AGENDA

HERITAGE VALLEY TRANSIT SERVICE
TECHNICAL ADVISORY COMMITTEE (HVTAC)
Monday, September 28, 2015, 3:00 p.m.
Santa Paula City Hall, Council Chambers
970 Ventura Street, Santa Paula, CA 93060

Item #1 **CALL TO ORDER**

Item #2 **INTRODUCTIONS AND ANNOUNCEMENTS**

Item #3 **PUBLIC COMMENTS**

Item #4 **AUGUST 18, 2015 MEETING MINUTES – PG. 2**
- Approve the August 18, 2015 meeting minutes.

Item #5 **SEPTEMBER 23, 2015 MEETING MINUTES – PG. 3**
- Approve the September 23, 2015 meeting minutes.

Item #6 **SERVICE PERFORMANCE – PG. 4**
- Receive and file Key Performance Indicators report.

Item #7 **SERVICE LEVEL SCENARIOS – PG. 24**
- Receive and file service level scenarios, and discuss potential modifications.

Item #8 **DETERMINE THE NEXT MEETING DATE**

Item #9 **ADJOURNMENT**

MINUTES of the
HERITAGE VALLEY TRANSIT SERVICE
TECHNICAL ADVISORY COMMITTEE (HVTAC)
August 18, 2015

1. Call to Order
Chairperson David Rowlands called the meeting to order at 3:00 p.m.

2. Introductions and Announcements
Self-introductions were performed. The following people were present:

David Rowlands	Fillmore	Jim Moore	Moore and Associates
Tom Conlon	MV Transportation	Veronica Hurtado	MV Transportation
Brian Yanez	Santa Paula	Kathy Connell	Ventura County
Aaron Bonfilio	VCTC	Kara Elam	VCTC
Treena Gonzales	VCTC	Vic Kamhi	VCTC

3. Public Comments
No public comments were made.

4. May 13, 2015 Meeting Minutes – Action
Aaron Bonfilio moved to approve the May 13, 2015 meeting minutes. Brian Yanez 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
Discussion was had regarding the Quarter-Mile Restriction Zone for general public use of the Dial-a-Ride (DAR) service. A large portion of the City of Fillmore is within the current restricted area. The HVTAC asked staff to prepare, for presentation at the next HVTAC meeting, alternative concepts of service solutions to address both the budget and capacity issues if the quarter-mile restriction of general public DAR is relaxed or removed in the future. The HVTAC agreed that the Operator should track the types of DAR service denials made (currently, the Operator tracks denials but not by type) and that a fare differential between fixed route and DAR should continue to be considered along with any alteration to service.

6. Service Performance
Staff presented key performance indicators to the HVTAC, noting that the fixed route farebox recovery of 10% has not been achieved but system wide ridership increased consistently during the school year. The HVTAC asked that staff present the DAR service data broken down by jurisdiction (Santa Paula, Fillmore and unincorporated Ventura County). Staff explained that there are potential cost-saving service adjustments options, such as interlining Santa Paula Route A & B during different weekday times or interlining service for both Santa Paula and Fillmore on weekends. At the next meeting, staff will provide detail on potential concepts for cost-saving service adjustments.

7. Marketing Status Update
Staff provided updates regarding upcoming and recently completed marketing activities.

8. Federal Transit Administration Final Rule Regarding ADA reasonable Modifications of Policy and Practices – Action
Dave Rowlands moved to recommend for approval to the HVPAC the proposed implementation of the Federal Transit Administration Final Rule regarding ADA Reasonable Modifications of Policy and Practices. A voice vote was taken and passed unanimously.

9. Determine the Next Meeting Date
The next HVTAC meeting will occur on Thursday, September 15, 2015, at 3:00 p.m. at Santa Paula City Hall.

10. Adjournment
David Rowlands moved to adjourn the meeting at 3:49 p.m. A voice vote was taken and the motion passed unanimously.

Item #5

MINUTES of the
HERITAGE VALLEY TRANSIT SERVICE
TECHNICAL ADVISORY COMMITTEE (HVTAC)
September 23, 2015

1. Call to Order
Vice Chairperson David Fleisch called the meeting to order at 11:04 a.m.

2. Introductions and Announcements
Self-introductions were performed. The following people were present:

Aracely Preciado	CAUSE	Jim Moore	Moore and Associates
Teresa Torres	MV Transportation	Tom Conlon	MV Transportation
Veronica Hurtado	MV Transportation	John Ilasin	Santa Paula
David Fleisch	Ventura County	Kathy Connell	Ventura County
Aaron Bonfilio	VCTC	Kara Elam	VCTC
Treena Gonzales	VCTC	Vic Kamhi	VCTC

3. Public Comments
No public comments were made.

4. August 18, 2015 Meeting Minutes – Action
David Fleisch moved to table the August 18, 2015 meeting minutes as neither he nor John Ilasin were present at the previous meeting. The motion was approved without any objection.

5. Service Performance
David Fleisch moved to table the item. The motion was approved without any objection.

6. Service Level Scenarios
David Fleisch moved to table the item. The motion was approved without any objection.

7. Marketing Status Update
Staff provided updates regarding upcoming and recently completed marketing activities.

8. Determine the Next Meeting Date
Staff will work with the TAC to determine the next meeting date, time and location.

10. Adjournment
David Fleisch moved to adjourn the meeting at 11:22 a.m. John Ilasin seconded the motion, which passed.

Item #6

September 28, 2015

MEMO TO: HERITAGE VALLEY TECHNICAL 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 however, note, that staff presents this as preliminary, as VCTC is in the process of closing out the fiscal year and the most recent pass sales information, for August 2015 was not finalized at the time of this agenda's draft. This same data was presented last month, however added, are the August 2015 information, and a breakdown of Dial-a-ride trips by jurisdiction and passenger eligibility.

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.

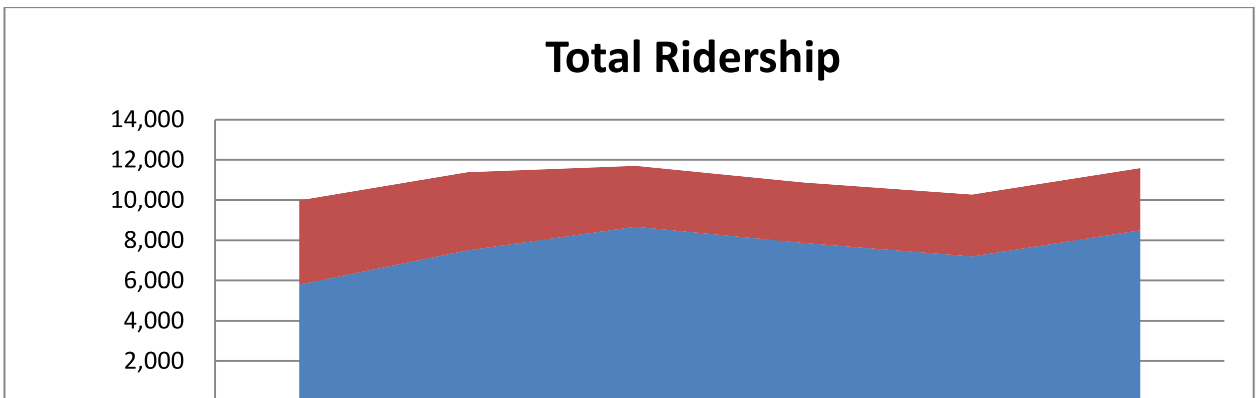
VALLEY EXPRESS KEY PERFORMANCE INDICATORS

Valley Express Year-end FY14/15 Farebox Recovery[1]

FY 14/15 OPERATING COSTS	TOTAL OPERATING COSTS
Dial-a-ride	$ 1,159,980.73
Fixed Route	$ 325,054.04
Total Operating Cost	**$ 1,485,034.77**

FY 14/15 FAREBOX REVENUES	TOTAL FAREBOX
Dial-a-ride Farebox	$ 118,195.21
Fixed Route Farebox	$ 20,084.61
TOTAL FAREBOX	**$ 138,279.82**
FAREBOX RECOVERY RATIO	**9.312%**

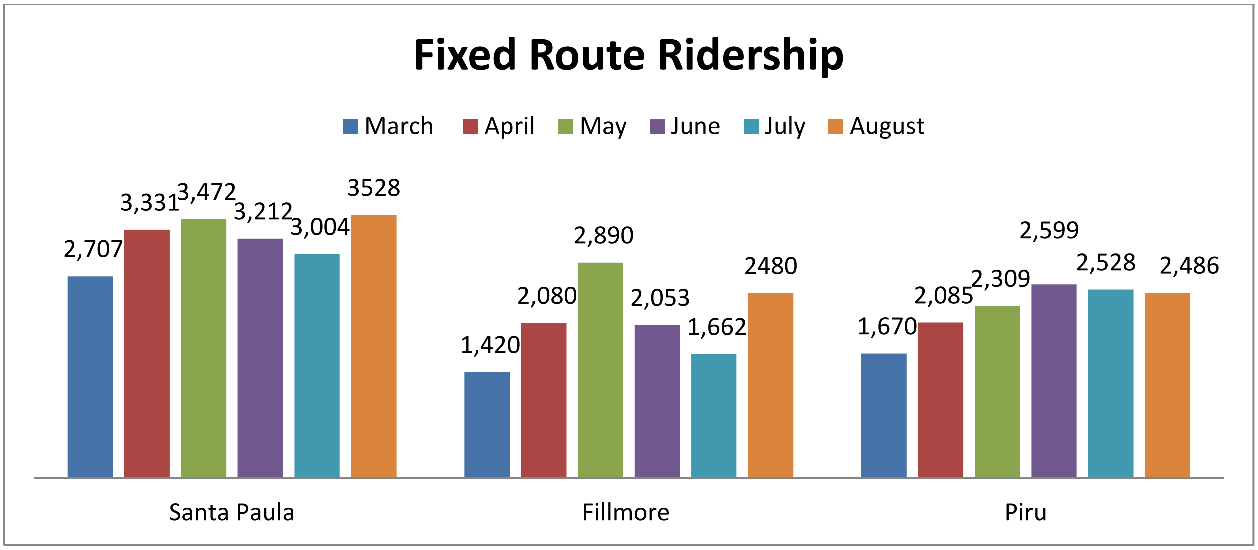
Passenger Utilization Service Launch To-date

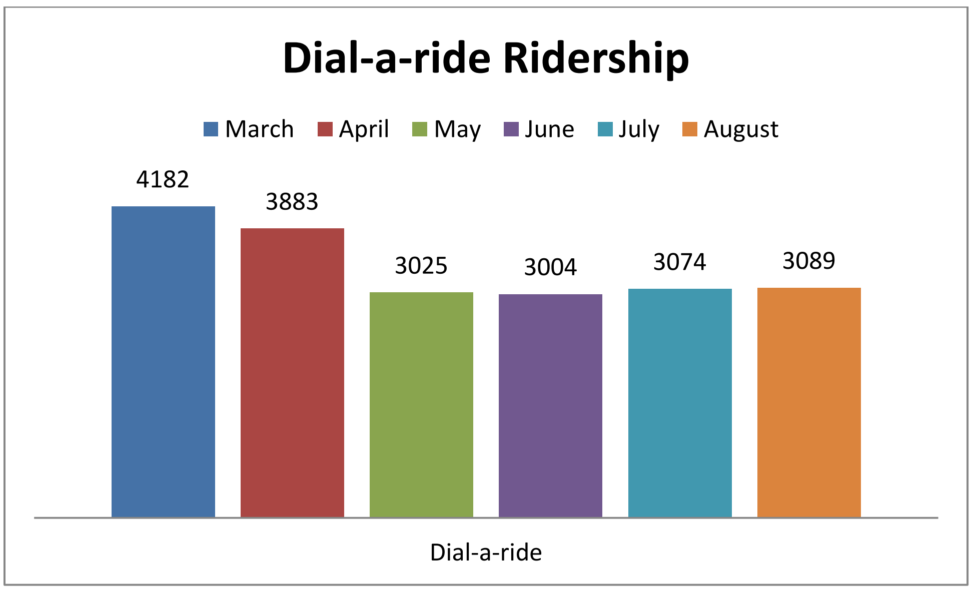


	March	April	May	June	July	August
Dial-a-ride	4182	3883	3025	3004	3074	3089
Fixed Route	5,797	7,496	8,671	7,864	7,194	8,494

[1] Preliminary estimation; VCTC FY close in progress

PASSENGER UTILIZATION BY MODE





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*

DIAL-A-RIDE SERVICE ANALYSIS

TRIPS BY JURISDICTION: SANTA PAULA, FILLMORE, COUNTY UNICORPORATED

JULY 1, 2015 – SEPT. 8, 2015

Jurisdiction*	Origin	to	Destination	Trip Count	GPDAR	ADA	System-wide %
Santa Paula	*Santa Paula*	-->	*Santa Paula*	3011	2342	669	
	Santa Paula	-->	*Tx Point*	17	0	17	
	Santa Paula	-->	*Fillmore*	4	0	4	
	Tx Point	-->	*Santa Paula*	10	0	10	
Subtotal Santa Paula				**3042**	**77%**	**23%**	**52%**
Fillmore	*Fillmore*	-->	*Fillmore*	600	558	42	
	Fillmore	-->	*Tx Point*	1	0	1	
	Fillmore	-->	*Santa Paula*	5	0	5	
	Tx Point	-->	*Fillmore*	3	0	3	
Subtotal Fillmore				**609**	**92%**	**8%**	**10%**
County Unincorp.	*County*	-->	*County*	109	109	0	
	County	-->	*Fillmore*	733	699	34	
	County	-->	*Santa Paula*	339	330	9	
	County	-->	*Tx Point*	33	0	33	
	Fillmore	-->	*County*	652	620	32	
	Santa Paula	-->	*County*	348	336	12	
	Tx Point	-->	*County*	17	0	17	
Subtotal County Unicorp.				**2231**	**94%**	**6%**	**38%**
Total				**5882**	**85%**	**15%**	**100%**

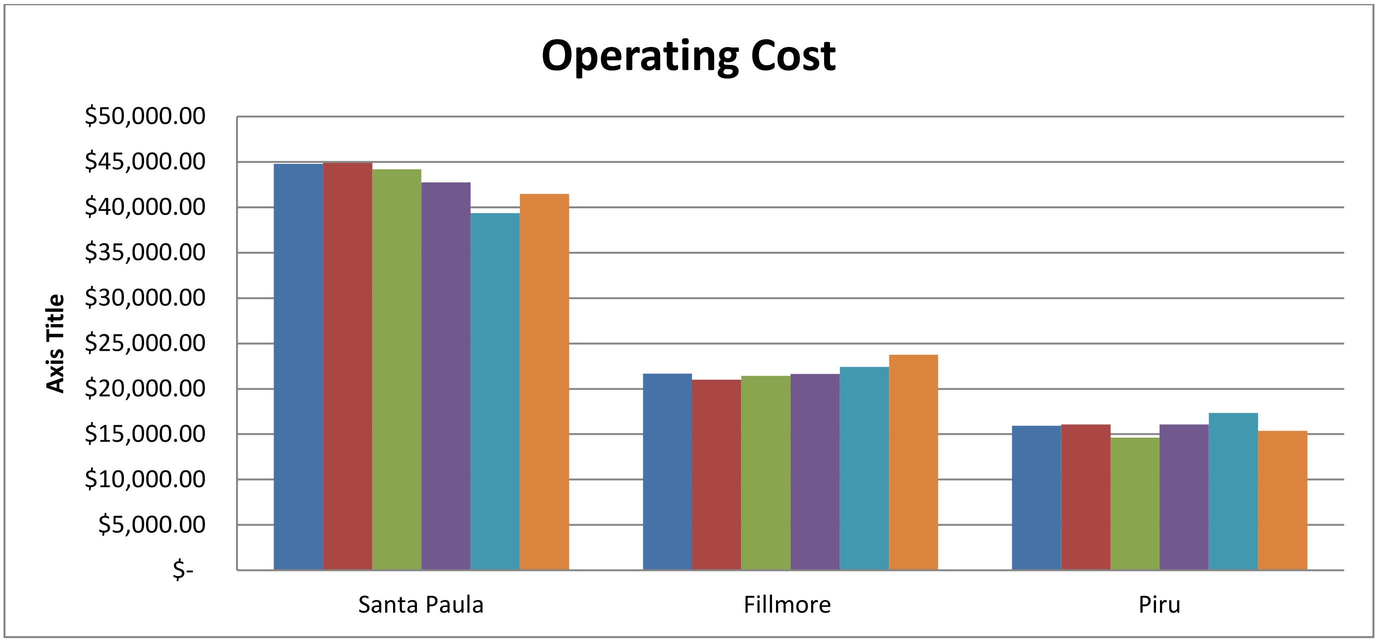
*Jurisdictional breakout per the (draft) agreed split effective January 2016

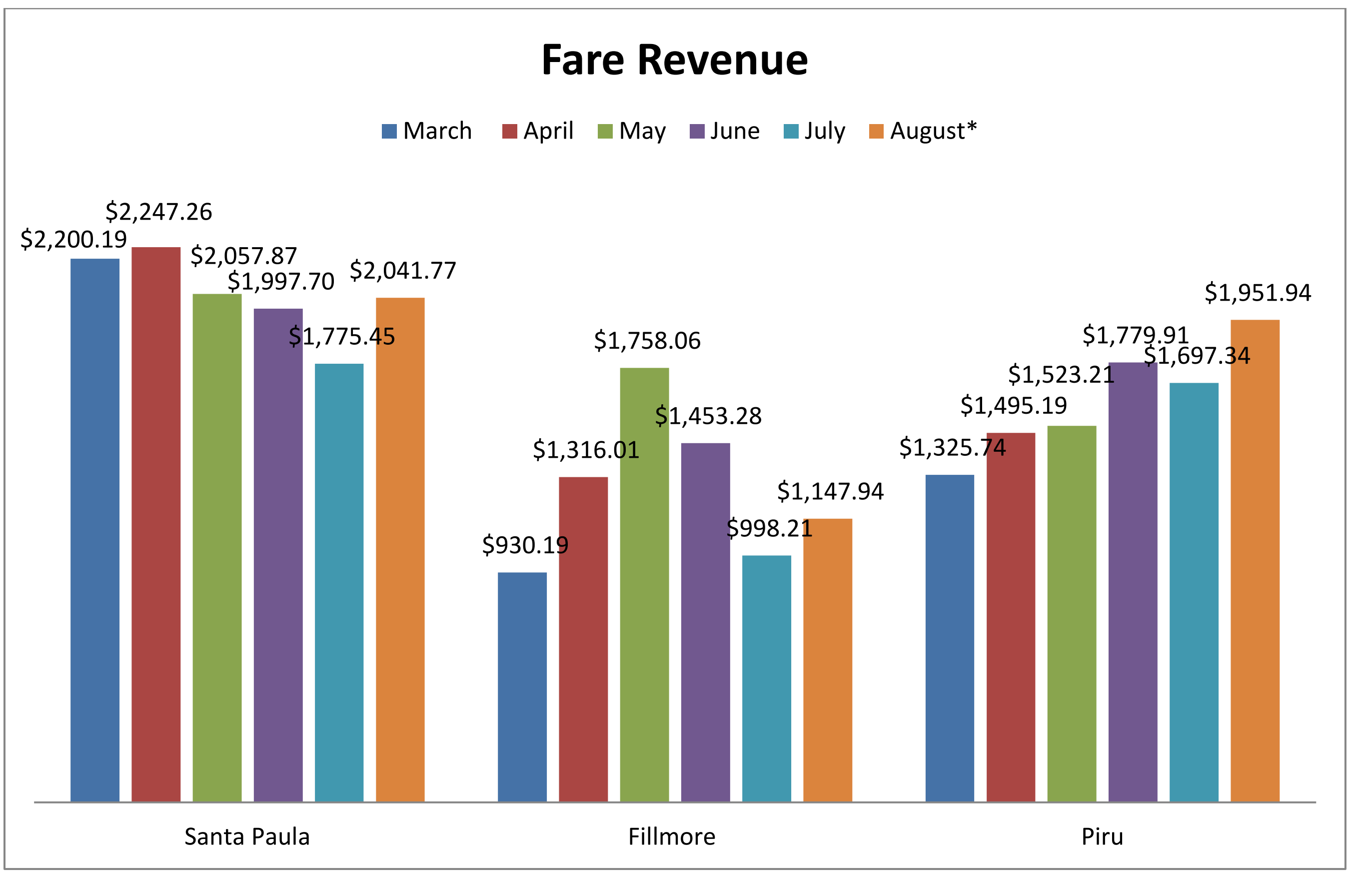
DIAL-A-RIDE SERVICE STATISTICS BY JURISDICTION

PERCENT ALLOCATION OF ACTUALS BASED ON CURRENT TRENDS

Jurisdiction		Jul-15	Aug-15	Total
Santa Paula (52%)	*Ridership*	1,598	1,606	**3,205**
	Farebox Revenue	$ 1,871.94	$ 2,412.96	**$ 4,284.90**
	Operating Cost	$ 37,129.06	$ 35,286.98	**$ 72,416.04**
Fillmore (10%)	*Ridership*	307	309	**616**
	Farebox Revenue	$ 359.99	$ 464.03	**$ 824.02**
	Operating Cost	$ 7,140.20	$ 6,785.96	**$ 13,926.16**
County Unincorp. (38%)	*Ridership*	1,168	1,174	**2,342**
	Farebox Revenue	$ 1,367.96	$ 1,763.31	**3131**
	Operating Cost	$ 27,132.78	$ 25,786.64	**52919**
System Total	*Ridership*	3,074	3,089	**6,163**
	Farebox Revenue	$ 3,599.89	$ 4,640.30	**$ 8,240.19**
	Operating Cost	$ 71,402.04	$ 67,859.57	**$139,261.61**

FIXED ROUTE SERVICE ANALYSIS

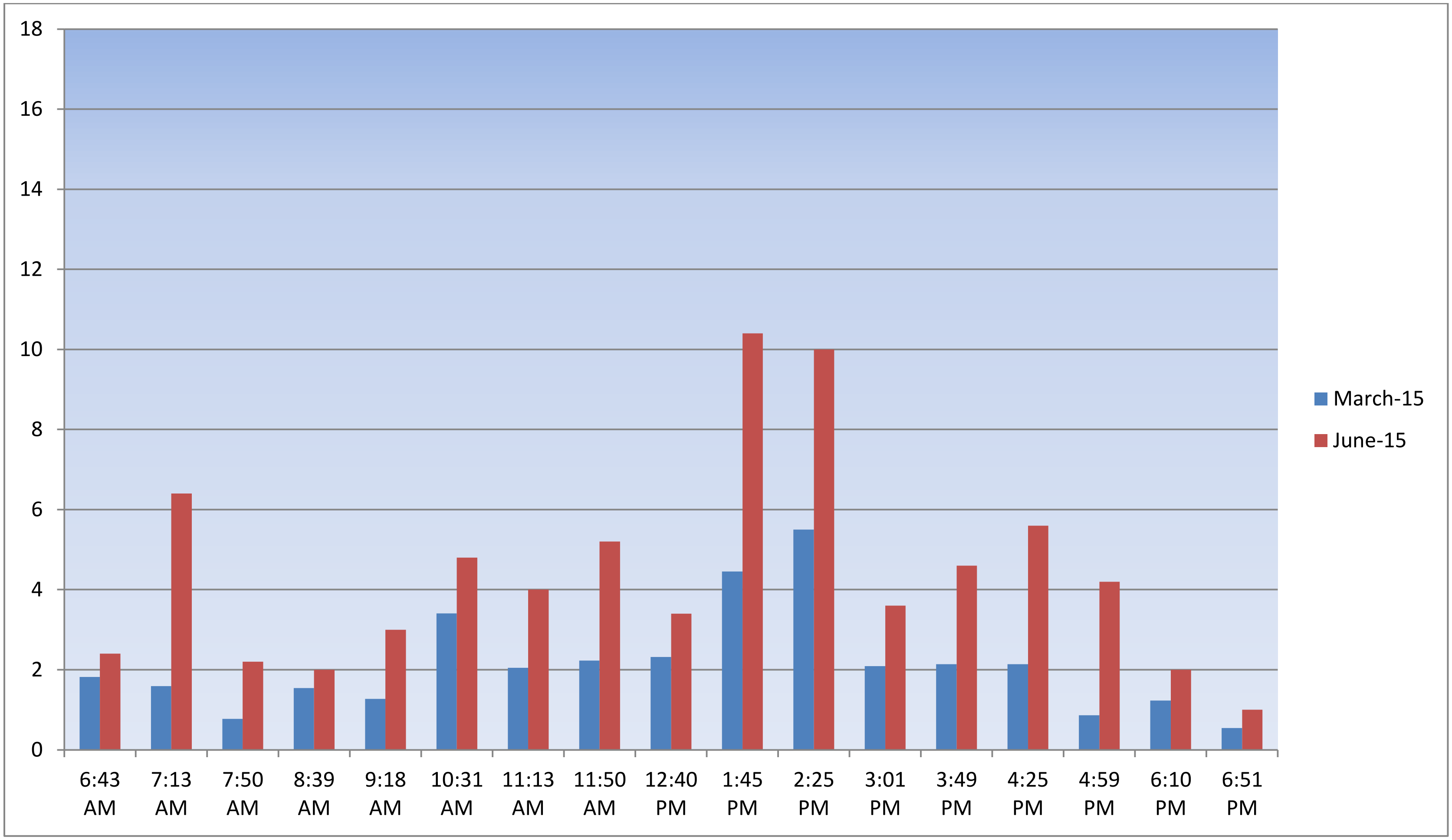




*Fare revenue estimated; Monthly Pass sales/distribution month-end pending.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015[2]

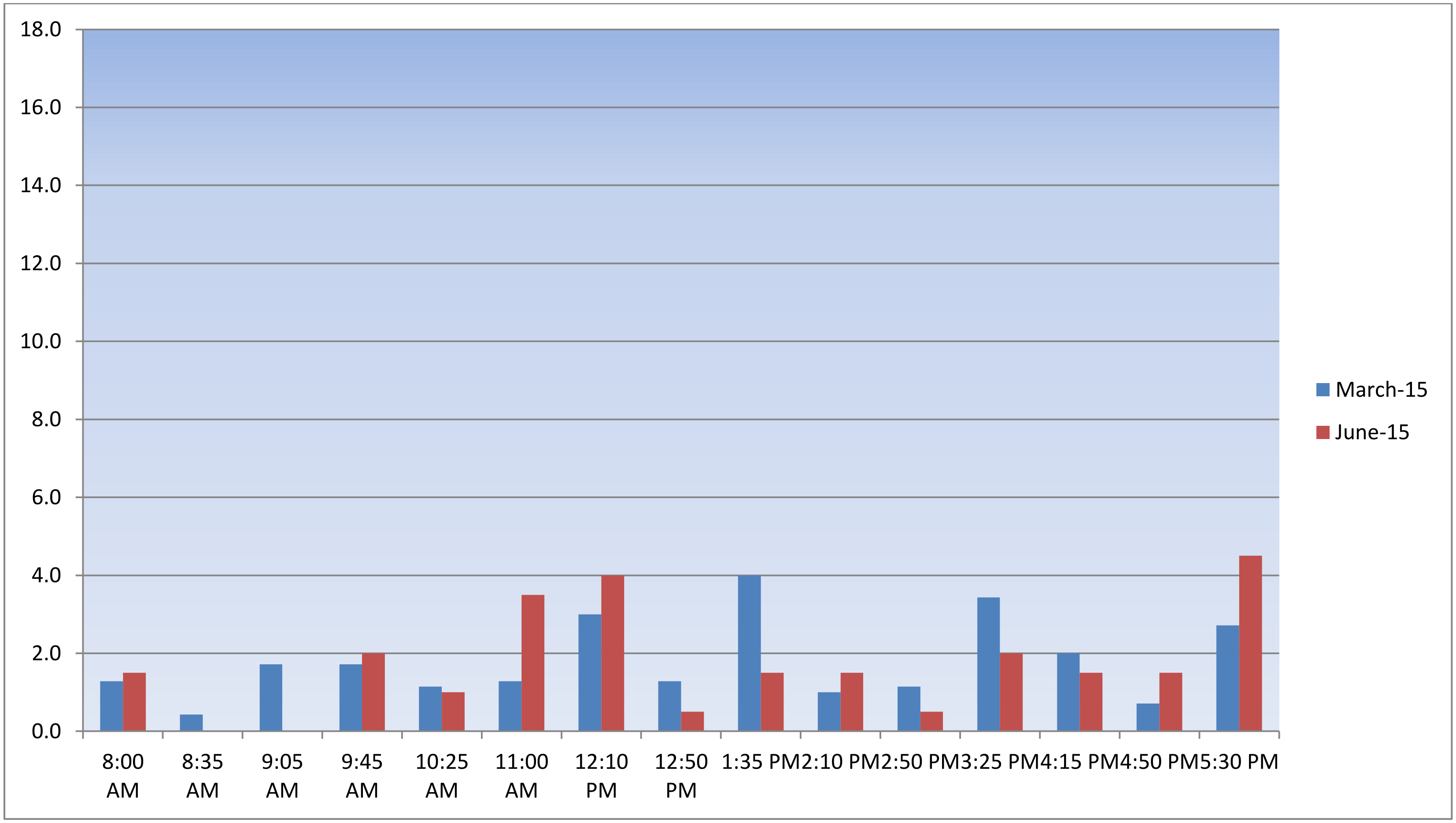
SANTA PAULA ROUTE A – WEEKDAYS



[2] 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:
<u>March 2015 vs. June 2015</u>[3]

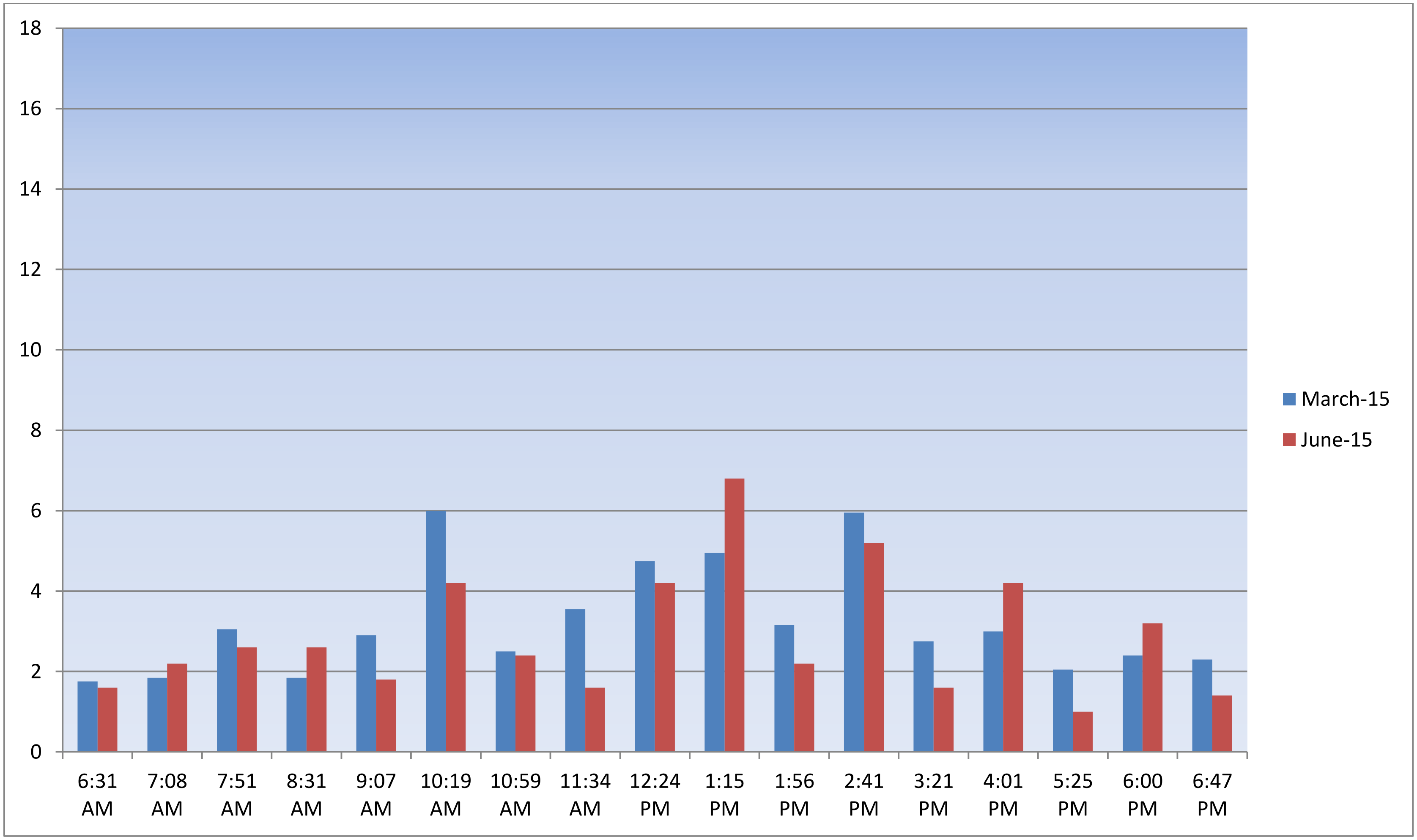
SANTA PAULA ROUTE A – WEEKENDS



[3] June sample includes first full week of the month.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015[4]

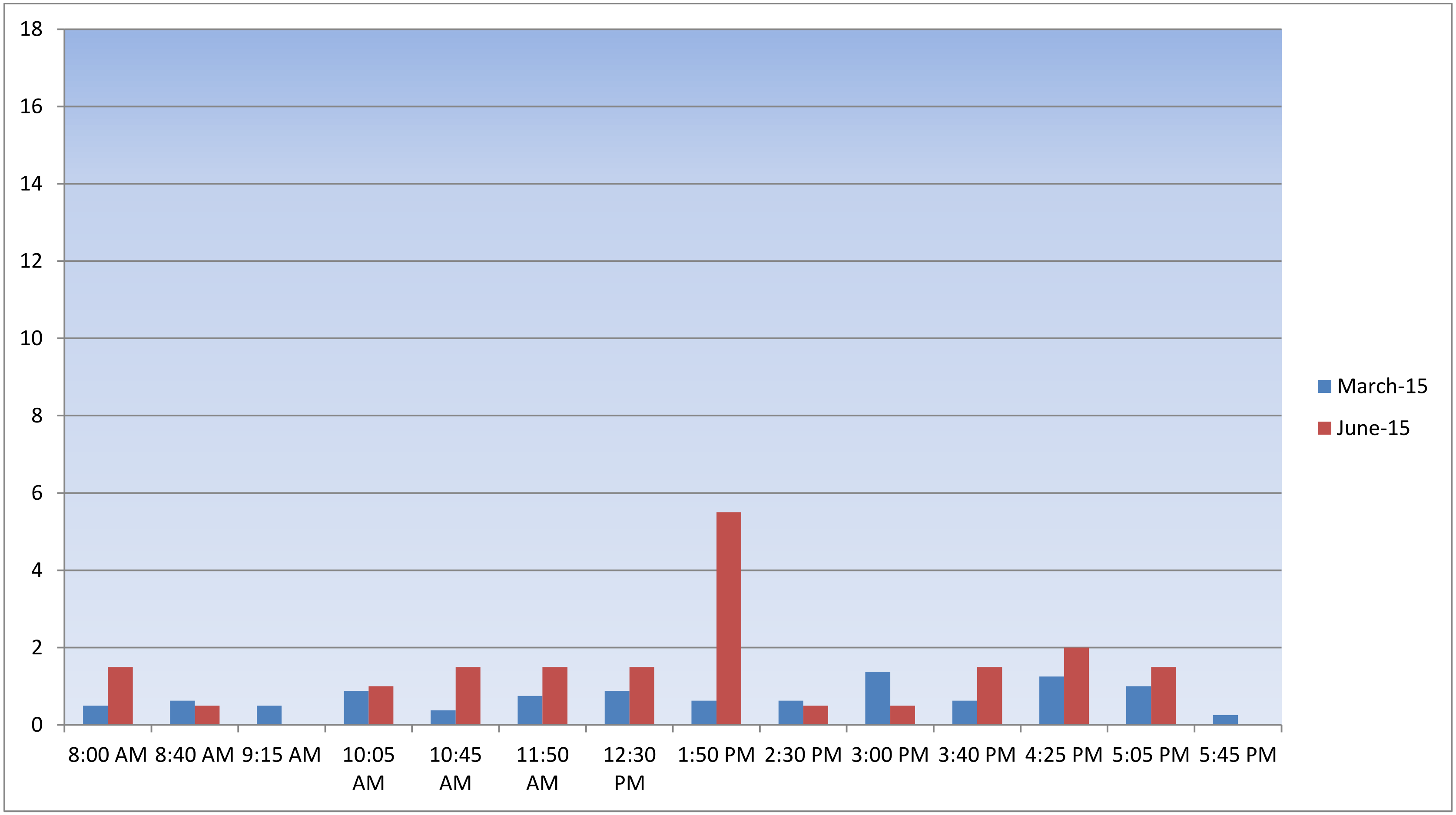
SANTA PAULA ROUTE B – WEEKDAYS



[4] 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:
<u>March 2015 vs. June 2015</u>[5]

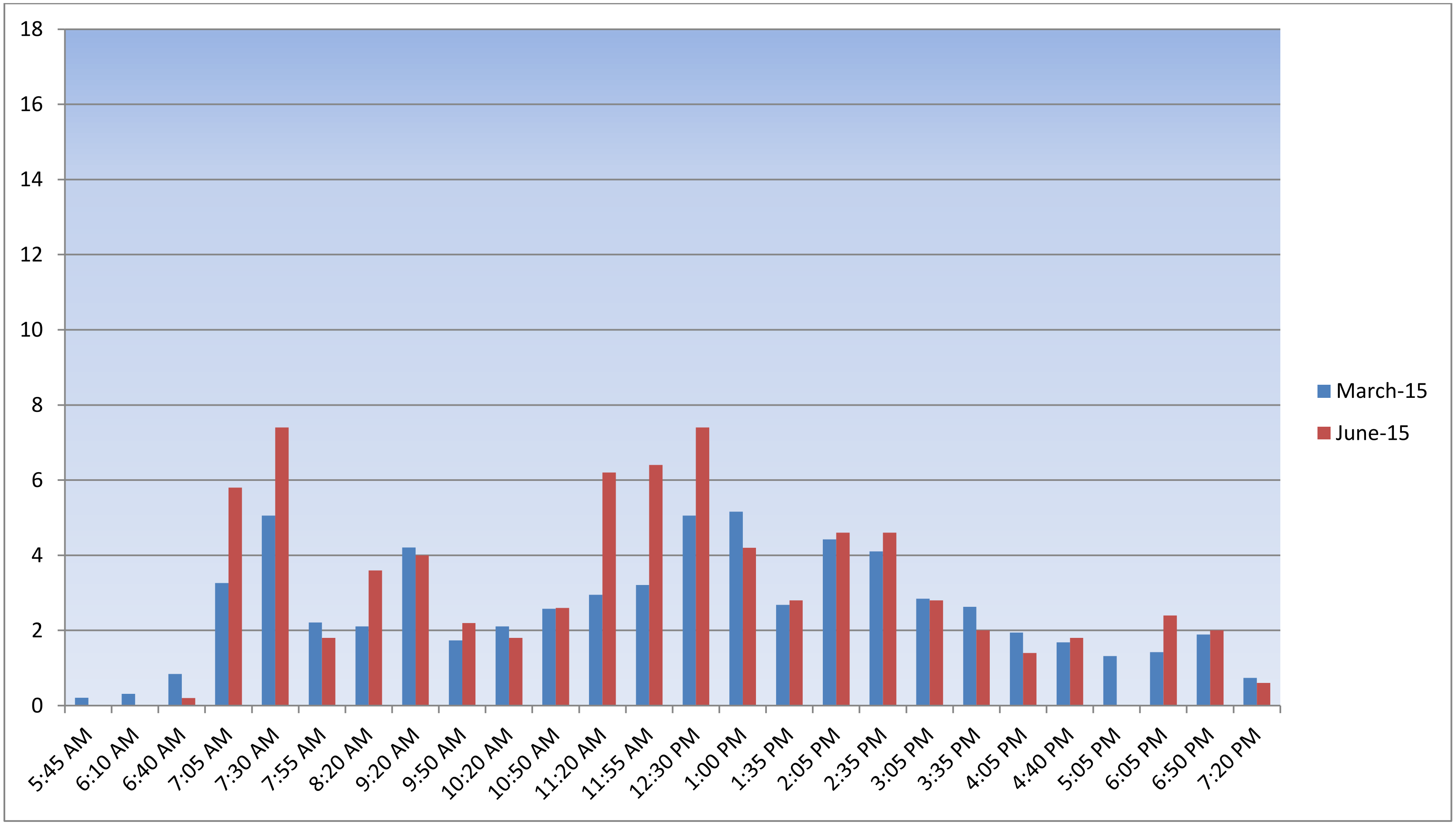
SANTA PAULA ROUTE B – WEEKENDS



[5] June sample includes first full week of the month.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015[6]

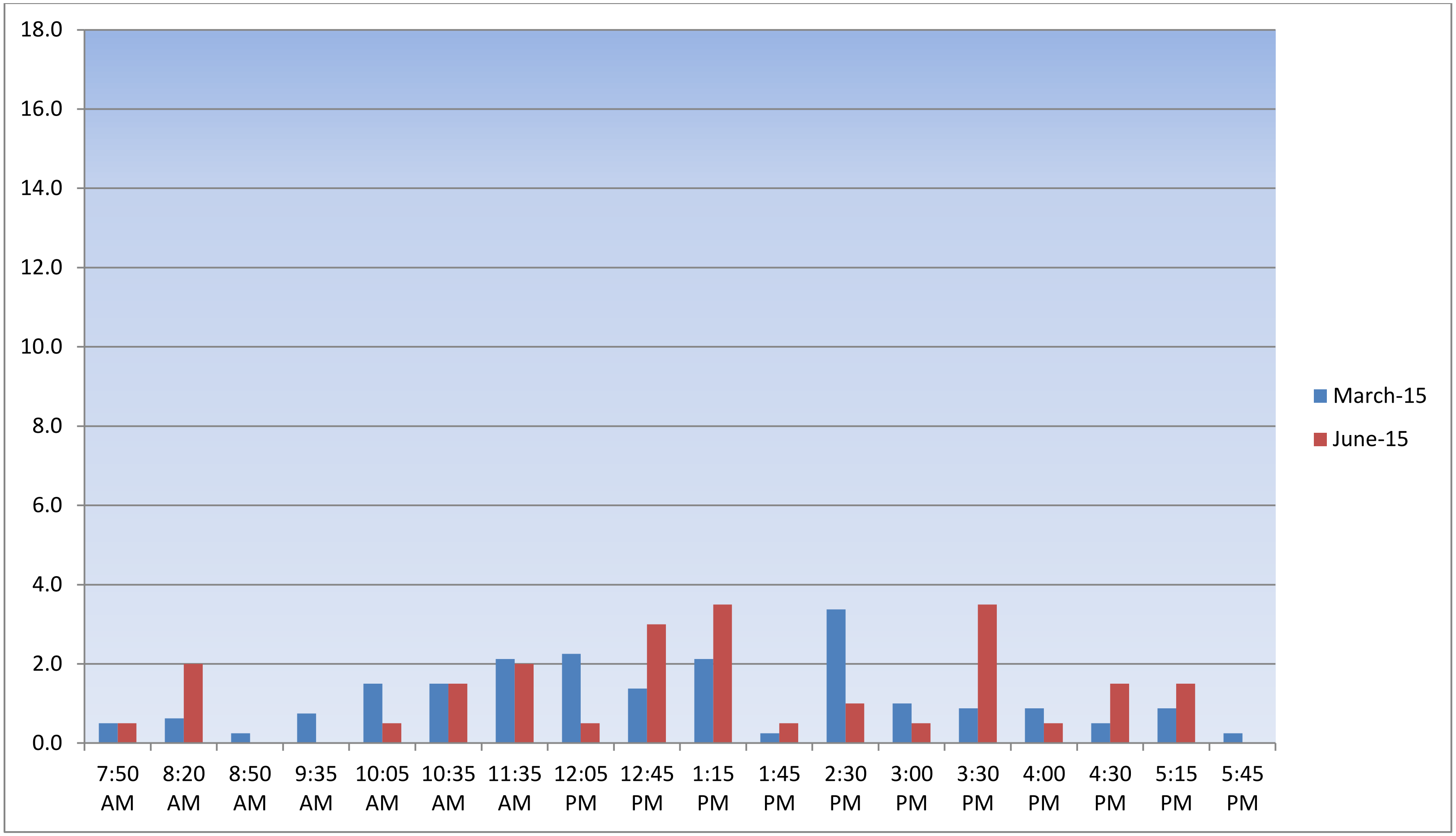
FILLMORE – WEEKDAYS



[6] June sample includes first full week of the month.

Fixed Route Ridership Time of Day Utilization:
<u>March 2015 vs. June 2015</u>[7]

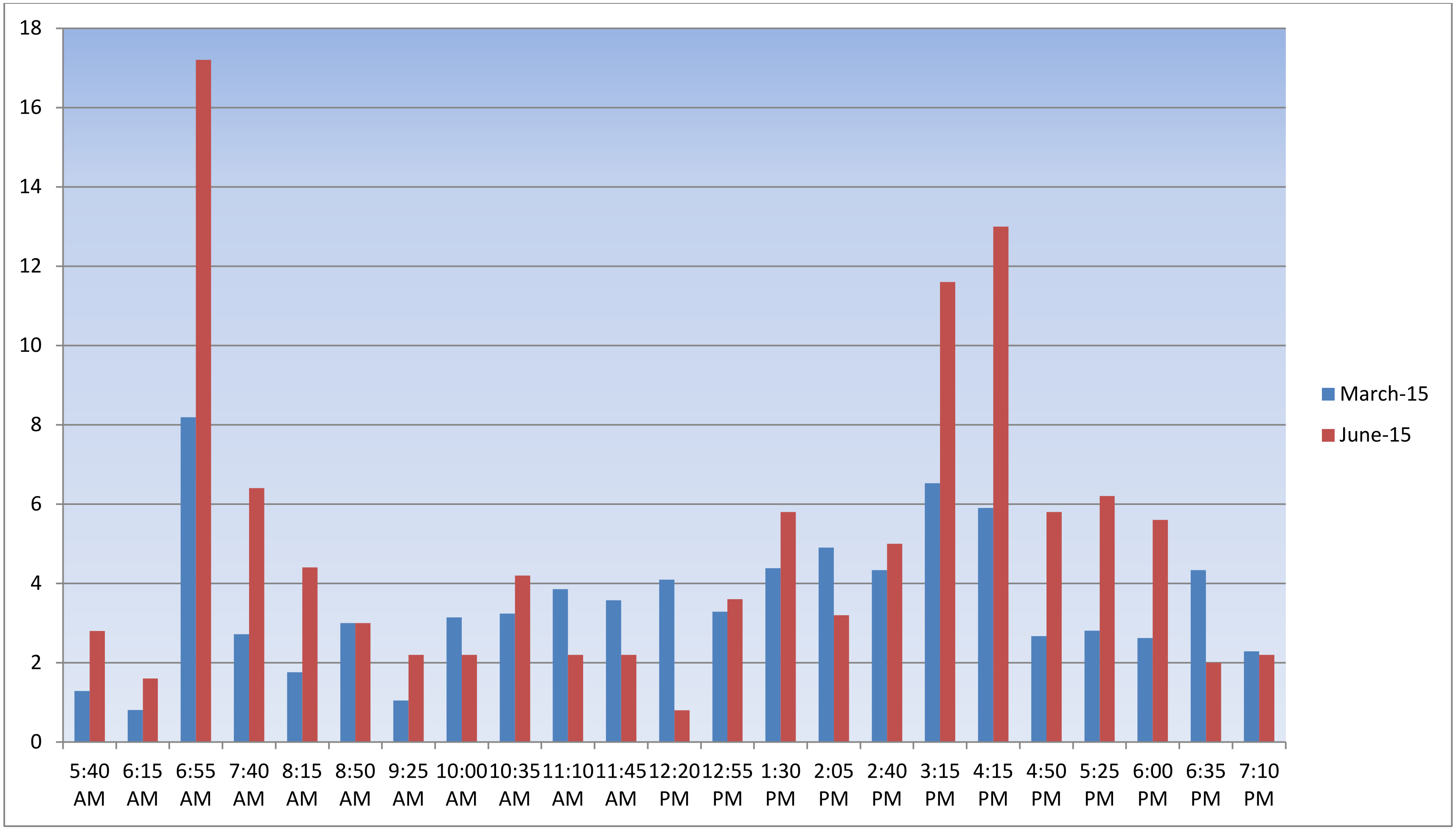
FILLMORE – WEEKENDS



[7] June sample includes first full week of the month.

Fixed Route Ridership Time of Day Utilization:
March 2015 vs. June 2015[8]

PIRU – WEEKDAYS



[8] June sample includes first full week of the month.

VALLEY EXPRESS SERVICE INDICATORS
First Six Months of Service

ACTUALS

RIDERSHIP	Route	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**

FAREBOX REVENUE	Route	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)

OPERATING COST	Route	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**

REV. HOURS	Route	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

FAREBOX RATIO	Route	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%	5.9%
	Piru	8.3%	9.3%	10.4%	11.1%	10.4%	11.6%	10.2%
Fixed Route FB Ratio		**5.8%**	**6.8%**	**7.5%**	**7.4%**	**6.7%**	**7.8%**	**7.0%**
	Fillmore DAR	3.4%	7.8%	4.9%	5.0%	4.2%	5.3%	5.1%
	Santa Paula DAR	8.4%	6.1%	5.6%	5.5%	5.8%	8.3%	6.6%
DAR FB Ratio		**5.9%**	**7.0%**	**5.2%**	**5.3%**	**5.0%**	**6.8%**	**5.9%**
SYSTEM FAREBOX RATIO		**5.9%**	**6.9%**	**6.4%**	**6.3%**	**5.9%**	**7.3%**	**6.4%**

PAX/REV HR	Route	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		**4.7**	**6.1**	**7.3**	**6.6**	**6.0**	**7.1**	**6.3**
	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		**2.7**	**3.3**	**2.7**	**2.6**	**2.6**	**2.7**	**2.8**
SYSTEM PAX/HRS		**3.7**	**4.7**	**5.0**	**4.6**	**4.3**	**4.9**	**4.5**

COST/PAX	Route	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		**$ 13.01**	**$ 9.83**	**$ 8.48**	**$ 9.51**	**$ 10.47**	**$ 8.51**	**$ 9.97**
	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		**$ 21.63**	**$ 17.24**	**$ 22.14**	**$ 22.42**	**$ 23.30**	**$ 21.27**	**$ 21.33**
SYSTEM COST/PAX		**$ 17.32**	**$ 13.54**	**$ 15.31**	**$ 15.97**	**$ 16.88**	**$ 14.89**	**$ 15.65**

SANTA PAULA FIXED ROUTE SERVICE INDICATORS
Detail by Route
First Six Months of Service

RIDERSHIP	Route	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**

FAREBOX	Route	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**

OPERATING COST	Route	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**

REV. HOURS	Route	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

PAX / REV. HOUR	Route	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	4.22
	Santa Paula B	3.94	4.01	3.78	4.35	4.96	5.39	4.41
	SP - Tripper 1	7.34	6.98	9.58	8.56	-	7.57	6.67
	SP - Tripper 2	9.76	9.42	16.89	13.72	-	6.53	9.39
AVG PAX / HOUR		**5.96**	**6.22**	**8.72**	**7.77**	**2.32**	**6.05**	**6.17**

TOTAL COST / PAX	Route	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	$ 14.25
	Santa Paula B	$ 14.70	$ 14.51	$ 15.52	$ 13.39	$ 11.63	$ 10.66	$ 13.40
	SP - Tripper 1	$ 7.23	$ 8.11	$ 5.81	$ 6.45	$ -	$ 7.44	$ 5.84
	SP - Tripper 2	$ 5.09	$ 5.80	$ 3.04	$ 3.73	$ -	$ 8.73	$ 4.40
AVG COST / PAX		**$ 12.03**	**$ 10.36**	**$ 9.24**	**$ 9.17**	**$ 6.26**	**$ 9.78**	**$ 9.47**

FAREBOX RATIO (FB/OP)	Route	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%	7.60%
	SP - Tripper 2	18.43%	10.36%	15.84%	15.97%	0.00%	6.35%	11.16%
AVG. FAREBOX RECOVERY RATIO		**9.93%**	**6.72%**	**8.18%**	**8.57%**	**2.45%**	**6.15%**	**7.00%**

FILLMORE FIXED ROUTE SERVICE INDICATORS
Detail by Route
First Six Months of Service

RIDERSHIP	Route	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**

FAREBOX	Route	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**

OPERATING COST	Route	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**

REV. HOURS	Route	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

PAX / REV. HOUR	Route	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Fillmore	3.99	5.57	5.52	4.67	4.52	5.16	4.91
	Fill - Tripper 1	-	20.60	24.56	22.74	-	23.87	15.29
AVG PAX / HOUR		**2.00**	**13.08**	**15.04**	**13.70**	**2.26**	**14.52**	**10.10**

TOTAL COST / PAX	Route	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Fillmore	$ 14.61	$ 10.31	$ 10.39	$ 12.40	$ 12.82	$ 11.18	$ 11.95
	Fill - Tripper 1	$ -	$ 2.27	$ 1.94	$ 1.74	$ -	$ 1.96	$ 1.32
AVG COST / PAX		**$ 7.31**	**$ 6.29**	**$ 6.17**	**$ 7.07**	**$ 6.41**	**$ 6.57**	**$ 6.64**

FAREBOX RATIO (FB/OP)	Route	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Total
	Fillmore	4.29%	5.74%	5.81%	5.00%	4.86%	5.31%	5.17%
	Fill - Tripper 1	0.00%	23.42%	21.78%	35.13%	0.00%	23.32%	17.27%
AVG. FAREBOX RECOVERY RATIO		**2.15%**	**14.58%**	**13.80%**	**20.06%**	**2.43%**	**14.32%**	**11.22%**

Item #7

September 28, 2015

MEMO TO: HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE

FROM: AARON BONFILIO, PROGRAM MANAGER

SUBJECT: SERVICE LEVEL SCENARIOS

RECOMMENDATION:

- Receive and file service level scenarios report, and discuss potential modifications.

BACKGROUND:

At the last Technical Advisory Committee (TAC) meeting, the TAC reviewed the system performance indicators, as well as discussed the Dial-a-ride service area policy. Greater information regarding the Valley Express ridership, specifically, Dial-a-ride service area information was requested, which is included with this agenda under Item #6, Key Performance Indicators.

In light of the discussion regarding potential service modifications, particularly increasing the fixed route service area, or conversely expanding the eligibility for dial-a-ride trips, staff has attached for the TAC's review a series of service level scenarios that could further enhance and improve performance of the Valley Express system (see Attachment B).

It should be noted, that in addition to the current service performance data, a passenger survey is underway by the Valley Express marketing team, specifically geared toward potential service modifications and recommendations. While the field survey portion has been completed, a direct mail and online survey process is ongoing.

HV TECHNICAL ADVISORY COMMITTEE
SEPTEMBER 28, 2015
ITEM #7
ATTACHMENT B

VALLEY EXPRESS FIXED ROUTE AND DIAL-A-RIDE SERVICE LEVEL SCENARIOS

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 Service[9]:

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
Tripper 1	7:00 - 8:30 AM / 2:30 - 3:30 PM	N/A
Tripper 2	7:00 - 8:30 AM	N/A
FILLMORE		
Fillmore	6:00 AM - 8:00 PM	8:00 AM - 6:00 PM
Tripper	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-

[9] Service start and end times rounded to nearest half hour.

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.[10]

BUDGETED LEVEL OF SERVICE COSTS: FY 2015/2016

The following table reflects the annual budgeted level of service and the estimated gross costs.

CURRENT	Fixed Route		Dial-a-ride**		Staff + G&A	Gross[11]
Service Levels	Hours	Est Cost	Hours	Est Cost	Cost	Cost
Santa Paula	8,800	$536,184	3,466	$211,183	$93,900	$841,267
Fillmore	4,500	$274,185	3,466	$211,183	$93,900	$579,268
County	3,700	$225,441	3,468	$211,305	$93,900	$530,646
Total	**17,000**	**$1,035,810**	**10,400**	**$633,672**	**$281,700**	**$1,951,182**

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

DIAL-A-RIDE 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.[12] Generally speaking, all demand is facilitated, and service 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, or to open up General Public service to operate within the fixed route service area, 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 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.

[10] 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.

[11] Gross costs do not include farebox or FTA revenues. See the “Valley Express FY 2015/2016 Budget Table” (attached) for more information.

[12] ADA Paratransit service is mandated by law and availability cannot be restricted due to capacity constraints. Therefore the General Public Dial-a-ride gets limited due to availability. Historically, the self-imposed “cap” or scheduling limitation of 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.

SERVICE MODIFICATION OBJECTIVES:

- Improve Access and Mobility Options for Riders
- Increase Ridership on the Valley Express System as a whole
- Maintain or Reduce Service Costs

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. Extensive public comment was received at the last HVPAC meeting from one individual in particular that had experienced difficulty with the ADA Paratransit certification process, and also expressed a number of concerns about areas not served by the current fixed route service in Fillmore.

The following scenarios provide examples of potential modifications that staff has identified for the TAC's consideration[13].

SCENARIO A:

LIMITED FIXED ROUTE REDUCTION AND MODIFICATION AND CORRESPONDING EXPANSION OF DIAL-A-RIDE (DAR) HOURS WITH INCREASED UNRESTRICTED DAR ELIGIBILITY TO SENIORS 65 YEARS AND OLDER; AND IMPLEMENT STANDARDIZED FARE ON DIAL-A-RIDE OF $2.00 FOR ALL RIDERS

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

At the same time, expansion of eligibility for dial-a-ride trips with the "quarter-mile restriction area," could be applied so that seniors, whom may be discouraged from walking up to a quarter mile, would have access to the system without going through the process of applying for ADA Paratransit; such an expansion of the persons eligible for unrestricted dial-a-ride would potentially increase service demand,[14] however as non-ADA riders, the trip demand could be managed with limitations of available hours, i.e. "capped" per day.

Given the ridership trend, a "budget neutral" recommendation would be as follows:

i) Interline Santa Paula Route A and Route B during off peak times which, depending on the route represent a reduction in the total number of hours per weekday approximately 20-30% and for weekends by 25-35%. And correspondingly make available an equally increased number of hours (additional vehicle revenue hours) in the Santa Paula dial-a-ride service area.

ii) Interline the Piru and Fillmore Fixed Routes during off peak times during the weekday, which would represent approximately 25-35% decrease in revenue hours. And correspondingly make available an equal number of hours (additional vehicle revenue hours) in the Fillmore/Piru Dial-a-ride service area.

[13] Each of the scenarios reflects proposed changes to the full Fiscal Year's level of service. Costs and hours of service subject to change based on date implemented.

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

iii) Begin new fixed route service to/from Piru on the weekends, thereby reducing the eligible on-demand General Public Dial-a-ride service currently available, and interline the new route with the weekend Fillmore fixed route. Reducing the Fillmore fixed route service by 40-50%, hours which would then be available for General Public Dial-a-ride/ADA Paratransit in the Fillmore service area.[15]

iv) Modify weekday and weekend fixed route service in Fillmore to serve additional locations along new alignments, 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 the fixed route service area would be expanded, as well as make better use of fixed route resources.

v) Standardize the Dial-a-ride fare to $2.00 so all patrons pay the same cost, ADA, Adult/youth, and seniors.

SCENARIO A	**Fixed Route**		**Dial-a-ride**		**Staff + G&A**	**Gross**
Service Levels	Hours	Est Cost	Hours[16]	Est Cost	Cost	Cost
Santa Paula	6,160	$375,329	6,106	$372,039	$93,900	$841,267
Fillmore	2,960	$180,353	5,006	$305,016	$93,900	$579,268
County	2,990	$182,181	4,178	$254,566	$93,900	$530,646
Total	12,110	$737,862	15,290	$931,620	$281,700	$1,951,182

CONSIDERATIONS:

Currently, the Dial-a-ride and ADA Paratransit service funding is split evenly (1/3, 1/3, 1/3). The proposed funding split includes each jurisdiction paying for "its own share" of the service depending on trip origin and destination. If the above scenario is implemented, the potential dial-a-ride utilization would likely change, potentially Fillmore and Santa Paula would increase their respective shares, while the dial-a-ride service for the County would most likely decrease due to the concentration of dial-a-ride trips occurring for the County unincorporated on the weekends.

Potential Outcome of Fixed Route Modifications

SCENARIO A	***Fixed Route***		***Dial-a-ride***		***Staff + G&A***	***Gross***
Service Levels	*Hours*	*Est Cost*	*Hours*[17]	*Est Cost*	*Cost*	*Cost*
Santa Paula	*6,160*	*$375,329*	*6,106*	*$372,039*	*$93,900*	*$841,267*
Fillmore	*2,960*	*$180,353*	***2,800***	*$170,604*	*$93,900*	*$444,857*
County	*2,990*	*$182,181*	***3,000***	*$182,790*	*$93,900*	*$458,871*
Total	*12,110*	*$737,862*	*11,906*	*$725,433*	*$281,700*	*$1,744,995*

[15] 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 weekend service could be met by a new fixed route.
[16] The hours of dial-a-ride represent the maximum available hours available.
[17] The highlighted hours of dial-a-ride reflect the anticipated actual demand following fixed route changes.

See attached *SCENARIO A: FY2015-2016 BUDGET MODEL* for more information.

SCENARIO B:

SIGNIFICANT REDUCTION OF FIXED ROUTE SERVICE AND CORRESPONDING EXPANSION THE DIAL-A-RIDE SERVICE HOURS WITH UNRESTRICTED ELIGIBILITY TO ALL PATRONS WITH AN INCREASED FARE DIFFERENTIAL TO INCENTIVIZE THE FIXED ROUTE SERVICE

The current fixed routes for each area run continuously on 30-minute headways with some exceptions for lunches and breaks. The following scenario outlines a drastic reduction of fixed route service for each jurisdiction in spite of current ridership to just the peak hours.

i) Reduce weekday service for each route to operate exclusively from 7:00AM – 9:00AM and 3:00 PM – 6:00 PM.

ii) Eliminate weekend service for all jurisdictions.

iii) Expand the available dial-a-ride hours during the week and on weekends by an equal amount of eliminated fixed route hours, approximately 66% weekdays, and, 100% on weekends.

iv) Leaving approximately 5,000 fixed route hours per year (down from 17,000); and correspondingly increasing the Dial-a-ride service levels by 12,000 available hours for a total 22,400 DAR hours.

The split of fixed route hours would be as follows:

Piru → 1350
Fillmore → 1350
Santa Paula → 2300

v) The split of Dial-a-ride hours would dependent on the attributable jurisdiction.

vi) Potential recommended fare adjustment to incentive peak-hour fixed route ridership would be <u>$1.00 and $.50 fares for fixed route</u>, for adults, and youth/seniors/ADA/medicaid; and, <u>$2.00 Dial-a-ride fares</u>, for all, incl. adults, youth, seniors, and ADA.

SCENARIO B	**Fixed Route**		**Dial-a-ride**		**Staff + G&A**	**Gross**
Service Levels	Hours	Est Cost	Hours	Est Cost	Cost	Cost
Santa Paula	1,350	$82,256	9,966	$607,228	$93,900	$783,384
Fillmore	2,300	$140,139	6,616	$403,113	$93,900	$637,152
County	1,350	$82,256	5,818	$354,491	$93,900	$530,646
Total	**5,000**	**$304,650**	**22,400**	**$1,364,832**	**$281,700**	**$1,951,182**

See attached *SCENARIO B: FY2015-2016 BUDGET MODEL* for more information.

SCENARIO C:

ELIMINATION OF FIXED ROUTE SERVICE ENTIRELY, REPLACED WITH UNRESTRICTED DIAL-A-RIDE

Given the new contract rate and increased vehicle capacity, one potential option would be to eliminate the fixed route service altogether and restore the prior dial-a-ride system.

During prior years 32,000 hours or more of Dial-a-ride were operated. The current budget under this scenario would provide 27,400 hours only.

Implementation of this option would likely cause the same dilemma as faced with the legacy system in that there would be limited capacity during peak times and operational issues with management of the dispatching and trip reservations process, e.g. call center overload. Due to the limited total number of hours currently budgeted for the Valley Express in FY 15/16, a budget amendment to address service demand-related issues would be potentially needed under this scenario, as prior year total hours of service were insufficient to meet demand.

Lacking a budget amendment, the scenario would be as follows:

i) Eliminate the 17,000 hours of fixed route service; and,
ii) Increase the 10,400 hours of DAR service to 27,400 for the year.

SCENARIO C	**Fixed Route**		**Dial-a-ride**		**Staff + G&A**	**Gross**
Service Levels	Hours	Est Cost	Hours	Est Cost	Cost	Cost
Santa Paula		$0	12,266	$747,367	$93,900	$841,267
Fillmore		$0	7,966	$485,368	$93,900	$579,268
County		$0	7,168	$436,746	$93,900	$530,646
Total	-	**$0**	**27,400**	**$1,669,482**	**$281,700**	**$1,951,182**

See attached *SCENARIO C: FY2015-2016 BUDGET MODEL* for more information.

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
2. VCTC Admin fee of $100,000 split three ways between agencies
3. Incl. Insp svcs, Legal, Marketing, Trapeze exp, and G&A
4. Approved at VCTC meeting on 2/6/15
5. County TDA all to GCTD, County will request sufficent funds to include adjustments to DAR amount if needed
6. FTA Offset uses % of total cost
7. Farebox Offset uses % of Fixed Route hours

Total less offset	$ 1,318,641.00
Prop 1B funded camera	$ 185,000.00
Prop 1B funded Fareboxes	$ 220,000.00
FTA	$ 502,541.00
Farebox	130,000
TOTAL FY1516	$ 2,356,182.00

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	$149,195	$34,412	$183,607	
Santa Paula	$216,674	$67,294	$283,969	
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

PROPOSED SPLIT BY %

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	2253	$ 60.93	$ 137,275.29	$ 33,333.33	$ 60,566.67	$ 505,360.29	26%	$ 340,789.34	$ 535,070.00	$ 194,280.66
Santa Paula	8800	52%	$ 60.93	$ 536,184.00	4437	$ 60.93	$ 270,346.41	$ 33,333.33	$ 60,566.67	$ 900,430.41	46%	$ 601,223.94	$ 1,062,118.00	$ 460,894.06
Unincorporated County	3700	22%	$ 60.93	$ 225,441.00	3710	$ 60.93	$ 226,050.30	$ 33,333.33	$ 60,566.67	$ 545,391.30	28%	$ 376,627.72	(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
2. VCTC Admin fee of $100,000 split three ways between agencies
3.Incl. Insp svcs, Legal, Marketing, Trapeze exp, and G&A
4. Approved at VCTC meeting on 2/6/15
5. County TDA all to GCTD, County will request sufficent funds to include adjustments to DAR amount if needed
6. FTA Offset uses % of total cost
7. Farebox Offset uses % of Fixed Route hours

Total less offset	$ 1,318,641.00
Prop 1B funded camera	$ 185,000.00
Prop 1B funded Fareboxes	$ 220,000.00
FTA	$ 502,541.00
Farebox	130,000
TOTAL FY1516	$ 2,356,182.00

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	$130,159	$34,412	$164,571	
Santa Paula	$231,912	$67,294	$299,206	
County	$140,469	$28,294	$168,764	
Total	$502,541	$130,000	$632,541	$ -
	note 6	note 7		

First 6 Months		5200
Evenly Split	33%	1733.16
Remaining 6 Months	Percent Share	**5200**
Santa Paula		2704
Fillmore		520
County		1976
Total Share		
Santa Paula	52%	4437
Fillmore	10%	2253
County	38%	3710
Total Hours		**10400**

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

SCENARIO A — 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
2. VCTC Admin fee of $100,000 split three ways between agencies
3.Incl. Insp svcs, Legal, Marketing, Trapeze exp, and G&A
4. Approved at VCTC meeting on 2/6/15
5. County TDA all to GCTD, County will request sufficent funds to include adjustments to DAR amount if needed
6. FTA Offset uses % of total cost
7. Farebox Offset uses % of Fixed Route hours

Total less offset	$ 1,318,641.00
Prop 1B funded camera	$ 185,000.00
Prop 1B funded Fareboxes	$ 220,000.00
FTA	$ 502,541.00
Farebox	130,000
TOTAL FY1516	$ 2,356,182.00

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	$149,195	$31,775	$180,970	
Santa Paula	$216,674	$66,127	$282,802	
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

SCENARIO A* 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
2. VCTC Admin fee of $100,000 split three ways between agencies
3. Incl. Insp svcs, Legal, Marketing, Trapeze exp, and G&A
4. Approved at VCTC meeting on 2/6/15
5. County TDA all to GCTD, County will request sufficent funds to include adjustments to DAR amount if needed
6. FTA Offset uses % of total cost
7. Farebox Offset uses % of Fixed Route hours

Total less offset	$ 1,112,453.88
Prop 1B funded camera	$ 185,000.00
Prop 1B funded Fareboxes	$ 220,000.00
FTA	$ 502,541.00
Farebox	130,000
TOTAL FY1516	$ 2,149,994.88

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

SCENARIO B **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	1350	27%	$ 60.93	$ 82,255.50	6616	$ 60.93	$ 403,112.88	$ 33,333.33	$ 60,566.67	$ 579,268.38	30%	$ 394,973.63	$ 535,070.00	$ 140,096.37
Santa Paula	2300	46%	$ 60.93	$ 140,139.00	9966	$ 60.93	$ 607,228.38	$ 33,333.33	$ 60,566.67	$ 841,267.38	43%	$ 564,792.90	$ 1,062,118.00	$ 497,325.10
Unincorporated County	1350	27%	$ 60.93	$ 82,255.50	5818	$ 60.93	$ 354,490.74	$ 33,333.33	$ 60,566.67	$ 530,646.24	27%	$ 358,874.47	(note 5)	
Total	5000			$ 304,650.00	22400		$ 1,364,832.00	$ 100,000.00	$ 181,700.00	$ 1,951,182.00		$ 1,318,641.00		
									$ -					

Notes:

1. Proposed hours split per scenario
2. VCTC Admin fee of $100,000 split three ways between agencies
3.Incl. Insp svcs, Legal, Marketing, Trapeze exp, and G&A
4. Approved at VCTC meeting on 2/6/15
5. County TDA all to GCTD, County will request sufficent funds to include adjustments to DAR amount if needed
6. FTA Offset uses % of total cost
7. Farebox Offset uses % of Fixed Route hours

Total less offset	$ 1,318,641.00
Prop 1B funded camera	$ 185,000.00
Prop 1B funded Fareboxes	$ 220,000.00
FTA	$ 502,541.00
Farebox	130,000
TOTAL FY1516	$ 2,356,182.00

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	$149,195	$35,100	$184,295	
Santa Paula	$216,674	$59,800	$276,474	
County	$136,672	$35,100	$171,772	
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	$ 60,566.67

SCENARIO C	FY 2015/2016 BUDGET MODEL													
	Fixed Route Hours	% of DAR 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	TDA Balance
Fillmore	0	29%	$ 60.93	$ -	7966	$ 60.93	$ 485,368.38	$ 33,333.33	$ 60,566.67	$ 579,268.38	30%	$ 392,278.74	$ 535,070.00	$ 142,791.26
Santa Paula	0	45%	$ 60.93	$ -	12266	$ 60.93	$ 747,367.38	$ 33,333.33	$ 60,566.67	$ 841,267.38	43%	$ 566,396.55	$ 1,062,118.00	$ 495,721.45
Unincorporated County	0	26%	$ 60.93	$ -	7168	$ 60.93	$ 436,746.24	$ 33,333.33	$ 60,566.67	$ 530,646.24	27%	$ 359,965.71	(note 5)	
Total	0			$ -	27400		$ 1,669,482.00	$ 100,000.00	$ 181,700.00	$ 1,951,182.00		$ 1,318,641.00		
									$ -					

Notes:

1. Proposed hours split per scenario
2. VCTC Admin fee of $100,000 split three ways between agencies
3. Incl. Insp svcs, Legal, Marketing, Trapeze exp, and G&A
4. Approved at VCTC meeting on 2/6/15
5. County TDA all to GCTD, County will request sufficent funds to include adjustments to DAR amount if needed
6. FTA Offset uses % of total cost
7. Farebox Offset uses % of DAR

Total less offset	$ 1,318,641.00
Prop 1B funded camera	$ 185,000.00
Prop 1B funded Fareboxes	$ 220,000.00
FTA	$ 502,541.00
Farebox	130,000
TOTAL FY1516	$ 2,356,182.00

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	$149,195	$37,795	$186,990	
Santa	$216,674	$58,196	$274,871	
County	$136,672	$34,009	$170,681	
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	$ 60,566.67