$ 41,476.89	\$ 257,236.72

<u>REV. HOURS</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Santa Paula A	342.08	342.08	336.70	341.51	320.15	319.63	2,002.15
	Santa Paula B	338.74	332.36	331.40	337.09	325.51	321.20	1,986.30
	SP - Tripper 1	36.23	43.84	40.60	16.24	-	28.42	165.33
	SP - Tripper 2	15.58	18.04	16.40	6.56	-	11.48	68.06
TOTAL REV HOURS		732.63	736.32	725.10	701.40	645.66	680.73	4,221.84

SANTA PAULA FIXED ROUTE SERVICE INDICATORS

Detail by Route

First Six Months of Service

<u>PAX / REV. HOUR</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Avg
	Santa Paula A	2.79	4.45	4.61	4.44	4.34	4.71	4.21
	Santa Paula B	3.94	4.01	3.78	4.35	4.96	5.39	4.40
	SP - Tripper 1	7.34	6.98	9.58	8.56	-	7.57	7.95
	SP - Tripper 2	9.76	9.42	16.89	13.72	-	6.53	11.23
AVG PAX / HOUR		3.69	4.52	4.79	4.58	-	5.18	4.56

<u>TOTAL COST / PAX</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Avg
	Santa Paula A	\$ 21.08	\$ 13.01	\$ 12.61	\$ 13.10	\$ 13.41	\$ 12.29	\$ 13.80
	Santa Paula B	\$ 14.70	\$ 14.51	\$ 15.52	\$ 13.39	\$ 11.63	\$ 10.66	\$ 13.20
	SP - Tripper 1	\$ 7.23	\$ 8.11	\$ 5.81	\$ 6.45	\$ -	\$ 7.44	\$ 6.97
	SP - Tripper 2	\$ 5.09	\$ 5.80	\$ 3.04	\$ 3.73	\$ -	\$ 8.73	\$ 4.70
AVG COST / PAX		\$ 15.68	\$ 12.79	\$ 12.13	\$ 12.68	\$ -	\$ 11.12	\$ 12.70

<u>FAREBOX RATIO (FB/OP)</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Avg
	Santa Paula A	3.50%	4.99%	4.56%	4.62%	4.55%	4.97%	4.53%
	Santa Paula B	4.90%	4.47%	3.72%	4.28%	5.23%	5.67%	4.71%
	SP - Tripper 1	12.88%	7.06%	8.61%	9.41%	0.00%	7.62%	9.04%
	SP - Tripper 2	18.43%	10.36%	15.84%	15.97%	0.00%	6.35%	13.39%
AVG. FAREBOX RECOVERY RATIO		4.93%	5.01%	4.66%	4.67%	0.00%	5.44%	4.93%

FILLMORE FIXED ROUTE SERVICE INDICATORS

Detail by Route

First Six Months of Service

<u>RIDERSHIP</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Fillmore	1,420	1,921	1,942	1,658	1,662	1,881	10,484
	Fill - Tripper 1	-	159	948	395	-	599	2,101
TOTAL RIDERSHIP		1,420	2,080	2,890	2,053	1,662	2,480	12,585
<u>FAREBOX</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Fillmore	\$ 930.19	\$ 1,205.86	\$ 1,245.88	\$ 1,081.51	\$ 1,089.72	\$ 1,180.13	\$ 6,733.29
	Fill - Tripper 1	\$ -	\$ 110.15	\$ 512.18	\$ 371.77	\$ -	\$ 356.51	\$ 1,350.61
TOTAL FAREBOX		\$ 930.19	\$ 1,316.01	\$ 1,758.06	\$ 1,453.28	\$ 1,089.72	\$ 1,536.64	\$ 8,083.90
<u>OPERATING COST</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Fillmore	\$ 21,678.28	\$ 21,018.41	\$ 21,429.08	\$ 21,644.78	\$ 22,403.35	\$ 22,204.72	\$ 130,378.62
	Fill - Tripper 1	\$ -	\$ 470.38	\$ 2,351.90	\$ 1,058.35	\$ -	\$ 1,528.73	\$ 5,409.36
OPERATING COST		\$ 21,678.28	\$ 21,488.79	\$ 23,780.98	\$ 22,703.13	\$ 22,403.35	\$ 23,733.45	\$ 135,787.98
<u>REV. HOURS</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Fillmore	355.79	344.96	351.70	355.24	367.69	364.43	2,139.81
	Fill - Tripper 1	-	7.72	38.60	17.37	-	25.09	88.78
TOTAL REV HOURS		355.79	352.68	390.30	372.61	367.69	389.52	2,228.59

FILLMORE FIXED ROUTE SERVICE INDICATORS

Detail by Route

First Six Months of Service

<u>PAX / REV. HOUR</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Avg
	Fillmore	3.99	5.57	5.52	4.67	4.52	5.16	4.90
	Fill - Tripper 1	-	20.60	24.56	22.74	-	23.87	23.67
AVG PAX / HOUR		3.99	5.90	7.40	5.51	-	6.37	5.65
<u>TOTAL COST / PAX</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Avg
	Fillmore	\$ 14.61	\$ 10.31	\$ 10.39	\$ 12.40	\$ 12.82	\$ 11.18	\$ 11.79
	Fill - Tripper 1	\$ -	\$ 2.27	\$ 1.94	\$ 1.74	\$ -	\$ 1.96	\$ 1.93
AVG COST / PAX		\$ 14.61	\$ 9.70	\$ 7.62	\$ 10.35	\$ -	\$ 8.95	\$ 10.15
<u>FAREBOX RATIO (FB/OP)</u>	<u>Route</u>	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Avg
	Fillmore	4.29%	5.74%	5.81%	5.00%	4.86%	5.31%	5.16%
	Fill - Tripper 1	0.00%	23.42%	21.78%	35.13%	0.00%	23.32%	24.97%
AVG. FAREBOX RECOVERY RATIO		4.29%	6.12%	7.39%	6.40%	0.00%	6.47%	5.95%

FIXED ROUTE SERVICES: COMPARATIVE ANALYSIS

INDICATORS	GOLD COAST TRANSIT	OJAI TROLLEY	THOUSAND OAKS TRANSIT	MOORPARK CITY TRANSIT	SIMI VALLEY TRANSIT	VCTC INTERCITY	KANAN SHUTTLE	VALLEY EXPRESS*
TOTAL PASSENGERS	3,817,758	105,143	166,247	68,229	443,329	823,001	79,872	45,516
PASSENGERS PER HOUR	19.13	12.55	8.39	8.81	17.35	14.50	17.8	5.7
PASSENGERS PER MILE	1.81	0.97	0.58	0.59	1.04	0.53	1.24	0.40
OPERATING COST	\$16,020,298	\$651,519	\$1,332,304	\$416,601	\$2,853,721	\$6,055,545	\$332,016	\$488,429
FARES/OTHER REVENUE	\$3,386,373	\$72,805	\$153,688	\$64,362	\$329,733	\$1,661,452	\$70,000	\$30,479
OPERATING COST PER PASSENGER	\$4.20	\$6.20	\$8.01	\$6.10	\$7.19	\$7.36	\$4.16	\$10.73
OPERATING COST PER HOUR	\$80.30	\$77.78	\$67.29	\$53.81	\$111.69	\$106.66	\$73.98	\$60.93
FAREBOX RECOVERY RATIO	21.1%	11.2%	11.5%	15.5%	11.6%	27.4%	21%	6.2%

*Heritage Valley data for 6 months only: March-August, 2015.

DIAL-A-RIDE SERVICES: COMPARATIVE ANALYSIS

INDICATORS	HARBOR/ BEACHES DAR	CAMARILLO DAR	OAK PARK DAR	HERITAGE VALLEY DAR*
TOTAL PASSENGERS	9,281	95,295	8,628	20,257
PASSENGERS PER HOUR	3.12	4.27	2.54	2.8
OPERATING COST	\$163,500	\$1,188,504	\$241,152	\$444,592
OPERATING COST PER PASSENGER	\$17.61	\$12.47	\$27.95	\$21.95
OPERATING COST PER HOUR	\$55.12	\$53.33	\$71.01	\$60.93
FARES/REVENUE	\$16,442	\$86,790	\$15,072	\$25,867
FAREBOX RECOVERY RATIO	10.1%	7.3%	6.3%	5.8%

*Heritage Valley data for 6 months only: March-August, 2015.



Item #6

October 12, 2015

MEMO TO: HERITAGE VALLEY POLICY ADVISORY COMMITTEE

FROM: AARON BONFILIO, PROGRAM MANAGER

SUBJECT: VALLEY EXPRESS ON-BOARD SURVEY RESULTS

RECOMMENDATION:

- Receive and file.

BACKGROUND:

Marketing Consultant Moore & Associates will provide a verbal presentation regarding the results of the recent on-board survey of riders of the Valley Express transit system.



Item #7

October 12, 2015

MEMO TO: HERITAGE VALLEY POLICY ADVISORY COMMITTEE

**FROM: CHAIR, HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE
AARON BONFILIO, PROGRAM MANAGER**

SUBJECT: VALLEY EXPRESS SERVICE MODIFICATION

RECOMMENDATION:

- Approve the following service recommendations by the Heritage Valley Technical Advisory Committee (HVTAC), effective January 2016:
 - A) Reduction of the two fixed routes serving Santa Paula (A & B) that operate concurrently throughout the day and have the two routes operate in an interlined fashion during low-ridership periods, reducing the fixed route revenue service hours by a minimum of 35%. Additionally, continue monitoring the two school tripper routes in Santa Paula and identify further reductions in fixed route service costs where service may be duplicative or underutilized.
 - B) Reduction of fixed route service in Fillmore and Piru that operate concurrently throughout the day and have the two routes operate in an interlined fashion during low-ridership periods, reducing the fixed route service by a minimum of 35% for Fillmore and by a minimum of 20% for Piru. Additionally, to modify and add service in the Fillmore area to target the core shopping destinations currently underserved and add service to the El Dorado estates, as well as implement new weekend fixed route service to/from Piru.
 - C) Modify Valley Express Dial-a-ride scheduling policy which currently excludes Seniors (65 years and older) from scheduling trips to and from the fixed route service area, which is only available to ADA Paratransit riders, and extend the available service area to Seniors, as well. With the reduction in fixed route service hours identified in paragraphs A and B above, additional hours in each jurisdiction (within budget) can be made available for an expected increase in Dial-a-ride service based upon this change.
 - D) Incrementally increase all fares in January 2016 and June 2016 as recommended by the HVPAC and approved by the VCTC in December 2014. This will include standardizing the Dial-a-ride cash fare per trip in January 2016 to a single standard

fare of \$2.00 for all fare categories, children five and under would continue to ride free with a fare paying adult. (See attachment)

BACKGROUND:

At the last Heritage Valley Policy Advisory Committee (PAC) meeting, the PAC asked the Heritage Valley Technical Advisory Committee (TAC), which advises and makes recommendations to the PAC on service modifications, to work with staff and identify recommendations that would address ways to improve service delivery.

The TAC met in September, reviewed the system performance indicators, and held lengthy discussion regarding the current fixed route service area, fare structure, and dial-a-ride service policies. At that meeting a number of service modification scenarios were presented and after considerable deliberation and review, the TAC provided staff with direction regarding adjustment and modifications that are presented to the PAC herein.

Discussion of Recommended Fixed Route Service Modifications

Simply put, at various times of the day, each of the fixed routes run at low or near-empty ridership numbers. Current headways are generally 30 minutes for each of the routes.

With the interlining of fixed route alignments, specifically, Santa Paula routes A and B, and the Fillmore route and Piru route, service levels could be reduced on the fixed route system, reducing the number of vehicles in operation from four to two during the affected times of day.

At the same time, a modification of the eligibility rules for unrestricted dial-a-ride trips within the “quarter-mile restriction area” could be expanded to include Seniors, and thereby increase their access to the system. This is also consistent with other ADA/senior dial-a-ride programs throughout the county, most recently initiated by the East County Transit Alliance. While such an expansion of the persons eligible for unrestricted dial-a-ride would potentially increase service demand,⁸ the addition of the now-eliminated fixed route hours and transference to the DAR program would help mitigate increased demand. Similarly as non-ADA riders, the trip demand could be managed with limitations of available hours, i.e. “capped” per day. This expansion would also encourage use of the service for casual trips as well, as patrons would not need to complete the ADA certification process before utilizing the service in the unrestricted area.

After much deliberation and dialogue, the TAC made the following fixed route service recommendations:

- i) Interline Santa Paula Route A and Route B during low-ridership periods, and make route modifications to increase ridership and service productivity.
- ii) Interline the Piru and Fillmore Fixed Routes during low-ridership periods, and make route modifications to increase ridership and productivity; specifically, modify weekday and weekend fixed route service in Fillmore to serve additional locations such as the Vons shopping center, El Dorado Estates and other destinations currently either served by Dial-a-ride or served inefficiently by the fixed route. Such modifications could continue to decrease the General Public Dial-a-ride demand, as

⁸Per 2010 Census, seniors (65 years+) make up approx. 10% of the overall Heritage Valley population.

the fixed route service area would be expanded, as well as make better use of fixed route resources.

- iii) Implement new fixed route service to/from Piru on the weekends, thereby reducing the *General Public Dial-a-ride* service demand, and interline the new weekend Piru route with weekend Fillmore fixed route service.⁹

Discussion of Dial-a-ride (DAR) Capacity Considerations

At this time, the Valley Express General Public Dial-a-ride/ADA Paratransit service operates as a complement to the standard fixed route service without many “trip-denials”; that is, there have been a limited number trip requests that were not met due to capacity constraints.¹⁰ Generally speaking, all demand is facilitated and service is provided. However, given the current trend of the demand (for both General Public service and ADA service) a more significant “cap” or self-imposed limitation of available General Public Dial-a-ride is foreseeable, as the budget only allows for **two** daily dial-a-ride vehicles for the ***entire*** service area, and the average daily trend has been to operate between **two and three**.

Any consideration of the expansion of Dial-a-ride eligibility or expansion of the service area, e.g. to treat trip requests for Seniors as we would ADA, should be reflective of the foreseeable capacity constraints.

In prior years, no fixed route service was operated and the total number of Dial-a-ride hours increased year after year. The prior fiscal year Dial-a-ride budget (operated by FATCO) included **32,312** hours for the full fiscal year, which is more than all of the hours of service budgeted for and operated by Valley Express.

Considering the then-demand of the Dial-a-ride service exceeded the available number of hours, and capacity constraints led to complaints and regular unavailability of service, any expansion of the new Valley Express Dial-a-ride or relaxation of rider eligibility rules, should anticipate the need for a budget amendment with increased levels of funding to address the foreseeable demand that existed previously, as only 27,400 hours are available under the current budget.

Discussion of Recommended DAR Modifications and Valley Express Fare Implementation

The TAC reviewed the dial-a-ride scheduling and eligibility policies of the current system and compared them to the other DAR programs around the county. Generally speaking seniors are granted similar same-day service to the DAR programs around the county as the ADA eligible riders. To increase accessibility of the DAR program and assist those with potential mobility impairments, the TAC recommended that the DAR policy regarding eligibility to travel in the

⁹ The expansion of the fixed route Piru service and corresponding reduction of Dial-a-ride service would need to be analyzed further. However, current trends suggest 75-85% of all Piru DAR weekend service could be met by a new fixed route.

¹⁰ ADA Paratransit service is mandated by law and availability cannot be restricted due to capacity constraints. However, the General Public Dial-a-ride may be limited due to availability. Historically, the self-imposed “cap” or reduction in the available Dial-a-ride is done toward the end of the second and fourth quarters of a fiscal year. This is done in order to stay within the limits of the current budget and to ensure resources for mandated ADA Paratransit.

unrestricted DAR service area be changed to include Seniors, 65 years or older. While this change would increase the DAR demand, the addition of DAR hours included in the above recommendation (to reduce and transfer hours from the Fixed route to the DAR service) would address potential increased demand.

In addition, to provide equity amongst the DAR patrons and reduce the fare disparity between ADA Riders, the general public and seniors, the TAC recommended that the DAR cash fares be standardized to a single flat fare of \$2.00 effective with the identified route and service modifications.

Previously the HVPAC recommended, and the Commission approved, two scheduled fare adjustments which included changes to be implemented at specific junctures. At the time that the schedule of fares was approved the exact start-date of the new contract was unknown. Due to the uncertainty of the new service start, these fare changes were approved, but the implementation dates were left as to-be-determined. The HVPAC had originally envisioned that the planned fare changes would occur after the first six months of service, and again after the first full year of service. While the service has operated for approximately six months, the scheduled fare changes have not yet taken effect.

At the September TAC meeting the TAC reviewed the current service statistics and the farebox recovery for the system. In addition, the approved (but not-yet-implemented) fare schedule was discussed. The TAC moved to recommend that the PAC approve implementation of the fare adjustment plan, beginning effective January 2016. The TAC recommended one exception to the original plan, however, that the cash fares for DAR service, specifically, be set initially at \$2.00. The recommended fare schedule is attached.

The recommended DAR service changes are summarized as follows:

- i.) Extend unrestricted DAR service area availability to seniors 65 years and older
- ii.) Implement the approved fare schedule changes based on the updated Valley Express Fare Schedule table.

Attachment:

Valley Express Service Modifications and Budget Projections
Valley Express Fare Schedule

VALLEY EXPRESS FIXED ROUTE AND DIAL-A-RIDE SERVICE MODIFICATIONS AND BUDGET PROJECTIONS

The current service design includes four fixed routes, two in Santa Paula, one in Fillmore, and one that runs between Fillmore and Piru. In addition three additional school “tripper” routes run during the school year only; two in Santa Paula and one in Fillmore.

As a complement to the fixed route service, a co-mingled General Public Dial-a-ride / ADA Paratransit service operates in the greater Heritage Valley service area. Specifically:

- *The General Public Dial-a-ride is available and open to the public for trips to and/or from locations that are more than one quarter-mile from the fixed-route bus system (i.e. the “General Public service area”); and,*
- *the ADA paratransit service is available for ADA certified riders throughout the entire Valley Express service area, as well as for transfers to/from Gold Coast Access in Ventura.*
- *Both General Public Dial-a-ride and ADA Paratransit are available seven days a week, generally from 6:00 AM to 8:00 PM weekdays, and 8:00 AM to 6:00 PM on weekends.*

Current Daily Fixed Route Service¹¹:

Route Name by Area	Weekdays	Weekends
SANTA PAULA		
ROUTE A	6:30 AM - 7:30 PM	8:00 AM - 6:00 PM
ROUTE B	6:30 AM - 7:30 PM	8:00 AM - 6:00 PM
<i>Trippler 1</i>	7:00 - 8:30 AM / 2:30 - 3:30 PM	N/A
<i>Trippler 2</i>	7:00 - 8:30 AM	N/A
FILLMORE		
Fillmore	6:00 AM - 8:00 PM	8:00 AM - 6:00 PM
<i>Trippler</i>	7:00 - 7:30 AM / 2:30 - 3:00	N/A
PIRU		
Fillmore-Piru	6:00 AM - 8:00 PM	N/A

Current Daily Dial-a-ride/ADA Paratransit Service:

Daily service includes an average of **three total vehicles operated for the Valley Express Service area**; including one to two vehicles in Santa Paula, and one vehicle in Fillmore and Piru.

During the course of the day this ratio may shift depending on service demand, particularly if ADA Paratransit service is requested to/from the Ventura transfer point. On weekends General Public Dial-a-ride service operates in the Piru service area. As a policy, the General Public Dial-a-ride is available to patrons where the fixed route service is unavailable.¹²

¹¹ Service start and end times rounded to nearest half hour.

¹² The General Public Dial-a-ride service area includes areas that are more than ¼ mile distance from fixed route bus stops, within the Heritage Valley service area. The trip must begin or end this distance from the fixed route system.

The following table reflects the annual budgeted level of service and the estimated gross operations costs. This does not include FTA, Farebox or other outside revenues, nor does it include overhead by VCTC. (For more detailed information see below, Budget Model FY15/16.)

CURRENT	Fixed Route		Dial-a-ride**	
Service Levels	Hours	Est Cost	Hours	Est Cost
Santa Paula	8,800	\$536,184	3,466	\$211,183
Fillmore	4,500	\$274,185	3,466	\$211,183
County	3,700	\$225,441	3,468	\$211,305
Total	17,000	\$1,035,810	10,400	\$633,672

Total Hours of Service Budgeted FY15/16 System-wide = 27,400 hours

Previous discussions of service modification have included looking at ways to reduce costs of under-utilized fixed route service, improve farebox recovery ratios, and increase access to common destinations, as well as improve ridership, generally.

Public comment was received at the last HVPAC meeting from an individual that had experienced difficulty with the ADA Paratransit certification process. They also expressed a number of concerns about areas not served by the current route in Fillmore. That patron has since been contacted and specific questions were answered by staff. The additional comments received by that patron have also been addressed with the recommended Fillmore fixed route modifications: specifically – adding service to El Dorado Estates, the Shopping Centers, and expansion of DAR service to seniors.

The following reflects the changes recommended by the HVTAC:

	Fixed Route		Dial-a-ride	
Service Levels	Hours	Est Cost	Hours ¹³	Est Cost
Santa Paula	6,160	\$375,329	6,106	\$372,039
Fillmore	2,960	\$180,353	5,006	\$305,016
County	2,990	\$182,181	4,178	\$254,566
Total	12,110	\$737,862	15,290	\$931,620

Potential Outcome of Fixed Route Modifications

	Fixed Route		Dial-a-ride	
Service Levels	Hours	Est Cost	Hours ¹⁴	Est Cost
<i>Santa Paula</i>	6,160	\$375,329	6,106	\$372,039
Fillmore	2,960	\$180,353	2,800	\$170,604
County	2,990	\$182,181	3,000	\$182,790
Total	12,110	\$737,862	11,906	\$725,433

¹³ The hours of Dial-a-ride represent the maximum available hours available.

¹⁴ The highlighted hours of Dial-a-ride reflect the anticipated actual demand following fixed route changes.

Due to the concentration of DAR trips that occur in the County unincorporated on the weekends, the recommended fixed route service would help to eliminate this demand. Additionally new Fillmore service to Vons and El Dorado Estates would eliminate considerable DAR demand, as well. Going forward staff will continue to work with each jurisdiction and the operator to identify optimal fixed route modifications.

CURRENT BUDGET (1/3, 1/3, 1/3)			FY 2015/2016 BUDGET MODEL											
	Fixed Route Hours	% of Fixed Hours	Hourly Rate	Fixed Route Cost	Dial-A-Ride Hours (note 1)	Hourly Rate	Dial-A-Ride Cost	Admin fee (note 2)	Other Svc Exps (note 3)	Total Agency Cost	% total cost	Total Agency cost less Offset	Agency Estimated TDA 2015/16 (note 4)	TDA Balance
Fillmore	4500	26%	\$ 60.93	\$ 274,185.00	3466	\$ 60.93	\$ 211,183.38	\$ 33,333.33	\$ 60,566.67	\$ 579,268.38	30%	\$ 395,661.87	\$ 535,070.00	\$ 139,408.13
Santa Paula	8800	52%	\$ 60.93	\$ 536,184.00	3466	\$ 60.93	\$ 211,183.38	\$ 33,333.33	\$ 60,566.67	\$ 841,267.38	43%	\$ 557,298.78	\$ 1,062,118.00	\$ 504,819.22
Unincorporated County	3700	22%	\$ 60.93	\$ 225,441.00	3468	\$ 60.93	\$ 211,305.24	\$ 33,333.33	\$ 60,566.67	\$ 530,646.24	27%	\$ 365,680.36	(note 5)	
Total	17000			\$ 1,035,810.00	10400		\$ 633,672.00	\$ 100,000.00	\$ 181,700.00	\$ 1,951,182.00		\$ 1,318,641.00		
Notes:										\$ -				
1. Proposed hours split evenly. Re-evaluate in December and adjust if needed										Total less offset		\$ 1,318,641.00		
2. VCTC Admin fee of \$100,000 split three ways between agencies										Prop 1B funded camera		\$ 185,000.00		
3. Incl. Insp svcs, Legal, Marketing, Trapeze exp, and G&A										Prop 1B funded Fareboxes		\$ 220,000.00		
										FTA		\$ 502,541.00		
4. Approved at VCTC meeting on 2/6/15										Farebox		130,000		
5. County TDA all to GCTD, County will request sufficient funds to include adjustments to DAR amount if needed										TOTAL FY1516		\$ 2,356,182.00		
6. FTA Offset uses % of total cost														
7. Farebox Offset uses % of Fixed Route hours														
Offset Revenue Sources					Offset per Agency Calc									
Additional Revenue					Offset	FTA	Fare	Total						
FTA 5307					Fillmore	\$149,195	\$34,412	\$183,607						
Farebox (10% minimum)					Santa Paula	\$216,674	\$67,294	\$283,969						
Total Offset					County	\$136,672	\$28,294	\$164,966						
					Total	\$502,541	\$130,000	\$632,541	\$ -					
						note 6	note 7							
Other Services Worksheet														
Admin Fee		Fully Burdened Labor						\$ 100,000.00	(Note 2)					
Other Svcs		Mileage						\$ 2,500.00	2500					
Other Svcs		Postage						\$ 200.00	200					
Other Svcs		Printing						\$ 15,000.00	15,000					
Other Svcs		Supplies and Materials						\$ 200.00	200					
Other Svcs		Marketing						\$ 51,000.00	51,000					
Other Svcs		Professional Services						\$ 90,000.00	90,000					
Grant Funded		On-board Video Surveillance System						\$ 185,000.00	(Grant Funded)					
Other Svcs		Bank Fees						\$ 1,300.00	1300					
Other Svcs		Communications						\$ 3,500.00	3500					
Grant Funded		Farebox System						\$ 220,000.00	(Grant Funded)					
Other Svcs		Legal Services						\$ 18,000.00	18,000					
		Contract Services						\$ 1,669,482.00						
		TOTAL EXPENDITURES						\$ 2,356,182.00						
								subtotal other svcs	181700					
								split evenly	\$ 60,566.67					

				FY 2015/2016 BUDGET MODEL											
	Fixed Route Hours	% of Fixed Hours	Hourly Rate	Fixed Route Cost	Dial-A-Ride Hours (note 1)	Hourly Rate	Dial-A-Ride Cost	Admin fee (note 2)	Other Svc Exps (note 3)	Total Agency Cost	% total cost	Total Agency cost less Offset	Agency Estimated TDA 2015/16 (note 4)	TDA Balance	
Fillmore	2960	24%	\$ 60.93	\$ 180,352.80	5006	\$ 60.93	\$ 305,015.58	\$ 33,333.33	\$ 60,566.67	\$ 579,268.38	30%	\$ 398,298.24	\$ 535,070.00	\$ 136,771.76	
Santa Paula	6160	51%	\$ 60.93	\$ 375,328.80	6106	\$ 60.93	\$ 372,038.58	\$ 33,333.33	\$ 60,566.67	\$ 841,267.38	43%	\$ 558,465.73	\$ 1,062,118.00	\$ 503,652.27	
Unincorporated County	2990	25%	\$ 60.93	\$ 182,180.70	4178	\$ 60.93	\$ 254,565.54	\$ 33,333.33	\$ 60,566.67	\$ 530,646.24	27%	\$ 361,877.03	(note 5)		
Total	12110			\$ 737,862.30	15290		\$ 931,619.70	\$ 100,000.00	\$ 181,700.00	\$ 1,951,182.00		\$ 1,318,641.00			
Notes:										\$ -					
1. Proposed hours split evenly. Re-evaluate in December and adjust if needed											Total less offset	\$ 1,318,641.00			
2. VCTC Admin fee of \$100,000 split three ways between agencies											Prop 1B funded camera	\$ 185,000.00			
3.Incl. Insp svcs, Legal, Marketing, Trapeze exp, and G&A											Prop 1B funded Fareboxes	\$ 220,000.00			
											FTA	\$ 502,541.00			
4. Approved at VCTC meeting on 2/6/15											Farebox	130,000			
5. County TDA all to GCTD, County will request sufficent funds to include adjustments to DAR amount if needed											TOTAL FY1516	\$ 2,356,182.00			
6. FTA Offset uses % of total cost															
7. Farebox Offset uses % of Fixed Route hours															
Offset Revenue Sources										Offset per Agency Calc					
Additional Revenue							Offset	FTA	Fare	Total					
FTA 5307	\$ 502,541						Fillmore	\$149,195	\$31,775	\$180,970					
Farebox (10% minimum)	\$ 130,000						Santa Paula	\$216,674	\$66,127	\$282,802					
Total Offset	\$ 632,541.00						County	\$136,672	\$32,097	\$168,769					
							Total	\$502,541	\$130,000	\$632,541	\$ -				
								note 6	note 7						
										Other Services Worksheet					
	Admin Fee	Fully Burdened Labor							100000	(Note 2)					
	Other Svcs	Mileage							2500	2500					
	Other Svcs	Postage							200	200					
	Other Svcs	Printing							15,000	15,000					
	Other Svcs	Supplies and Materials							200	200					
	Other Svcs	Marketing							51,000	51,000					
	Other Svcs	Professional Services							90,000	90,000					
	Grant Funded	On-board Video Surveillance System							185000	(Grant Funded)					
	Other Svcs	Bank Fees							1300	1300					
	Other Svcs	Communications							3500	3500					
	Grant Funded	Farebox System							220,000	(Grant Funded)					
	Other Svcs	Legal Services							18,000	18,000					
		Contract Services							1,669,482						
		TOTAL EXPENDITURES							2,356,182						
									subtotal other svcs	181700					
									split evenly	60566.66667					

Estimated DAR Hours following fixed route modifications

POTENTIAL

	Fixed Route Hours	% of Fixed Hours	Hourly Rate	Fixed Route Cost	Dial-A-Ride Hours (note 1)	Hourly Rate	Dial-A-Ride Cost	Admin fee (note 2)	Other Svc Exps (note 3)	Total Agency Cost	% total cost	Total Agency cost less Offset	Agency Estimated TDA 2015/16 (note 4)	TDA Balance
Fillmore	2960	24%	\$ 60.93	\$ 180,352.80	2800	\$ 60.93	\$ 170,604.00	\$ 33,333.33	\$ 60,566.67	\$ 444,856.80	25%	\$ 284,967.12	\$ 535,070.00	\$ 250,102.88
Santa Paula	6160	51%	\$ 60.93	\$ 375,328.80	6106	\$ 60.93	\$ 372,038.58	\$ 33,333.33	\$ 60,566.67	\$ 841,267.38	48%	\$ 532,863.66	\$ 1,062,118.00	\$ 529,254.34
Unincorporated County	2990	25%	\$ 60.93	\$ 182,180.70	3000	\$ 60.93	\$ 182,790.00	\$ 33,333.33	\$ 60,566.67	\$ 458,870.70	26%	\$ 294,623.11	(note 5)	
Total	12110			\$ 737,862.30	11906		\$ 725,432.58	\$ 100,000.00	\$ 181,700.00	\$ 1,744,994.88		\$ 1,112,453.88		

Notes:	\$ -	
1. Proposed hours split per scenario, with DAR hours reduction per current trend	Total less offset	\$ 1,112,453.88
2. VCTC Admin fee of \$100,000 split three ways between agencies	Prop 1B funded camera	\$ 185,000.00
3.Incl. Insp svcs, Legal, Marketing, Trapeze exp, and G&A	Prop 1B funded Fareboxes	\$ 220,000.00
	FTA	\$ 502,541.00
4. Approved at VCTC meeting on 2/6/15	Farebox	130,000
5. County TDA all to GCTD, County will request sufficent funds to include adjustments to DAR amount if needed	TOTAL FY1516	\$ 2,149,994.88
6. FTA Offset uses % of total cost		
7. Farebox Offset uses % of Fixed Route hours		

Offset Revenue Sources

Additional Revenue	
FTA 5307	\$ 502,541
Farebox (10% minimum)	\$ 130,000
Total Offset	\$ 632,541.00

Offset per Agency Calc

Offset	FTA	Fare	Total
Fillmore	\$128,114	\$31,775	\$159,890
Santa Paula	\$242,277	\$66,127	\$308,404
County	\$132,150	\$32,097	\$164,248
Total	\$502,541	\$130,000	\$632,541
	note 6	note 7	

\$ -

Other Services Worksheet

Admin Fee	Fully Burdened Labor		100000	(Note 2)
Other Svcs	Mileage		2500	2500
Other Svcs	Postage		200	200
Other Svcs	Printing		15,000	15,000
Other Svcs	Supplies and Materials		200	200
Other Svcs	Marketing		51,000	51,000
Other Svcs	Professional Services		90,000	90,000
Grant Funded	On-board Video Surveillance System		185000	(Grant Funded)
Other Svcs	Bank Fees		1300	1300
Other Svcs	Communications		3500	3500
Grant Funded	Farebox System		220,000	(Grant Funded)
Other Svcs	Legal Services		18,000	18,000
	Contract Services		1,463,295	
	TOTAL EXPENDITURES		2,149,995	
			subtotal other svcs	181700
			split evenly	\$ 60,566.67

UPDATED VALLEY EXPRESS FARE SCHEDULE

PROPOSED CASH ADJUSTMENTS

Fare Type	Proposed ¹⁵		
	March 3, 2015	January 1, 2016	July 1, 2016
Dial-a-ride - ADA Paratransit	\$2.00	\$2.00	\$2.50
Dial-a-ride – Adult/Youth	\$1.75	\$2.00	\$2.50
Dial-a-ride – Senior/Disabled	\$0.85	\$2.00	\$2.50
Dial-a-ride – Children < 5	Free	Free	Free
Fixed Route – Adult	\$1.00	\$1.25	\$1.25
Fixed Route – Youth (<18)	\$0.50	\$0.60	\$0.60
Fixed Route – Children < 5	Free	Free	Free
Fixed Route – Senior/Disabled	\$0.50	\$0.60	\$0.60
Santa Paula Commuter Route	Discontinued	Discontinued	Discontinued

PROPOSED MONTHLY PASS ADJUSTMENTS

Pass Type	Proposed	
	March, 2015	July 2016
SUPER PASS (Dial-a-ride) Monthly Pass – Adult/Youth	\$30	\$40
SUPER PASS (Dial-a-ride) Monthly Pass – Senior/Disabled	\$25	\$25
Fixed Route Monthly Pass – Adult	\$20	\$25
Fixed Route Monthly Pass – Youth (<18) & Senior/Disabled	\$10	\$12
Day Pass (Fixed Route, Dial-A-Ride)	\$3.75	\$4.00

¹⁵ Proposed fares (cash and pass) were approved with a date to-be-determined; HVPAC approved October 2014, and the VCTC Commission approved December 2014. The **highlighted** fare categories represent the HVTAC's recommended adjustment to the previously adopted fare schedule.