

SHORT RANGE TRANSIT PLAN

FY 17/18-21/22



**Golden Empire Transit District
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GOLDEN EMPIRE TRANSIT DISTRICT BOARD OF DIRECTORS AS OF JUNE 2017



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INTRODUCTION/EXECUTIVE SUMMARY

The Short Range Transit Plan (SRTP) is the primary planning document which guides the routine decisions associated with operating a public transit system. This document is updated annually to chart the course of the agency over a five-year period. Updating the plan annually reveals deficiencies in the current service and suggests improvements to the public transit service. Most important, the objective of the Plan is to achieve the District's goals by following the Mission Statement, which appears below.

MISSION STATEMENT

Golden Empire Transit District's mission is to consistently provide safe, reliable, accessible, courteous and affordable public transportation to diverse customers in the greater Bakersfield area.

Overview of the System

The Golden Empire Transit District (GET) was formed in July 1973 and is the primary public transportation provider for the Bakersfield Urbanized Area. (The Kern County Transit system, operated by the County of Kern serves the community of Lamont, which is part of the Bakersfield Urbanized Area, as defined by the Census Bureau.) It is the largest public transit system within a 110 mile radius. The District's legal boundary includes all of the area within the Bakersfield city limits as well as adjacent unincorporated areas. The area within the District's legal boundaries is 160 square miles. The population of the District is 495,019. The area within .75 miles of a fixed route is approximately 111 square miles.

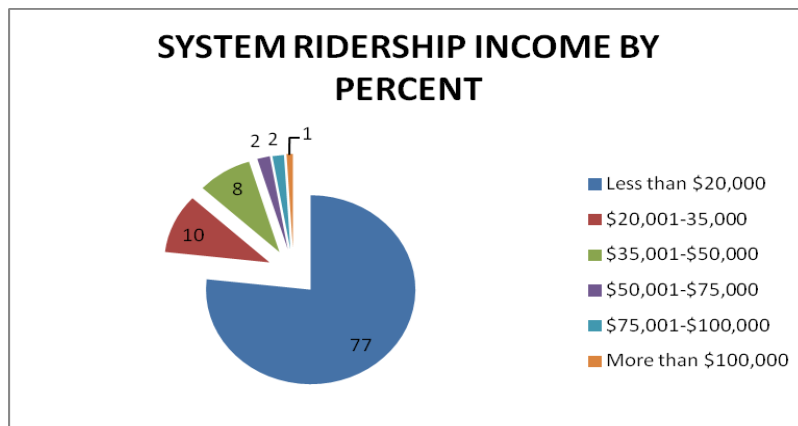
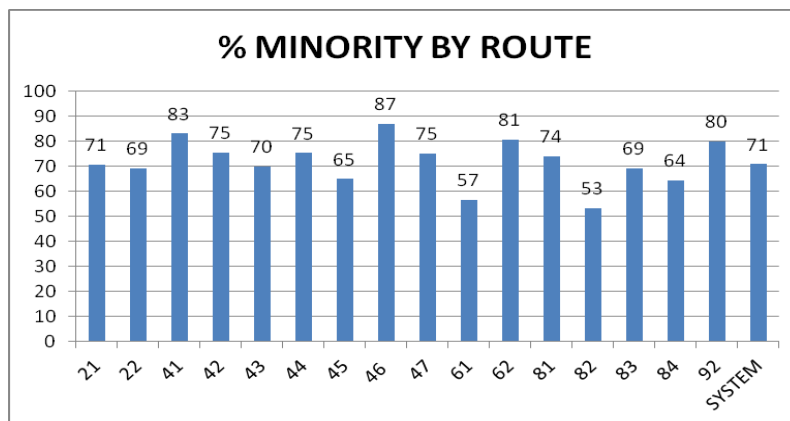
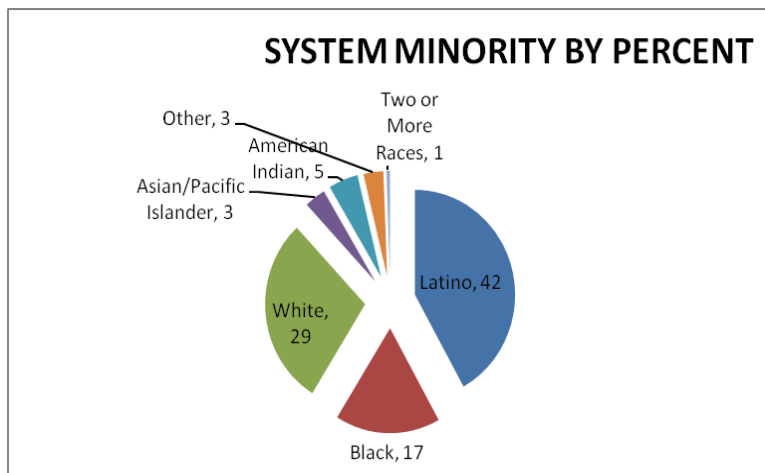
The District operates 14 fixed routes, 1 limited route, and 1 express route. Service is provided from approximately 6:00AM to 11:00PM Monday through Friday, 7:00AM to 7:00PM on Saturdays, and 7:00AM to 7:00PM on Sundays. Twelve routes provide weekday evening service. Sunday service is provided on fourteen routes. Weekday headways range from 15 minutes to 60 minutes, except for route 92, which operates every two hours. The District also provides paratransit transportation for ADA-eligible persons (**GET-A-Lift**) as well as those who ride to and from the William Thomas Terminal at Meadows Field. The Consolidated Transportation Service Agency (**CTSA**) also provides dial-a-ride service for seniors and disabled persons in the greater Bakersfield area. The North Bakersfield Recreation and Park District is the designated CTSA.

The following is a summary of the ridership profile according to a passenger survey completed in Spring 2015.

Based on the onboard survey data, the "profile" GET rider is between 19 and 44 years of age and more likely female than male. She speaks English at home and is a member of a minority population group, most likely Latino. Her household income is less than \$20,000 per year. She uses the printed schedule or website as her primary transit

information source. She walks to and from the bus stop. She rides GET to work or to personal business, and has been doing so for five years or more. She uses a 31-day pass and travels at the regular fare level. The “profile” rider selects GET because she does not have a car available and therefore is considered ride-dependent.

The following tables and graphs collected from the survey will be used in service and fare equity analyses.





RACIAL BREAKDOWN BY ROUTE									
Route	Latino	Black	White	Asian/Pacific Islander	American Indian	Other	Two or More Races	Total	% Minority
21	101	22	63	5	12	12	0	215	
% of rt. total	47	10	29	2	6	6	0		71
22	201	118	170	22	23	15	4	553	
% of rt. total	36	21	31	4	4	3	1		69
41	97	22	27	5	4	4	0	159	
% of rt. total	61	14	17	3	3	3	0		83
42	93	40	51	12	5	5	2	208	
% of rt. total	45	19	25	6	2	2	1		75
43	93	51	83	12	22	14	1	276	
% of rt. total	34	18	30	4	8	5	0		70
44	118	49	65	6	16	9	0	263	
% of rt. total	45	19	25	2	6	3	0		75
45	64	26	53	2	4	2	0	151	
% of rt. total	42	17	35	1	3	1	0		65
46	17	2	3	0	0	1	0	23	
% of rt. total	74	9	13	0	0	4	0		87
47	13	17	11	2	1	0	0	44	
% of rt. total	30	39	25	5	2	0	0		75
61	56	16	71	5	11	4	1	164	
% of rt. total	34	10	43	3	7	2	1		57
62	53	14	20	3	5	6	2	103	
% of rt. total	51	14	19	3	5	6	2		81
81	144	48	80	11	14	9	2	308	
% of rt. total	47	16	26	4	5	3	1		74
82	27	6	38	4	4	2	0	81	
% of rt. total	33	7	47	5	5	2	0		53
83	29	17	25	1	4	3	2	81	
% of rt. total	36	21	31	1	5	4	2		69
84	39	15	37	3	6	2	2	104	
% of rt. total	38	14	36	3	6	2	2		64
92	3	1	1	0	0	0	0	5	
% of rt. total	60	20	20	0	0	0	0		80
Total	1148	464	798	93	131	88	16	2738	
% of total	42	17	29	3	5	3	1		71

INCOME BREAKDOWN BY ROUTE							
Route	Less than \$20,000	\$20,001- 35,000	\$35,001- \$50,000	\$50,001- \$75,000	\$75,001- \$100,000	More than \$100,000	Total
21	123	28	12	1	0	3	167
% of rt. total	74	17	7	1	0	2	
22	327	33	32	12	7	2	413
% of rt. total	79	8	8	3	2	0	
41	91	9	14	2	1	1	118
% of rt. total	77	8	12	2	1	1	
42	100	18	17	4	2	2	143
% of rt. total	70	13	12	3	1	1	
43	148	30	15	2	2	1	198
% of rt. total	75	15	8	1	1	1	
44	164	16	15	1	4	2	202
% of rt. total	81	8	7	0	2	1	
45	95	11	6	5	3	0	120
% of rt. total	79	9	5	4	3	0	
46	18	1	1	0	1	0	21
% of rt. total	86	5	5	0	5	0	
47	20	4	7	0	0	2	33
% of rt. total	61	12	21	0	0	6	
61	118	10	9	1	3	0	141
% of rt. total	84	7	6	1	2	0	
62	70	6	2	0	0	2	80
% of rt. total	88	8	3	0	0	3	
81	143	26	25	3	6	5	208
% of rt. total	69	13	12	1	3	2	
82	50	5	4	5	1	0	65
% of rt. total	77	8	6	8	2	0	
83	45	4	6	0	3	0	58
% of rt. total	78	7	10	0	5	0	
84	53	5	6	3	3	0	70
% of rt. total	76	7	9	4	4	0	
92	1	0	1	1	0	0	3
% of rt. total	33	0	33	33	0	0	
Total	1566	206	172	40	36	20	2040
% of total	77	10	8	2	2	1	
INCOME BREAKDOWN BY PAYMENT METHOD							
Payment Method	Less than \$20,000	\$20,001- 35,000	\$35,001- \$50,000	\$50,001- \$75,000	\$75,001- \$100,000	More than \$100,000	Total
Cash fare	504	87	70	14	16	5	696
% of total	72	13	10	2	2	1	
Day Pass	327	41	47	7	7	3	432
% of total	76	9	11	2	2	1	
31-Day Pass	704	76	53	18	13	12	876
Total	80	9	6	2	1	1	
Total	1535	204	170	39	36	20	2004
% of total	77	10	8	2	2	1	

INCOME BREAKDOWN BY FARE CATEGORY											
Payment Method	Less than \$20,000	\$20,001-35,000	\$35,001-\$50,000	\$50,001-\$75,000	\$75,001-\$100,000	More than \$100,000	Total				
Regular fare	1168	165	139	31	27	14	1544				
% of total	76	11	9	2	2	1					
Senior/Disabled/Medicare	323	29	22	8	3	6	391				
% of total	83	7	6	2	1	2					
Total	1491	194	161	39	30	20	1935				
% of total	77	10	8	2	2	1					
RACIAL BREAKDOWN BY PAYMENT METHOD											
Payment Method	Latino	Black	White	Asian/Pacific Islander	American Indian	Other	Two or More Races	Total	% Minority	% of minorities paying this fare	% of non-minorities paying this fare
Cash fare	450	136	223	35	38	29	3	914			
% of total	49	15	24	4	4	3	0		76	36	29
Day Pass	230	112	163	23	25	23	3	579			
% of total	40	19	28	4	4	4	1		72	22	21
31-Day Pass	435	214	387	35	65	34	10	1180			
% of total	37	18	33	3	6	3	1		67	42	50
Total	1115	462	773	93	128	86	16	2673			
% of total	42	17	29	3	5	3	1				
RACIAL BREAKDOWN BY FARE CATEGORY											
Fare Category	Latino	Black	White	Asian/Pacific Islander	American Indian	Other	Two or More Races	Total	% Minority	% of minorities paying this fare	% of non-minorities paying this fare
Regular fare	930	361	549	73	89	68	14	2084			
% of total	45	17	26	4	4	3	1		74	81	70
Senior/Disabled/Medicare	132	86	232	16	35	13	2	516			
% of total	26	17	45	3	7	3	0		55	15	30
Total	1062	447	781	89	124	81	16	2600			
% of total	41	17	30	3	5	3	1				



Additional survey data are reported in the *2015 Customer and Community Survey Final Report June 2015* (Moore & Associates).

Data for FY 2015-16 and 2014-15 are shown in the following tables.

Motor Bus				
Golden Empire Transit				
				
	FY 2015-16	Benchmark	FY 2014-15	Change
RIDERSHIP				
Revenue Unlinked Passenger Trips	5,207,680		4,899,386	6.3%
Total Unlinked Passenger Trips	5,457,266		5,454,224	0.1%
MILEAGE				
Total Scheduled Vehicle Revenue Miles	3,853,970		3,425,400	12.5%
Total Scheduled Vehicle Miles	4,106,086		3,644,346	12.7%
Total Actual Vehicle Revenue Miles	3,848,798		3,416,623	12.6%
Total Actual Vehicle Miles	4,100,914		3,635,569	12.8%
HOURS				
Vehicle Revenue Hours	305,387		265,454	15.0%
Total Vehicle Hours	315,213		274,100	15.0%
OPERATING DAYS (Service Level)				
# Weekdays	257		230	11.7%
# Saturdays	55		53	3.8%
# Sundays	52		47	10.6%
TOTAL	364		330	10.3%
REVENUE				
Farebox	\$2,486,209		\$2,198,770	13.1%
Passes	\$2,104,839		\$1,777,957	18.4%
IKEA	\$103,180		\$93,280	10.6%
TOTAL REVENUE	\$4,694,228		\$4,070,007	15.3%
ID Cards	\$610		\$571	6.8%
NET OPERATING EXPENSES				
Administrative	\$4,056,250		\$3,551,679	14.2%
Operations	\$11,342,750		\$10,001,179	13.4%
Vehicle Maintenance	\$6,030,619		\$5,959,576	1.2%
Marketing	\$1,034,739		\$922,502	12.2%
Non-Vehicle Maintenance	\$1,048,404		\$1,081,734	-3.1%
TOTAL	\$23,512,762		\$21,516,670	9.3%
INCIDENTS				
Vandalism	29		57	-49.1%
Misc. Incidents	624		560	11.4%
Collisions	102		96	6.3%
[Preventable Collisions]	24		21	14.3%
Passenger Incidents	276		264	4.5%
[Preventable Passenger Incidents]	5		3	66.7%
COMPLAINTS				
TOTAL	782		894	-12.5%
MISSED SERVICE				
# Reports	862		1,444	-40.3%
SYSTEM FAILURES				
Major Mechanical System Failures	331		253	30.8%
Other Mechanical System Failures	85		168	-49.4%
TOTAL	416		421	-1.2%
SCHEDULE ADHERENCE				
% On-Time	90%	85%		

PERFORMANCE METRICS	FY 2015-16	Benchmark	FY 2014-15	Change
Revenue/Vehicle Revenue Mile	\$1.22		\$1.19	2.5%
Revenue/Vehicle Revenue Hour	\$15.37		\$15.33	0.3%
Revenue/Unlinked Passenger Trip	\$0.86		\$0.75	14.7%
Revenue/Cost Ratio	19.96%	20%+	18.92%	5.5%
Unlinked Pass Trips/Rev Mile-All Days	1.42	1.83	1.60	-11.3%
Unlinked Pass Trips/Rev Mile-Wkdys	1.49		1.69	-11.8%
Unlinked Pass Trips/Rev Mile-Sat	1.26		1.37	-8.0%
Unlinked Pass Trips/Rev Mile-Sun	1.02		1.11	-8.1%
Unlinked Pass Trips/ Rev Hour-Wkdys	19		22	-13.6%
Unlinked Pass Trips/ Rev Hour-Sat	16		18	-11.1%
Unlinked Pass Trips/ Rev Hour-Sun	12		15	-20.0%
Unlinked Pass Trips/Rev Hour-All Days	18	24	21	-14.3%
Unlinked Pass Trips/Weekday	17,850		19,815	-9.9%
[Unlinked Pass Trips/Weeknight]	1,207		1,290	-6.4%
Unlinked Pass Trips/Saturday	8,966		9,701	-7.6%
Unlinked Pass Trips/Sunday	7,245		8,140	-11.0%
Unlinked Revenue Pass Trips/Day	14,307		14,847	-3.6%
Unlinked Rev Trips/Unlinked Total Trips	0.95		0.90	5.6%
Oper. Expense/Passenger Mile	\$1.20	\$1.11	\$1.10	9.1%
Oper. Expense/Total Vehicle Mile	\$5.73		\$5.92	-3.2%
Oper. Expense/Vehicle Revenue Mile	\$6.11	\$8.62	\$6.30	-3.0%
Oper. Expense/Vehicle Revenue Hour	\$74.59	\$111.76	\$78.50	-5.0%
Oper. Expense/Unlinked Passenger Trip	\$4.31	\$5.11	\$3.94	9.4%
Subsidy/Unlinked Passenger Trip	\$3.45		\$3.20	7.8%
Collisions/1000 Vehicle Miles	0.027		0.028	-3.6%
Passenger Incidents/1000 Vehicle Miles	0.072		0.077	-6.5%
% Missed Trips	0.298	.75 or less	0.560	-46.8%
Complaints/1000 Unlinked PassTrips	0.14		0.16	-12.5%
Average Speed (MPH)	13		13	0.0%



Demand Response				
Golden Empire Transit				
				
	FY 2015-16	FY 2014-15	Change	
RIDERSHIP				
Total Unlinked Passenger Trips	62,660	54,856	14.2%	
[Non-ADA Trips]	6,124	5,561	10.1%	
MILEAGE				
Total Vehicle Revenue Miles	481,389	443,721	8.5%	
Total Vehicle Miles	554,795	504,400	10.0%	
HOURS				
Total Vehicle Revenue Hours	34,003	31,650	7.4%	
Total Vehicle Hours	36,772	33,995	8.2%	
REVENUE				
Total Revenue	\$156,050	\$122,459	27.4%	
[Non-ADA]	\$20,073	\$18,558	8.2%	
COST				
Operating Expenses	\$1,665,026	\$1,508,062	10.4%	
OPERATING DAYS (Service Level)				
# Weekdays	257	255	0.8%	
# Saturdays	55	58	-5.2%	
# Sundays	52	52	0.0%	
TOTAL	364	365	-0.3%	
COMPLAINTS				
TOTAL	28	26	7.7%	
INCIDENTS				
Passenger Incidents	23	24	-4.2%	
[Preventable Passenger Incidents]	1	1	0.0%	
Misc. Incidents	11	11	0.0%	
Collisions	9	4	125.0%	
[Preventable Collisions]	3	1	200.0%	
Vandalism	0	0	0.0%	
SYSTEM FAILURES				
Major Mechanical System Failures	6	7	-14.3%	
Other Mechanical System Failures	1	0	100.0%	
TOTAL	7	7	0.0%	
PERFORMANCE METRICS	FY 2015-16	FY 2014-15	Change	Benchmark
Revenue/Vehicle Revenue Mile	\$0.32	\$0.28	14.3%	
Revenue/Vehicle Revenue Hour	\$4.59	\$3.87	18.6%	
Revenue/Unlinked Pass Trip	\$2.49	\$2.23	11.7%	
Revenue/Cost Ratio	9.37%	8.12%	15.4%	
Unlinked Pass Trips/Rev Mile	0.13	0.12	8.3%	0.14
Unlinked Pass Trips/Rev Hour	1.8	1.7	5.9%	2.2
Unlinked Pass Trips/Weekday	214	190	12.6%	
Unlinked Pass Trips/Saturday	80	67	19.4%	
Unlinked Pass Trips/Sunday	63	48	31.3%	
Oper. Expense/Passenger Mile	\$3.80	\$3.93	-3.3%	\$3.47
Oper. Expense/Vehicle Rev Hour	\$48.97	\$47.65	2.8%	\$64.70
Oper. Expense/Total Vehicle Mile	\$3.00	\$2.99	0.3%	
Oper. Expense/Vehicle Rev Mile	\$3.46	\$3.40	1.8%	\$4.25
Oper. Expense/Total Vehicle Hour	\$45.28	\$44.36	2.1%	
Oper. Expense/Unlinked Pass Trip	\$26.57	\$27.49	-3.3%	\$30.03
Subsidy/Unlinked Pass Trip	\$24.08	\$25.26	-4.7%	
Miles/Major Mechanical Failures	92,466	72,057	28.3%	
Miles/Total System Failures	79,256	72,057	10.0%	

Service Standards

Standards for service evaluation provide an objective basis to make the requisite decisions for sustained operation. Performance analysis is used to: 1) Guide the District in determining where service expansion would be most productive, 2) Make service adjustments when necessary, and 3) Develop the annual budget and budget management. Performance standards for fixed routes are discussed under the following three categories: 1) Service Design, 2) Operating Performance, and 3) Economic/Social/Environmental.

In December 2010 the GET Board of Directors adopted the following Vision Statement:

“GET...doing our part to improve mobility and create livable communities by becoming every household’s second car.”

In addition to the Vision Statement, the Board also adopted a number of Planning Guidelines:

- Services should be designed in a manner which maximizes the seamless connectivity between all routes, modes and systems. In this context seamless means that the passenger should not be discouraged from making a trip because of perceived barriers related to: 1) physical connections, 2) timed transfers, 3) fare payment, or 4) information services.
- The system-wide transit operating speed (as measured by total Annual Revenue Miles divided by Total Annual Revenue Hours) should increase each year or at the very least should never drop below the 2010 baseline.
- Transit service should be designed in a manner that allows it to have a meaningful impact on regional air quality and support achievement toward greenhouse gas-reduction targets.
- Transit should be designed in a manner that supports healthy lifestyles by fostering a pedestrian and bicycle - friendly environment.
- Transit service should be financially sustainable over all time periods.
- Transit planning should be conducted in collaboration with cities and the County in order to integrate transit and land use planning decisions.

In the Short-Term, GET’s fixed-route bus network – which had not been substantially altered in 25 years – was reconfigured to reflect population and employment growth since the 1980s and to improve customer service and cost-effectiveness. In the Medium and Long-Terms, it will be revised yet again to accommodate projected growth and construction of a California High-Speed Rail station, additional changes would be made to

Kern Transit intercity express bus service, and new modes of transit service including commuter rail would be introduced.

The Short-Term Plan (implemented on Oct. 7, 2012) called for a complete reconfiguration of GET's fixed-route network. Prominent features of the Plan include:

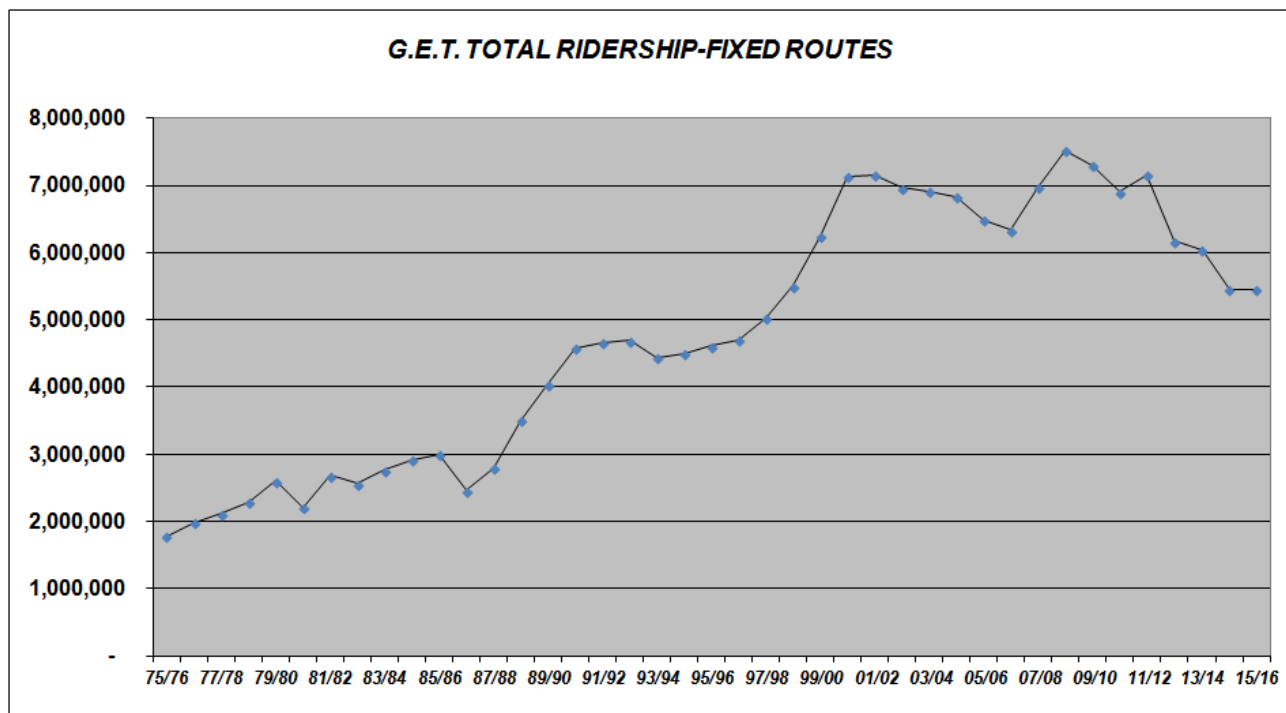
- A decreased emphasis on timed connections at transit centers.
- A new transit center at CSU Bakersfield.
- Increased service to CSU Bakersfield and Bakersfield College.
- Faster cross-town trips using:
 - New Express routes
 - New "Rapid" routes making only limited stops
 - More direct routes
 - Wider spacing of stops
 - A more straightforward and understandable route system

Service Analysis

FY 2015-16 was the third full fiscal year for the new route system that was implemented in October 2012. Fixed route ridership increased slightly from 5.454 million in FY 2014-15 to 5.457 million in FY 2015-16. Total boardings since FY 75/76 are shown on the following pages.

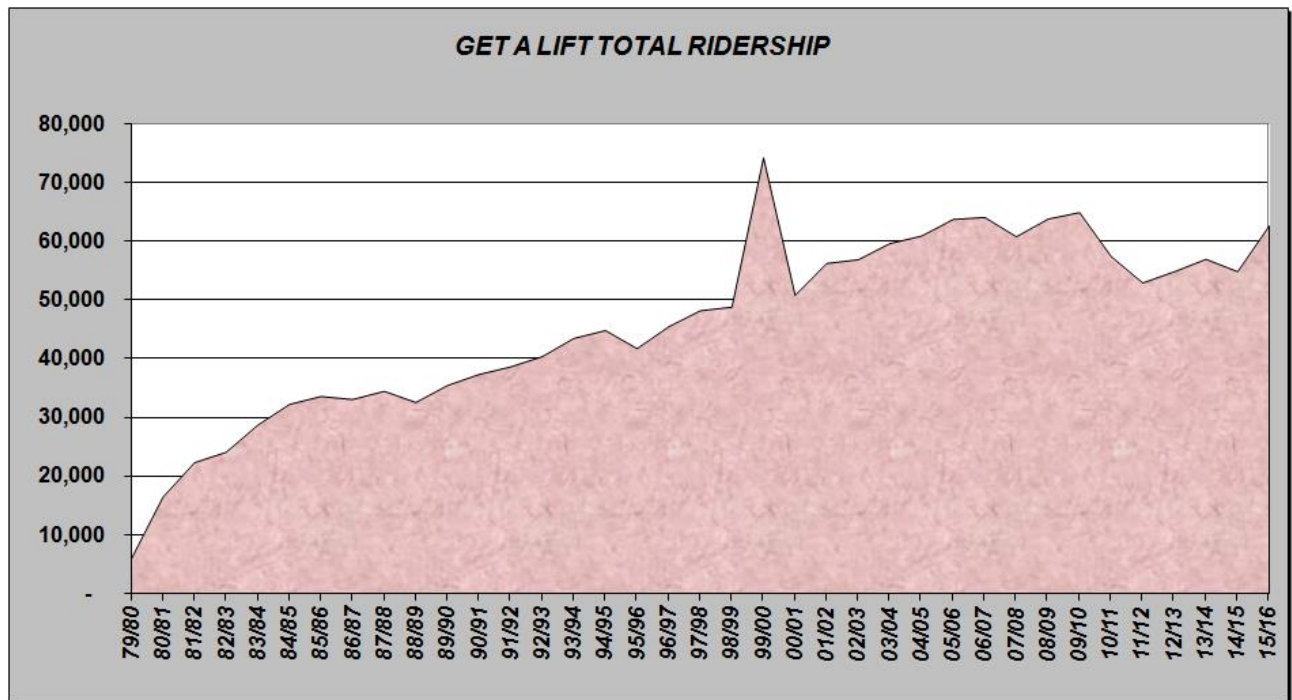
Weekdays averaged 17,850 per day- a 10% decrease per day from the previous year. Saturday ridership averaged 8,966 per day- an 8% decrease from the previous year, and is 50% of weekday ridership. Sunday service averaged 7,245 boardings per day, an 11% decrease from the previous year. Evening ridership averaged 1,207 boardings per evening, which was a 6% decrease.





Over 2 million boardings were related to Day Passes, which accounts for 37% of total boardings. This is an increase from the previous year's 1.8 million. Full fare (\$1.50) cash rides decreased 15%, accounting for 12% of all boardings. The Reduced cash fare (\$.75) increased by 42%. The Regular 31-Day Pass category accounts for 28% of total ridership and was introduced at the beginning of FY 2010-11. The Sizzlin' Summer Youth Pass, introduced at the end of FY 95/96, generated 40,517 boardings. Free boardings were 5% of the total and decreased greatly due to free rides offered after the strike in August 2014. The proportion of revenue passengers was 95%.

GET A Lift ridership was 62,660, a 14% increase from the previous year. Productivity increased slightly from 1.7 to 1.8 per hour and .12 per mile to .13. The system averaged 214 boardings per weekday, 80 on Saturdays, and 63 on Sundays. Trips by non-ADA clients remained almost the same as the previous year and accounted for 10% of all boardings. The average trip length was 7.1 miles.



Recommended Service Plan

The service recommendations and policies presented in the S RTP are intended to be supportive of the Kern Regional Blueprint Program, the Regional Transportation Plan, and SB 375 emissions reductions, and move the region forward in providing a sustainable transportation system. In addition to these recommendations, the following have been considered in this plan:

Alternatives to Fixed Route Service: The District will conduct a study in 2017 to look at best practices regarding alternatives to traditional fixed route service. The objective is to learn about alternative mobility options that might have application in GET's service area.

Bicycle Facilities: A bike rack is located at the Downtown Transit Center but there are currently no bike storage facilities at bus stops. Potential bike storage areas and bike racks are being identified for transit centers and key transfer locations. A minimum of 4 bike lockers or lids could be accommodated at the Downtown and Southwest Transit Centers. Various potential bike facilities for the future include:

Bike & Ride Facility (Transit center with bike parking facility): Access with a Key Card. Park bike for pennies per hour.

Bike Hubs: provide short-term secure bike parking 24/7 access. Consecutive parking limit is 72 hours to maximize availability of space. \$1 charge of every 24 hours parked in excess of 72 hours. Pass discounts (approx. 50%) available for

Seniors (62+), Disabled, Medicare and K-12 Students with valid ID. Self-Repair and Assisted repair provided.

Bike stations: Offer 24-hour indoor bicycle parking (free during regular business hours), bike rentals, professional repair services, a retail bike shop, free air, and more.

The City of Bakersfield has received an Active Transportation Program grant which provides funding for the development of a bike share project. The bicycle sharing program would include 180 docking points at 20 to 25 stations for 100 smart bicycles. The project is focused primarily within the boundaries of Panorama Drive to Brundage Lane and east of Highway 99 to Mt. Vernon Ave. The City is interested in GET to be a Partnering Agency for the project and they have proposed that GET may desire to assume operations of the bike share facilities and system after the first two years. The estimated cost of maintenance/management of the system is \$150.00 per bicycle per month, or about \$180,000 annually. There may be future Active Transportation grants that may be able to provide funding. The bike share program could eventually be self-sustaining through fares for bike use as well as revenue generated through advertising at kiosks and on the bicycles. Funds for the project are programmed to be available in FY2019 but the City will attempt to advance those funds into 2018.

Bus Lanes: Currently, the District has no designated bus lanes. The potential exists for bus lanes to be planned in future highway projects. This will initiate the opportunity for future Bus Rapid Transit (BRT) service.

Bus Rapid Transit (BRT) Plan: BRT has been defined by the Federal Transit Administration as “a rapid mode of transportation that can provide the quality of rail transit and the flexibility of buses.” BRT combines stations, vehicles, services, running ways, and Intelligent Transportation System (ITS) elements into an integrated system with a strong identity. The Long Range Plan identifies rapid routes 21 and 22 as future candidates for BRT since they operate through major corridors. The District will develop a plan for implementation of BRT in Bakersfield that would provide the foundation for seeking funding and community support for BRT. The Plan is expected to be finalized in 2019.

Bus Stop Improvements: The District will continue to coordinate with community groups and local jurisdictions to improve bus stop accessibility, especially for those with disabilities. During the past year, the District passed through \$500,000 in TDA funds to the County of Kern for accessibility improvements on Virginia Ave. between Washington and Oswell Street. The District also passed through \$500,000 to the City of Bakersfield for various accessibility and pavement improvements. PTMISEA (Public Transportation Modernization, Improvement, and Service Enhancement Account Program) funds (\$600,000 locally) have also been used by the County of Kern and City of Bakersfield to improve bus stops by creating paved waiting areas, accessible pathways, and shelter pads. In 2017 the City of Bakersfield will use these funds to construct bus bays on Wible

Rd. adjacent to the Southwest Transit Center and a turnout on Ming Ave. adjacent to Valley Plaza.

Coordinate With Local Transit Operators: The District will work with area transit operators so that service is coordinated among the many issues that each operator shares. Common issues include the sharing of bus stops, coordination of schedules, urban sprawl, and facilities improvements.

Downtown Shuttle: The District will evaluate the feasibility of a downtown shuttle service. A community outreach effort will be conducted to gain input regarding the routing of a downtown shuttle. Funding opportunities will be determined and if feasible, implementation of a downtown shuttle is expected in 2018.

Enlarge the Catchment Area for Public Transit: The distance travelled (catchment area) for access to a bus stop can be enlarged even if service is not actually extended. Strategies include efforts to facilitate bicycle-transit integration, additional park and ride lots, and improving pedestrian-specific infrastructure (path, trails, overpasses).

GET-A-Lift: The productivity of GET-A-Lift has remained relatively the same during the past years. The District has struggled to achieve the mandated 10% recovery ratio. It is recommended that efforts be made to improve efficiency and to maintain existing service levels. These efforts include reduction of no-shows and continual improvements in scheduling.

Long Range Plan: The Golden Empire Transit District in partnership with the Kern Council of Governments completed the metropolitan Bakersfield Transit System Long Range Plan. The Plan provides public agency staff and elected officials with information documenting the relationship between population growth in metropolitan Bakersfield, transit ridership demand, funding, and evaluation of current operations and efficiencies. The purpose of the Plan is to address emerging intra-city transit system needs. It also addresses connectivity between rural areas and major regional transportation facilities such as the Amtrak train station and Bakersfield's airports. The Plan included public outreach to solicit input on transit needs.

New Growth Areas: Many of the new areas within the District are developing beyond existing transit routes and are characterized by low density and sprawl. The SRTP provides for limited extension to some of these areas. However, GET cannot guarantee additional expansion of service over the next five years in order to meet this growth. Additional service to new areas will be evaluated and implemented when warranted, and as funding allows.

Park and Ride Lots: A need has been identified for official Park and Ride lots before additional express service is implemented. The District will work to identify potential sites. The District currently has only one official Park and Ride lot- Kern Delta Park and Ride. The Tejon Ranch Commerce Center Express (Rt. 92) stops here (338 parking spaces) as well as Route 62 (Akers Panama/Valley Plaza).

Service to Employment Clusters: Partnership with major employment clusters will be pursued. Potential employers include County of Kern, City of Bakersfield, Frito-Lay, Target Distribution Center, Lerdo facility, Grimmway Farms, Tejon Commerce Center, and Bolthouse.

Southwest Transit Center: There is limited space and no room for expansion. A larger site would allow for expansion and ease operation of buses. A new location would require the revision of at least some route alignments. The City of Bakersfield will construct bus bays on Wible Rd. adjacent to the transit center to allow for additional space (funded by PTMISEA). Transit Center issues are addressed in the *Metropolitan Bakersfield Transit Center Study, June 2015*.

The following table lists service recommendations for Year 1.

SERVICE CHANGES JULY 2017												
RT	DESCRIPTION OF CHANGE	REV MLS CHANGE PER DAY	% CHANGE PER DAY	REV HRS CHANGE PER DAY	% CHANGE PER DAY	TOT MLS CHANGE PER DAY	TOT HRS CHANGE PER DAY	COST		CHANGE IN # OF BUSES	CHANGE AFFECTING ROUTE LENGTH	% CHANGE IN ROUTE LENGTH
43	Eliminate CBCC segment on Saturdays	(37.4)	-8%	0.00	0%	-37.4	0.00	\$	-	0	1.7	-16%
44	Revise timepoint on Union/E Calif to depart 1 min earlier except evening and Holiday times	0	0%	0.00	0%	0	0.00	\$	-	0	0	0%
46	Extend eastbound trips to S.Oswell	72.0	11%	0.00	0%	72.0	0.00	\$	-	0	2.2	21%
	Weekdays:	72.0	11%	0.00	0%	72.0	0.00	\$	-	0	2.2	21%
	Sat:	55.2	11%	0.00	0%	55.2	0.00	\$	-	0	2.2	21%
	Sun:	55.2	11%	0.00	0%	55.2	0.00	\$	-	0	2.2	21%
	Holiday:	28.8	10%	0.00	0%	26.4	0.00	\$	-	0	2.2	21%
47	Operate on Saturdays & Sundays 90 min headways	134.4	100%	12.00	100%	142.8	12.67	\$	594.98	1	0	0%
	Sat:	134.4	100%	12.00	100%	142.8	12.67	\$	594.98	1	0	0%
84	Reduce Sat & Sun trips to 90 min headways	(159.2)	-50%	(12.00)	-50%	(161.4)	(12.17)	\$	(571.50)	-1	0	0%
	Sat:	(159.2)	-50%	(12.00)	-50%	(161.4)	(12.17)	\$	(571.50)	-1	0	0%
	Sun:											
	TOTAL CHANGE PER WEEKDAY	72.0		0.0		72.0	0.0	\$	-	0		
	TOTAL CHANGE PER SATURDAY	(7.0)		0.0		(0.8)	0.5	\$	23.48			
	TOTAL CHANGE PER SUNDAY	30.4		0.0		36.6	0.5	\$	23.48			
	TOTAL CHANGE PER HOLIDAY	28.8		0.0		26.4	0.0	\$	-			
	TOTAL CHANGE PER YEAR (52 WEEKS)	0.0		0.0		0.0	0.0	\$	-			

Alternatives to fixed route service will be studied during FY 2017-18 for implementation in Years 2 through 5. The following service options may be implemented during this period:

- Trippler service
- Fixed route deviation
- Elimination of evening trips that have low ridership
- Shuttle, circulator, and feeder routes
- Reallocating resources from low productivity areas to transit dependent areas

The GET Board of Directors has identified a number of strategic initiatives for the District to focus on during the next three to five years. Of those initiatives they identified four as the top most priorities for the District to focus on in the next year. Those initiatives, in no particular order, are:

- Foster a culture where everyone is valued.
- Identify new mobility options.
- Improve infrastructure.
- Focus on Public Image and Perception.

Financial Plan

The financial core to subsidize the District's public transit service is the Transportation Development Act (TDA) Local Transportation Fund (LTF). Between 60% to 75% of LTF funds received by the District subsidize the cost to operate service. Funds for the LTF are derived from one quarter of one percent that comes from the local sales and use tax attributed to Kern County, (the combined state sales and use tax rate 7.50% includes the County's 1%). Kern Council of Governments apportions these taxes to public transit throughout Kern County. GET's allocation includes both Bakersfield and a portion of Kern County. In addition, the TDA authorized the State legislature to budget for State Transit Assistance Fund (STAF), by means of allocating a portion of the state's sales tax on diesel fuel. The fund has contributed a steady source of funds to both operating and capital assistance. In past years STAF was more unreliable given the vagaries of past state budgetary problems. In recent years, this fund has grown substantially.

In order to receive TDA funding, the District must meet some basic financial performance criteria. First, the District must collect sufficient farebox revenues to pay at least 20% of operating expenses. The constraint does not allow for cost inflation or unfunded government mandates. Consequently, fare rates may be adjusted to meet this obligation. Second, this constraint applies to paratransit service but the farebox revenues collected must pay a minimum of 10%. These two conditions have at times limited subsidies and service expansion.

In addition to TDA, the District is a recipient of federal funding. GET is a designated grantee and qualifies for capital funding through Congressional appropriation and budget processes administered by the Federal Transit Administration (FTA). Funding may be

used for capital items only and not transit service expenses. Funding is obtained for specific projects by grant agreements. Projections are shown in the following tables.

Table 6.1 Revenues & Expenses

	Budget	Forecast	Forecast	Forecast	Forecast
	2017-18	2018-19	2019-20	2020-2021	2021-2022
Farebox Revenue:					
Fixed route	\$4,808,870	\$4,881,003	\$4,954,218	\$5,179,387	\$5,257,078
Paratransit	\$165,951	\$168,440	\$170,967	\$178,737	\$181,418
Other	\$345,915	\$354,563	\$363,427	\$381,825	\$391,371
Interest	\$60,000	\$62,700	\$65,522	\$71,551	\$74,771
Total	\$5,380,736	\$5,466,706	\$5,554,133	\$5,811,501	\$5,904,638
Operating Expense					
Fixed route and other	\$28,173,202	\$29,440,996	\$30,765,841	\$33,597,067	\$35,108,935
Paratransit	\$1,891,765	\$1,976,894	\$2,065,855	\$2,255,965	\$2,357,483
Total	\$30,064,967	\$31,417,891	\$32,831,696	\$35,853,032	\$37,466,419
Operating Deficit	(\$24,684,231)	(\$25,951,184)	(\$27,277,562)	(\$30,041,531)	(\$31,561,780)
Operations Funding Subsidies:					
FTA Preventive Maint.	\$5,182,321	\$5,576,060	\$5,854,863	\$6,454,986	\$6,777,735
TDA Operations Funding Subsidy	\$19,501,910	\$20,375,125	\$21,422,700	\$23,586,545	\$24,784,045
Net Operations Deficit	\$0	\$0	\$0	\$0	\$0
Ratio	16.55%	16.07%	15.61%	14.94%	14.52%

Table 6.2 Capital Funding Sources and Projects

	Forecast	Forecast	Forecast	Forecast	Forecast
	2017-18	2018-19	2019-20	2020-2021	2021-2022
Capital Funding Sources					
State Cap and Trade	\$40,000	\$150,000	\$150,000	\$0	\$0
STAF SB-1	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
CMAQ (competitive bid)	\$0	\$0	\$0	\$0	\$0
FTA 5307(net of P.M. + grant.)	\$14,629,811	\$2,223,940	\$18,779,539	\$3,230,253	\$3,311,009
FTA 5339	\$820,000	\$840,500	\$861,513	\$905,127	\$927,755
CHSRA				\$45,000,000	
Total	\$17,989,811	\$5,714,440	\$22,291,051	\$51,635,380	\$6,738,764
Capital Programs					
Ops, Admin and Maint Facilities				\$95,000,000	
Paratransit Vehicle replacements		\$750,000		\$300,000	
33 Bus Replacements			\$20,625,000		
Prior year's project commit	\$17,411,000				
Transit center & upgrades					
Reserved or other projects	\$490,000	\$1,200,000	\$1,500,000	\$1,750,000	\$1,600,000
Total	\$17,901,000	\$1,950,000	\$22,125,000	\$97,050,000	\$1,600,000
* retain six million dollar reserve.					

Table 6.3 Funding Projections

Transportation Development					
Funding Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	2017-18	2018-19	2019-20	2020-2021	2021-2022
GETD Capital Reserve Acct	\$25,154,976	\$24,235,085	\$26,672,405	\$25,035,201	(\$23,757,937)
Est TDA Receipts	\$18,493,208	\$19,048,004	\$19,619,444	\$20,208,028	\$20,814,269
Used in operations	(\$19,501,910)	(\$20,375,125)	(\$21,422,700)	(\$23,586,545)	(\$24,784,045)
Used in capital projects	\$88,811	\$3,764,440	\$166,051	(\$45,414,620)	\$5,138,764
TDA Capital Reserve	\$24,235,085	\$26,672,405	\$25,035,201	(\$23,757,937)	(\$22,588,949)

Section 1 SYSTEM DESCRIPTION

1.1.0 Overview of the System



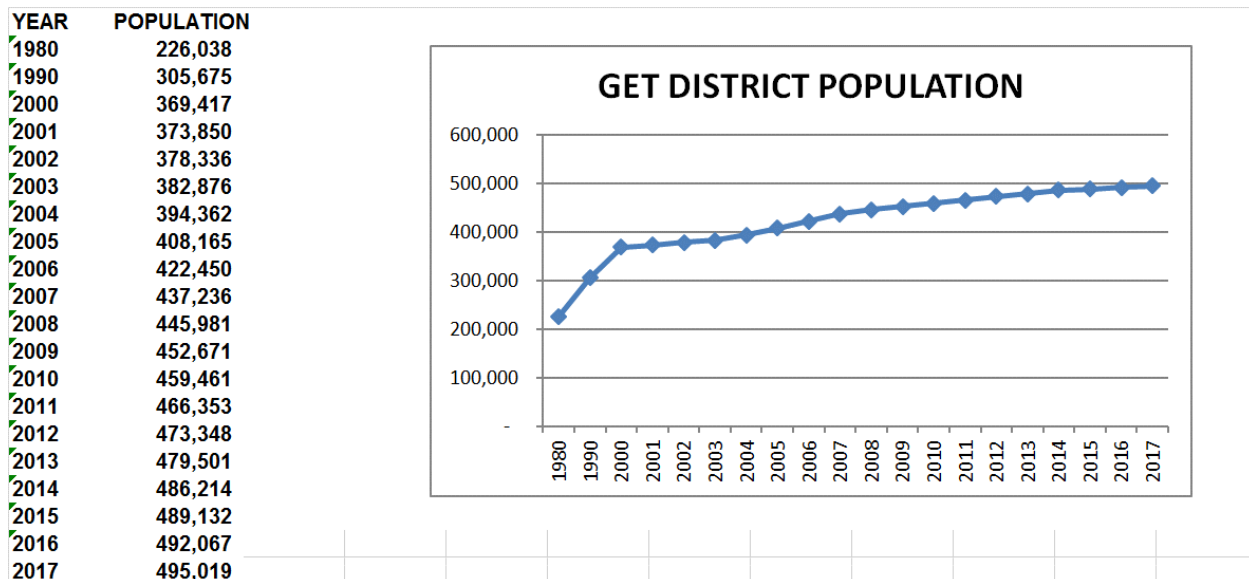
The southern gateway to the Central Valley, Bakersfield is California's ninth largest city and one of the fastest growing regions in the nation. Bakersfield is a dynamic and diverse community and is the seat of Kern County - the Golden Empire, which generates 76 percent of the state's oil supply and ranks third among all counties in the United States in agriculture-related production. Graced with a wealth of natural wonderlands, recreational playgrounds, and offering a wide array of entertainment, shopping, and dining experiences, the Heart of the Golden Empire is a strategic crossroads, attracting a substantial tourism market annually.

Public transportation had its beginnings in Bakersfield in 1874 with the operation of a stage coach line known as the H.H. Fish Omnibus Line, operating from 19th & Chester to the railroad depot two miles east at Baker & Sumner. A horse drawn streetcar line began operation in 1888 and it was electrified in 1901. The first buses began operation in 1916. The system transitioned from private to public ownership in 1956 when the City of Bakersfield assumed operation of the transit system. In 1972 voters approved formation of a transit district.

The Golden Empire Transit District (GET) was formed in July 1973 and is the primary public transportation provider for the Bakersfield Urbanized Area. (The Kern Transit system service area, operated by the County of Kern, includes the community of Lamont, which is part of the Bakersfield Urbanized Area, as defined by the Census Bureau. Kern Transit shares some bus stops with GET.) GET is the largest public transit system within a 110 mile radius. The District's legal boundary includes all of the area within the Bakersfield city limits as well as adjacent unincorporated areas. The area within the

District's legal boundaries is 160 square miles. The population of the District is 495,019. The area within .75 miles of a fixed route is approximately 111 square miles.

Population trends are shown in the following graph and table:



Seventy-seven percent of the District's population resides within the Bakersfield City limits and the remainder is in the unincorporated Kern County areas, including Oildale, Greenfield, Fruitvale, Greenacres, and Rosedale.

The Golden Empire Transit District is governed by a five-member Board of Directors. Two members are appointed by the Bakersfield City Council, two members are appointed by the Kern County Board of Supervisors, and one member is appointed at-large by the four other Board members.

The District operates 14 fixed routes, 1 limited route, and 1 express route. Service is provided from approximately 6:00AM to 11:00PM Monday through Friday, 7:00AM to 7:00PM on Saturdays, and 7:00AM to 7:00PM on Sundays. Twelve routes provide weekday evening service. Sunday service is provided on fourteen routes. Weekday headways range from 15 minutes to 60 minutes, except for route 92, which operates every two hours. The District also provides paratransit transportation for ADA-eligible persons (**GET-A-Lift**) as well as those who ride to and from the William Thomas Terminal at Meadows Field. The Consolidated Transportation Service Agency (**CTSA**) also provides dial-a-ride service for seniors and disabled persons in the greater Bakersfield area. The North Bakersfield Recreation and Park District is the designated CTSA.



1.2.0 Fleet

A maximum of 69 buses are operated on weekdays, 50 on Saturdays, and 50 on Sundays. There are 19 GET A Lift vehicles. The following is the District's active fleet inventory:

Year Of Manufacture	Fuel Type	Seating Capacity	Number of Active Vehicles
2002 Orion	CNG	38	2
2005 New Flyer	CNG	38	24
2006 Orion	CNG	38	1
2010 New Flyer	CNG	38	46
2013 New Flyer	CNG	38	15
2012 Elkhart	CNG	9	5
2013 Elkhart	CNG	9	9
2014 Elkhart	CNG	9	5
2017 MCI	CNG	57	2

All vehicles are wheelchair accessible and all non paratransit vehicles are equipped with bicycle racks. The first bicycle racks were installed in 1998. The entire fleet is powered by compressed natural gas.

1.3.0 Fare Structure

The current fare structure (Effective Aug. 1, 2015) is as follows:

Single Ride	\$ 1.50
Reduced Fare Single Ride	\$.75
Persons With Disabilities	\$.50
Children (Age 5 & under)	Free
Express Single Ride	\$ 3.00

Regular Day Pass	\$ 3.25
Reduced Fare Day Pass	\$ 1.65
Express Day Pass	\$ 6.00
31-Day Pass	\$40.00
Monthly Reduced Fare Pass	\$20.00
Express 31-Day Pass	\$55.00
Summer Youth Pass	\$20.00
GET-A-Lift Single Ride	\$ 3.00
GET-A-Lift 10-Ride Pass	\$30.00



The GFI Odyssey validating fareboxes were installed in March 2010. The Odyssey accepts the full range of modern fare media. Inserted cash is automatically validated without driver intervention, accepting only genuine coins and bills. The Odyssey issues magnetic paper transfers and can process passes and stored ride/value cards.

Fare increases are shown in the following table. The reason for the increase is a need to maintain the state-required operating ratio of 20% (fixed routes) in order to receive state funding for operating assistance. The service area does not have a local tax revenue source, such as a sales tax.

There are no disparate impacts on minority and low income population because the population adversely affected by each fare change category and payment method is not greater than ten percentage points more than the average minority and low income population, as per the District's Title VI Equity Policy Thresholds. The average minority population (ridership) is 71% and 77% low income. See the following graphs and tables. For example, in Table 3, 73.7% of all regular fare category users are minorities, which is slightly higher than the average minority ridership of 71% and therefore not a disparate impact.

			%		%
	Current	Oct. 1, 2017	Change	Oct. 1, 2019	Change
Single Ride	\$1.50	\$1.55	3%	\$1.65	6%
Reduced Fare Single Ride	\$0.75	\$0.80	7%	\$0.85	6%
Express Single Ride	\$3.00	\$3.50	17%	\$4.00	14%
Regular Day Pass	\$3.25	\$3.30	2%	\$3.55	8%
Reduced Fare Day Pass	\$1.65	\$1.70	3%	\$1.80	6%
Express Day Pass	\$6.00	\$7.00	17%	\$8.00	14%
15 Day Pass	\$25.00	\$27.00	8%	\$30.00	11%
31 Day Pass	\$40.00	\$42.00	5%	\$45.00	7%
Express Day Pass	\$55.00	\$57.00	4%	\$60.00	5%
15 Day Reduced Fare Pass	\$12.50	\$13.00	4%	\$13.75	6%
Monthly reduced Fare Pass	\$20.00	\$21.00	5%	\$22.00	5%

1.4.0 Facilities

The system includes 1,017 bus stops and three transit centers (Downtown, Southwest & Bakersfield College), with 1,003 bus stop signs, 161 shelters, 129 transit tubes, 87 solar lights, and 427 benches. The operations/maintenance/administrative facility is located at 1830 Golden State Avenue in Bakersfield. The construction of a new maintenance and shop facility is in the planning stages. A transit center study was completed to evaluate the current transit centers as well as future needs. A map of the District boundary, demographic maps, and a route system map appear on the following pages.



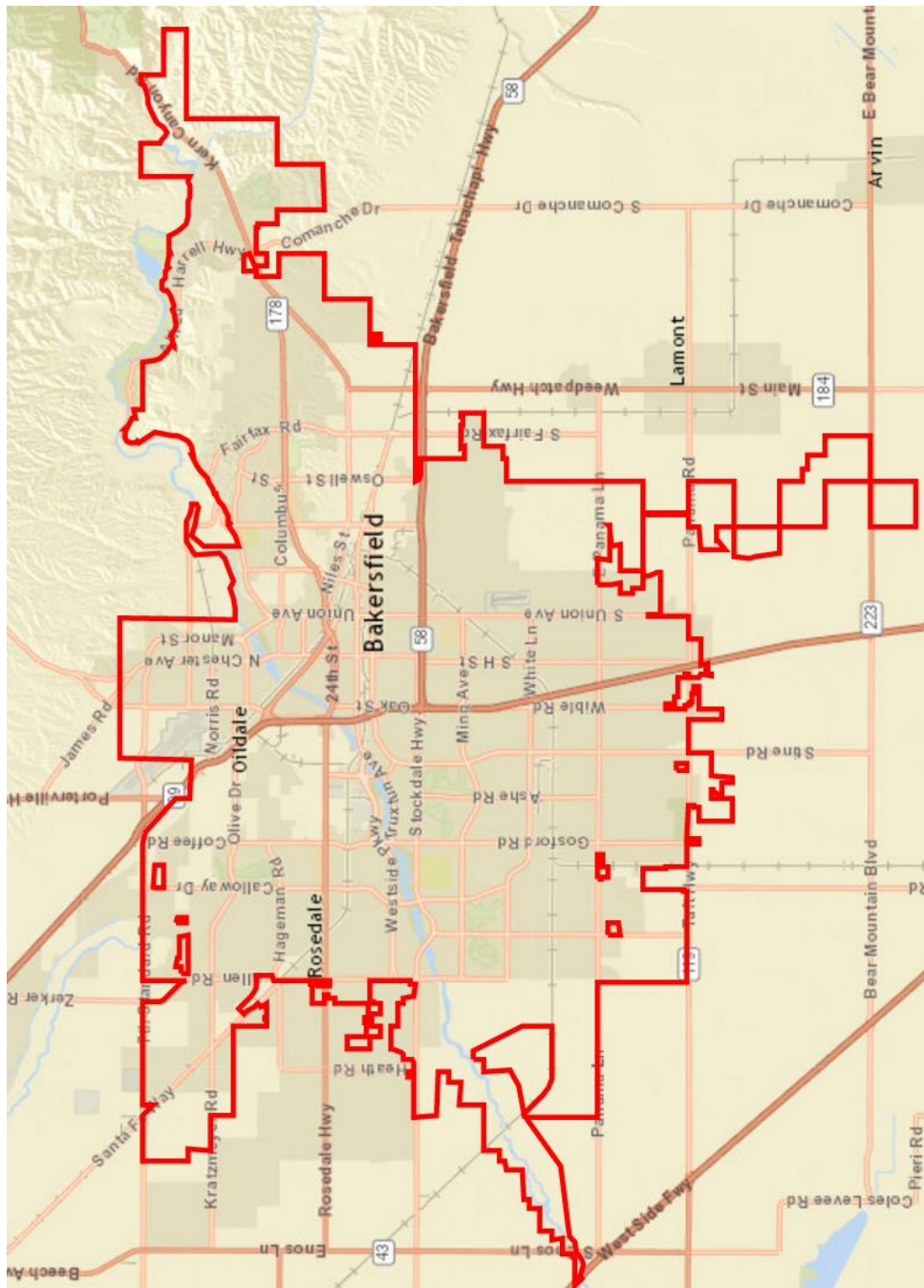
GET makes significant economic and environmental contributions to the economy of the Bakersfield Metropolitan area. The District's \$31 million in operating expenses and construction outlays generate \$58 million of economic impacts and \$122 million of environmental benefits for a total of \$180 million. This every \$1.00 the District spends and invests creates \$5.79 in return.



Golden Empire Transit District Yard



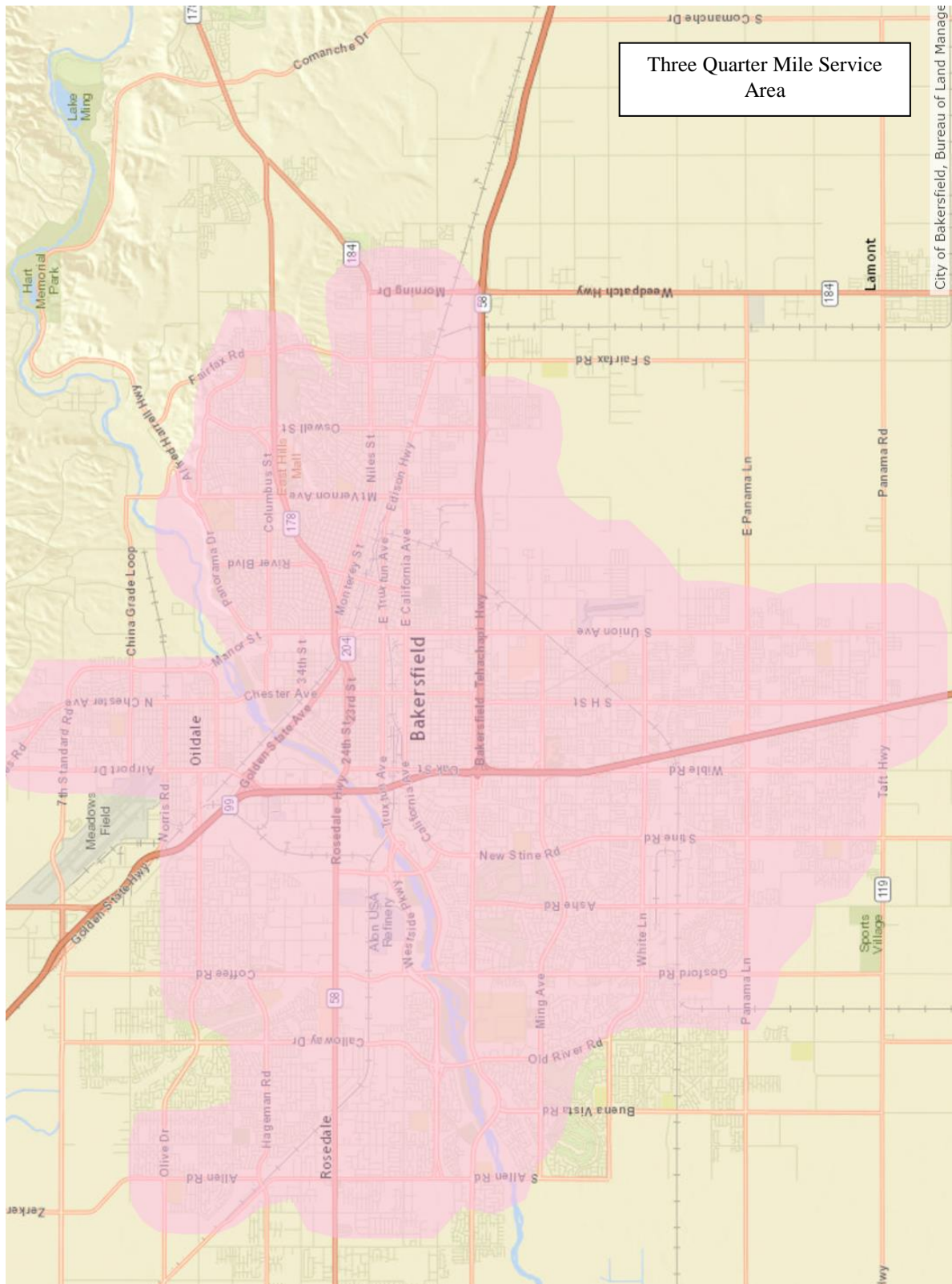
**Golden Empire Transit
District Boundary**



Golden Empire Transit
District Boundary

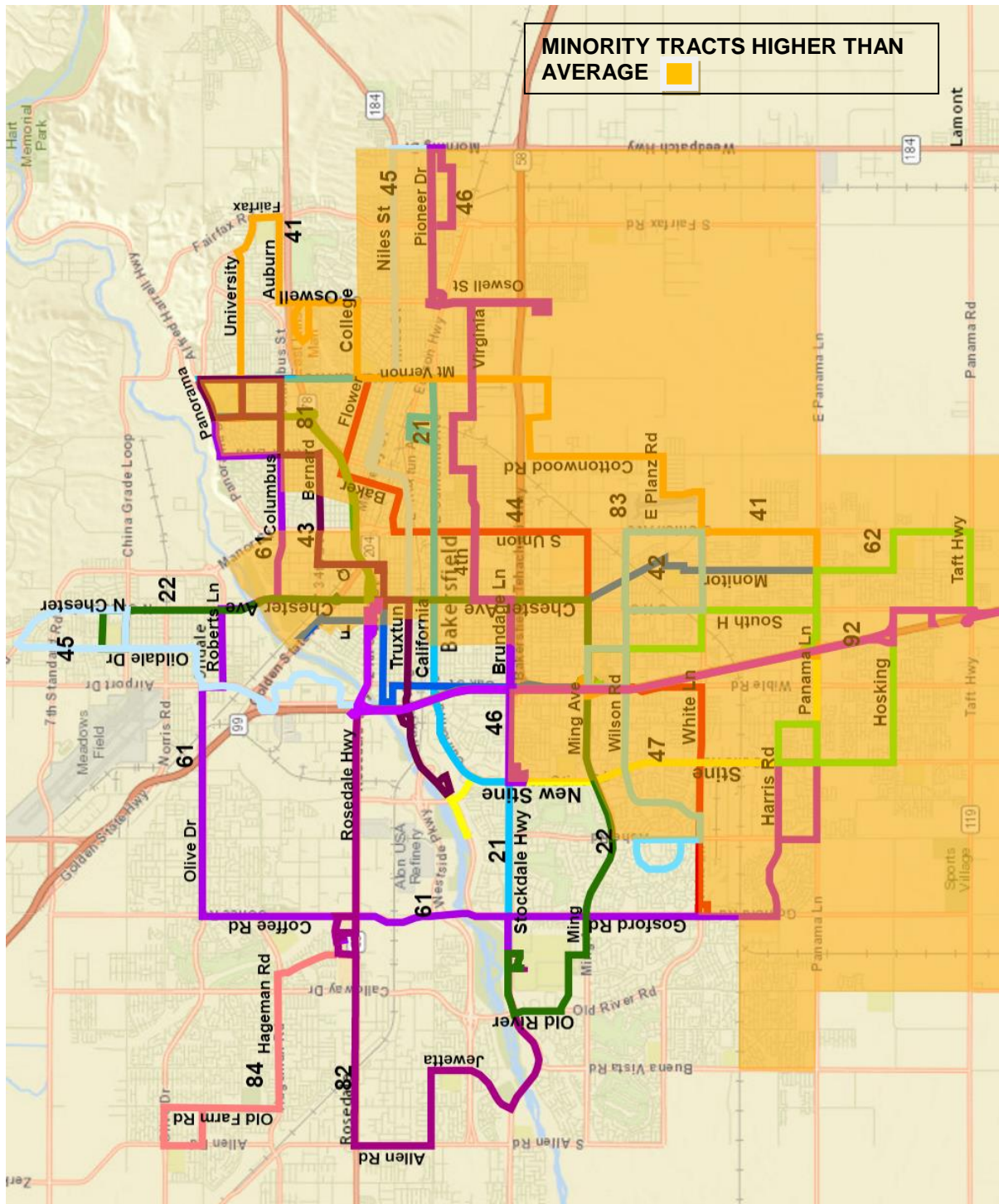
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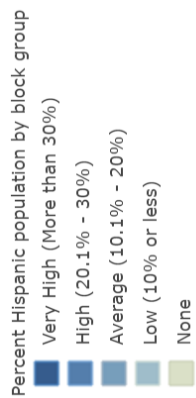
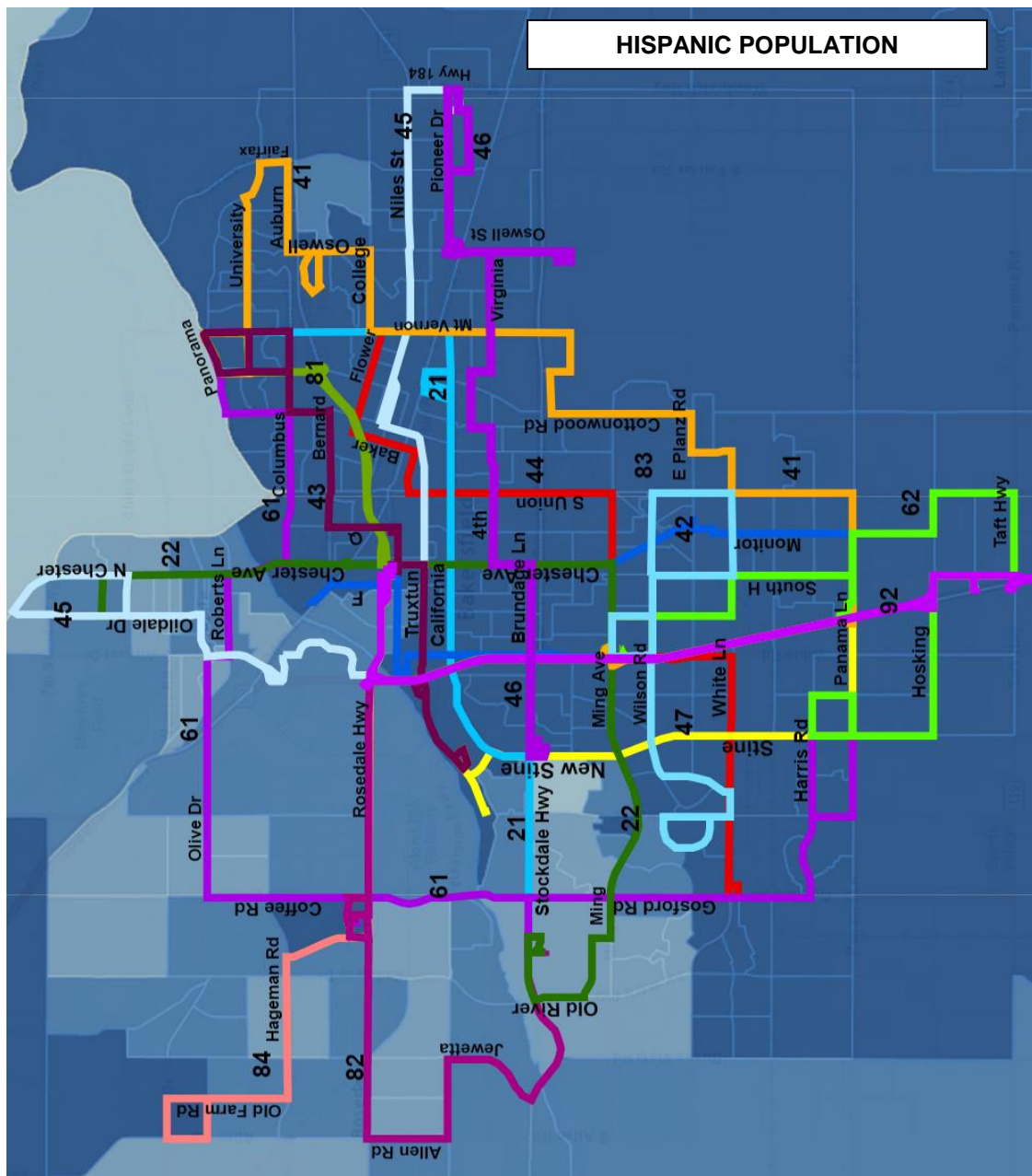
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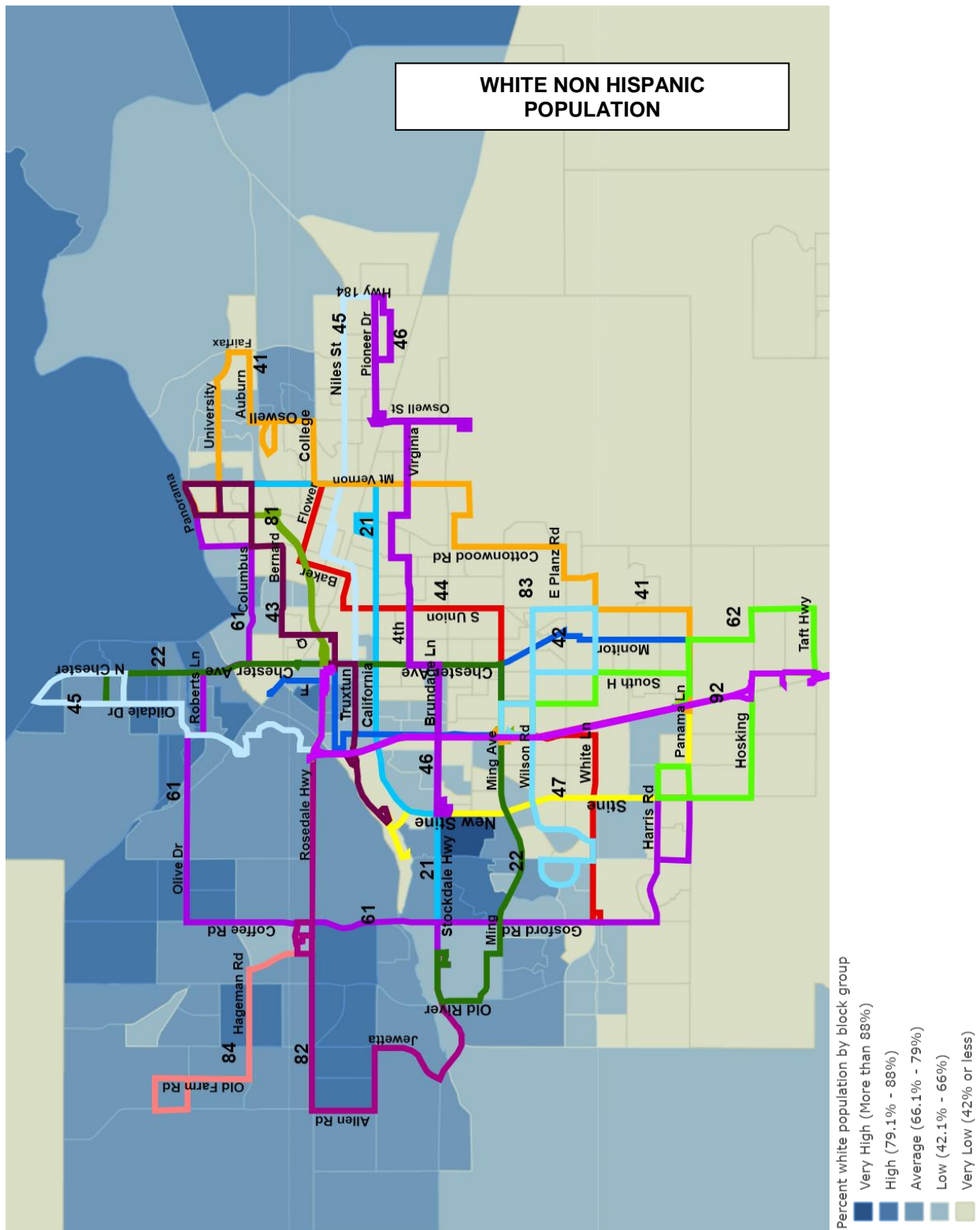


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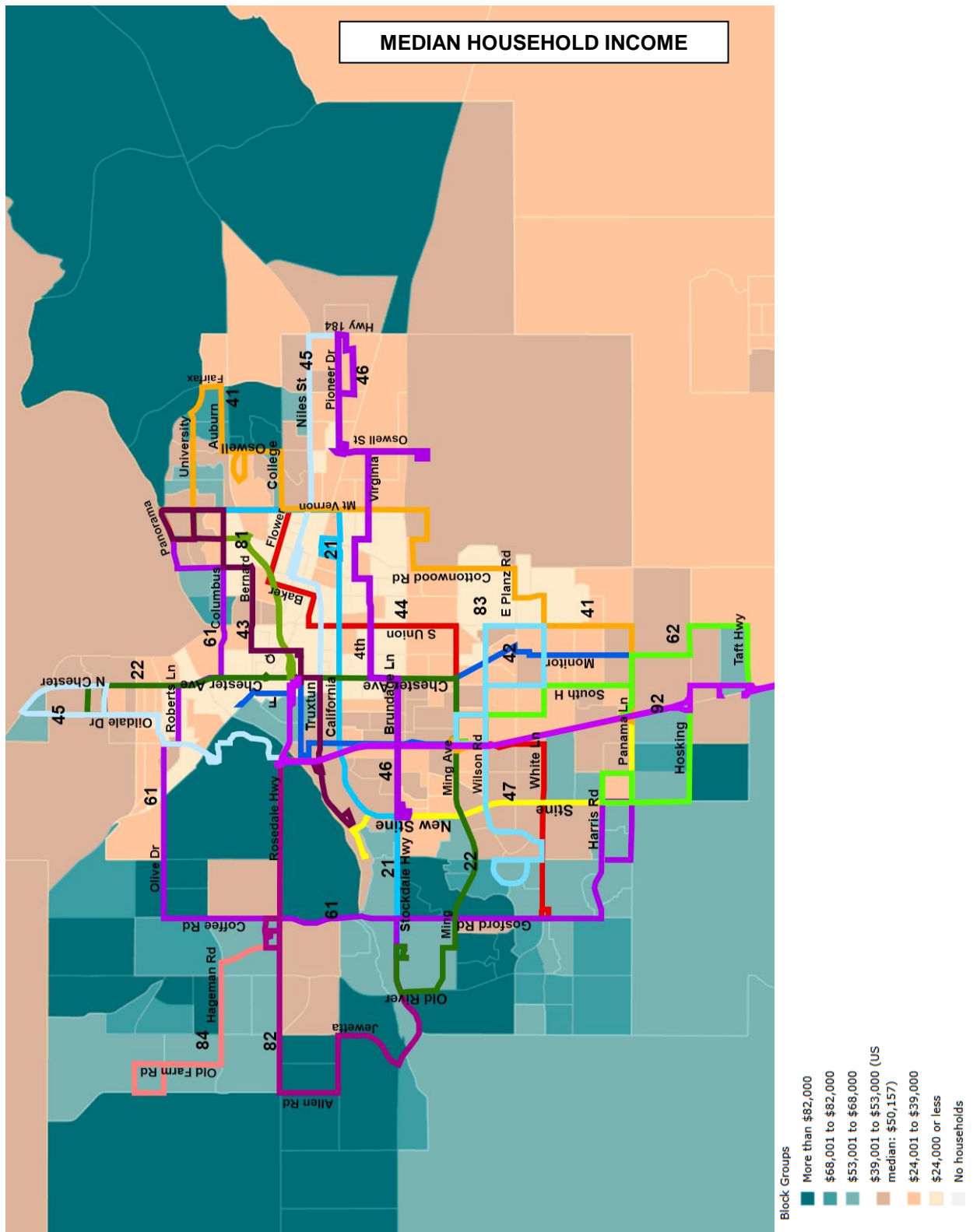
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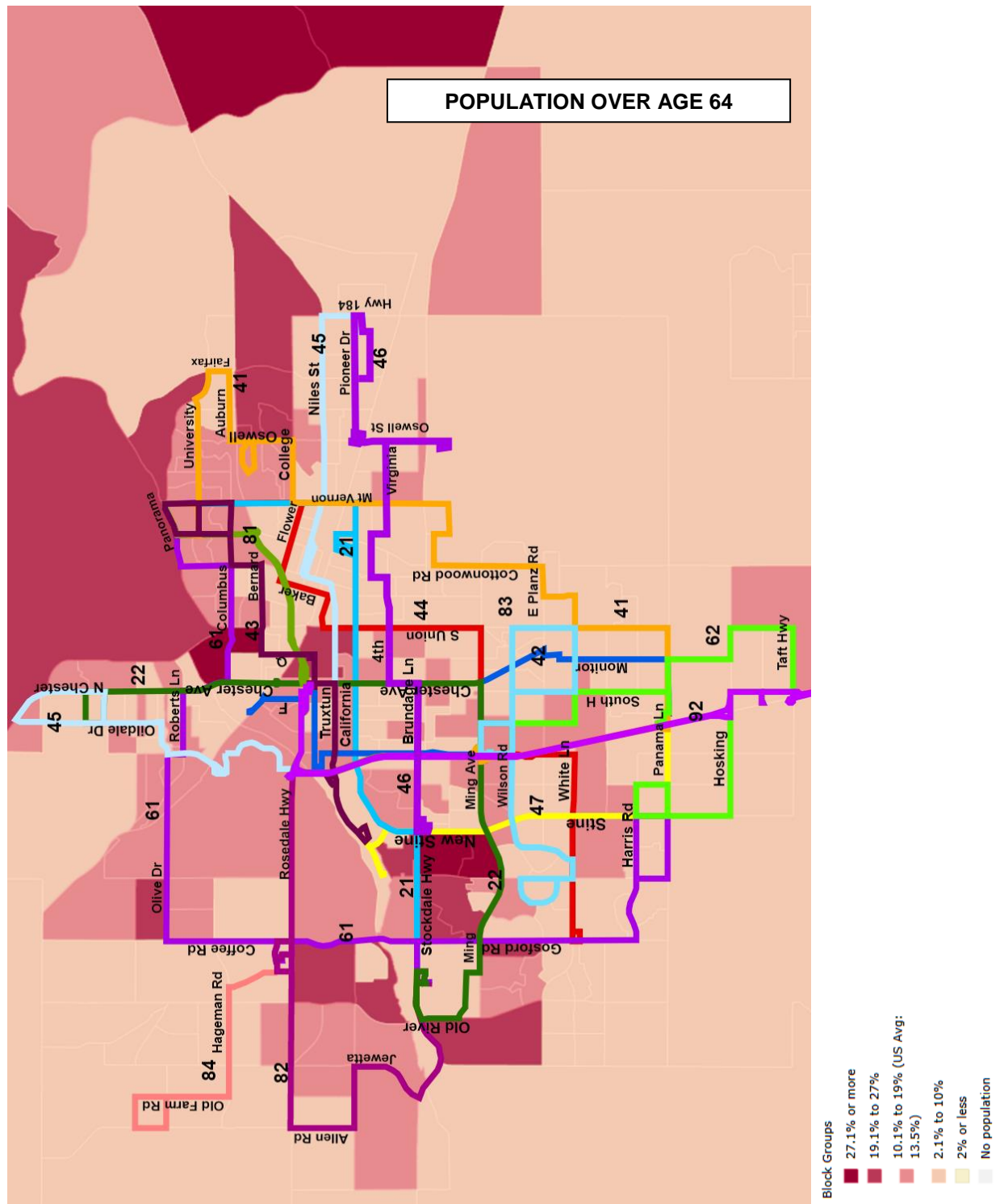
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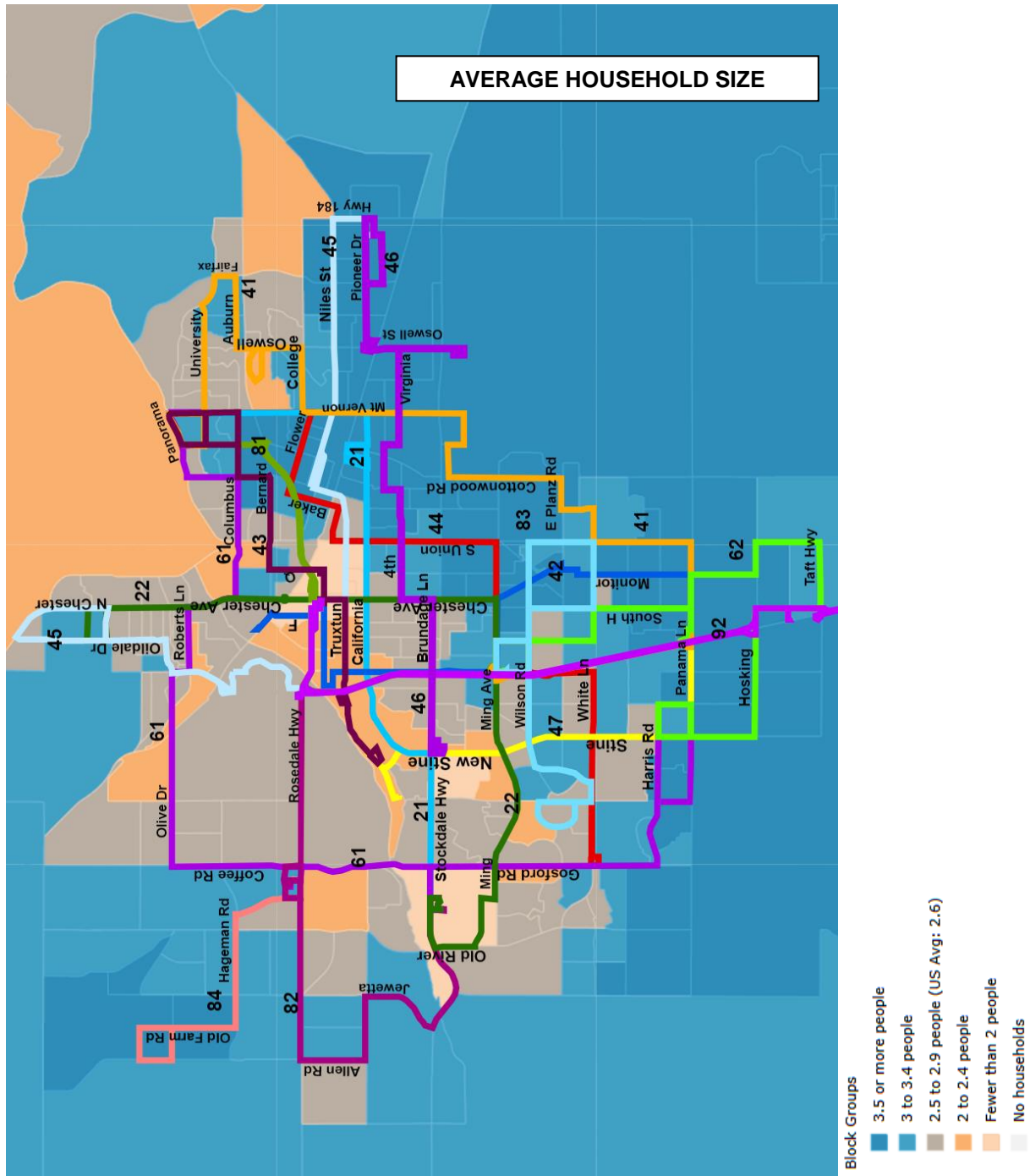
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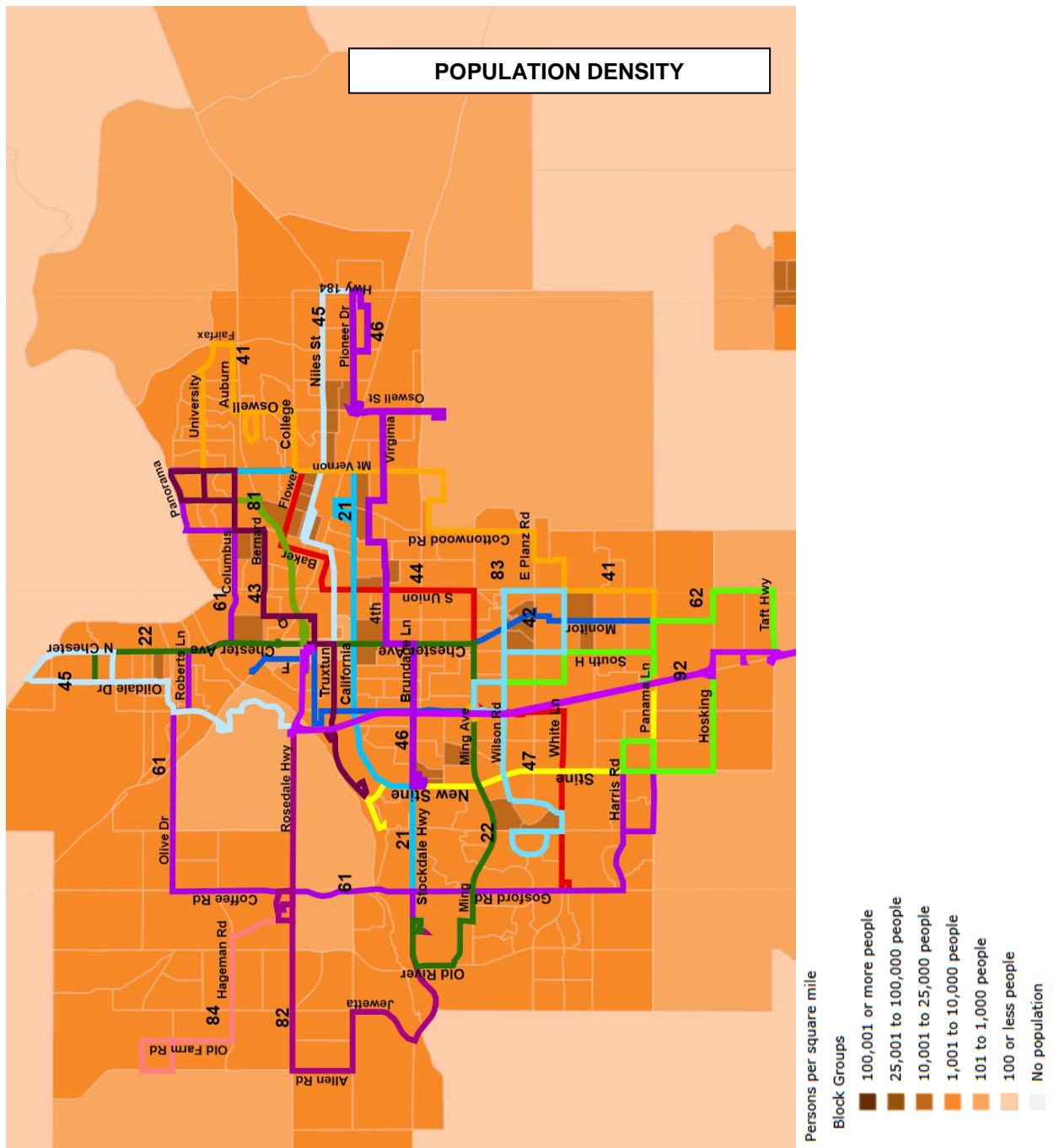
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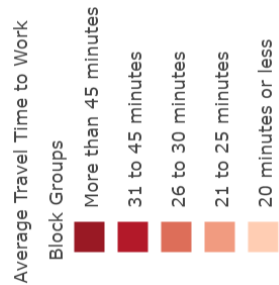
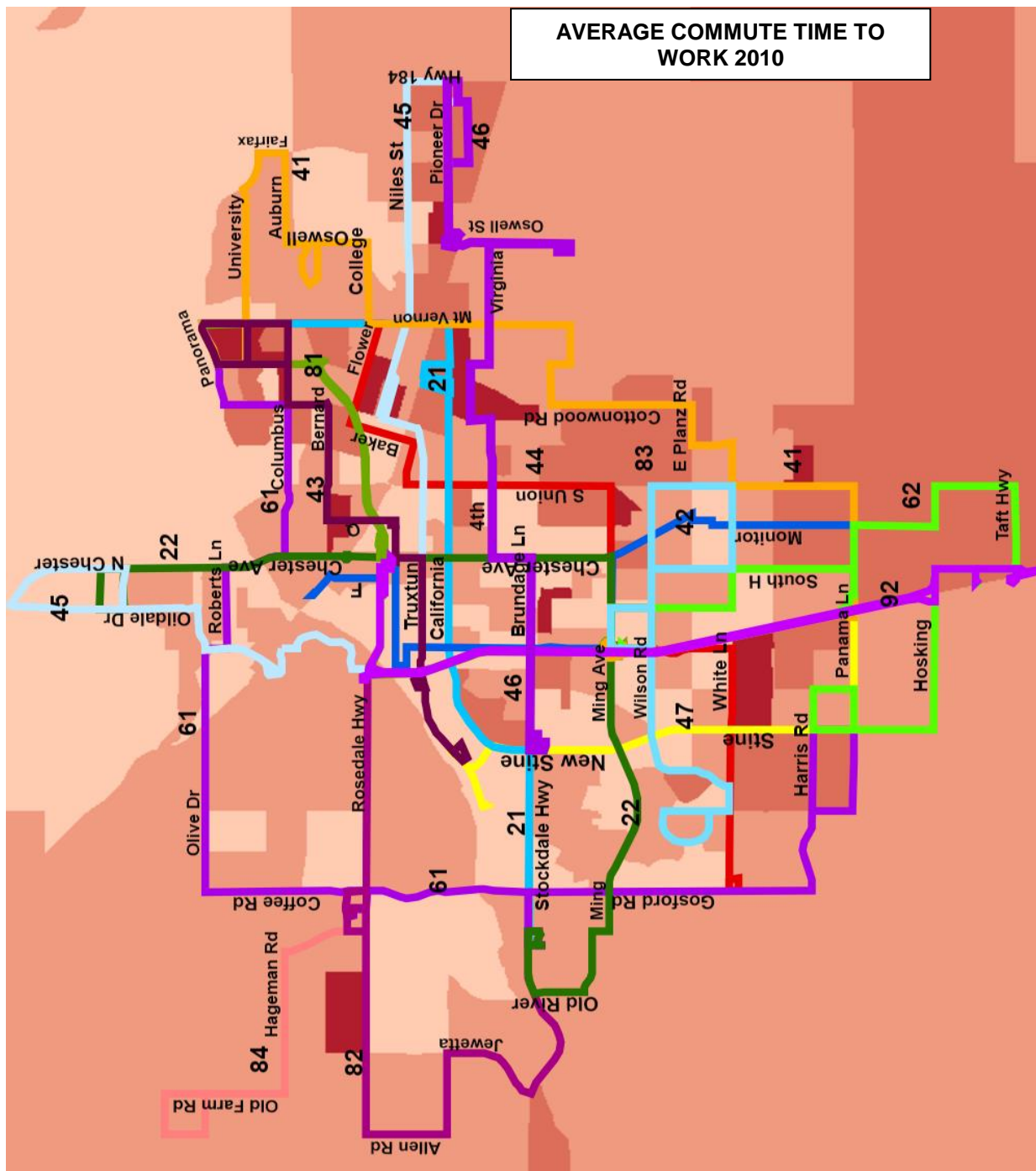


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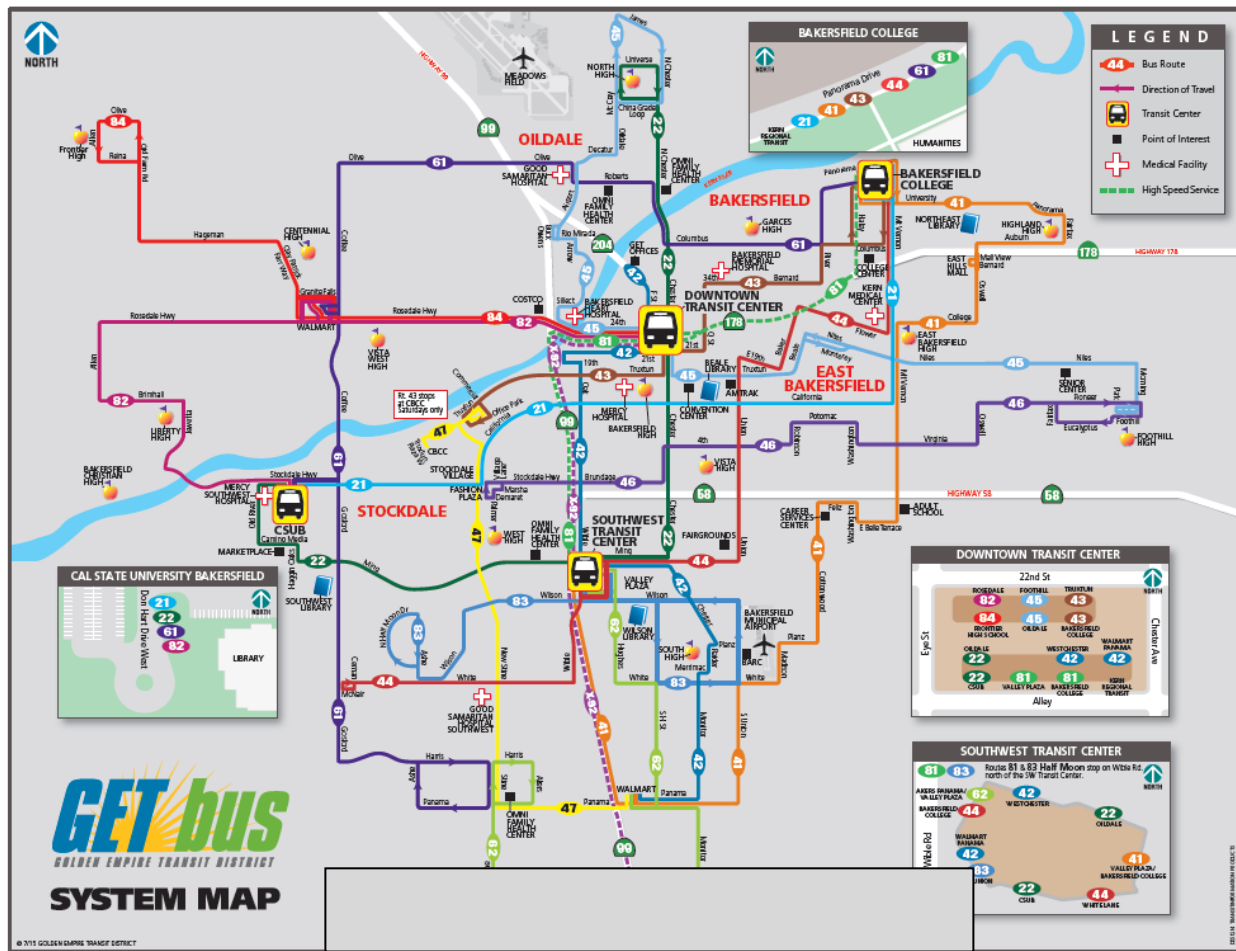
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1.5.0 Customer Services



GET is committed to enhancing mobility options in the Greater Bakersfield area. The following customer services are provided:

Internet - The District maintains a web page on the Internet (www.getbus) which includes maps and schedules of the transit system as well as Google Transit Trip Planner. A new web page was created in March 2017. In addition, GET maintains social media feeds such as Facebook, Instagram, You Tube, and Twitter with important information and service updates.

Information Services - Transit information and trip planning services are provided by phone, web page, mail or in person. Bus Books are available on buses and at various locations citywide, such as businesses and public buildings. Transit Information tubes have been installed at key bus stops. Passes are also sold at various locations, such as schools and businesses. A GPS system has been installed and customers are able to receive real time information at each bus stop. A mobile app is also available. This system also provides on-board stop announcements. Data is also available from automatic passenger counters (APC's).

Downtown Information Center - GET operates a customer information center in the Downtown Transit Center. The center offers route information, trip planning, and pass sales. Real time arrival screens have been installed.

Outreach and Partnership Programs - GET provides public outreach to groups in the area including seniors, students and disabled groups. Outreach also includes providing information at various community events. Customer surveys, as well as focus groups, are also used to provide input. Surveys allow public transit operators to include human aspects of service in the evaluation process. Measurements of satisfaction, friendliness, and opinions about services provided are most appropriately collected through customer surveys. Additionally, customer surveys provide an effective way to measure customer expectations and needs, and provide valuable information for quality decision making.

GET was represented at various events, including the following in 2016.

- Tejon Outlets Outreach
- Rideshare Events
- Senior Housing Health Fairs
- Veterans Event
- Safe Halloween
- Bakersfield Burrito Event project
- GET Food Distribution Event
- Service Providers Events at various locations

There were over 60 other outreach events in 2016 and most events, including those listed below, included significant numbers of minority and low income populations.

- BPD National Night Out Event
- Urgent Outreach Event Gleaners
- Homeless Center Outreach
- Outreach Event at Martin Luther King, Jr. Park



Real time display Downtown Transit Center



Multi-cultural & LEP Programs - GET provides bilingual materials and use of bilingual advertisements to reach, educate, and promote ridership among its multi-cultural and Limited English Proficiency (LEP) communities (see examples below).

<p>La Ruta 46 ahora tiene parada en Oswell Frontage Rd norte de Pioneer Dr cada 30 minutos desde las 6am hasta las 11pm en días de semana y de 7am a 7pm en fines de semana.</p> <p>La Ruta sirve Clinica Sierra Vista-Potomac Ave, Bakersfield Senior Center, San Joaquin Valley College, Stockdale Village, Kaiser Permanente-Stockdale Hwy, y Foothill High School.</p> <p>El servicio está disponible para Bakersfield Adult School y Career Services Center transfiriendo a la ruta 41 en Mt Vernon Ave y Virginia Ave.</p> <p>El servicio está disponible para Downtown Bakersfield y Valley Plaza transfiriendo a la Ruta 22 en Chester Ave y Brundage Lane.</p> <p>Los pasajeros también pueden ir a Niles St y Downtown Bakersfield, transfiriendo a la Ruta 45 en Morning Dr.</p>	<p>Route 46 now stops on Oswell just north of Pioneer Drive every 30 minutes from 6 AM to 11 PM weekdays and 7 AM to 7 PM weekends</p> <p>Route serves Clinica Sierra Vista on Potomac Ave, Bakersfield Senior Center, San Joaquin Valley College, Stockdale Village, Kaiser Permanente on Stockdale Hwy and Foothill High School.</p> <p>Service to the Bakersfield Adult School and Career Services Center is available by transferring to Route 41 on Mt. Vernon Ave at Virginia Ave.</p> <p>Service to Downtown Bakersfield and Valley Plaza is available by transferring to Route 22 on Chester Ave at Brundage Lane.</p> <p>Riders can also go to Niles Street and Downtown by transferring to Route 45 on Morning Drive.</p>
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There is a new GETbus stop in your area.

Hay nueva GETbus parada en su vecindario

GOOD FOR ONE SINGLE RIDE FARE
VALID FROM 03/1/17 TO 03/31/17
MAY NOT BE REDEEMED FOR CASH

PASE PARA UN SOLO VIAJE
VÁLIDA DESDE EL 03/1/17 AL 03/31/17
NO SE PERMITE CANJEAR POR DINERO EN EFECTIVO

Media Relations - GET interacts with local media to promote existing and new services, programs and issues involving transit. Information is provided in English and Spanish.

1.6.0 Security & Safety Program, Emergency Response Plan

Transit Security Plan - Highly visible security presence is provided at both transit centers. City of Bakersfield Police Dept. and the Kern County Sheriff's Dept. also assist to provide system-wide protection.

Video Surveillance System – On- board video surveillance cameras are installed on all buses and at both transit centers. Video surveillance cameras serve as a deterrent to vandalism and other crimes and also assist in incident review.

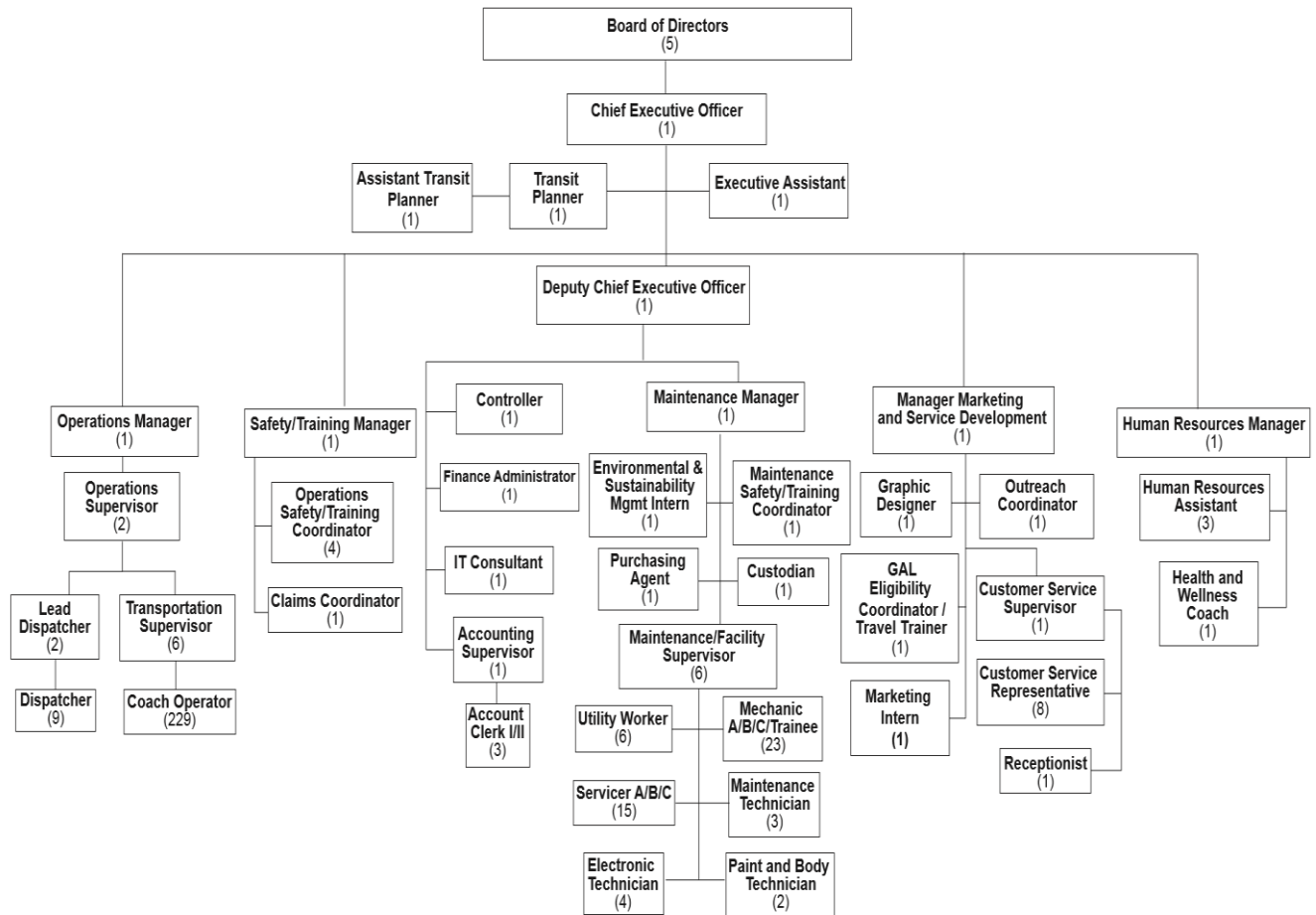
Emergency Response Plan – An update of this Plan is currently in progress.

1.7.0 Organization

Organizational Chart

The District has more than three hundred employees. Following is the District's organizational chart.

Golden Empire Transit District



1.8.0 Metropolitan Transportation Planning

As the federally designated Metropolitan Planning Organization (MPO), the Kern Council of Governments (**Kern COG**) is responsible for implementing the comprehensive transportation planning process for the Bakersfield urban area. An integral element of the planning process is the Overall Work Program's (OWP) annual adoption. The OWP contains a detailed narrative of all Kern COG planning activities, as well as related planning responsibilities of local, state and federal governments. The OWP is designed to clarify the planning process and serves as the basis for applications for state and federal funding. The OWP contains a detailed narrative of all Kern COG planning activities, as well as related planning responsibilities of local, state and federal governments. The OWP is designed to clarify the planning process and serves as the basis for applications for state and federal funding. Kern COG is required to prepare the long range (20-25 year) Regional Transportation Plan (RTP) that establishes a set of transportation goals, policies, and actions to guide development of the multimodal systems in Kern County. The adopted RTP establishes a basis on which funding applications are evaluated. Use

of any state or federal funds by local agencies must conform with the RTP. Similarly, Kern COG is required to annually develop and endorse the Regional Transportation Improvement Program.

Kern COG's responsibilities in relation to the Golden Empire Transit (GET) District, as cited in the Federal Register, Vol. 40, No. 151 / Thursday, Aug. 6, 1981, are as follows:

1. Kern COG, in cooperation with the state of California and GET (a publicly owned operator of mass transportation), shall be responsible for carrying out the urban transportation process.
2. Kern COG, in cooperation with the state of California and GET, shall develop work programs;
3. Kern COG shall be the forum for cooperative decision making by principal elected officials of general purpose local government; and
4. Kern COG shall annually endorse the transportation plan and programs required in the Federal Register.



1.9.0 Environmental Management System (EMS)

An environmental management system is a set of management processes and procedures that allows an organization to analyze, control, and reduce the environmental impact of its activities, products, and services and operate with greater efficiency and control. The District is committed to environmental stewardship and is participating in the development of an EMS program. The International Organization for Standardization (ISO) has prepared standards for an EMS program and ISO 14001 standard is being used. The District achieved EMS certification in 2015, joining a small group of transit systems nationwide that have reached this milestone. Benefits include progress toward sustainability efforts, cost reductions in operations, and an enhanced level of confidence that operations are in compliance with federal and state environmental standards.



GET is committed to environmental wellness. Sustainability practices are integrated into all aspects of our operations through clean technologies, renewable resources and recycling. It is our goal to preserve the health of our planet and the well-being of our community. Programs and initiatives have been implemented to protect the environment, including creation of idling policies and a fleet that is 100% Compressed Natural Gas (CNG).

The District is committed to the ideas and practices of environmental responsibility through measures designed to:

- Meet or exceed local, state, and federal environmental requirements, regulations, and legislations.
- Reduce or prevent pollution at the source whenever feasible and seek methods to dispose and recycle in an environmentally safe manner.
- Effectively communicate EMS performance to customers, contractors, stakeholders, and the general public.
- Pursue the continual improvement of this policy through annual monitoring and review of measurable goals and objectives.



GET will continue to develop environmentally friendly business practices. We encourage our employees to join the District in pursuing the necessary tools, resources, and education to empower environmental awareness and responsibility.

Prior to becoming an ESMS Institute participant, GET had already implemented various environmental-friendly measures within the fenceline. However, a system-wide management plan such as ESMS opens the door to providing formal measurements as well as a formal commitment to environmental sustainability and safety. In 2011, the GET Board of Directors adopted the APTA Silver Sustainability Commitment and the District's staff has been working on several related goals and projects over the past year.





1.10.0 Service Data

Data for FY 2015-16 and 2014-15 are shown in the following tables.

Motor Bus				
Golden Empire Transit				
				
	FY 2015-16	Benchmark	FY 2014-15	Change
RIDERSHIP				
Revenue Unlinked Passenger Trips	5,207,680		4,899,386	6.3%
Total Unlinked Passenger Trips	5,457,266		5,454,224	0.1%
MILEAGE				
Total Scheduled Vehicle Revenue Miles	3,853,970		3,425,400	12.5%
Total Scheduled Vehicle Miles	4,106,086		3,644,346	12.7%
Total Actual Vehicle Revenue Miles	3,848,798		3,416,623	12.6%
Total Actual Vehicle Miles	4,100,914		3,635,569	12.8%
HOURS				
Vehicle Revenue Hours	305,387		265,454	15.0%
Total Vehicle Hours	315,213		274,100	15.0%
OPERATING DAYS (Service Level)				
# Weekdays	257		230	11.7%
# Saturdays	55		53	3.8%
# Sundays	52		47	10.6%
TOTAL	364		330	10.3%
REVENUE				
Farebox	\$2,486,209		\$2,198,770	13.1%
Passes	\$2,104,839		\$1,777,957	18.4%
IKEA	\$103,180		\$93,280	10.6%
TOTAL REVENUE	\$4,694,228		\$4,070,007	15.3%
ID Cards	\$610		\$571	6.8%
NET OPERATING EXPENSES				
Administrative	\$4,056,250		\$3,551,679	14.2%
Operations	\$11,342,750		\$10,001,179	13.4%
Vehicle Maintenance	\$6,030,619		\$5,959,576	1.2%
Marketing	\$1,034,739		\$922,502	12.2%
Non-Vehicle Maintenance	\$1,048,404		\$1,081,734	-3.1%
TOTAL	\$23,512,762		\$21,516,670	9.3%
INCIDENTS				
Vandalism	29		57	-49.1%
Misc. Incidents	624		560	11.4%
Collisions	102		96	6.3%
[Preventable Collisions]	24		21	14.3%
Passenger Incidents	276		264	4.5%
[Preventable Passenger Incidents]	5		3	66.7%
COMPLAINTS				
TOTAL	782		894	-12.5%
MISSED SERVICE				
# Reports	862		1,444	-40.3%
SYSTEM FAILURES				
Major Mechanical System Failures	331		253	30.8%
Other Mechanical System Failures	85		168	-49.4%
TOTAL	416		421	-1.2%
SCHEDULE ADHERENCE				
% On-Time	90%	85%		

PERFORMANCE METRICS	FY 2015-16	Benchmark	FY 2014-15	Change
Revenue/Vehicle Revenue Mile	\$1.22		\$1.19	2.5%
Revenue/Vehicle Revenue Hour	\$15.37		\$15.33	0.3%
Revenue/Unlinked Passenger Trip	\$0.86		\$0.75	14.7%
Revenue/Cost Ratio	19.96%	20%+	18.92%	5.5%
Unlinked Pass Trips/Rev Mile-All Days	1.42	1.83	1.60	-11.3%
Unlinked Pass Trips/Rev Mile-Wkdys	1.49		1.69	-11.8%
Unlinked Pass Trips/Rev Mile-Sat	1.26		1.37	-8.0%
Unlinked Pass Trips/Rev Mile-Sun	1.02		1.11	-8.1%
Unlinked Pass Trips/ Rev Hour-Wkdys	19		22	-13.6%
Unlinked Pass Trips/ Rev Hour-Sat	16		18	-11.1%
Unlinked Pass Trips/ Rev Hour-Sun	12		15	-20.0%
Unlinked Pass Trips/Rev Hour-All Days	18	24	21	-14.3%
Unlinked Pass Trips/Weekday	17,850		19,815	-9.9%
[Unlinked Pass Trips/Weeknight]	1,207		1,290	-6.4%
Unlinked Pass Trips/Saturday	8,966		9,701	-7.6%
Unlinked Pass Trips/Sunday	7,245		8,140	-11.0%
Unlinked Revenue Pass Trips/Day	14,307		14,847	-3.6%
Unlinked Rev Trips/Unlinked Total Trips	0.95		0.90	5.6%
Oper. Expense/Passenger Mile	\$1.20	\$1.11	\$1.10	9.1%
Oper. Expense/Total Vehicle Mile	\$5.73		\$5.92	-3.2%
Oper. Expense/Vehicle Revenue Mile	\$6.11	\$8.62	\$6.30	-3.0%
Oper. Expense/Vehicle Revenue Hour	\$74.59	\$111.76	\$78.50	-5.0%
Oper. Expense/Unlinked Passenger Trip	\$4.31	\$5.11	\$3.94	9.4%
Subsidy/Unlinked Passenger Trip	\$3.45		\$3.20	7.8%
Collisions/1000 Vehicle Miles	0.027		0.028	-3.6%
Passenger Incidents/1000 Vehicle Miles	0.072		0.077	-6.5%
% Missed Trips	0.298	.75 or less	0.560	-46.8%
Complaints/1000 Unlinked PassTrips	0.14		0.16	-12.5%
Average Speed (MPH)	13		13	0.0%

Demand Response Golden Empire Transit					
					
		FY 2015-16	FY 2014-15	Change	
RIDERSHIP					
Total Unlinked Passenger Trips		62,660	54,856	14.2%	
[Non-ADA Trips]		6,124	5,561	10.1%	
MILEAGE					
Total Vehicle Revenue Miles		481,389	443,721	8.5%	
Total Vehicle Miles		554,795	504,400	10.0%	
HOURS					
Total Vehicle Revenue Hours		34,003	31,650	7.4%	
Total Vehicle Hours		36,772	33,995	8.2%	
REVENUE					
Total Revenue		\$156,050	\$122,459	27.4%	
[Non-ADA]		\$20,073	\$18,558	8.2%	
COST					
Operating Expenses		\$1,665,026	\$1,508,062	10.4%	
OPERATING DAYS (Service Level)					
# Weekdays		257	255	0.8%	
# Saturdays		55	58	-5.2%	
# Sundays		52	52	0.0%	
TOTAL		364	365	-0.3%	
COMPLAINTS					
TOTAL		28	26	7.7%	
INCIDENTS					
Passenger Incidents		23	24	-4.2%	
[Preventable Passenger Incidents]		1	1	0.0%	
Misc. Incidents		11	11	0.0%	
Collisions		9	4	125.0%	
[Preventable Collisions]		3	1	200.0%	
Vandalism		0	0	0.0%	
SYSTEM FAILURES					
Major Mechanical System Failures		6	7	-14.3%	
Other Mechanical System Failures		1	0	100.0%	
TOTAL		7	7	0.0%	
PERFORMANCE METRICS		FY 2015-16	FY 2014-15	Change	Benchmark
Revenue/Vehicle Revenue Mile		\$0.32	\$0.28	14.3%	
Revenue/Vehicle Revenue Hour		\$4.59	\$3.87	18.6%	
Revenue/Unlinked Pass Trip		\$2.49	\$2.23	11.7%	
Revenue/Cost Ratio		9.37%	8.12%	15.4%	
Unlinked Pass Trips/Rev Mile		0.13	0.12	8.3%	0.14
Unlinked Pass Trips/Rev Hour		1.8	1.7	5.9%	2.2
Unlinked Pass Trips/Weekday		214	190	12.6%	
Unlinked Pass Trips/Saturday		80	67	19.4%	
Unlinked Pass Trips/Sunday		63	48	31.3%	
Oper. Expense/Passenger Mile		\$3.80	\$3.93	-3.3%	\$3.47
Oper. Expense/Vehicle Rev Hour		\$48.97	\$47.65	2.8%	\$64.70
Oper. Expense/Total Vehicle Mile		\$3.00	\$2.99	0.3%	
Oper. Expense/Vehicle Rev Mile		\$3.46	\$3.40	1.8%	\$4.25
Oper. Expense/Total Vehicle Hour		\$45.28	\$44.36	2.1%	
Oper. Expense/Unlinked Pass Trip		\$26.57	\$27.49	-3.3%	\$30.03
Subsidy/Unlinked Pass Trip		\$24.08	\$25.26	-4.7%	
Miles/Major Mechanical Failures		92,466	72,057	28.3%	
Miles/Total System Failures		79,256	72,057	10.0%	

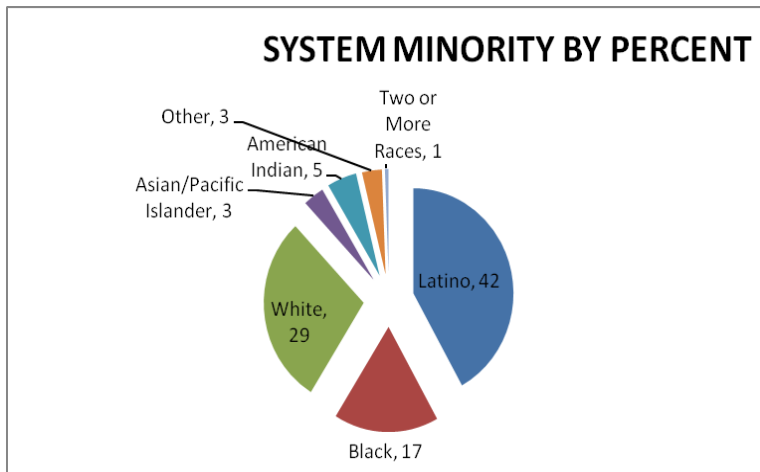
1.11.0 Ridership Profile

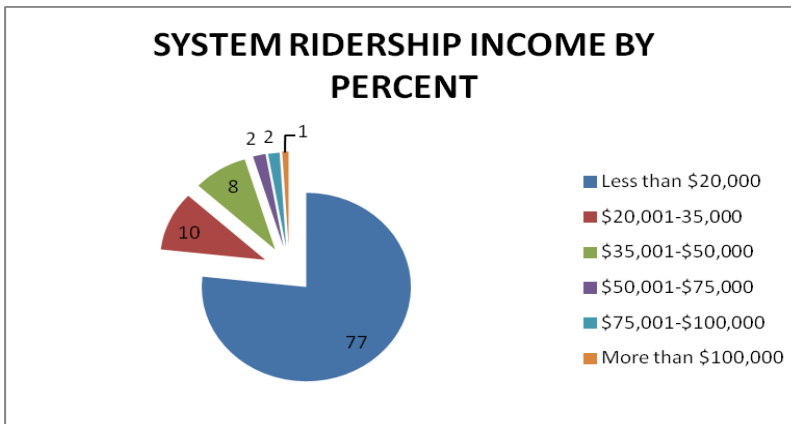
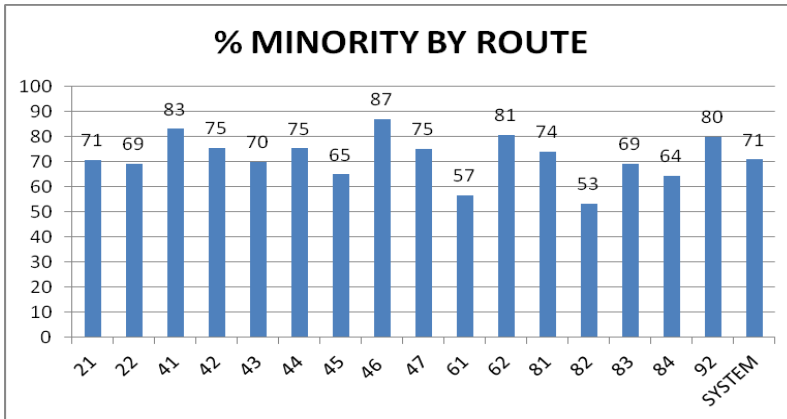


The following is a summary of the ridership profile according to a passenger survey completed in Spring 2015.

Based on the onboard survey data, the “profile” GET rider is between 19 and 44 years of age and more likely female than male. She speaks English at home and is a member of a minority population group, most likely Latino. Her household income is less than \$20,000 per year. She uses the printed schedule or website as her primary transit information source. She walks to and from the bus stop. She rides GET to work or to personal business, and has been doing so for five years or more. She uses a 31-day pass and travels at the regular fare level. The “profile” rider selects GET because she does not have a car available and therefore is considered ride-dependent.

The following tables and graphs collected from the survey will be used in service and fare equity analyses.





RACIAL BREAKDOWN BY ROUTE									
Route	Latino	Black	White	Asian/Pacific Islander	American Indian	Other	Two or More Races	Total	% Minority
21	101	22	63	5	12	12	0	215	
% of rt. total	47	10	29	2	6	6	0		71
22	201	118	170	22	23	15	4	553	
% of rt. total	36	21	31	4	4	3	1		69
41	97	22	27	5	4	4	0	159	
% of rt. total	61	14	17	3	3	3	0		83
42	93	40	51	12	5	5	2	208	
% of rt. total	45	19	25	6	2	2	1		75
43	93	51	83	12	22	14	1	276	
% of rt. total	34	18	30	4	8	5	0		70
44	118	49	65	6	16	9	0	263	
% of rt. total	45	19	25	2	6	3	0		75
45	64	26	53	2	4	2	0	151	
% of rt. total	42	17	35	1	3	1	0		65
46	17	2	3	0	0	1	0	23	
% of rt. total	74	9	13	0	0	4	0		87
47	13	17	11	2	1	0	0	44	
% of rt. total	30	39	25	5	2	0	0		75
61	56	16	71	5	11	4	1	164	
% of rt. total	34	10	43	3	7	2	1		57
62	53	14	20	3	5	6	2	103	
% of rt. total	51	14	19	3	5	6	2		81
81	144	48	80	11	14	9	2	308	
% of rt. total	47	16	26	4	5	3	1		74
82	27	6	38	4	4	2	0	81	
% of rt. total	33	7	47	5	5	2	0		53
83	29	17	25	1	4	3	2	81	
% of rt. total	36	21	31	1	5	4	2		69
84	39	15	37	3	6	2	2	104	
% of rt. total	38	14	36	3	6	2	2		64
92	3	1	1	0	0	0	0	5	
% of rt. total	60	20	20	0	0	0	0		80
Total	1148	464	798	93	131	88	16	2738	
% of total	42	17	29	3	5	3	1		71

INCOME BREAKDOWN BY ROUTE							
Route	Less than \$20,000	\$20,001- 35,000	\$35,001- 50,000	\$50,001- 75,000	\$75,001- 100,000	More than \$100,000	Total
21	123	28	12	1	0	3	167
% of rt. total	74	17	7	1	0	2	
22	327	33	32	12	7	2	413
% of rt. total	79	8	8	3	2	0	
41	91	9	14	2	1	1	118
% of rt. total	77	8	12	2	1	1	
42	100	18	17	4	2	2	143
% of rt. total	70	13	12	3	1	1	
43	148	30	15	2	2	1	198
% of rt. total	75	15	8	1	1	1	
44	164	16	15	1	4	2	202
% of rt. total	81	8	7	0	2	1	
45	95	11	6	5	3	0	120
% of rt. total	79	9	5	4	3	0	
46	18	1	1	0	1	0	21
% of rt. total	86	5	5	0	5	0	
47	20	4	7	0	0	2	33
% of rt. total	61	12	21	0	0	6	
61	118	10	9	1	3	0	141
% of rt. total	84	7	6	1	2	0	
62	70	6	2	0	0	2	80
% of rt. total	88	8	3	0	0	3	
81	143	26	25	3	6	5	208
% of rt. total	69	13	12	1	3	2	
82	50	5	4	5	1	0	65
% of rt. total	77	8	6	8	2	0	
83	45	4	6	0	3	0	58
% of rt. total	78	7	10	0	5	0	
84	53	5	6	3	3	0	70
% of rt. total	76	7	9	4	4	0	
92	1	0	1	1	0	0	3
% of rt. total	33	0	33	33	0	0	
Total	1566	206	172	40	36	20	2040
% of total	77	10	8	2	2	1	
INCOME BREAKDOWN BY PAYMENT METHOD							
Payment Method	Less than \$20,000	\$20,001- 35,000	\$35,001- 50,000	\$50,001- 75,000	\$75,001- 100,000	More than \$100,000	Total
Cash fare	504	87	70	14	16	5	696
% of total	72	13	10	2	2	1	
Day Pass	327	41	47	7	7	3	432
% of total	76	9	11	2	2	1	
31-Day Pass	704	76	53	18	13	12	876
Total	80	9	6	2	1	1	
Total	1535	204	170	39	36	20	2004
% of total	77	10	8	2	2	1	

INCOME BREAKDOWN BY FARE CATEGORY											
Payment Method	Less than \$20,000	\$20,001-35,000	\$35,001-\$50,000	\$50,001-\$75,000	\$75,001-\$100,000	More than \$100,000	Total				
Regular fare	1168	165	139	31	27	14	1544				
% of total	76	11	9	2	2	1					
Senior/Disabled/Medicare	323	29	22	8	3	6	391				
% of total	83	7	6	2	1	2					
Total	1491	194	161	39	30	20	1935				
% of total	77	10	8	2	2	1					
RACIAL BREAKDOWN BY PAYMENT METHOD											
Payment Method	Latino	Black	White	Asian/Pacific Islander	American Indian	Other	Two or More Races	Total	% Minority	% of minorities paying this fare	% of non-minorities paying this fare
Cash fare	450	136	223	35	38	29	3	914			
% of total	49	15	24	4	4	3	0		76	36	29
Day Pass	230	112	163	23	25	23	3	579			
% of total	40	19	28	4	4	4	1		72	22	21
31-Day Pass	435	214	387	35	65	34	10	1180			
% of total	37	18	33	3	6	3	1		67	42	50
Total	1115	462	773	93	128	86	16	2673			
% of total	42	17	29	3	5	3	1				
RACIAL BREAKDOWN BY FARE CATEGORY											
Fare Category	Latino	Black	White	Asian/Pacific Islander	American Indian	Other	Two or More Races	Total	% Minority	% of minorities paying this fare	% of non-minorities paying this fare
Regular fare	930	361	549	73	89	68	14	2084			
% of total	45	17	26	4	4	3	1		74	81	70
Senior/Disabled/Medicare	132	86	232	16	35	13	2	516			
% of total	26	17	45	3	7	3	0		55	15	30
Total	1062	447	781	89	124	81	16	2600			
% of total	41	17	30	3	5	3	1				

A significant proportion of riders (23%) reported speaking Spanish at home. The survey also showed that 42% of all riders are Latino. Therefore, Spanish-speaking persons are the most significant group of Limited English Proficiency (LEP) persons served, as shown in census data, community, and onboard surveys.

The frequency with which LEP persons come into contact: Since the onboard survey showed that 42% of all riders are Latino, it can be concluded that a significant number of LEP persons come into contact with the transit system service. Data from the onboard survey reveal that a significant number of Latino riders account for the fare payment methods and categories as shown below:

Payment Method	Latino	Fare Category	Latino
Cash fare		Regular fare	
% of total	49	% of total	45
Day Pass		Senior/Disabled/Medicare	
% of total	40	% of total	26
31-Day Pass			
% of total	37		

Additional survey data are reported in the *2015 Customer and Community Satisfaction Survey Report June 2015* (Moore & Associates).

Section 2

SERVICE & PERFORMANCE STANDARDS

2.1.0 Introduction

Standards for service evaluation provide an objective basis to make the requisite decisions for sustained operation. Performance analysis is used to: 1) Guide the District in determining where service expansion would be most productive, 2) Make service adjustments when necessary, and 3) Develop the annual budget and budget management. Performance standards for fixed routes are discussed under the following three categories: 1) Service Design, 2) Operating Performance, and 3) Economic/Social/Environmental.

In December 2010 the GET Board of Directors adopted the following Vision Statement:

“GET...doing our part to improve mobility and create livable communities by becoming every household’s second car.”

In addition to the Vision Statement, the Board also adopted a number of Planning Guidelines:

- Services should be designed in a manner which maximizes the seamless connectivity between all routes, modes and systems. In this context seamless means that the passenger should not be discouraged from making a trip because of perceived barriers related to: 1) physical connections, 2) timed transfers, 3) fare payment, or 4) information services.
- The system-wide transit operating speed (as measured by total Annual Revenue Miles divided by Total Annual Revenue Hours) should increase each year or at the very least should never drop below the 2010 baseline.
- Transit service should be designed in a manner that allows it to have a meaningful impact on regional air quality and support achievement toward greenhouse gas-reduction targets.
- Transit should be designed in a manner that supports healthy lifestyles by fostering a pedestrian and bicycle - friendly environment.
- Transit service should be financially sustainable over all time periods.
- Transit planning should be conducted in collaboration with cities and the County in order to integrate transit and land use planning decisions.

In the Short-Term, GET’s fixed-route bus network – which had not been substantially altered in 25 years – was reconfigured to reflect population and employment growth since

the 1980s and to improve customer service and cost-effectiveness. In the Medium and Long-Terms, it will be revised yet again to accommodate projected growth and construction of a California High-Speed Rail station, additional changes would be made to Kern Regional Transit (KRT) intercity express bus service, and new modes of transit service including commuter rail would be introduced.

The Short-Term Plan (implemented on Oct. 7, 2012) called for a complete reconfiguration of GET's fixed-route network. Prominent features of the Plan include:

- A decreased emphasis on timed connections at transit centers.
- A new transit center at CSU Bakersfield.
- Increased service to CSU Bakersfield and Bakersfield College.
- Faster cross-town trips using:
 - New Express routes
 - New "Rapid" routes making only limited stops
 - More direct routes
 - Wider spacing of stops
 - A more straightforward and understandable route system

2.2.0 Service Design

Route Coverage: One-mile spacings are required in built-up areas. This allows for 1/2 mile distance to a route. Spacings of one mile or more are acceptable for routes that serve less densely populated suburban areas. This standard ensures that routes do not overlap covered areas and that transit services are well distributed throughout the District's jurisdiction.

Street Characteristics: It is preferable for conventional fixed routes to operate on collector or arterial streets.

Directness of Travel: Routes should be designed to provide direct travel wherever possible. Deviations, branches, and one-way loops should be avoided if at all possible. An exception is for any future checkpoint deviation routes where the nature of this service is to deviate.

Express and Limited Stop Service: Express services, usually separate routes, are designed to move people as fast as possible from one area to a major activity center or Central Business District. These routes normally have a long segment of nonstop operation, usually on a freeway. The establishment of new express service is based on the following criteria:

- * Travel time advantage of 15 minutes over local service.
- * Minimum of three miles of nonstop operation.

- * Potential demand to support off-peak as well as peak service.

Limited stop service will stop only at transfer points or major trip generators.

Residential Density: Small-lot single family housing of 5 dwelling units per acre can generally support local bus service and is therefore required for intermediate (30 min. headways) levels of service. Medium density residential between 7 to 15 dwelling units per acre can support more frequent service. For minimum level of service, there must be at least 5 dwelling units per acre. Services other than conventional fixed route (i.e. checkpoint deviation and dial-a-ride) should be considered for areas with 3.5 to 5 dwelling units per acre.

Bus Stop Spacing: Bus stops shall be placed at an average of two-thirds of a mile apart for rapid routes, one-sixth to one-quarter of a mile apart (850-1,300 feet) for crosstown routes, one-quarter of a mile apart for circulator routes, and for circulator/express routes one-quarter to one-third of a mile apart (1,300 to 1,750 feet) in circulator segments and only at major destinations in express segments.

Bus Stop Siting: The key practice for bus stop siting is to properly designate the length, signage, and enforcement of encroachments. Stops should be located at the far side of intersections so that transit vehicles do not impede traffic flow. This standard is to be followed with the exception of special cases where traffic conditions or other circumstances require other configurations. The District's *Transit Facilities Manual* shall be used for specifications.

Loading Standard: The objective of scheduled transit service is to provide a seat for every passenger. However, this may not be economically feasible in peak periods. Vehicle loading standards specify the acceptable average number of passengers per vehicle passing the peak load point of a given route during the hour of highest passenger loadings during the day. The standards, which are based on the practical capacities of the vehicles as defined by the equipment specifications, are designed to ensure safety, passenger comfort, and operating efficiency. "Load factor" is the number of passengers on board a vehicle divided by the vehicle's seating capacity. The maximum load factor shall not exceed 140% of vehicle seating capacity. For express service, the maximum load factor shall not exceed 100% at all times. Since the load factor is an average, individual trips may exceed the average during a particular operating period. Load factors greater than 100% on particular trips should not be tolerated for more than 20 minutes. When more than two consecutive trips on a route consistently exceed a seated load, service should be adjusted to reduce passenger crowding. Adjustments include adding a trip, adjusting trip times, or using larger or additional buses, depending on District resources.

Headways: Headways (the time between buses on a route) are based on population densities, major activity centers served, actual or potential route usage, schedule design considerations, timed transfer considerations, and District resources. Sixty minutes (weekdays) shall be the maximum amount of time between buses on all routes with the

exception of express service. Clock headways (those divisible by 60 minutes) will be used wherever feasible, since schedules are easier to understand and remember if buses leave at the same times each hour.

Passenger Shelters: Shelters should be installed at stop locations where: 1) passenger volumes exceed 40 boardings per day, 2) bus stops are located at major transfer points, or 3) bus stops are located adjacent to schools, shopping, medical facilities, senior citizen housing, community and recreation centers, and disabled residents. Shelters may also be installed at existing or proposed bus stops adjacent to specific developments by the developer/owner as a transit amenity and air quality mitigation measure. Such installations must be coordinated with GET.

Benches: Benches should be provided at bus stops where 20 or more passengers board per day. A bench should be provided where 10 or more senior citizens or disabled persons board per day.

Transit Centers: The following criteria will apply to a transit center:

- * Transit centers will be strategically located to enhance the operation of a timed-transfer system. Priority will be given to placing centers at major traffic generator sites.

- * Transit centers must be large enough to accommodate the maximum number of buses that may be there at one time. This is usually greater than the number of routes serving the center since it must account for buses going different directions on the same route and terminating routes where more than one bus may be laying over at the same time.

- * The centers shall provide for shelter and sufficient space to allow passengers to board and transfer comfortably. Other desirable amenities include pay phones, and schedule and route information. Each transit center will be well lighted to ensure the safety of drivers and passengers.

- * Transit centers at major commercial centers will be located as close to the entrance as feasible. Conflicts between buses, autos, and pedestrians shall be minimized.

Vehicle Assignment Procedure: Fixed route coaches in the active fleet are rotated on a monthly basis.

2.3.0 Operating Performance

Incidents: Safety is the highest priority in all departments of the District. No operating requirement or other activity will take precedence. It is District policy that every incident involving vehicles, passengers, or District personnel be reported immediately. All

incidents are analyzed to determine possible remedial and follow-up actions as necessary.

On-Time Performance: Schedules should be constructed so that sufficient time is available under normal traffic conditions to complete the trip on time. Where street traffic varies by day of the week or hour of the day, schedules should be adjusted accordingly. In instances where schedule adherence becomes difficult in peaks by reason of general traffic congestion, schedules for that particular situation should be modified or traffic officials should be urged to remedy the problems causing the congestion. Eighty-five percent of all trips on each route shall run zero minutes early to five minutes late. Under no circumstances should buses run ahead of schedule.

Missed Trips: At least 99.25% of all scheduled trips should be completed.

System Failures: There should be at least 10,000 miles between calls due to system failures.

2.3.1 Economic/Social/Environmental

Passengers Per Revenue Vehicle Hour: Each route shall perform at no less than 100% of the system average for rapid and express routes, 80% for crosstown routes, and 60% for circulator and circulator/express routes.

Revenue/Cost: The system should achieve a net revenue/cost ratio of at least 20%.

Vehicle Cleanliness: The complete interior of each bus shall be cleaned daily and the exterior shall be cleaned once a week to conserve water during the present drought.

Heating/Cooling: One hundred percent of the daily active fleet shall have functioning heaters when the temperature is less than 60 degrees Fahrenheit and functioning air conditioners when the temperature exceeds 85 degrees Fahrenheit.

2.4.0 Special Services

Special services are those which do not conform to the characteristics of the regular services provided by the District and therefore require separate evaluation criteria. Included in this category are: 1) Existing service requiring additional vehicle hours in order to serve a special event or purpose; 2) Service that requires deviating from a regular route in order to serve a special event; and 3) Special purpose routes. Special services will be considered and evaluated based on the following criteria:

Serving the Public Interest: Certain community events require the movement of large groups of people during certain hours of the day. These are events that would otherwise seriously restrict traffic movement unless public transit took an expanded role. Historically, these have been annual events although one-time-only events of sufficient

magnitude will be considered as well. A decision to provide such services will be based on an evaluation of available resources and the need for the service.

Cost Effectiveness: The special service must be evaluated on the basis of both operations and system cost, and on the availability of operators and equipment. Advertising trade-out and promotional benefits will be considered.

Patronage Potential: The special service must be evaluated on the basis of expected patronage on the service.

Service That Could Be Provided By Others: Service that could be provided by other transportation providers, such as charter providers, taxis, carpools, vanpools, or other dial-up services must be in compliance with federal charter regulations. Service that warrants alternative modes to buses based on cost, geographic limitations, and potential market penetration will be evaluated.

2.5.0 Performance Standards Applications to Existing Routes

Correcting major service inadequacies within the current service area takes precedence over providing service to new areas. The public, as the primary customer and beneficiary of transit service, shall have input into the planning, design, and implementation of new service and the modification of existing service.

The major criterion for continuation/discontinuation of service should be productivity in terms of ridership. Each route in the transit system is judged as a separate entity. However, individual routes must be evaluated with the understanding that routes are interrelated with respect to transfer passengers and the success of the system as a whole. Therefore, a system average is established against which the performance of each route is measured.

Service standards are applied annually as part of the Annual Five-Year Plan Update, which also identifies potential service changes. Implementation of major service changes takes place semiannually concurrent with the issuance of new timetables/maps and the start of a new sign-up. Service changes are made only when there is a demonstrable benefit to the public or when it is necessary to reduce operating costs or solve a particular problem. Schedule changes of up to three minutes later and route alignments of no more than 2 blocks may be implemented as necessary between sign-ups and without the reprinting of public timetables/maps.

1) If passengers per hour falls between 80% and 90% of the system average, a review shall be conducted to determine if there are any segments or trips of the route for which corrective action should be taken.

2) If passengers per hour falls between 60% and 80% of the system average, a formal report will be prepared recommending possible courses of action to be taken to improve performance. The corrective actions will include:

a.) Improved Marketing and Information: Poor performance can be a function of inadequate public information. If a new effort is undertaken in this area, at least three months should be allowed before judging its effect.

b.) Needs Analysis: Staff should study the travel desires of the community and collect detailed information to identify ways of making the service more attractive. This may include realignment or schedule adjustments.

3) If passengers per hour falls below 60% of the system average, the following actions will be considered:

a.) A reduction in the service level. Frequency and service span adjustments are preferable to elimination of a route, though the requirements of timed transfers must be considered.

b.) Service alternatives other than conventional fixed route will be explored (i.e. demand-response, checkpoint deviation).

c.) If it is determined that the particular service requires relatively minimal resources and that the overall system can “carry” the substandard ridership, it might be continued on a six-month review basis by a directive of management.

d.) If continuation would require an unacceptable allocation of the system’s resources (i.e. 10% decrease in revenue/cost ratio), and other alternatives are not feasible, the route should be terminated.

4.) If passengers per hour performs above the system average, the following actions shall be taken:

a.) Consider frequency improvements.

b.) Analyze weak and strong segments for any adjustments, such as headway improvements and deletion of weak segments.

2.6.0 Evaluation Standards for New Service & Extensions

For new routes as well as trips added to existing routes, a period of 1-2 years should be provided during which less than normal ridership is to be expected. If new service fails to perform at 60% of the system average in passengers per hour after one year, a decision will be made to extend the trial period for up to one additional year, modify the service, or discontinue service. An exception to this rule is when a community or group is willing to participate in sharing the ongoing cost of the new service. However, a substantial need

for the service would still have to be demonstrated because resources could be reallocated to other routes and areas which show a greater need.

2.6.1 Standards for Provision of Service to New Areas

The provision of transit service to a development depends on: 1) the availability of resources to provide the service; 2) actual market demand; and 3) the design of the development. District staff will review tentative tract maps and site plans for input. This input will be used to ensure adequate transit access to new facilities or to allow the District to take advantage of joint development opportunities.

New service to a development will be based on the following transit-friendly characteristics:

Density and Compactness: Higher densities and compact patterns of development lead to higher usage of transit (see prior discussion on residential densities). Transit cannot be efficient if origins and destinations are thinly spread throughout a region. Small-lot single family housing of 5 dwelling units per acre can generally support local bus service and is therefore required for intermediate (30 min. headways) levels of service. Medium density residential between 7 to 15 dwelling units can support more frequent service. For minimum level of service, there must be at least 5 dwelling units per acre. Services other than conventional fixed route (i.e. checkpoint deviation and dial-a-ride) should be considered for areas with 3.5 to 5 dwelling units per acre.

Land Use Diversity: Incorporate mixed, compatible land uses into all zoning districts. Permit the combining of complementary office, service, residential, and retail uses. Mixed land uses can reduce the need for and the number of auto trips, encourage walking between land uses, and encourage public transportation usage. Service will be provided to all major commercial centers, hospitals, and major employers. However, size alone may not be sufficient to justify service. The nature of the commercial activity, availability of free or low cost parking, and the distance of the facility from housing or other commercial centers are all important factors in determining the future success of transit services to any given site. Service to all other major activity centers will be provided if sufficient demand exists.

Pedestrian Access: Physical barriers, such as walls, berms, and landscaping between the development and bus stops should be avoided. Parking should be in the rear. Gridlike street patterns are encouraged instead of culs-de-sac and serpentine streets because they create circuitous walks and force buses to meander. Developments and facilities that are improperly designed will not be served.

Site Access: Facilities, such as turnouts, should be considered in the initial design of a road network. High occupancy vehicle lanes and preferential signals should be considered where necessary. Service cannot be provided to facilities which prevent safe and easy access to transit.

Building Location: Locate buildings as close to streets and bus stops as possible, arrange buildings on a site to reduce the walking distance between each building and the nearest transit facility, and cluster buildings around a central pedestrian space to reduce auto driving between buildings.

Parking: Reduce the amount of parking required by developing programs that encourage ridesharing, transit usage, and walking. Locate parking to the side and rear of buildings. Bus stops should be located at major entrances to buildings instead of across parking lots. The Bakersfield Municipal Code includes the following transit credit:

Except for the “central district” and properties zoned C-B and C-C, which already receive a fifty percent reduction under Section 17.58.120, required parking may be reduced by ten percent if there exists a transit facility as defined in Section 17.04.624 within one thousand feet of the front or main customer door of the building that is linked with an improved and paved pedestrian way. (Ord. 4521 § 10, 2008) (Section 17.58.055)
Transit facility is defined as a covered structure (bus shelter).

Passenger Amenities: Provide shelters, benches, proper lighting, wheelchair accessibility, and information displays (see prior discussion on passenger shelters).

The District’s *Transit Facilities Manual* will be used to assist with the selection, design, and placement of various bus facilities and amenities in areas where new bus service is proposed as well as where modifications or improvements to existing service are necessary.

2.6.2 Equity Policies for Major Service Changes and Fare Changes

Definition of Major Service Change

The following is considered a major service change (unless otherwise noted under Exemptions), and will be evaluated in accordance with the regulatory requirements set forth in FTA Circular 4702.1B:

- 1) New Routes: the establishment of a new transit route, or
- 2) Route Length: increases or decreases of more than 25 percent in the length (in directional miles) of an existing transit route, or
- 3) Revenue Vehicle Miles: increases or decreases of more than 25 percent in the transit revenue vehicle miles per weekday, Saturday, or Sunday operated on a route, or
- 4) Revenue Vehicle Hours: increases or decreases of more than 25 percent in the number of revenue vehicle hours per weekday, Saturday, or Sunday scheduled on a route.

“Major Service Changes” shall exclude any changes to service which are caused by:

- 1) Temporary Services: the discontinuance of a temporary or demonstration service change which has been in effect for less than 12 months, or
- 2) New Line “Break-In” Period: an adjustment to service levels for new transit lines which have been in revenue service for less than 1 year (allowing GET to respond to actual ridership levels observed on those new transit lines), or
- 3) Forces of Nature: forces of nature such as earthquakes, or
- 4) Competing Infrastructure Failures: failures of competing infrastructure like bridges, tunnels, or highways, or
- 5) Overlapping Services: a reduction in transit revenue vehicle miles on one line which is offset equally by an increase in transit revenue vehicle miles on the overlapping section of another line where there is a timed-transfer at the intersection point of the two lines.

Minority Disparate Impact Policy (Service Equity Analysis)

An adverse effect related to a major service change that may result in a disparate impact is defined as:

- 1) Elimination of a route, or
- 2) Shortline a route, or
- 3) Reroute an existing route, or
- 4) Increase in headways of a route, or
- 5) Span of service changes, or
- 6) Additions to service that come at the expense of reductions in service on other routes.

When conducting a service change equity analysis, the following thresholds will be used to determine when a service change would have a disparate impact on minority populations:

A disparate impact occurs when the minority population adversely affected by a major service change is greater than ten percentage points more than the average minority population of the Golden Empire Transit District service area.

If Golden Empire Transit District finds a potential impact, the agency will take steps to avoid, minimize, or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Golden Empire Transit District chooses not to alter the proposed changes, the agency may implement the service change if there

is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on the minority population and would still accomplish the agency's legitimate program goals.

Low-Income Disproportionate Burden Policy (Service Equity Analysis)

When conducting a service change equity analysis, the following thresholds will be used to determine when a service change would have a disproportionate burden on low income populations:

1) *A disproportionate burden occurs when the low-income population adversely affected by a major service change is greater than ten percentage points more than the average low-income population of the Golden Empire Transit District service area.*

2) *If Golden Empire Transit District finds a potential disproportionate burden, the agency will take steps to avoid, minimize, or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Golden Empire Transit District chooses not to alter the proposed changes, the agency may implement the service change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on low-income population and would still accomplish the agency's legitimate program goals.*

Minority Disparate Impact Policy (Fare Equity Analysis)

A disparate impact occurs when the minority population adversely affected by a fare change is greater than ten percentage points more than the average minority population of the Golden Empire Transit District service area.

If Golden Empire Transit District finds a potential impact, the agency will take steps to avoid, minimize, or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Golden Empire Transit District chooses not to alter the proposed changes, the agency may implement the fare change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on the minority population and would still accomplish the agency's legitimate program goals.

Low-Income Disproportionate Burden Policy (Fare Equity Analysis)

A disproportionate burden occurs when the low-income population adversely affected by a fare change is greater than ten percentage points more than the average low-income population of the Golden Empire Transit District service area.

If Golden Empire Transit District finds a potential disproportionate burden, the agency will take steps to avoid, minimize, or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Golden Empire Transit District chooses not to alter the proposed changes, the agency may implement the fare change if there is substantial legitimate justification for the change AND the agency can show that

there are no alternatives that would have less of an impact on low-income population and would still accomplish the agency's legitimate program goals.

Equity Analysis Data Sources

Category	Action	Evaluation Data
Fare	Adjustment	Passenger survey data of affected fare category
Service Span	Reduction or Expansion	Passenger survey data of affected route
Service Headway	Reduction or Expansion	Passenger survey data of affected route
Route Length	Reduction Expansion	Passenger survey data Census Data
Route Alignment	Eliminate Segment(s) Segment(s) to new areas	Passenger survey data Census Data
<u>Category</u>	<u>Action</u>	<u>Evaluation Data</u>
New Route	New Route	Census Data

Public Participation Procedures

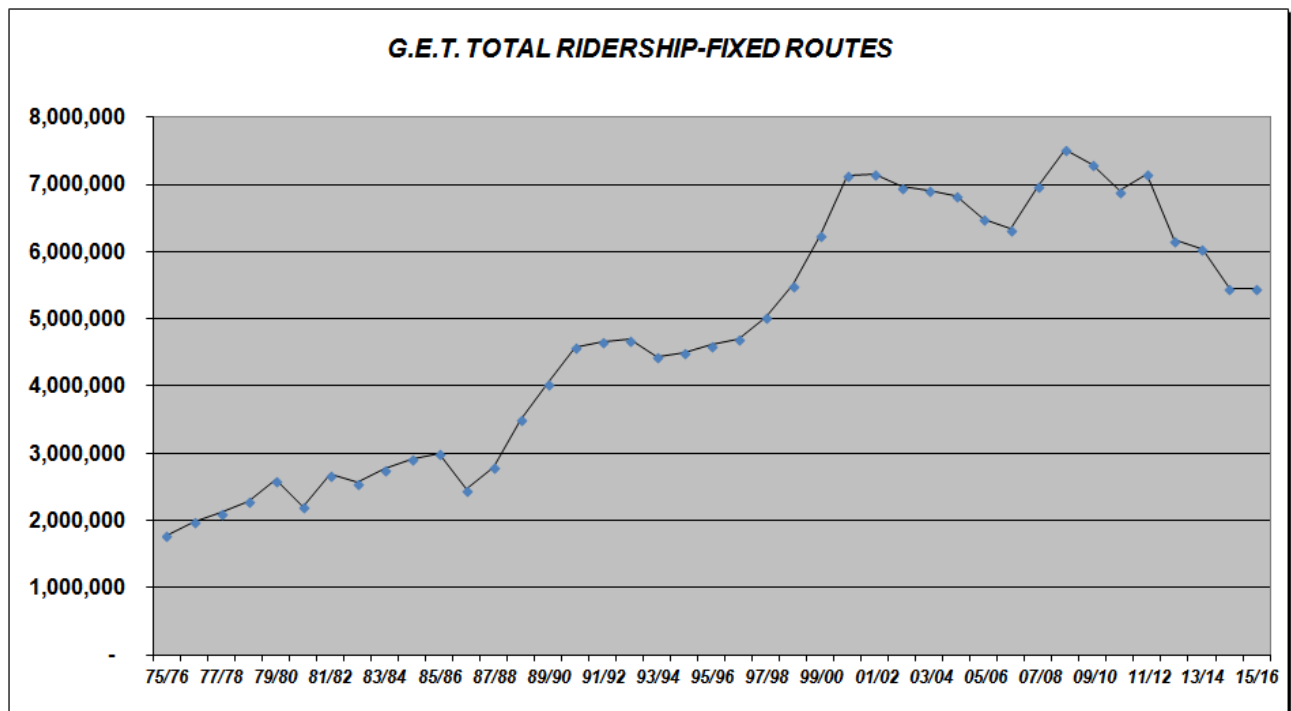
For all proposed major service changes, Golden Empire Transit District will hold at least one public hearing, with a public notice prior to the hearing in order to receive public comments on the potential service changes. The meeting notice will occur at least 30 days prior to the scheduled hearing date. Public materials will be produced in English and Spanish (the metropolitan area's two primary languages), in order to ensure Limited English Proficient (LEP) populations within the transit service area are informed of the proposed service changes and can participate in community discussions. Golden Empire Transit District will conduct a service/fare equity analysis prior to any public hearings associated with the proposed service changes.

Section 3 SERVICE ANALYSIS

3.1.0 SYSTEMWIDE RIDERSHIP REVIEW FOR FY 2015-16

FY 2015-16 was the third full fiscal year for the new route system that was implemented in October 2012. Fixed route ridership increased slightly from 5.454 million in FY 2014-15 to 5.457 million in FY 2015-16. Total boardings since FY 75/76 are shown on the following pages..

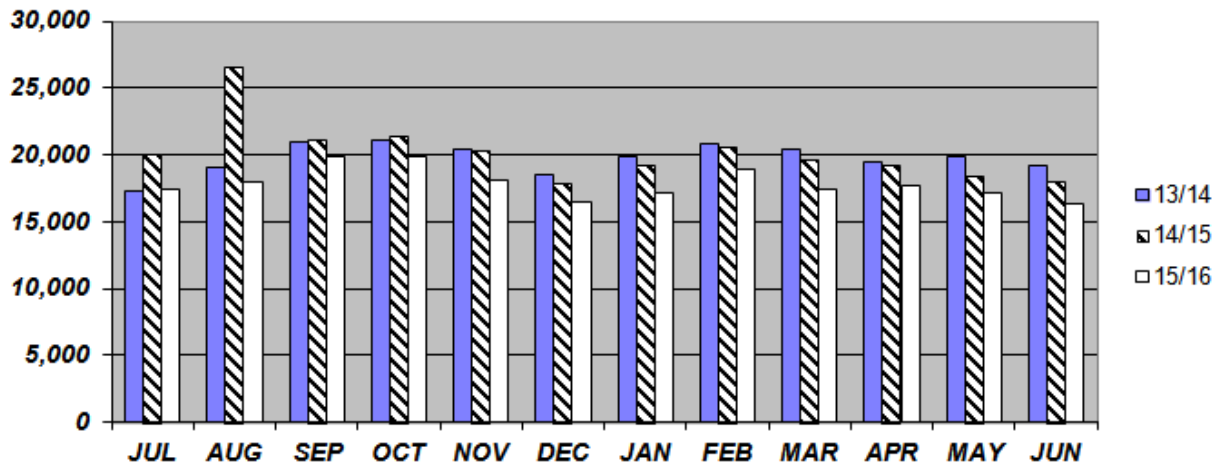
Weekdays averaged 17,850 per day- a 10% decrease per day from the previous year. Saturday ridership averaged 8,966 per day- an 8% decrease from the previous year, and is 50% of weekday ridership. Sunday service averaged 7,245 boardings per day, an 11% decrease from the previous year. Evening ridership averaged 1,207 boardings per evening, which was a 6% decrease.



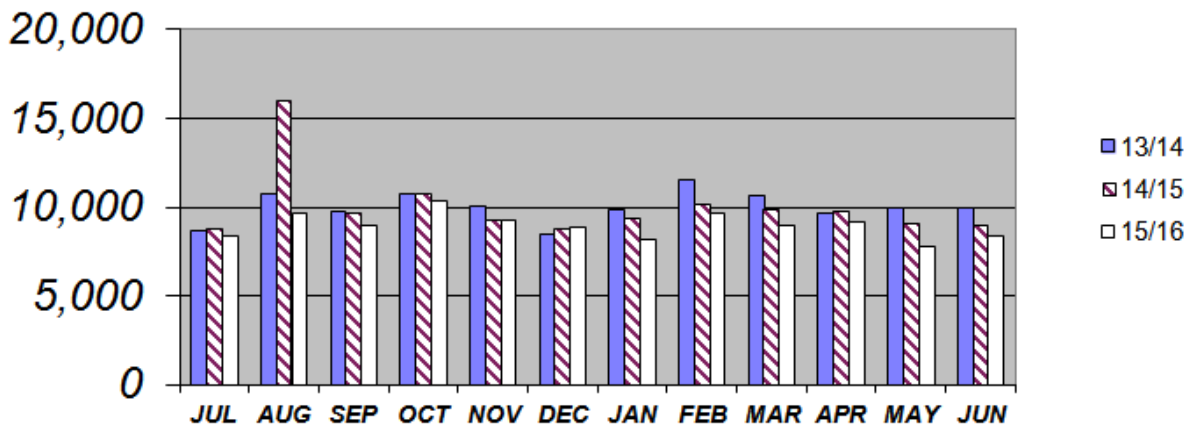
YEAR	TOT RIDERSHIP	% CHANGE	FIXED ROUTE RIDERSHIP HISTORY
75/76	1,775,228		
76/77	1,977,205	11%	
77/78	2,116,636	7%	
78/79	2,282,000	8%	
79/80	2,605,600	14%	
80/81	2,203,264	-15%	9-Week Operators' Strike & Fare Increase-Base fare from .25 to .35, Sun. service begins
81/82	2,683,528	22%	District annexes Northwest & Greenfield, Fare Increase base from .35 to .40
82/83	2,564,424	-4%	Fare Increases-Base Fare .40 to .50, Sunday service ends.
83/84	2,763,264	8%	First lift-equipped buses (14) placed in service, new office/shop complex opens
84/85	2,917,477	6%	
85/86	2,993,305	3%	
86/87	2,460,488	-18%	Crosstown route system begins, Downtown Transit Center opens, Peak service begins
87/88	2,789,384	13%	
88/89	3,506,745	26%	
89/90	4,043,581	15%	
90/91	4,584,521	13%	
91/92	4,662,975	2%	
92/93	4,690,421	1%	
93/94	4,440,036	-5%	Fare Increase-Base fare from .50 to .75, S. West Transit Center opens
94/95	4,494,912	1%	Monthly Pass increases from \$20 to \$25
95/96	4,607,173	2%	Elimination of Youth Fares
96/97	4,701,669	2%	
97/98	5,027,993	7%	
98/99	5,504,441	9%	
99/00	6,238,271	13%	Sunday & Evening service initiated in January 2000.
00/01	7,130,711	14%	Day Pass initiated. Transfers eliminated. First full year of Sunday & evening service.
01/02	7,157,418	0%	
02/03	6,962,266	-3%	
03/04	6,915,502	-1%	
04/05	6,825,690	-1%	
05/06	6,492,706	-5%	Fare Increase Jan. 06-Base fare from .75 to .90, increases in all passes.
06/07	6,336,753	-2%	
07/08	6,968,593	10%	
08/09	7,514,503	8%	Highest ridership in District history.
09/10	7,294,493	-3%	Fare increases in August 2009 and February 2010
10/11	6,902,502	-5%	Fare increases in August 2010
11/12	7,158,537	4%	Bakersfield College Transit Center opened.
12/13	6,174,932	-14%	New route system began Oct. 7, 2012
13/14	6,046,195	-2%	
14/15	5,454,224	-10%	Strike from July 15-Aug 18.
15/16	5,457,266	0%	

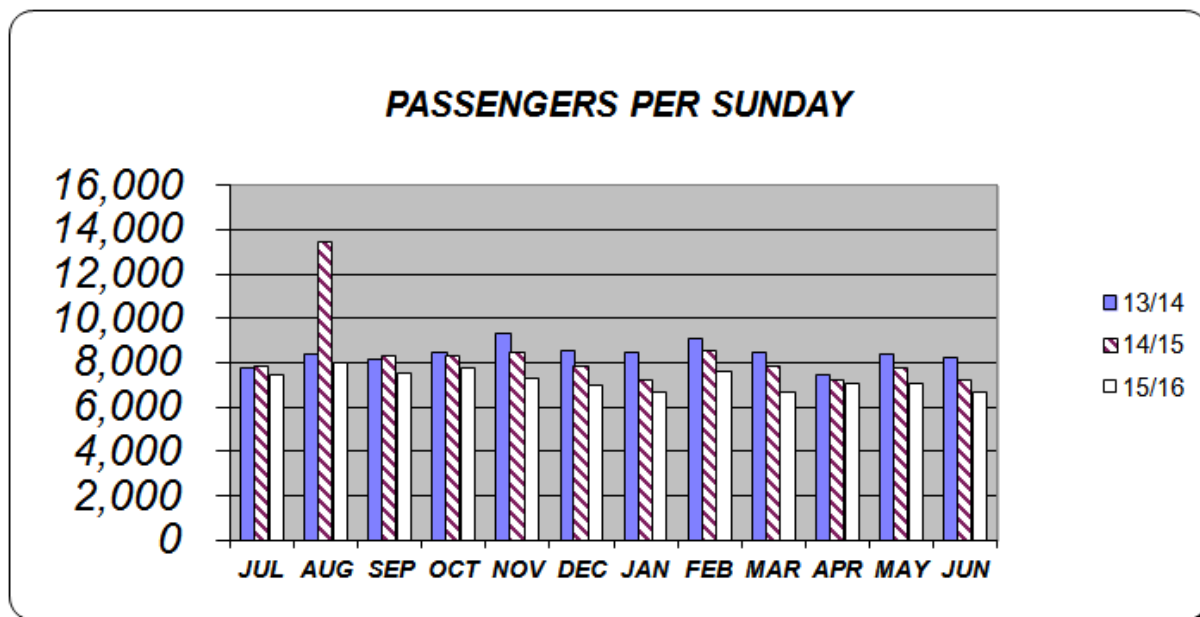


PASSENGERS PER WEEKDAY



PASSENGERS PER SATURDAY





3.2.0 RIDERSHIP BY FARE CATEGORY

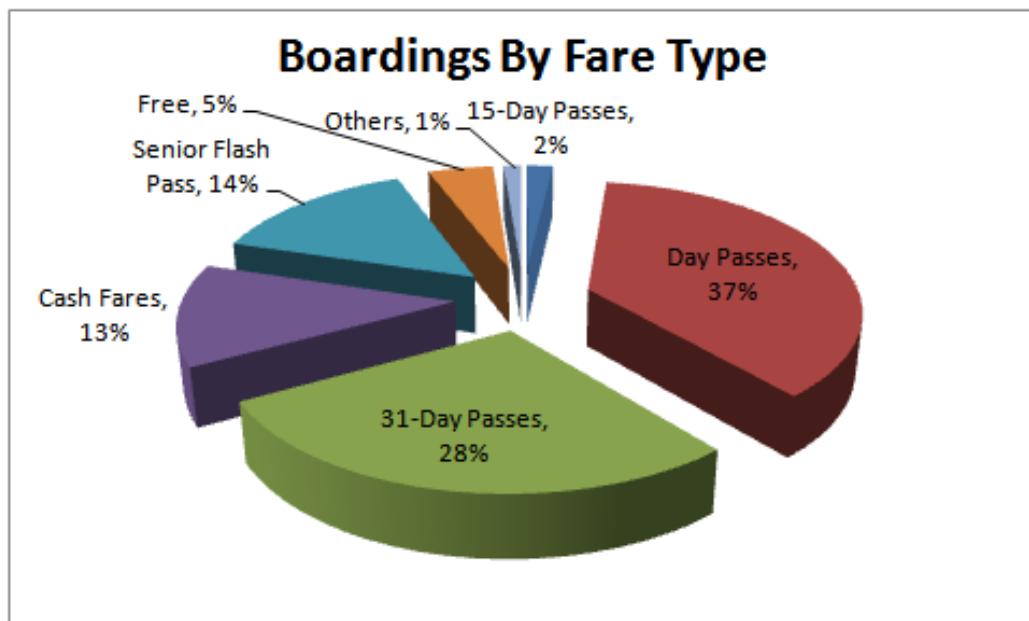
Over 1.8 million boardings were related to Day Passes, which accounts for 34% of total boardings. This is a decrease from the previous year's 2.2 million. Full fare (\$1.25) cash rides decreased 16%, accounting for 14% of all boardings. The Reduced cash fare (\$.75) also decreased by 16%, largely due to less operating days due to the strike. The Regular 31-Day Pass category accounts for 28% of total ridership and was introduced at the beginning of FY 2010-11. The Sizzlin' Summer Youth Pass, introduced at the end of FY 95/96, generated 23,069 boardings- a 30% decrease from the previous year and due to the strike. Free boardings were 10% of the total and increased greatly due to free rides offered after the strike in August. The proportion of revenue passengers was 90%. The data below provides a detail of fare boardings.

Over 2 million boardings were related to Day Passes, which accounts for 37% of total boardings. This is an increase from the previous year's 1.8 million. Full fare (\$1.50) cash rides decreased 15%, accounting for 12% of all boardings. The Reduced cash fare (\$.75) increased by 42%. The Regular 31-Day Pass category accounts for 28% of total ridership and was introduced at the beginning of FY 2010-11. The Sizzlin' Summer Youth Pass, introduced at the end of FY 95/96, generated 40,517 boardings. Free boardings were 5% of the total and decreased greatly due to free rides offered after the strike in August 2014. The proportion of revenue passengers was 95%. The following data provide a detail of fare boardings.

RIDERSHIP BY FARE CATEGORY						
	FY15/16	FY15/16		FY14/15	FY14/15	%
						DIFFERENCE
		% OF			% OF	14/15-
ALL DAYS	# BOARDINGS	TOTAL	ALL DAYS	# BOARDINGS	TOTAL	15/16
Issue Reg Day Pass	367,369	7	Issue Reg Day Pass	340,221	6	8%
Issue Reduced Fare Day Pass	123,265	2	Issue Reduced Fare Day Pass	110,025	2	12%
Regular Cash Single Ride	645,756	12	Regular Cash Single Ride	758,075	14	-15%
Reduced Fare Cash Single Ride	42,348	1	Reduced Fare Cash Single Ride	29,911	1	42%
Senior Flash Pass	790,251	14	Senior Flash Pass	670,437	12	18%
Free	249,586	5	Free	554,838	10	-55%
Field Trips	882	0	Field Trips	1,118	0	-21%
Youth Pass	40,517	1	Youth Pass	23,069	0	76%
Express Cash Single Ride	2,894	0	Express Cash Single Ride	7,015	0	-59%
Board With Regular Day Pass	939,112	17	Board With Regular Day Pass	899,622	16	4%
Board With Reduced Fare Day Pass	322,592	6	Board With Reduced Fare Day Pass	276,126	5	17%
Precoded Regular Day Pass	225,115	4	Precoded Regular Day Pass	195,807	4	15%
Precoded Reduced Fare Day Pass	39,480	1	Precoded Reduced Fare Day Pass	31,831	1	24%
Special	-	0	Special	-	0	
Board With Regular Express Day Pass	677	0	Board With Regular Express Day Pass	553	0	22%
Board With Reduced Fare Express Day Pass	1	0	Board With Reduced Fare Express Day Pass	52	0	-98%
Issue Regular Express Day Pass	388	0	Issue Regular Express Day Pass	266	0	46%
Issue Reduced Fare Express Day Pass	-	0	Issue Reduced Fare Express Day Pass	52	0	-100%
Odyssey Ticket	3,221	0	Odyssey Ticket	2,341	0	38%
1 Reduced Ride Pass	2	0	1 Reduced Ride Pass	1	0	100%
Regular 31-Day Pass	1,506,083	28	Regular 31-Day Pass	1,504,541	28	0%
Regular 15-Day Pass	79,447	1	Regular 15-Day Pass	0	0	
Reduced 15-Day Pass	20,849	0	Reduced 15-Day Pass	0	0	
Express Regular 31-Day Pass	34,623	1	Express Regular 31-Day Pass	31,496	1	10%
1 Regular Ride Pass	22,808	0	1 Regular Ride Pass	16,827	0	36%
TOTAL BOARDINGS	5,457,266		TOTAL BOARDINGS	5,454,224		0%
REVENUE BOARDINGS	5,207,680	95	REVENUE BOARDINGS	4,899,386	90	6%

SATURDAYS	FY15/16	% OF TOT	SATURDAYS	FY14/15	% OF TOT	DIFFERENCE
Issue Reg Day Pass	38,208	8	Issue Reg Day Pass	36,895	7	4%
Issue Reduced Fare Day Pass	13,486	3	Issue Reduced Fare Day Pass	12,207	2	10%
Regular Cash Single Ride	65,287	13	Regular Cash Single Ride	80,233	16	-19%
Reduced Fare Cash Single Ride	4,747	1	Reduced Fare Cash Single Ride	3,464	1	37%
Senior Flash Pass	80,822	16	Senior Flash Pass	70,398	14	15%
Free	27,606	6	Free	61,673	12	-55%
Field Trips	86	0	Field Trips	56	0	54%
Youth Pass	2,545	1	Youth Pass	1,504	0	69%
Express Cash Single Ride	-	0	Express Cash Single Ride	-	0	
Board With Regular Day Pass	82,069	17	Board With Regular Day Pass	81,115	16	1%
Board With Reduced Fare Day Pass	29,797	6	Board With Reduced Fare Day Pass	25,945	5	15%
Precoded Regular Day Pass	15,214	3	Precoded Regular Day Pass	14,020	3	9%
Precoded Reduced Fare Day Pass	3,381	1	Precoded Reduced Fare Day Pass	2,768	1	22%
Special	-	0	Special	-	0	
Board With Regular Express Day Pass	-	0	Board With Regular Express Day Pass	-	0	
Board With Reduced Fare Express Day Pass	-	0	Board With Reduced Fare Express Day Pass	-	0	
Issue Regular Express Day Pass	-	0	Issue Regular Express Day Pass	-	0	
Issue Reduced Fare Express Day Pass	-	0	Issue Reduced Fare Express Day Pass	-	0	
Odyssey Ticket	290	0	Odyssey Ticket	279	0	4%
1 Reduced Ride Pass	-	0	1 Reduced Ride Pass	1	0	
Regular 31-Day Pass	117,957	24	Regular 31-Day Pass	121,895	24	-3%
Regular 15-Day Pass	6,952	1	Regular 15-Day Pass	0	0	
Reduced 15-Day Pass	2,344	0	Reduced 15-Day Pass	0	0	
Express Regular 31-Day Pass	458	0	Express Regular 31-Day Pass	313	0	46%
1 Regular Ride Pass	1,906	0	1 Regular Ride Pass	1,402	0	36%
TOTAL BOARDINGS	493,155		TOTAL BOARDINGS	514,168		-4%
REVENUE BOARDINGS	465,549	94	REVENUE BOARDINGS	452,495	88	3%
SUNDAYS	FY15/16	% OF TOT	SUNDAYS	FY14/15	% OF TOT	DIFFERENCE
Issue Reg Day Pass	28,842	8	Issue Reg Day Pass	26,597	7	8%
Issue Reduced Fare Day Pass	10,482	3	Issue Reduced Fare Day Pass	8,942	2	17%
Regular Cash Single Ride	55,782	15	Regular Cash Single Ride	65,816	17	-15%
Reduced Fare Cash Single Ride	3,743	1	Reduced Fare Cash Single Ride	2,742	1	37%
Senior Flash Pass	60,345	16	Senior Flash Pass	51,667	14	17%
Free	20,123	5	Free	47,772	12	-58%
Field Trips	67	0	Field Trips	42	0	60%
Youth Pass	2,099	1	Youth Pass	1,173	0	79%
Express Cash Single Ride	-	0	Express Cash Single Ride	-	0	
Board With Regular Day Pass	63,736	17	Board With Regular Day Pass	60,941	16	5%
Board With Reduced Fare Day Pass	23,027	6	Board With Reduced Fare Day Pass	18,681	5	23%
Precoded Regular Day Pass	9,694	3	Precoded Regular Day Pass	8,607	2	13%
Precoded Reduced Fare Day Pass	2,249	1	Precoded Reduced Fare Day Pass	1,872	0	20%
Special	-	0	Special	-	0	
Board With Regular Express Day Pass	-	0	Board With Regular Express Day Pass	-	0	
Board With Reduced Fare Express Day Pass	-	0	Board With Reduced Fare Express Day Pass	-	0	
Issue Regular Express Day Pass	-	0	Issue Regular Express Day Pass	-	0	
Issue Reduced Fare Express Day Pass	-	0	Issue Reduced Fare Express Day Pass	-	0	
Odyssey Ticket	285	0	Odyssey Ticket	182	0	57%
1 Reduced Ride Pass	-	0	1 Reduced Ride Pass	-	0	
Regular 31-Day Pass	87,634	23	Regular 31-Day Pass	86,266	23	2%
Regular 15-Day Pass	5,201	1	Regular 15-Day Pass	-	0	
Reduced 15-Day Pass	1,720	0	Reduced 15-Day Pass	-	0	
Express Regular 31-Day Pass	282	0	Express Regular 31-Day Pass	269	0	5%
1 Regular Ride Pass	1,409	0	1 Regular Ride Pass	1,023	0	38%
TOTAL BOARDINGS	376,720		TOTAL BOARDINGS	382,592		-2%
REVENUE BOARDINGS	356,597	95	REVENUE BOARDINGS	334,820	88	7%

WEEKDAYS	FY15/16	% OF TOT	WEEKDAYS	FY14/15	% OF TOT	DIFFERENCE
Issue Reg Day Pass	300,319	7	Issue Reg Day Pass	276,729	6	9%
Issue Reduced Fare Day Pass	99,297	2	Issue Reduced Fare Day Pass	88,876	2	12%
Regular Cash Single Ride	524,687	11	Regular Cash Single Ride	612,026	13	-14%
Reduced Fare Cash Single Ride	33,858	1	Reduced Fare Cash Single Ride	23,705	1	43%
Senior Flash Pass	649,084	14	Senior Flash Pass	548,372	12	18%
Free	201,857	4	Free	445,393	10	-55%
Field Trips	729	0	Field Trips	1,020	0	-29%
Youth Pass	35,873	1	Youth Pass	20,392	0	76%
Express Cash Single Ride	2,894	0	Express Cash Single Ride	7,015	0	-59%
Board With Regular Day Pass	793,307	17	Board With Regular Day Pass	757,566	17	5%
Board With Reduced Fare Day Pass	269,768	6	Board With Reduced Fare Day Pass	231,500	5	17%
Precoded Regular Day Pass	200,207	4	Precoded Regular Day Pass	173,180	4	16%
Precoded Reduced Fare Day Pass	33,850	1	Precoded Reduced Fare Day Pass	27,191	1	24%
Special	-	0	Special	-	0	0%
Board With Regular Express Day Pass	677	0	Board With Regular Express Day Pass	553	0	22%
Board With Reduced Fare Express Day Pass	1	0	Board With Reduced Fare Express Day Pass	52	0	-98%
Issue Regular Express Day Pass	388	0	Issue Regular Express Day Pass	266	0	46%
Issue Reduced Fare Express Day Pass	-	0	Issue Reduced Fare Express Day Pass	52	0	-100%
Odyssey Ticket	2,646	0	Odyssey Ticket	1,880	0	41%
1 Reduced Ride Pass	2	0	1 Reduced Ride Pass	-	0	0%
Regular 31-Day Pass	1,300,492	28	Regular 31-Day Pass	1,296,380	28	0%
Regular 15-Day Pass	67,294	1	Regular 15-Day Pass	0	0	0%
Reduced 15-Day Pass	16,785	0	Reduced 15-Day Pass	0	0	0%
Express Regular 31-Day Pass	33,883	1	Express Regular 31-Day Pass	30914	1	10%
1 Regular Ride Pass	19,493	0	1 Regular Ride Pass	14,402	0	35%
TOTAL BOARDINGS	4,587,391		TOTAL BOARDINGS	4,557,464		1%
REVENUE BOARDINGS	4,385,534	96	REVENUE BOARDINGS	4,112,071	90	7%



RIDERSHIP/REVENUE DATA-Golden Empire Transit District 2015/16														%
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR TO DATE	TOTAL
REVENUE														
Farebox	\$193,157	\$213,108	\$227,176	\$237,537	\$201,487	\$202,460	\$200,307	\$218,618	\$212,660	\$200,319	\$194,307	\$185,073	\$2,486,209	53
Passes	\$97,837	\$143,907	\$145,074	\$400,555	\$120,164	\$184,871	\$142,473	\$225,694	\$159,202	\$123,911	\$210,228	\$150,923	\$2,104,839	45
IKEA	\$8,250	\$8,525	\$9,295	\$11,165	\$8,470	\$8,470	\$8,635	\$8,580	\$8,415	\$8,470	\$8,690	\$6,215	\$103,180	2
Special														
TOTAL	\$299,244	\$365,540	\$381,545	\$649,257	\$330,121	\$395,801	\$351,415	\$452,892	\$380,277	\$332,700	\$413,225	\$342,211	\$4,694,228	100
RIDERSHIP														
Issue Reg Day Pass	31,314	32,128	32,513	34,413	29,540	30,085	29,177	32,409	31,176	28,851	28,008	27,755	367,369	7
Issue Reduced Fare Day Pass	10,914	10,216	10,536	11,007	9,534	10,255	9,676	10,409	10,597	10,061	10,166	9,894	123,265	2
Regular Cash Single Ride	60,359	55,880	60,612	61,462	51,613	49,854	51,529	55,020	53,574	51,276	49,608	44,969	645,766	12
Reduced Fare Cash Single Ride	2,689	3,499	3,542	3,872	3,351	3,439	3,468	3,776	3,771	3,715	3,744	3,482	42,348	1
Senior Flash Pass	64,869	66,191	67,141	71,780	62,357	63,600	61,016	65,767	69,681	66,712	66,698	64,439	790,251	14
Free	21,310	24,546	20,219	23,939	17,829	23,213	17,086	22,823	18,699	24,348	18,389	17,185	249,586	5
Field Trips	72	95	82	69	49	61	68	91	92	74	71	58	882	
Youth Pass	15,106	10,735											14,676	1
Express Cash Single Ride	542	286	198	298	222	196	214	203	159	165	213	198	2,894	
Board With Regular Day Pass	85,612	84,972	83,428	88,114	74,644	74,888	73,597	80,118	78,191	71,508	71,928	72,112	939,112	17
Board With Reduced Fare Day Pass	29,017	27,128	27,687	28,853	24,235	25,966	24,789	27,028	28,120	25,950	27,500	26,319	322,592	6
Precoded Regular Day Pass	18,812	18,740	18,515	19,478	17,126	16,832	17,666	18,633	19,467	18,229	18,751	22,866	225,115	4
Precoded Reduced Fare Day Pass	3,177	3,603	3,494	3,523	2,946	3,135	2,857	3,073	3,551	3,502	3,182	3,437	39,480	1
Special														
Board With Regular Express Day Pass	50	28	43	109	69	81	80	26	40	41	44	66	677	
Board With Reduced Fare Express Day Pass	1												1	
Issue Regular Express Day Pass	26	21	28	62	38	48	37	17	21	25	33	32	388	
Issue Reduced Fare Express Day Pass														
Odyssey Ticket	257	394	190	379	216	202	248	203	274	367	268	223	3,221	
Cents A Bill Ticket														
1 Reduced Ride Pass			1						1				2	
Regular 31-Day Pass	115,202	118,439	150,689	155,910	126,208	109,223	117,982	132,013	130,209	127,601	122,022	100,585	1,506,083	28
Regular 15-Day Pass		4,224	7,558	8,711	7,493	7,854	7,644	7,406	7,447	7,065	8,244	5,801	79,447	1
Reduced 15-Day Pass		983	1,974	1,860	1,826	1,356	2,130	1,889	2,057	2,307	2,456	2,011	20,849	
Express Regular 31-Day Pass	3,031	3,186	3,172	3,461	2,764	2,868	2,908	2,909	3,069	2,495	2,242	2,518	34,623	1
1 Regular Ride Pass	1,714	1,498	1,917	2,156	2,029	2,045	2,162	1,905	1,851	1,935	1,812	1,784	22,808	
7 Day Free Pass														
TOTAL BOARDINGS	464,074	466,792	493,539	519,456	434,089	425,201	424,334	465,718	462,047	446,227	435,379	420,410	5,457,266	100
REVENUE BOARDINGS	442,764	442,246	473,320	495,517	416,260	401,988	407,248	442,895	443,348	421,879	416,990	403,225	5,207,680	95
CHARTER														
Revenue														
Ridership														
OTHER REV														
ID Cards	\$58	\$68	\$62	\$54	\$51	\$44	\$43	\$50	\$56	\$53	\$31	\$40	\$610	
# OF DAYS	31	31	30	31	29	30	31	29	31	30	31	30	364	
MISC DATA														
Revenue Per Day	\$9,653	\$11,792	\$12,718	\$20,944	\$11,383	\$13,193	\$11,336	\$15,617	\$12,267	\$11,090	\$13,330	\$11,407	\$12,896	
Total Boardings Per Day	14,970	15,058	16,451	16,757	14,969	14,173	13,688	16,059	14,905	14,874	14,044	14,014	14,992	
Revenue Boardings Per Day	14,283	14,266	15,777	15,984	14,354	13,400	13,137	15,272	14,302	14,063	13,451	13,441	14,307	
Revenue Boardings/Total Boardings	0.95	0.95	0.96	0.95	0.96	0.95	0.96	0.95	0.96	0.95	0.96	0.96	0.95	
ID Cards Per Day	2	2	2	2	2	1	1	2	2	2	1	1	2	
Total Revenue Per Ride	\$0.64	\$0.78	\$0.77	\$1.25	\$0.76	\$0.93	\$0.83	\$0.97	\$0.82	\$0.75	\$0.95	\$0.81	\$0.86	
Revenue/Revenue Ride	\$0.68	\$0.83	\$0.81	\$1.31	\$0.79	\$0.98	\$0.86	\$1.02	\$0.86	\$0.79	\$0.99	\$0.85	\$0.90	

SATURDAYS													%
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN YR TO DATE	OF TOT
Issue Reg Day Pass	2,531	3,680	3,507	4,122	2,692	2,757	3,836	3,170	2,849	3,658	2,821	2,585	38,208
Issue Reduced Fare Day Pass	965	1,265	1,173	1,353	945	999	1,342	1,050	994	1,337	1,056	1,007	13,486
Regular Cash Single Ride	5,089	6,472	5,962	6,572	4,845	4,788	6,728	5,247	4,562	5,821	5,085	4,116	65,287
Reduced Fare Cash Single Ride	257	477	402	426	385	333	521	358	320	476	440	352	4,747
Senior Flash Pass	5,261	7,615	6,856	8,307	6,295	5,873	8,189	6,069	6,148	7,614	6,794	5,801	80,822
Free	1,930	2,677	2,263	3,359	1,795	2,559	2,372	2,225	1,776	3,327	1,730	1,593	27,606
Field Trips	5	7	12	5	6	5	7	11	9	6	10	3	86
Youth Pass	997	948										600	2,545
Express Cash Single Ride													
Board With Regular Day Pass	5,444	8,377	7,692	9,136	5,963	5,644	8,159	6,536	5,983	7,597	6,004	5,534	82,069
Board With Reduced Fare Day Pass	2,064	2,889	2,568	3,055	2,158	2,052	3,001	2,386	2,162	2,853	2,368	2,241	29,797
Precoded Regular Day Pass	1,022	1,325	1,273	1,400	1,230	1,034	1,454	1,158	1,175	1,430	1,453	1,260	15,214
Precoded Reduced Fare Day Pass	188	367	297	395	243	183	344	270	280	300	261	253	3,381
Special													
Board With Regular Express Day Pass													
Board With Reduced Fare Express Day Pass													
Issue Regular Express Day Pass													
Issue Reduced Fare Express Day Pass													
Odyssey Ticket	6	40	22	30	12	26	42	13	29	31	25	14	290
Cents A Bill Ticket													
1 Reduced Ride Pass													
Regular 31-Day Pass	7,769	11,406	11,978	12,406	9,332	8,248	11,746	9,245	8,549	10,181	9,643	7,454	117,957
Regular 15-Day Pass		362	677	825	648	620	794	653	542	629	693	509	6,952
Reduced 15-Day Pass		91	244	246	195	106	297	183	206	286	286	204	2,344
Express Regular 31-Day Pass	18	54	38	59	28	32	50	55	53	28	19	24	458
1 Regular Ride Pass	105	115	136	215	155	151	280	153	128	186	158	124	1,906
7 Day Free Pass													
TOTAL BOARDINGS	33,651	48,167	45,100	51,911	36,927	35,410	49,162	38,782	35,765	45,760	38,846	33,674	493,155
REVENUE BOARDINGS	31,721	45,490	42,837	48,552	35,132	32,851	46,790	36,557	33,989	42,433	37,116	32,081	465,549
SAT DATA													
# Saturdays (Service Level)	4	5	5	5	4	4	6	4	4	5	5	4	55
Total Boardings Per day	8,413	9,633	9,020	10,382	9,232	8,853	8,194	9,696	8,941	9,152	7,769	8,419	8,966
Revenue Boardings Per Day	7,930	9,098	8,567	9,710	8,783	8,213	7,798	9,139	8,497	8,487	7,423	8,020	8,465
Revenue Boardings/Total Boardings	0.94	0.94	0.95	0.94	0.95	0.93	0.95	0.94	0.95	0.93	0.96	0.95	0.94

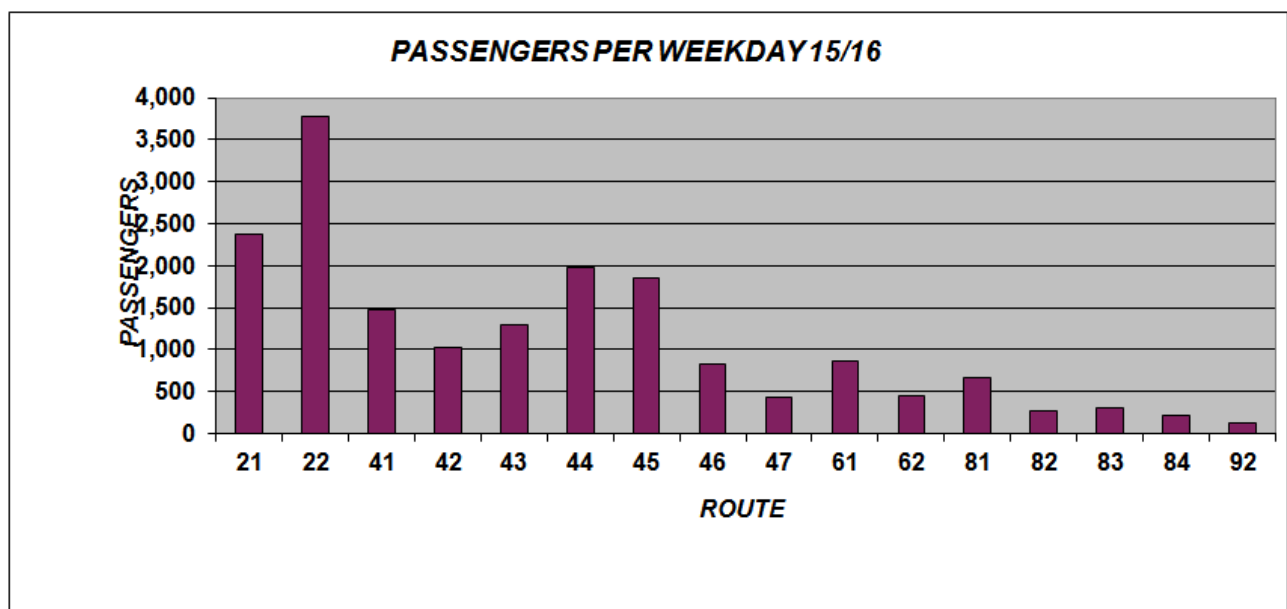
														%
SUNDAYS														% OF TOT
Issue Reg Day Pass	2,126	3,096	2,255	2,395	2,760	2,131	2,574	2,519	2,063	2,153	2,758	2,012	28,842	6
Issue Reduced Fare Day Pass	865	1,044	821	844	1,017	773	906	848	724	791	1,051	798	10,482	2
Regular Cash Single Ride	5,314	5,948	4,621	4,722	5,315	4,027	4,878	4,346	3,802	3,962	5,083	3,764	55,782	11
Reduced Fare Cash Single Ride	208	351	278	292	360	278	352	343	307	316	358	300	3,743	1
Senior Flash Pass	4,492	6,106	4,565	4,756	5,977	4,655	5,509	4,877	4,520	4,694	5,763	4,431	60,345	12
Free	1,579	2,461	1,543	1,628	1,940	1,684	1,646	1,581	1,192	2,073	1,681	1,115	20,123	4
Field Trips	5	15	8	3	2	1	11	5		3	9	5	67	
Youth Pass	745	759										595	2,099	
Express Cash Single Ride														
Board With Regular Day Pass	4,897	7,260	4,968	5,283	6,081	4,446	5,666	5,372	4,419	4,615	6,218	4,511	63,736	13
Board With Reduced Fare Day Pass	1,916	2,351	1,875	1,791	2,260	1,624	1,895	1,861	1,591	1,772	2,299	1,792	23,027	5
Precoded Regular Day Pass	712	1,035	688	708	778	747	864	702	769	740	1,070	881	9,694	2
Precoded Reduced Fare Day Pass	132	263	191	264	238	171	205	139	136	168	175	177	2,249	
Special														
Board With Regular Express Day Pass														
Board With Reduced Fare Express Day Pass														
Issue Regular Express Day Pass														
Issue Reduced Fare Express Day Pass														
Odyssey Ticket	15	35	12	17	22	34	25	17	33	38	29	8	285	
Cents A Bill Ticket														
1 Reduced Ride Pass														
Regular 31-Day Pass	6,704	8,901	7,700	7,549	8,699	6,742	7,885	7,103	6,335	6,138	8,029	5,849	87,634	18
Regular 15-Day Pass		290	436	501	608	528	530	486	438	486	554	344	5,201	1
Reduced 15-Day Pass		79	170	128	175	99	204	143	142	170	256	154	1,720	
Express Regular 31-Day Pass	28	34	22	36	15	26	28	25	34	15	8	11	282	
1 Regular Ride Pass	108	87	81	110	169	98	163	139	95	126	143	90	1,409	
7 Day Free Pass														
TOTAL BOARDINGS	29,846	40,105	30,234	31,027	36,416	28,064	33,341	30,506	26,600	28,260	35,484	26,837	376,720	100
REVENUE BOARDINGS	28,267	37,644	28,691	29,399	34,476	26,380	31,695	28,925	25,408	26,187	33,803	25,722	356,597	95
SUN DATA														
# Sundays (Service Level)	4	5	4	4	5	4	5	4	4	4	5	4	52	
Total Boardings Per day	7,462	8,021	7,559	7,757	7,283	7,016	6,668	7,627	6,650	7,065	7,097	6,709	7,245	
Revenue Boardings Per Day	7,067	7,529	7,173	7,350	6,895	6,595	6,339	7,231	6,352	6,547	6,761	6,431	6,858	
Revenue Boardings/Total Boardings	0.95	0.94	0.95	0.95	0.95	0.94	0.95	0.95	0.96	0.93	0.95	0.96	0.95	

WEEKDAYS	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE	% OF TOT
Issue Reg Day Pass	26,657	25,352	26,751	27,896	24,088	25,197	22,767	26,720	26,264	23,040	22,429	23,158	300,319	7
Issue Reduced Fare Day Pass	9,084	7,907	8,542	8,810	7,572	8,483	7,428	8,511	8,879	7,933	8,059	8,089	99,297	2
Regular Cash Single Ride	49,956	43,460	50,029	50,168	41,453	41,039	39,923	45,427	45,210	41,493	39,440	37,089	524,687	11
Reduced Fare Cash Single Ride	2,224	2,671	2,862	3,154	2,606	2,828	2,595	3,075	3,144	2,923	2,946	2,830	33,858	1
Senior Flash Pass	55,116	52,470	55,720	58,717	50,085	53,072	47,318	54,821	59,013	54,404	54,141	54,207	649,084	14
Free	17,801	19,408	16,413	18,952	14,094	18,970	13,068	19,017	15,731	18,948	14,978	14,477	201,857	4
Field Trips	62	73	62	61	41	55	50	75	83	65	52	50	729	
Youth Pass	13,364	9,028										13,481	35,873	1
Express Cash Single Ride	542	286	198	298	222	196	214	203	159	165	213	198	2,894	
Board With Regular Day Pass	75,271	69,335	70,768	73,695	62,600	64,798	59,772	68,210	67,789	59,296	59,706	62,067	793,307	17
Board With Reduced Fare Day Pass	25,037	21,888	23,244	24,007	19,817	22,290	19,893	22,781	24,367	21,325	22,833	22,286	269,768	6
Precoded Regular Day Pass	17,078	16,380	16,554	17,370	15,118	15,051	15,348	16,773	17,523	16,059	16,228	20,725	200,207	4
Precoded Reduced Fare Day Pass	2,857	2,983	3,006	2,864	2,465	2,781	2,308	2,664	3,135	3,034	2,746	3,007	33,850	1
Special														
Board With Regular Express Day Pass	50	28	43	109	69	81	80	26	40	41	44	66	677	
Board With Reduced Fare Express Day Pass	1												1	
Issue Regular Express Day Pass	26	21	28	62	38	48	37	17	21	25	33	32	388	
Issue Reduced Fare Express Day Pass														
Odyssey Ticket	236	319	156	332	182	142	181	173	212	298	214	201	2,646	
Cents A Bill Ticket														
1 Reduced Ride Pass			1						1				2	
Regular 31-Day Pass	100,729	98,132	131,011	135,955	108,177	94,233	98,351	115,685	115,325	111,282	104,350	87,282	1,300,492	28
Regular 15-Day Pass		3,572	6,445	7,385	6,237	6,706	6,320	6,267	6,467	5,950	6,997	4,948	67,294	1
Reduced 15-Day Pass		813	1,560	1,486	1,456	1,151	1,629	1,583	1,709	1,851	1,914	1,653	16,785	
Express Regular 31-Day Pass	2,985	3,098	3,112	3,366	2,721	2,810	2,830	2,829	2,982	2,452	2,215	2,483	33,883	1
1 Regular Ride Pass	1,501	1,296	1,700	1,831	1,705	1,796	1,719	1,613	1,628	1,623	1,511	1,570	19,493	
7 Day Free Pass														
TOTAL BOARDINGS	400,577	378,520	418,205	435,518	360,746	361,727	341,831	396,430	399,682	372,207	361,049	359,899	4,587,391	100
REVENUE BOARDINGS	382,776	359,112	401,792	417,566	346,652	342,757	328,763	377,413	383,951	353,259	346,071	345,422	4,385,534	96
WKDY DATA														
# Weekdays (Service Level)	23	21	21	22	20	22	20	21	23	21	21	22	257	
Total Boardings Per Day	17,416	18,025	19,915	19,842	18,037	16,442	17,092	18,878	17,377	17,724	17,193	16,359	17,850	
Revenue Boardings Per Day	16,642	17,101	19,133	18,980	17,333	15,580	16,438	17,972	16,694	16,822	16,480	15,701	17,084	
Revenue Boardings/Total Boardings	0.96	0.95	0.96	0.96	0.96	0.95	0.96	0.95	0.96	0.95	0.96	0.96	0.96	

3.3.0 WEEKDAY RIDERSHIP

Route 22 ranks first in boardings (3,786 per day) and is followed by route 21. Route 22 accounts for 21% of total system daily boardings. Routes 21, 22, 44, and 45 carry 56% of all weekday ridership. Routes 82 and 84 are among the lowest weekday boardings (less than 300). Route 92 averaged 131 boardings per day. Route 92 serves the Tejon Industrial Complex with a limited number of trips. Route 83 experienced a 5% increase in boardings while route 92 decreased by 18%. Route 83 was revised to serve BARC in October 2014 and revised to serve Plaza Towers in January 2015. Route 61 experienced the greatest percentage growth in the system (14%), showing increases for ten consecutive months. Evening service was added to this route in July 2015.

The following graph and tables show detailed route data.



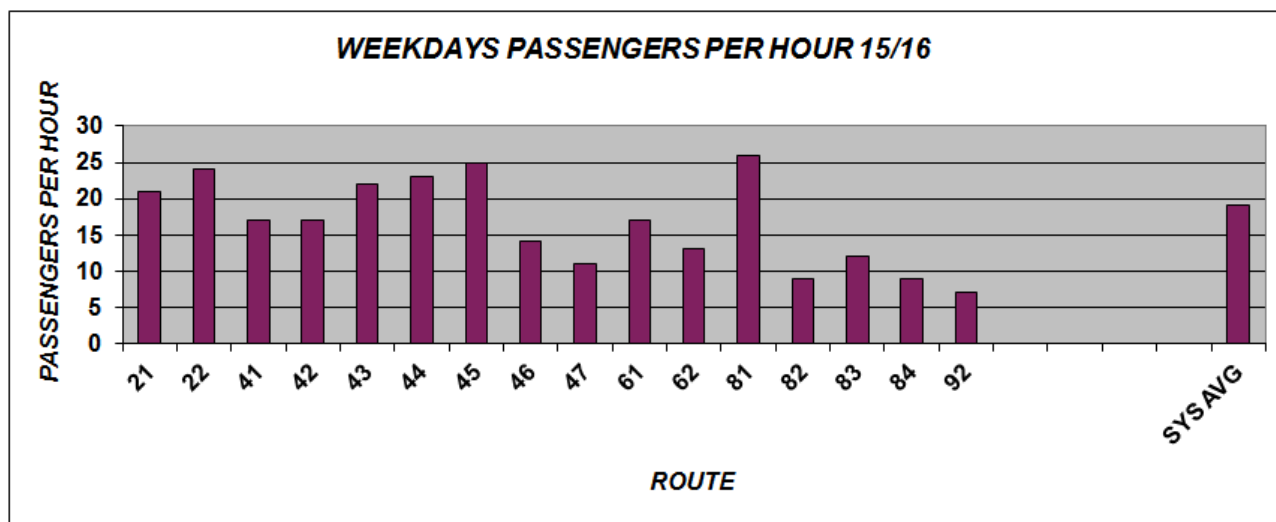
<i>WEEKDAYS PASSENGERS PER DAY</i>					<i>Golden Empire Transit District</i>								
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	2,183	2,482	2,739	2,674	2,408	2,053	2,266	2,643	2,298	2,375	2,278	2,149	2,376
22	3,718	3,784	4,093	4,042	3,743	3,480	3,613	4,287	3,675	3,778	3,740	3,499	3,786
41	1,381	1,469	1,690	1,736	1,457	1,352	1,365	1,601	1,375	1,511	1,440	1,370	1,478
42	1,061	1,076	1,082	1,133	1,030	946	960	1,158	966	952	942	947	1,021
43	1,323	1,318	1,433	1,365	1,293	1,206	1,272	1,431	1,258	1,285	1,296	1,170	1,303
44	1,971	1,894	2,085	2,139	1,991	1,916	1,871	2,179	1,932	1,971	1,900	1,851	1,975
45	1,866	1,909	2,028	2,053	1,844	1,689	1,774	2,063	1,786	1,795	1,792	1,705	1,858
46	826	876	946	909	805	748	778	897	776	790	788	710	820
47	441	431	476	476	418	424	407	440	415	414	409	385	428
61	726	803	964	950	869	769	830	1,021	857	850	836	803	855
62	425	449	476	487	449	440	441	524	451	426	424	420	451
81	551	597	901	845	749	514	593	813	714	729	521	510	669
82	271	271	285	302	282	256	259	278	251	250	237	247	266
83	305	301	330	342	322	297	302	323	298	282	298	289	307
84	218	212	244	241	243	228	223	230	209	200	186	194	219
92	146	152	143	149	135	128	138	134	116	115	107	110	131
SYSTEM	17,416	18,025	19,915	19,842	18,037	16,442	17,092	18,878	17,377	17,724	17,193	16,359	17,850

WEEKDAYS PASSENGERS PER DAY					Comparison From Previous Year									
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR	% CHG
21	(472)	(1,261)	(229)	(377)	(444)	(293)	(359)	(172)	(322)	(190)	(79)	(145)	(315)	-12
22	(302)	(1,846)	41	(381)	(456)	(404)	(432)	22	(366)	(216)	(227)	(329)	(342)	-8
41	(510)	(949)	(284)	(69)	(234)	(122)	(236)	(120)	(318)	(169)	(92)	(150)	(229)	-13
42	(81)	(527)	(137)	(73)	(126)	(99)	(181)	(67)	(194)	(195)	(130)	(142)	(143)	-12
43	(220)	(677)	(174)	(220)	(159)	(157)	(213)	(70)	(163)	(124)	(76)	(179)	(176)	-12
44	(216)	(976)	(152)	(198)	(188)	(30)	(141)	28	(179)	(36)	(17)	(112)	(146)	-7
45	(269)	(968)	(116)	(124)	(256)	(207)	(225)	(148)	(293)	(277)	(264)	(246)	(244)	-12
46	(87)	(583)	(69)	(114)	(189)	(103)	(156)	(105)	(193)	(158)	(158)	(147)	(151)	-16
47	(51)	(179)	(37)	(58)	(70)	(11)	(107)	(80)	(85)	(89)	(88)	(92)	(74)	-15
61	(79)	(99)	128	171	98	90	86	218	121	113	152	133	103	14
62	(58)	(56)	(37)	(54)	(63)	(7)	(15)	33	2	(33)	(1)	(8)	(23)	-5
81	(167)	(341)	(96)	(96)	(79)	(66)	(41)	(38)	(55)	6	(34)	(26)	(79)	-11
82	(23)	36	23	20	4	10	(17)	4	(14)	(14)	(14)	(18)	0	0
83	61	(39)	69	80	24	36	25	0	(10)	(41)	(3)	(25)	15	5
84	(35)	(60)	(37)	(48)	(27)	4	(27)	(37)	(54)	(53)	(78)	(38)	(40)	-15
92	(54)	(10)	(48)	(40)	(40)	(14)	(8)	7	(27)	(40)	(41)	(40)	(28)	-18
SYSTEM	(2,557)	(8,534)	(1,155)	(1,582)	(2,207)	(1,376)	(2,045)	(1,670)	(2,150)	(1,514)	(1,150)	(1,563)	(1,965)	-10%

Routes 21, 22, 43, 44, 45 and 81 are the system's most productive routes, measured in passengers per hour. These routes perform at over 100% of the system average in passengers per hour. Routes 82 and 84 (excluding route 92) are the lowest performing, averaging 9 per hour (47% of the system average). Route 47 follows, averaging 58% of the system average.

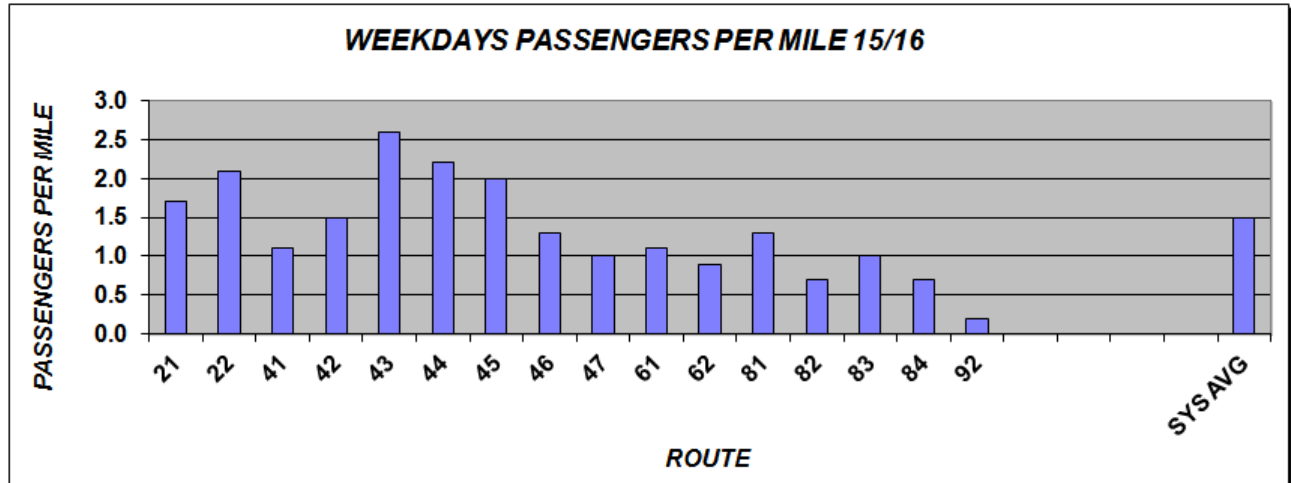
Route 43 was the highest in passengers per mile at 2.6 while route 92 was the lowest at 0.2. Excluding route 92 due to its long distance, routes 82 and 84 are lowest at 0.7 per mile. Route 83 was the only route that increased in productivity, gaining 1 passenger per hour while route 44 had the greatest decrease, losing 6 per hour. The addition of run time on this route in July 2015 resulted in an increase in vehicle hours.

The following graphs and tables show weekday productivity data for each route.



<i>WEEKDAYS PASSENGERS/HOUR</i>								<i>Golden Empire Transit District</i>							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	STANDARD	% OF AVG	YR TO DATE
21	19	22	24	23	21	18	20	23	20	21	20	19	19	111	21
22	24	24	26	26	24	22	23	27	23	24	24	22	19	126	24
41	15	16	19	19	16	15	15	18	15	17	16	15	15	89	17
42	18	18	18	19	17	16	16	19	16	16	16	16	15	89	17
43	23	23	25	23	22	21	22	25	22	22	22	20	15	116	22
44	23	22	24	25	23	22	22	25	22	23	22	21	15	121	23
45	25	25	27	27	24	22	24	27	24	24	24	23	15	132	25
46	14	14	16	15	13	12	13	15	13	13	13	12	15	74	14
47	12	11	12	12	11	11	11	12	11	11	11	10	15	58	11
61	15	16	19	19	17	15	16	20	17	17	16	16	11	89	17
62	13	13	14	14	13	13	13	15	13	13	12	12	11	68	13
81	21	23	35	33	29	20	23	31	27	28	20	20	19	137	26
82	10	9	10	10	10	9	9	10	9	9	8	9	11	47	9
83	12	12	13	13	13	12	12	13	12	11	12	11	11	63	12
84	9	9	10	10	10	9	9	9	8	8	8	8	11	47	9
92	8	8	7	8	7	7	7	7	6	6	6	6	11	37	7
SYS AVG	18	19	21	21	19	17	18	20	18	19	18	17			19

WEEKDAYS PASSENGERS PER HOUR						Comparison From Previous Year							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	(4)	(11)	(2)	(4)	(4)	(3)	(3)	(2)	(3)	(1)	(1)	(1)	(3)
22	(2)	(12)	0	(2)	(3)	(3)	(3)	0	(3)	(1)	(1)	(2)	(2)
41	(6)	(11)	(3)	(1)	(3)	(2)	(3)	(1)	(4)	(2)	(1)	(2)	(2)
42	(1)	(9)	(2)	(1)	(2)	(1)	(3)	(1)	(3)	(3)	(2)	(2)	(2)
43	(3)	(11)	(2)	(4)	(3)	(2)	(3)	(1)	(2)	(2)	(1)	(3)	(3)
44	(6)	(17)	(6)	(6)	(6)	(4)	(5)	(4)	(6)	(4)	(4)	(5)	(6)
45	(3)	(13)	(1)	(2)	(4)	(3)	(3)	(2)	(4)	(4)	(3)	(3)	(3)
46	(1)	(10)	(1)	(2)	(3)	(2)	(2)	(2)	(3)	(3)	(3)	(2)	(2)
47	1	(2)	1	(2)	(2)	0	(2)	(2)	(2)	(2)	(2)	(2)	(2)
61	(6)	(7)	(2)	(1)	(3)	(2)	(3)	(1)	(2)	(2)	(2)	(1)	(2)
62	(6)	(6)	(6)	(7)	(7)	(4)	(5)	(4)	(4)	(5)	(4)	(5)	(5)
81	(3)	(8)	2	(2)	(3)	(2)	(1)	(2)	(3)	0	(1)	(1)	(2)
82	(1)	0	0	(1)	(1)	(1)	(2)	(1)	(1)	(1)	(2)	(1)	(1)
83	3	(1)	3	3	1	2	1	0	0	(2)	0	(1)	1
84	(1)	(2)	(1)	(2)	(1)	0	(1)	(2)	(3)	(2)	(3)	(1)	(2)
92	(2)	0	(3)	(2)	(2)	0	(1)	0	(1)	(2)	(2)	(2)	(1)
SYS AVG	(4)	(10)	(2)	(2)	(3)	(3)	(3)	(2)	(3)	(2)	(2)	(3)	(3)



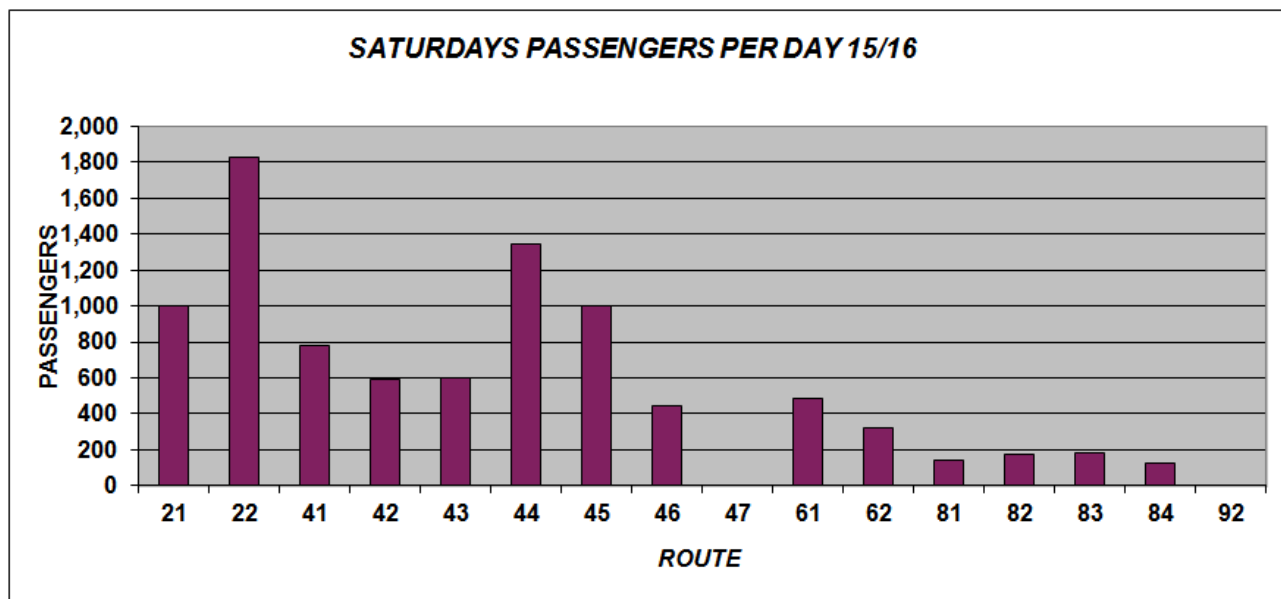
<i>WEEKDAYS PASSENGERS/MILE</i>										<i>Golden Empire Transit District</i>			
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	1.6	1.8	1.9	1.9	1.7	1.5	1.6	1.9	1.6	1.7	1.6	1.5	1.7
22	2.1	2.1	2.3	2.3	2.1	2.0	2.0	2.5	2.1	2.1	2.1	2.0	2.1
41	1.1	1.1	1.3	1.3	1.1	1.0	1.0	1.2	1.1	1.1	1.1	1.0	1.1
42	1.6	1.6	1.5	1.6	1.5	1.4	1.3	1.7	1.4	1.4	1.3	1.4	1.5
43	2.6	2.6	2.8	2.7	2.6	2.4	2.5	2.8	2.5	2.5	2.6	2.3	2.6
44	2.2	2.1	2.3	2.4	2.2	2.1	2.0	2.5	2.2	2.2	2.1	2.0	2.2
45	2.1	2.1	2.2	2.2	2.0	1.8	1.9	2.3	2.0	2.0	1.9	1.9	2.0
46	1.3	1.4	1.5	1.4	1.3	1.2	1.2	1.4	1.2	1.3	1.2	1.1	1.3
47	1.1	1.0	1.1	1.1	1.0	1.0	1.0	1.1	1.0	1.0	1.0	0.9	1.0
61	1.0	1.1	1.3	1.3	1.2	1.0	1.1	1.4	1.2	1.1	1.1	1.1	1.1
62	0.9	0.9	0.9	1.0	0.9	0.9	0.9	1.1	0.9	0.9	0.8	0.9	0.9
81	1.1	1.2	1.7	1.6	1.5	1.0	1.2	1.6	1.4	1.4	1.0	1.0	1.3
82	0.7	0.7	0.7	0.8	0.7	0.7	0.7	0.7	0.7	0.7	0.6	0.6	0.7
83	1.0	1.0	1.1	1.1	1.0	1.0	1.0	1.0	1.0	0.9	1.0	0.9	1.0
84	0.7	0.6	0.8	0.7	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.6	0.7
92	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
SYS AVG	1.5	1.5	1.7	1.6	1.5	1.4	1.4	1.6	1.4	1.5	1.4	1.4	1.5

<i>WEEKDAYS PASSENGERS PER MILE</i>					<i>Comparison From Previous Year</i>								
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	(0.3)	(0.8)	(0.2)	(0.2)	(0.3)	(0.1)	(0.2)	(0.1)	(0.2)	(0.1)	0.0	(0.1)	(0.2)
22	(0.2)	(1.1)	0.0	(0.2)	(0.3)	(0.2)	(0.3)	0.1	(0.2)	(0.1)	(0.1)	(0.1)	(0.2)
41	(0.2)	(0.6)	(0.1)	(0.1)	(0.2)	(0.1)	(0.2)	(0.1)	(0.2)	(0.2)	(0.1)	(0.2)	(0.2)
42	0.0	(0.7)	(0.3)	(0.1)	(0.2)	(0.1)	(0.3)	(0.1)	(0.3)	(0.2)	(0.2)	(0.2)	(0.2)
43	(0.4)	(1.3)	(0.4)	(0.4)	(0.3)	(0.3)	(0.4)	(0.2)	(0.3)	(0.3)	(0.1)	(0.4)	(0.3)
44	(0.2)	(1.1)	(0.2)	(0.2)	(0.2)	0.0	(0.2)	0.1	(0.1)	0.0	0.0	(0.2)	(0.1)
45	(0.3)	(1.1)	(0.2)	(0.2)	(0.4)	(0.3)	(0.3)	(0.1)	(0.3)	(0.3)	(0.4)	(0.2)	(0.3)
46	(0.2)	(1.0)	(0.2)	(0.2)	(0.3)	(0.1)	(0.3)	(0.2)	(0.3)	(0.2)	(0.3)	(0.2)	(0.2)
47	0.2	(0.2)	0.1	(0.1)	(0.1)	0.0	(0.2)	(0.1)	(0.2)	(0.2)	(0.2)	(0.2)	(0.1)
61	(0.3)	(0.3)	0.0	(0.1)	(0.2)	(0.2)	(0.2)	0.0	(0.1)	(0.2)	(0.1)	(0.1)	(0.2)
62	(0.4)	(0.4)	(0.5)	(0.4)	(0.5)	(0.3)	(0.3)	(0.2)	(0.3)	(0.3)	(0.3)	(0.2)	(0.4)
81	(0.1)	(0.4)	0.0	(0.2)	(0.1)	(0.1)	0.0	0.0	(0.1)	0.0	(0.1)	0.0	(0.1)
82	(0.1)	0.0	0.0	0.0	(0.1)	0.0	(0.1)	(0.1)	0.0	0.0	(0.1)	(0.1)	(0.1)
83	0.0	(0.4)	0.0	0.2	(0.1)	0.1	0.1	(0.1)	0.0	(0.2)	0.0	(0.1)	0.0
84	(0.1)	(0.2)	(0.1)	(0.2)	(0.1)	0.0	(0.1)	(0.1)	(0.2)	(0.2)	(0.2)	(0.1)	(0.1)
92	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SYS AVG	(0.2)	(0.7)	(0.1)	(0.2)	(0.2)	(0.1)	(0.2)	(0.2)	(0.3)	(0.1)	(0.2)	(0.1)	(0.2)

3.4.0 SATURDAY RIDERSHIP

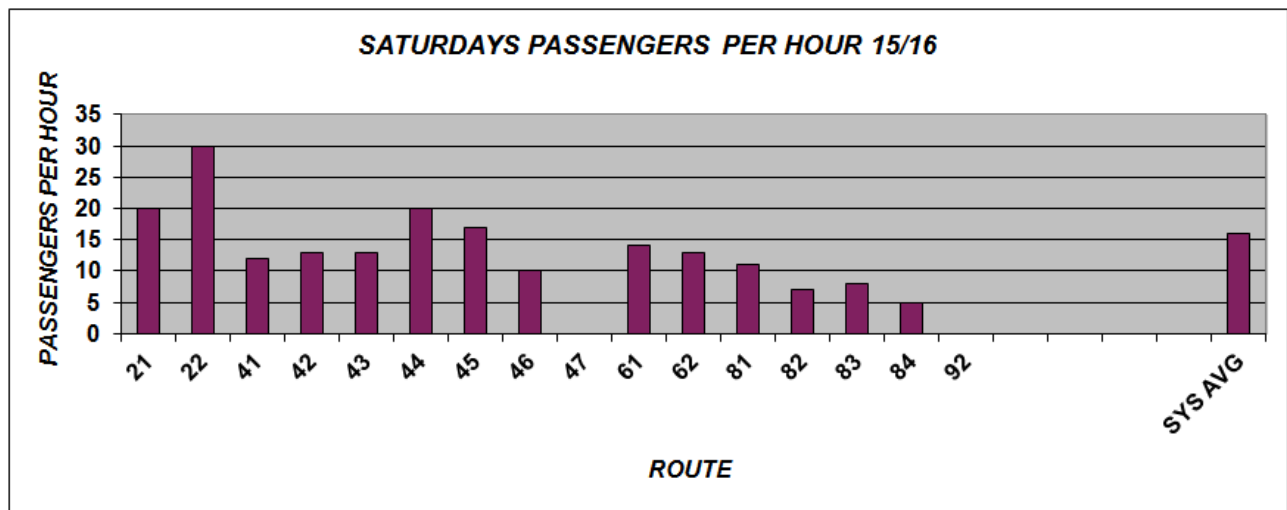
Route 22 ranks highest in Saturday ridership, averaging 1,829 per day. Route 44 follows at 1,346 per day. These two routes carry one-third of all Saturday ridership. Both routes serve Valley Plaza. Routes 81 and 84 are lowest. Routes 21, 22 and 44 have the highest productivity (20 and 30 per hr.) while routes 82 and 84 are lowest (7 and 5 per hr.). Route 22 performs at 188% of the system average. Route 22 is also the highest in passengers per mile (2.5) while route 84 is the lowest at 0.4. Route 61 was the only route to show a slight increase in passengers per hour (1).

The following graphs and tables show Saturday ridership data for each route.



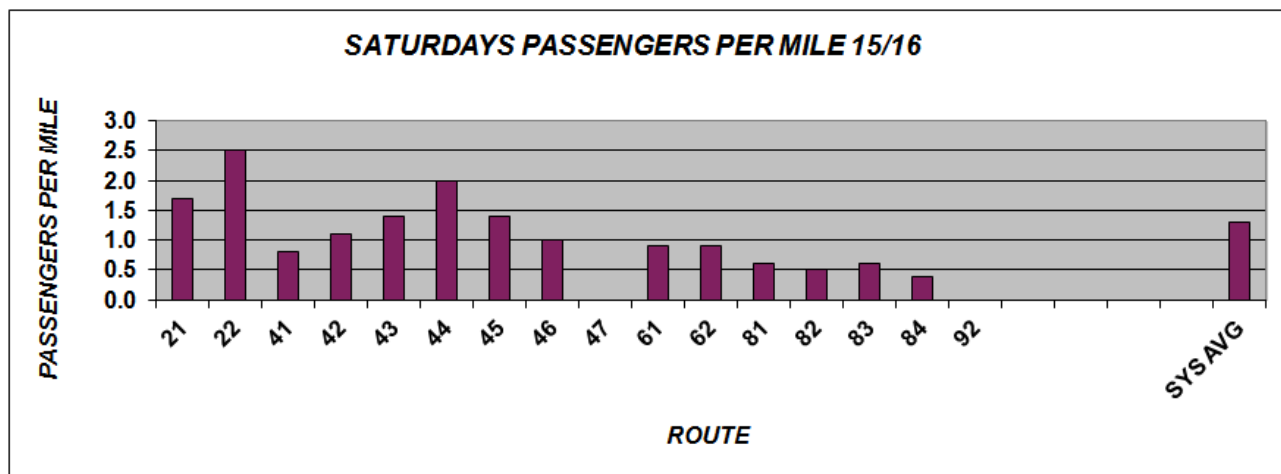
<i>SATURDAYS PASSENGERS PER DAY</i>						<i>Golden Empire Transit District</i>							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	877	1,062	1,049	1,171	1,013	1,011	886	1,110	1,005	1,036	920	860	1,000
22	1,730	1,922	1,819	2,061	1,884	1,781	1,700	2,012	1,859	1,900	1,528	1,790	1,829
41	733	859	790	923	833	801	710	773	768	814	687	691	782
42	590	640	579	710	561	550	567	644	576	566	512	592	591
43	622	654	663	665	618	572	517	620	604	571	506	583	598
44	1,258	1,450	1,289	1,508	1,377	1,345	1,251	1,460	1,330	1,394	1,250	1,251	1,346
45	936	1,079	1,033	1,199	1,030	946	920	1,113	975	978	841	917	997
46	451	493	450	528	451	407	407	487	413	439	367	419	442
47	0	0	0	0	0	0	0	0	0	0	0	0	0
61	441	496	496	540	502	455	463	502	486	527	457	487	488
62	304	301	326	370	356	411	290	328	302	292	258	284	317
81	132	155	173	171	137	132	117	149	130	147	81	124	137
82	186	199	190	190	160	157	158	169	174	174	137	154	170
83	186	195	191	197	184	180	189	185	179	184	138	156	180
84	125	131	105	150	129	106	114	144	141	130	87	112	123
92	0	0	0	0	0	0	0	0	0	0	0	0	0
SYSTEM	8,413	9,633	9,020	10,382	9,232	8,853	8,194	9,696	8,941	9,152	7,769	8,419	8,966

SATURDAYS PASSENGERS PER DAY						Comparison From Previous Year								
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR	% CHG
21	(157)	(891)	(3)	138	(23)	113	(203)	(3)	(79)	(41)	2	(16)	(52)	-5
22	29	(1,133)	47	(76)	53	23	(150)	91	(51)	(6)	(308)	(8)	(70)	-4
41	(194)	(607)	(156)	(30)	17	(45)	(140)	(186)	(133)	(17)	(187)	(131)	(119)	-13
42	17	(566)	(43)	(131)	(112)	(98)	(127)	(53)	(137)	(169)	(215)	(85)	(120)	-17
43	(22)	(353)	48	(63)	21	(30)	(154)	(44)	(28)	(81)	(127)	(31)	(55)	-8
44	142	(535)	(95)	(72)	(42)	84	3	44	(42)	(9)	31	(88)	(18)	-1
45	(1)	(891)	(11)	(69)	30	(57)	(150)	(66)	(176)	(185)	(185)	(74)	(108)	-10
46	59	(191)	(73)	(12)	(17)	(40)	(67)	(95)	(140)	(71)	(112)	(100)	(62)	-12
61	(40)	(308)	(24)	7	60	65	(36)	12	12	59	(4)	68	6	1
62	0	(127)	(16)	29	(16)	66	(58)	(54)	(29)	(44)	(113)	(29)	(33)	-9
81	(155)	(137)	(110)	(109)	(50)	(56)	(42)	(64)	(53)	(16)	(69)	3	(62)	-31
82	22	(49)	(7)	31	(11)	(23)	(28)	(6)	0	2	(34)	(21)	(9)	-5
83	21	(186)	6	5	(8)	(29)	16	(9)	(25)	(21)	(56)	(26)	(19)	-10
84	(8)	(78)	(45)	(6)	(20)	(40)	(19)	(1)	(2)	9	(61)	(13)	(21)	-15
92														
SYSTEM	(345)	(6,337)	(633)	(414)	(3)	75	(1,141)	(430)	(884)	(587)	(1,326)	(550)	(735)	-8%



<i>SATURDAYS PASSENGERS/HOUR</i>													<i>Golden Empire Transit District</i>		
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	STANDARD	% OF AVG	YR TO DATE
21	19	21	22	23	20	20	19	22	20	21	19	17	16	125	20
22	29	31	31	34	31	29	29	33	30	31	26	29	16	188	30
41	13	13	13	14	12	12	12	12	11	12	11	10	13	75	12
42	14	14	14	15	12	12	13	14	12	12	12	13	13	81	13
43	15	14	16	14	13	12	12	13	13	12	12	12	13	81	13
44	22	21	20	22	20	19	20	21	19	20	20	18	13	125	20
45	18	18	19	20	17	16	17	19	16	17	15	16	13	106	17
46	11	11	11	12	10	9	10	11	9	10	9	9	13	63	10
47															
61	12	14	14	15	14	13	13	14	14	15	13	14	10	88	14
62	13	13	14	15	15	17	12	14	13	12	11	12	10	81	13
81	11	13	14	14	11	11	10	12	11	12	7	10	16	69	11
82	8	8	8	8	7	7	7	7	7	7	6	6	10	44	7
83	8	8	8	8	8	8	8	8	7	8	6	7	10	50	8
84	5	5	4	6	5	4	5	6	6	5	4	5	10	31	5
92															
SYS AVG	16	16	17	18	16	15	15	16	15	15	14	14			16

<i>SATURDAYS PASSENGERS PER HOUR</i>													<i>Comparison From Previous Year</i>		
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE		
21	(9)	(32)	(7)	(5)	(8)	(5)	(11)	(8)	(9)	(8)	(6)	(7)	(9)		
22	(6)	(32)	(6)	(6)	(3)	(2)	(4)	(1)	(4)	(3)	(7)	(3)	(5)		
41	(4)	(9)	(3)	0	(1)	(1)	(1)	(2)	(2)	0	(2)	(2)	(2)		
42	(1)	(12)	(1)	(3)	(4)	(2)	(2)	(1)	(3)	(4)	(3)	(1)	(3)		
43	(1)	(7)	1	(1)	(1)	(1)	(2)	(1)	0	(2)	(1)	(1)	(1)		
44	0	(14)	(6)	(6)	(7)	(3)	(2)	(4)	(5)	(5)	(1)	(5)	(4)		
45	0	(15)	0	(1)	(1)	(1)	(1)	(1)	(3)	(3)	(2)	(1)	(2)		
46	1	(4)	(2)	0	(1)	(1)	0	(2)	(3)	(1)	(1)	(2)	(1)		
47															
61	(1)	(8)	0	0	2	2	(1)	0	1	2	0	2	1		
62	0	(5)	0	1	(1)	3	(3)	(2)	(1)	(2)	(4)	(1)	(2)		
81	(1)	1	2	(5)	(5)	(5)	(3)	(6)	(4)	(2)	(6)	0	(3)		
82	1	(2)	0	1	0	(1)	(1)	0	0	0	(1)	(1)	0		
83	1	(8)	0	0	0	(1)	1	0	(2)	(1)	(2)	(1)	0		
84	(1)	(4)	(2)	(1)	(1)	(2)	(1)	0	0	0	(2)	0	(1)		
92															
SYS AVG	(1)	(11)	(1)	(1)	(2)	(2)	(3)	(2)	(3)	(2)	(4)	(2)	(2)		



SATURDAYS PASSENGERS/MILE							Golden Empire Transit District						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	1.5	1.8	1.8	1.9	1.7	1.7	1.5	1.8	1.7	1.7	1.5	1.4	1.7
22	2.4	2.6	2.5	2.8	2.6	2.4	2.3	2.9	2.6	2.6	2.1	2.4	2.5
41	0.9	0.9	0.9	0.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.8
42	1.4	1.2	1.2	1.3	1.0	1.0	1.1	1.2	1.1	1.0	1.0	1.1	1.1
43	1.7	1.6	1.7	1.5	1.4	1.3	1.3	1.4	1.4	1.3	1.3	1.3	1.4
44	2.0	2.1	2.0	2.1	1.9	1.9	1.9	2.1	1.9	2.0	1.9	1.8	2.0
45	1.4	1.5	1.6	1.7	1.4	1.3	1.4	1.6	1.4	1.4	1.3	1.3	1.4
46	1.2	1.0	1.0	1.1	0.9	0.9	0.9	1.0	0.9	0.9	0.9	0.9	1.0
47													
61	0.8	0.9	0.9	1.0	1.0	0.9	0.9	1.0	1.0	1.0	0.9	0.9	0.9
62	0.9	0.9	0.9	1.1	1.0	1.2	0.8	0.9	0.9	0.8	0.7	0.8	0.9
81	0.6	0.6	0.7	0.7	0.6	0.6	0.5	0.6	0.6	0.6	0.4	0.5	0.6
82	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
83	0.6	0.7	0.7	0.7	0.6	0.6	0.6	0.6	0.7	0.6	0.6	0.5	0.6
84	0.4	0.4	0.3	0.5	0.4	0.3	0.4	0.4	0.5	0.4	0.3	0.3	0.4
92													
SYS AVG	1.3	1.3	1.4	1.4	1.3	1.2	1.2	1.3	1.2	1.3	1.1	1.2	1.3

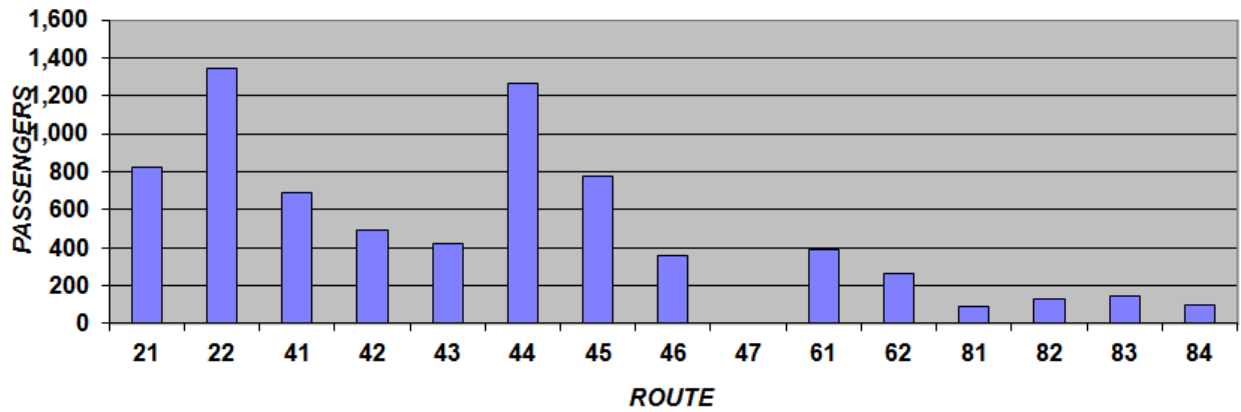
SATURDAYS PASSENGERS PER MILE					Comparison From Previous Year								
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	(0.3)	(1.5)	0.0	0.2	0.0	0.2	(0.3)	(0.1)	(0.1)	(0.1)	0.0	(0.1)	(0.1)
22	0.1	(1.6)	0.1	0.2	0.4	0.3	0.1	0.6	0.3	0.3	(0.1)	0.3	0.2
41	(0.2)	(0.5)	(0.1)	0.0	(0.1)	(0.1)	(0.1)	(0.2)	(0.1)	0.0	(0.1)	(0.1)	(0.1)
42	0.1	(1.0)	(0.1)	(0.2)	(0.3)	(0.2)	(0.2)	(0.1)	(0.2)	(0.3)	(0.3)	(0.1)	(0.2)
43	(0.2)	(0.9)	0.0	(0.2)	(0.1)	0.0	(0.2)	(0.1)	0.0	(0.2)	(0.1)	(0.1)	(0.1)
44	0.2	(0.7)	(0.2)	(0.2)	(0.3)	0.1	0.1	0.1	(0.1)	0.0	0.2	(0.1)	0.0
45	(0.1)	(1.3)	0.0	(0.1)	(0.1)	(0.1)	(0.1)	0.0	(0.2)	(0.2)	(0.1)	(0.1)	(0.2)
46	0.2	(0.5)	(0.3)	0.0	(0.2)	0.0	(0.1)	(0.2)	(0.2)	(0.2)	(0.1)	(0.2)	(0.1)
47													
61	0.0	(0.5)	0.0	0.0	0.2	0.2	(0.1)	0.1	0.1	0.1	0.0	0.1	0.0
62	0.0	(0.3)	(0.1)	0.1	(0.1)	0.2	(0.2)	(0.2)	(0.1)	(0.2)	(0.4)	(0.1)	(0.1)
81	0.0	0.0	0.1	(0.2)	(0.2)	(0.2)	(0.2)	(0.3)	(0.2)	(0.1)	(0.2)	0.0	(0.1)
82	0.1	(0.2)	0.0	0.1	0.0	(0.1)	(0.1)	0.0	0.0	0.0	0.0	0.0	0.0
83	(0.1)	(1.0)	(0.1)	(0.1)	(0.1)	(0.2)	0.0	(0.1)	0.0	(0.1)	(0.1)	(0.1)	(0.1)
84	0.0	(0.3)	(0.2)	0.0	(0.1)	(0.2)	0.0	(0.1)	0.1	0.0	(0.2)	(0.1)	(0.1)
92													
SYS AVG	0.0	(0.7)	0.0	0.0	(0.1)	(0.1)	(0.2)	(0.1)	(0.1)	0.0	(0.2)	0.0	(0.1)

3.5.0 SUNDAY RIDERSHIP

Route 22 carries the most passengers (1,341) and is closely followed by route 44 (1,262). These two routes carry over one-third of total Sunday ridership. Routes 21, 22 and 44 rank highest in passengers per hour (17, 22 and 18) and routes 22 and 44 are highest in passengers per mile (1.8). Routes 81 and 84 have the lowest boardings (88 and 95). Route 84 is the lowest performer, averaging 33% of the system average. All routes experienced decreases in boardings per day.

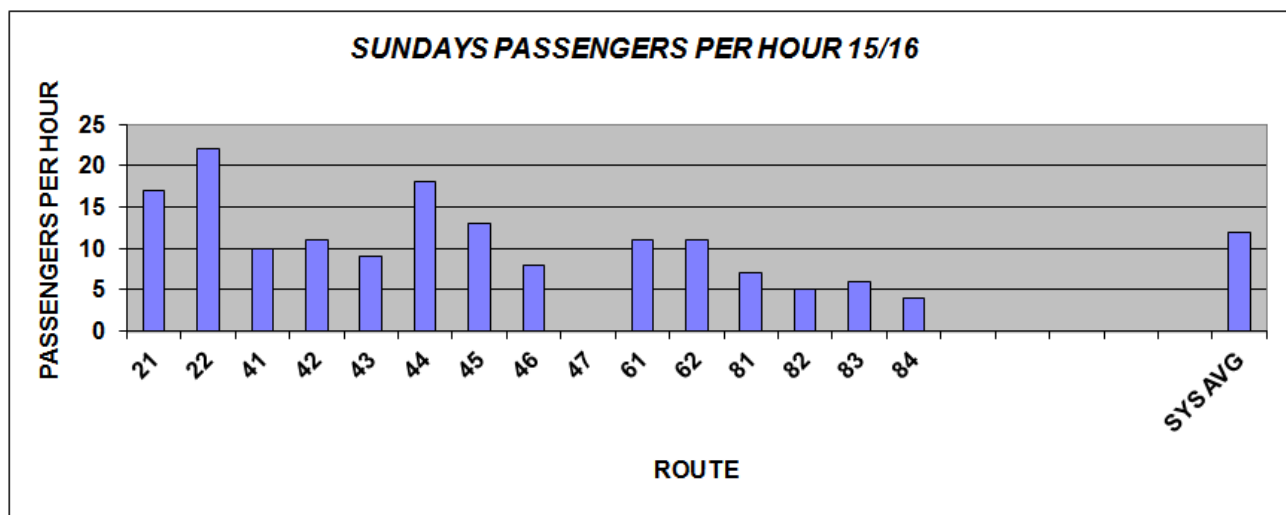
The following graphs and tables show Sunday ridership data for each route.

SUNDAYS PASSENGERS PER DAY 15/16



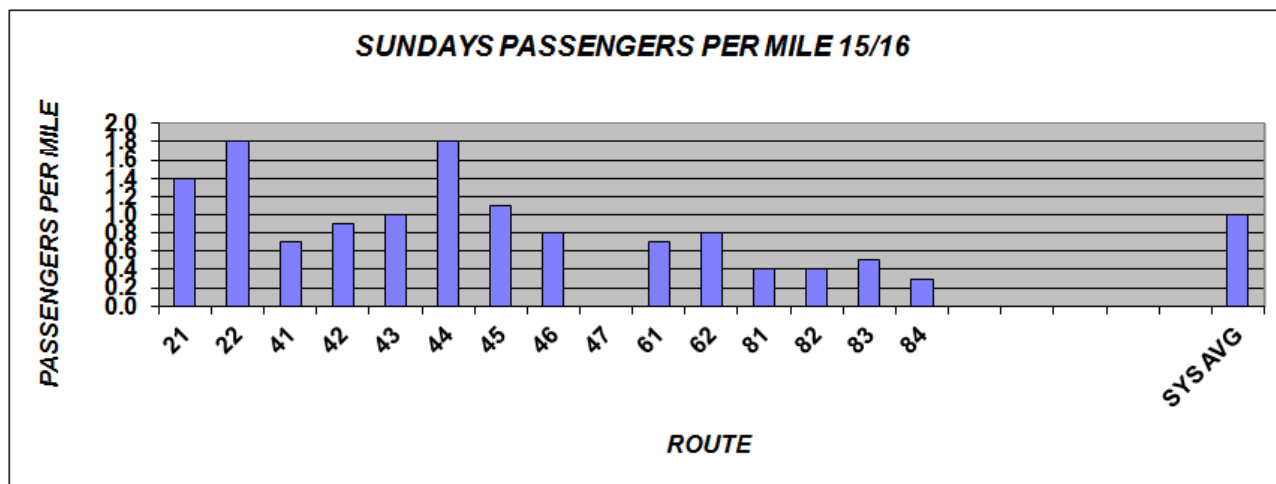
<i>SUNDAYS PASSENGERS PER DAY</i>						<i>Golden Empire Transit District</i>							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	812	921	842	845	799	745	726	952	784	845	836	759	822
22	1,341	1,391	1,414	1,440	1,326	1,341	1,275	1,336	1,292	1,347	1,342	1,252	1,341
41	745	775	723	737	660	684	641	727	616	627	686	604	686
42	501	555	501	526	500	480	454	490	449	479	484	482	492
43	444	479	453	472	435	406	380	422	343	412	390	382	418
44	1,281	1,375	1,273	1,334	1,285	1,219	1,179	1,367	1,135	1,224	1,272	1,192	1,262
45	813	894	840	858	834	711	698	823	691	708	706	686	773
46	403	408	343	374	352	350	325	371	364	323	328	328	355
47	0	0	0	0	0	0	0	0	0	0	0	0	0
61	367	427	396	404	390	372	335	399	365	403	395	373	386
62	290	298	289	270	250	266	260	291	243	253	241	230	265
81	90	111	93	86	89	84	79	87	87	85	81	80	88
82	132	142	139	145	129	123	101	115	137	126	111	120	126
83	156	153	150	155	135	140	129	150	183	138	132	141	145
84	88	93	104	113	100	97	86	98	87	98	94	81	95
92	0	0	0	0	0	0	0	0	0	0	0	0	0
SYSTEM	7,462	8,021	7,559	7,757	7,283	7,016	6,668	7,627	6,650	7,065	7,097	6,709	7,245

<i>SUNDAYS PASSENGERS PER DAY</i>							<i>Comparison From Previous Year</i>							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR	% CHG
21	14	(649)	(46)	(110)	(152)	(81)	(121)	(15)	(122)	(37)	(35)	4	-90	-10
22	115	(982)	31	(46)	(175)	(112)	(38)	(293)	(143)	15	(108)	(116)	-127	-9
41	(167)	(643)	(110)	(12)	(164)	(103)	(28)	(80)	(144)	(72)	(91)	(117)	-112	-14
42	(61)	(478)	(50)	(102)	(72)	(82)	(34)	(130)	(91)	5	(47)	(45)	-78	-14
43	(22)	(349)	18	43	(47)	(54)	(60)	(58)	(92)	51	(64)	(11)	-38	-8
44	(46)	(818)	(83)	(217)	(218)	(56)	(51)	(72)	(273)	(53)	(55)	(58)	-137	-10
45	(12)	(752)	(133)	(32)	(66)	(126)	(111)	(105)	(161)	(71)	(115)	(92)	-116	-13
46	14	(160)	(82)	(77)	(134)	(66)	(58)	(96)	(61)	(74)	(89)	(42)	-75	-17
61	(20)	(164)	(22)	2	(17)	(34)	(18)	(19)	(36)	24	1	4	-17	-4
62	33	62	(8)	(53)	(65)	(43)	20	1	8	(18)	(11)	(31)	-11	-4
81	(109)	(84)	(86)	(35)	5	(27)	(15)	(49)	(3)	(2)	(17)	(14)	-28	-24
82	7	(55)	(28)	2	(13)	(23)	(36)	(8)	10	(2)	(17)	2	-12	-9
83	22	(69)	18	40	(18)	(4)	(5)	3	37	(22)	(34)	(22)	-4	-3
84	(27)	(25)	(20)	(5)	(29)	(31)	(11)	(24)	(27)	(4)	(10)	(24)	-20	-17
92														
SYSTEM	(417)	(5,436)	(779)	(604)	(1,167)	(841)	(565)	(945)	(1,225)	(142)	(693)	(561)	-895	-11%



<i>SUNDAYS PASSENGERS/HOUR</i>													<i>Golden Empire Transit District</i>		
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	STANDARD	% OF AVG	YR TO DATE
21	16	18	17	17	16	15	15	19	17	17	17	15	12	142	17
22	22	23	23	24	22	22	21	22	22	22	22	20	12	183	22
41	11	12	11	11	10	10	10	11	11	9	10	9	10	83	10
42	11	12	11	11	11	10	10	10	11	10	10	10	10	92	11
43	9	10	10	10	9	9	8	9	8	9	8	8	10	75	9
44	18	20	18	19	18	17	17	20	19	17	18	17	10	150	18
45	14	15	14	15	14	12	12	14	13	12	12	12	10	108	13
46	9	9	8	8	8	8	7	8	9	7	7	7	10	67	8
47															
61	10	12	11	11	11	10	9	11	10	11	11	10	7	92	11
62	12	12	12	11	10	11	11	12	10	11	10	10	7	92	11
81	8	9	8	7	7	7	7	7	7	7	7	7	12	58	7
82	6	6	6	6	5	5	4	5	6	5	5	5	7	42	5
83	6	6	6	6	6	6	5	6	8	6	6	6	7	50	6
84	4	4	4	5	4	4	4	4	4	4	4	3	7	33	4
92															
SYS AVG	13	14	13	13	12	12	11	13	13	12	12	11			12

<i>SUNDAYS PASSENGERS PER HOUR</i>													<i>Comparison From Previous Year</i>		
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE		
21	(6)	(25)	(7)	(9)	(10)	(8)	(8)	(7)	(8)	(7)	(7)	(6)	(8)		
22	(3)	(26)	(6)	(3)	(5)	(4)	(3)	(7)	(4)	(2)	(4)	(4)	(5)		
41	(3)	(9)	(1)	0	(2)	(2)	0	(1)	0	(1)	(2)	(2)	(2)		
42	(1)	(10)	(1)	(2)	(1)	(2)	0	(3)	0	0	(1)	(1)	(1)		
43	(1)	(8)	1	1	(1)	(1)	(1)	(1)	(1)	1	(2)	0	(1)		
44	(5)	(18)	(6)	(8)	(8)	(5)	(4)	(5)	(6)	(5)	(5)	(5)	(6)		
45	0	(13)	(2)	0	(1)	(2)	(2)	(2)	(1)	(1)	(2)	(1)	(2)		
46	0	(3)	(1)	(2)	(3)	(1)	(1)	(2)	0	(2)	(2)	(1)	(1)		
47															
61	(1)	(4)	(1)	0	0	(1)	(1)	(1)	(1)	0	0	0	0		
62	1	2	0	(3)	(3)	(2)	1	0	0	0	(1)	(1)	(1)		
81	0	1	1	(3)	0	(2)	(1)	(4)	(1)	0	(1)	(1)	(1)		
82	1	(2)	(1)	0	(1)	(1)	(2)	0	1	0	0	0	(1)		
83	0	(3)	0	1	0	0	(1)	0	2	(1)	(1)	(1)	0		
84	(1)	(1)	(1)	0	(1)	(1)	0	(1)	(1)	0	0	(1)	(1)		
92															
SYS AVG	0	(8)	(1)	(2)	(3)	(2)	(2)	(2)	(1)	(2)	(2)	(2)	(3)		

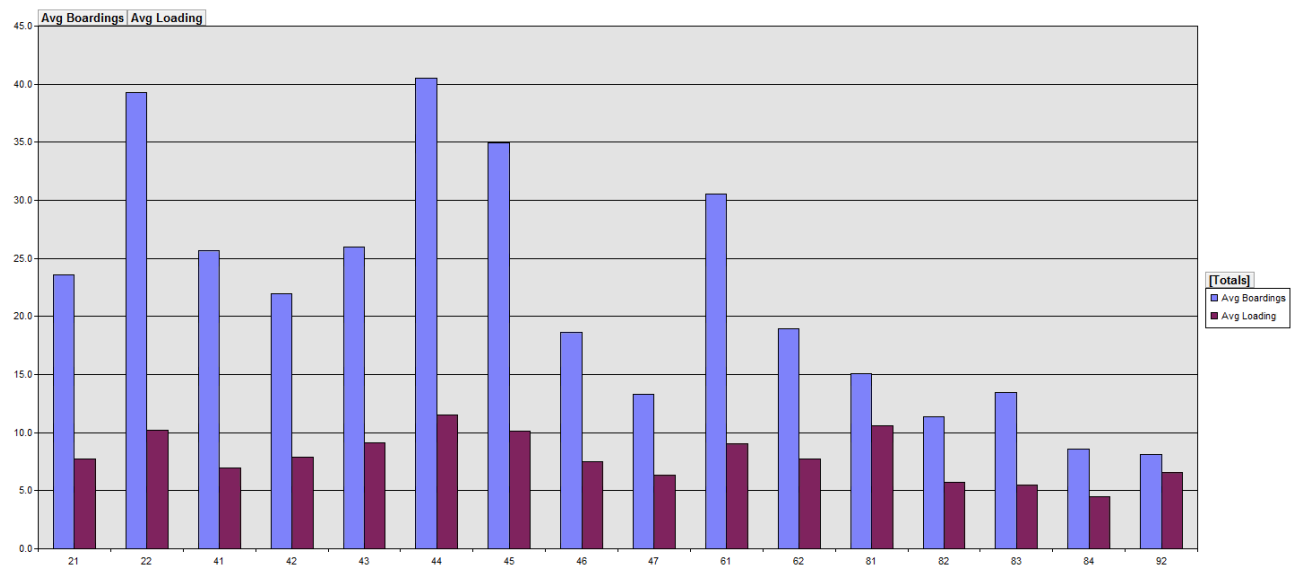


SUNDAYS PASSENGERS/MILE					Golden Empire Transit District								
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	1.5	1.5	1.4	1.4	1.3	1.2	1.2	1.6	1.3	1.4	1.4	1.3	1.4
22	1.8	2.0	1.9	2.0	1.8	1.8	1.7	1.8	1.8	1.8	1.8	1.7	1.8
41	0.8	0.8	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.6	0.7	0.6	0.7
42	1.0	1.0	1.0	1.0	0.9	0.9	0.8	0.9	0.9	0.9	0.9	0.9	0.9
43	1.1	1.2	1.1	1.2	1.1	1.0	0.9	1.0	1.0	1.0	1.0	0.9	1.0
44	1.8	1.9	1.8	1.9	1.8	1.7	1.7	2.0	1.8	1.7	1.8	1.7	1.8
45	1.3	1.2	1.2	1.2	1.2	1.0	1.0	1.1	1.1	1.0	1.0	1.0	1.1
46	0.9	0.9	0.7	0.8	0.7	0.7	0.7	0.8	0.9	0.7	0.7	0.7	0.8
47													
61	0.7	0.8	0.8	0.8	0.7	0.7	0.6	0.8	0.7	0.8	0.7	0.7	0.7
62	0.8	0.9	0.8	0.8	0.7	0.8	0.7	0.8	0.7	0.7	0.7	0.7	0.8
81	0.4	0.5	0.4	0.4	0.4	0.4	0.3	0.4	0.4	0.4	0.3	0.3	0.4
82	0.4	0.5	0.4	0.4	0.4	0.4	0.3	0.4	0.4	0.4	0.3	0.4	0.4
83	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.7	0.5	0.5	0.5	0.5
84	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
92													
SYS AVG	1.0	1.1	1.0	1.1	1.0	1.0	0.9	1.1	1.0	1.0	1.1	0.9	1.0

<i>SUNDAYS PASSENGERS PER MILE</i>						<i>Comparison From Previous Year</i>							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	0.1	(1.2)	(0.1)	(0.2)	(0.3)	(0.2)	(0.2)	0.0	(0.2)	(0.1)	(0.1)	0.0	(0.1)
22	0.1	(1.3)	0.0	0.2	0.0	0.1	0.1	(0.1)	0.1	0.2	0.1	0.1	0.0
41	(0.1)	(0.5)	(0.1)	(0.1)	(0.1)	(0.1)	0.0	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)
42	0.0	(0.9)	0.0	(0.2)	(0.1)	(0.1)	(0.1)	(0.2)	(0.1)	0.0	(0.1)	(0.1)	(0.1)
43	0.0	(0.8)	0.0	0.2	(0.1)	(0.1)	(0.2)	(0.2)	(0.1)	0.1	(0.1)	(0.1)	(0.1)
44	(0.1)	(1.2)	(0.1)	(0.3)	(0.4)	(0.1)	(0.1)	(0.1)	(0.2)	(0.1)	(0.1)	(0.1)	(0.2)
45	0.1	(1.2)	(0.2)	(0.1)	(0.1)	(0.2)	(0.2)	(0.2)	(0.1)	(0.1)	(0.1)	(0.1)	(0.2)
46	0.1	(0.3)	(0.2)	(0.1)	(0.3)	(0.2)	(0.1)	(0.2)	0.0	(0.1)	(0.2)	(0.1)	(0.1)
47													
61	0.0	(0.2)	0.1	0.0	(0.1)	(0.1)	(0.1)	0.0	(0.1)	0.1	(0.1)	0.0	(0.1)
62	0.1	0.2	(0.1)	(0.1)	(0.2)	(0.1)	0.0	0.0	0.0	(0.1)	0.0	(0.1)	0.0
81	0.0	0.1	0.0	(0.1)	0.0	(0.1)	(0.1)	(0.2)	0.0	0.0	(0.1)	(0.1)	0.0
82	0.0	(0.1)	(0.1)	0.0	0.0	0.0	(0.1)	0.0	0.0	0.0	(0.1)	0.0	0.0
83	(0.1)	(0.5)	(0.1)	0.1	(0.1)	0.0	(0.1)	0.0	0.2	(0.1)	(0.1)	(0.1)	(0.1)
84	(0.1)	(0.1)	(0.1)	0.0	(0.1)	(0.1)	0.0	(0.1)	(0.1)	0.0	0.0	0.0	(0.1)
92													
SYS AVG	0.0	(0.6)	(0.1)	0.0	(0.2)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	0.0	(0.1)	(0.1)

3.6.0 AVERAGE BOARDINGS AND LOADING BY ROUTE

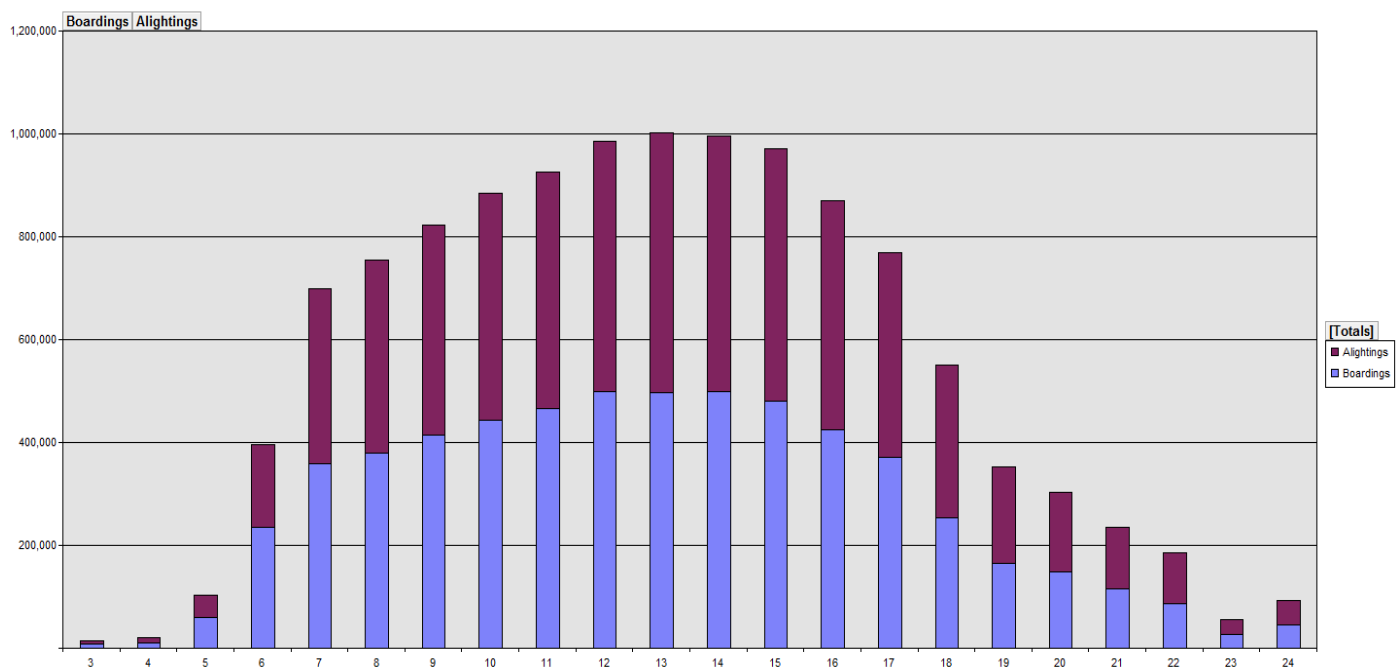
The following graph shows average boardings and loading on a trip by route for July 2015 through June 2016. The highest boardings per trip occur on routes 22, 44, and 45. The highest loading per trip occurs on routes 22, 44, 45, and 81. Routes 47, 82, 83, and 84 have the lowest boardings and loadings per trip.



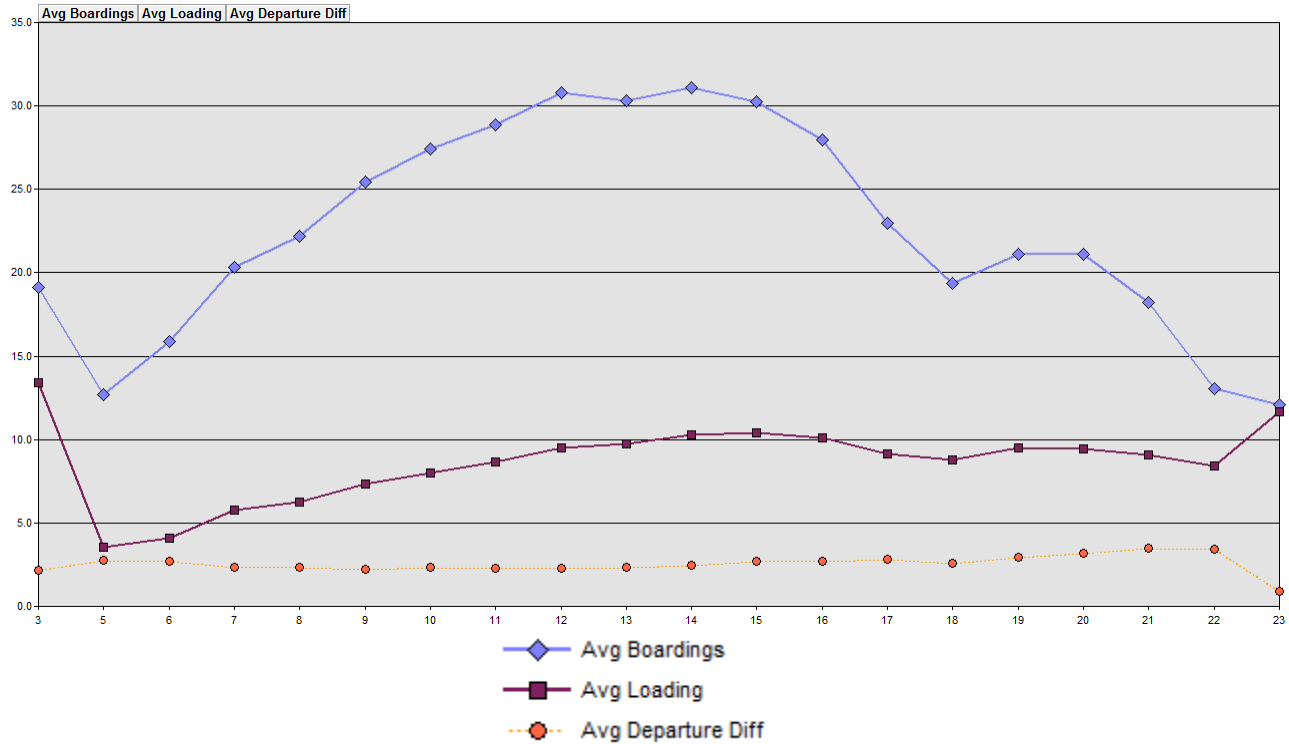
AVERAGE LOAD PER TRIP	
Route	Avg Load
21	7.7
22	10.2
41	6.9
42	7.9
43	9.1
44	11.5
45	10.1
46	7.5
47	6.4
61	9
62	7.7
81	10.6
82	5.8
83	5.5
84	4.5
92	6.5
Grand Total	8.4

3.7.0 RIDERSHIP BY TIME OF DAY

Weekday boardings are highest during the midday between 11AM and 4PM. Ridership experiences a gradual hourly decrease after 4PM. On Saturdays midday is highest. On Sundays, the highest boardings occur in early afternoon (see following graphs).



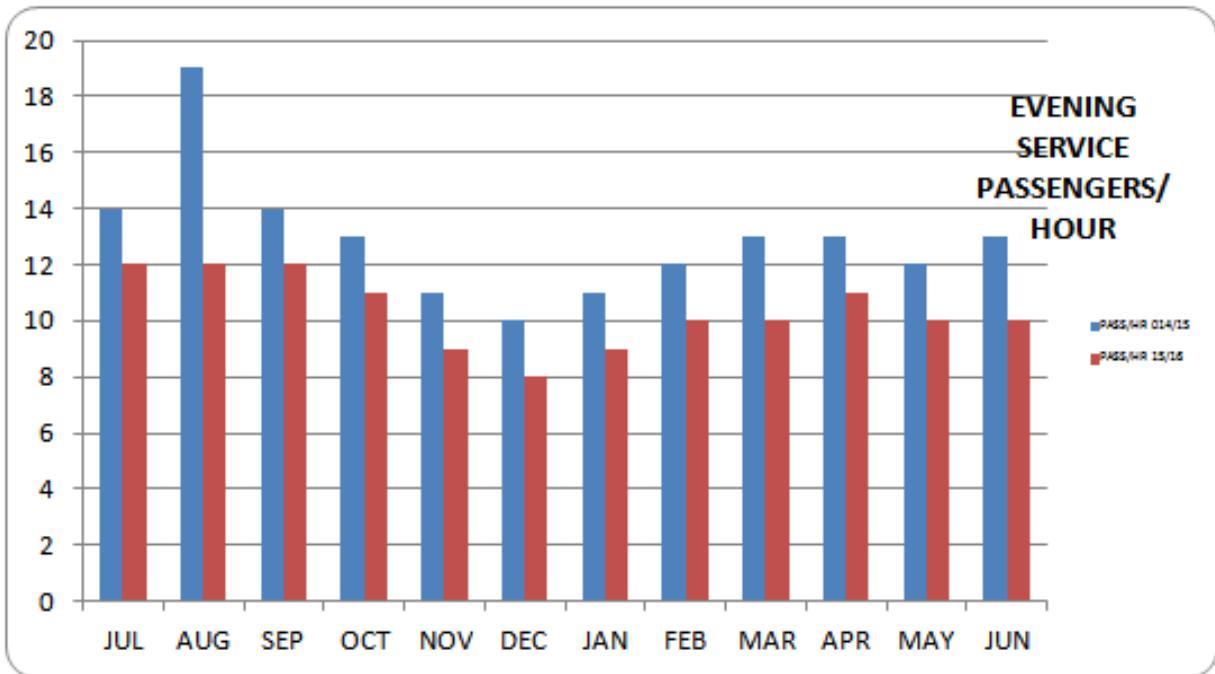
Average boardings & loading by hour



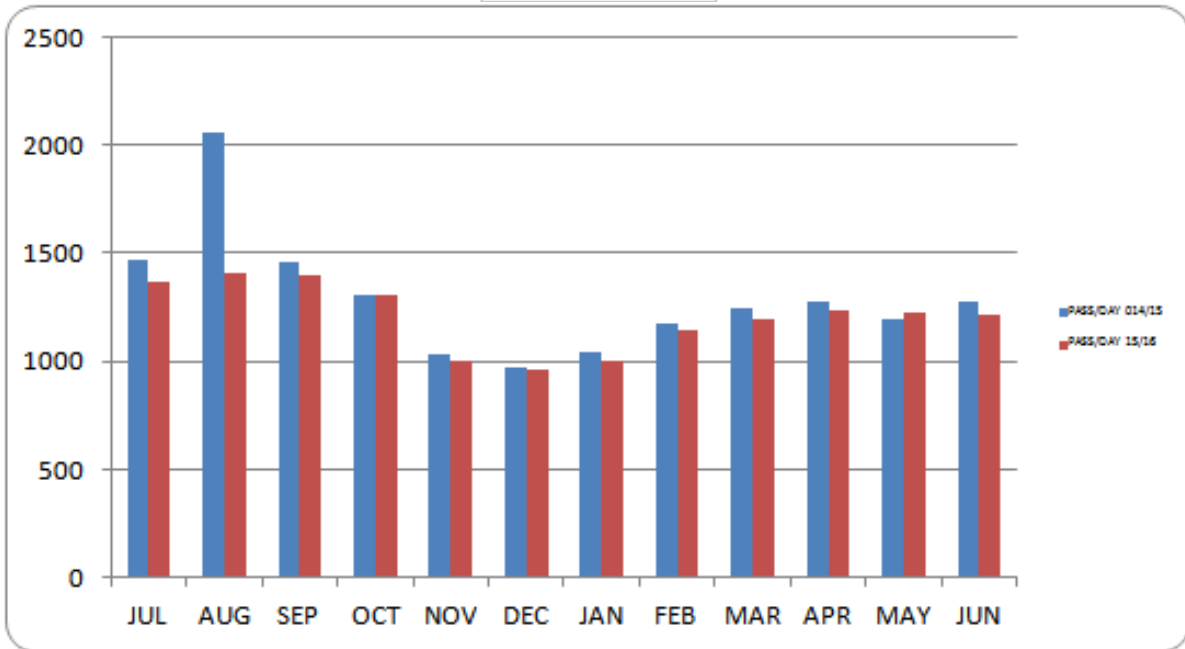
3.8.0 EVENING RIDERSHIP

Evening boardings averaged 1,207 compared to 1,243 in the previous year. Ridership was lowest during the cooler months. The highest was in August when 1,407 boarded per evening. Route 22 carries the most riders per evening (301), followed by routes 44 and 21 (171 and 151). Route 82 averaged the lowest at only 12 per evening. Evening service was initiated on routes 61, 62 and 82 in July 2015. Route 92 has limited evening service. Routes 22, 44 performed best in evening productivity (17 and 14 per hour). Route 82 was lowest at 4 per hour. The systemwide average decreased from 13 to 10 per hour. Route 22 improved significantly in productivity, increasing by 4 per hour. The following graphs and tables show detailed evening data by route & month.

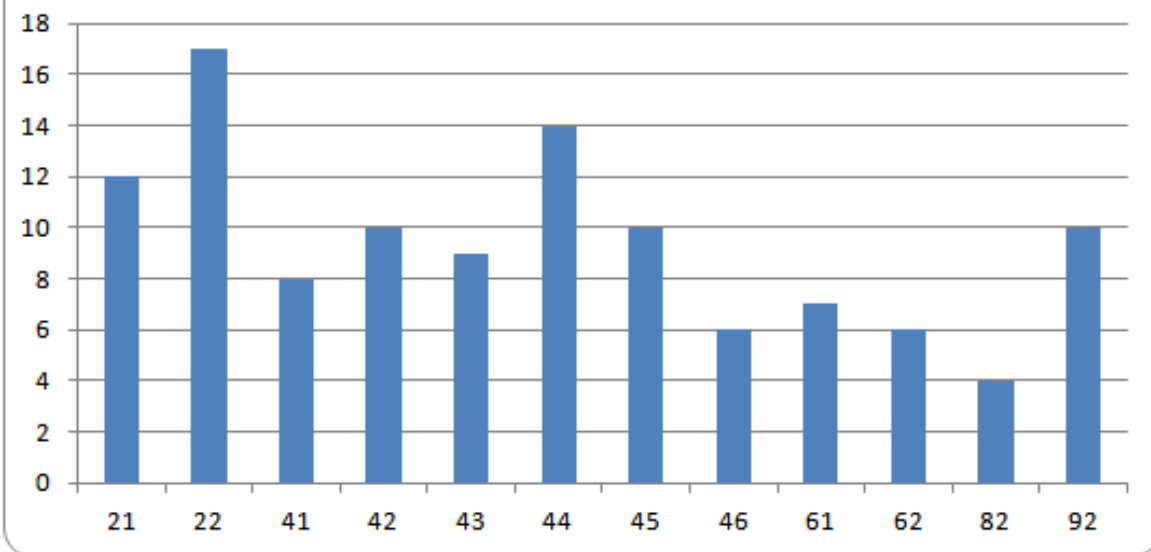


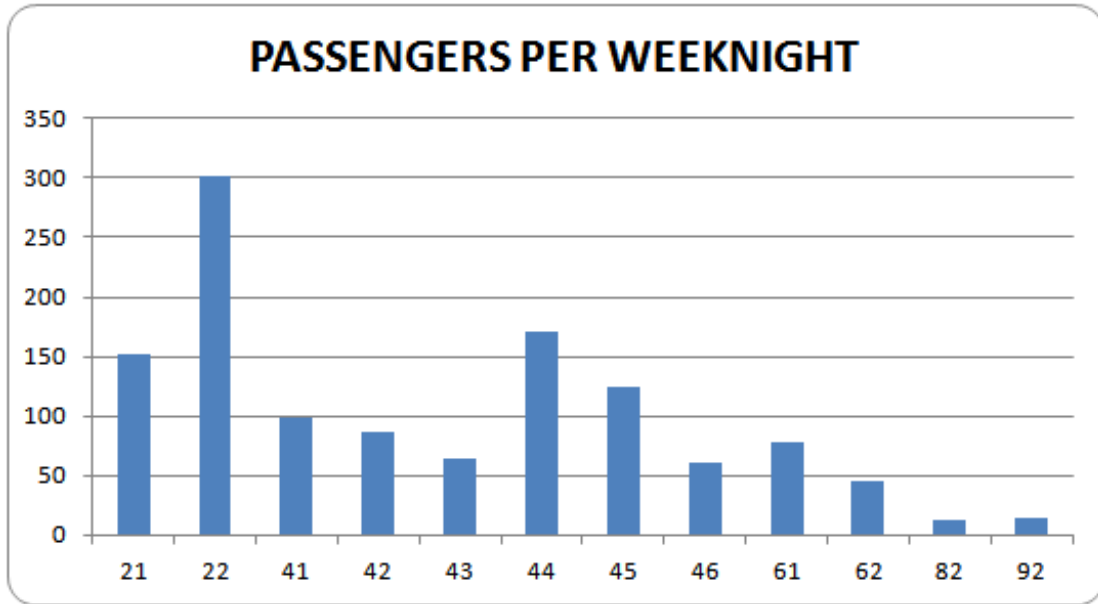


**EVENING
SERVICE
PASSENGERS
PER EVENING**



WEEKNIGHTS PASSENGERS/HR





PASSENGERS PER HOUR WEEKNIGHT SERVICE FY15/16

RT:	21	22	41	42	43	44	45	46	61	62	82	92	TOTAL
JUL	12	20	9	12	10	16	13	9	5	5	5	7	12
AUG	13	20	9	12	11	17	12	8	6	7	6	11	12
SEP	14	19	10	11	11	17	11	8	7	6	5	12	12
OCT	13	18	9	10	10	15	11	6	7	6	5	13	11
NOV	10	14	6	8	8	11	8	5	6	5	4	11	9
DEC	8	14	6	8	7	11	8	4	6	5	4	9	8
JAN	10	14	6	8	8	11	9	5	6	5	3	11	9
FEB	11	16	7	10	8	13	9	5	7	6	3	9	10
MAR	12	17	7	10	8	14	10	7	7	7	4	9	10
APR	13	18	8	9	8	14	10	7	7	6	3	10	11
MAY	12	17	8	10	8	14	10	6	7	5	3	10	10
JUN	12	17	8	10	7	14	10	6	8	6	4	10	10
YEAR	12	17	8	10	9	14	10	6	7	6	4	10	10

PASSENGERS PER WEEKNIGHT SERVICE FY15/16

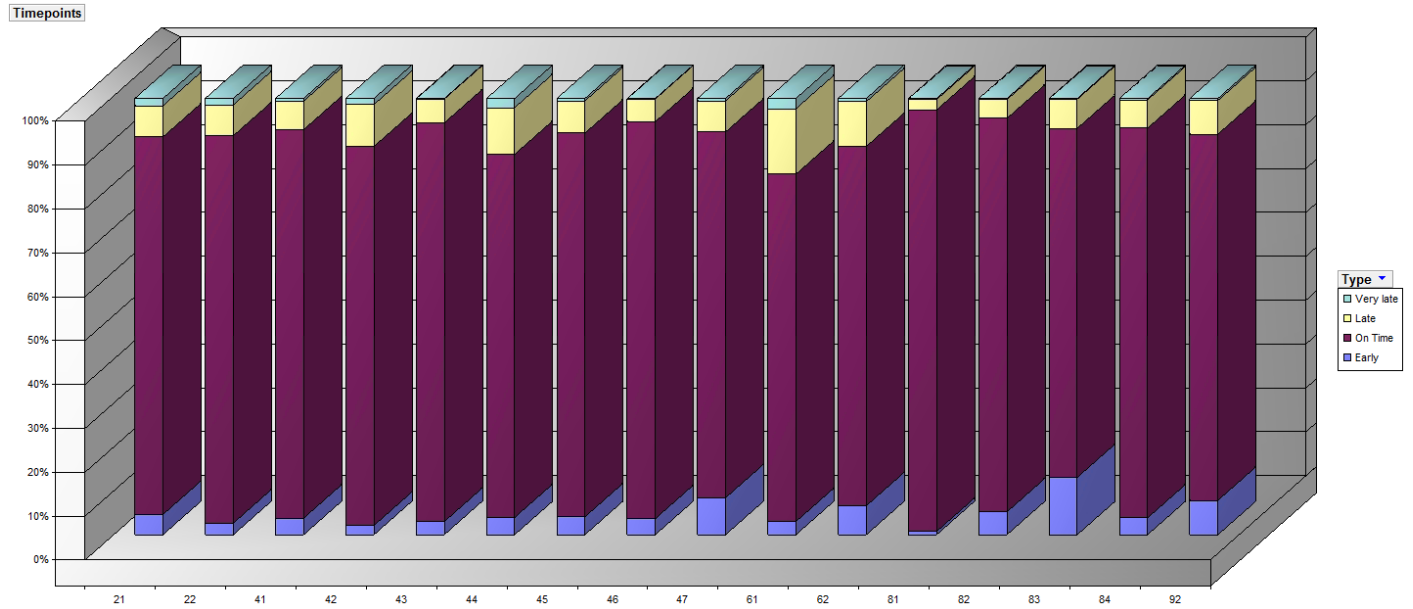
RT:	21	22	41	42	43	44	45	46	61	62	82	92	TOTAL
JUL	161	352	120	107	74	199	159	83	57	42	13	10	1,370
AUG	169	350	120	105	81	204	143	75	74	52	18	16	1,407
SEP	175	339	123	96	83	206	136	74	85	49	14	16	1,395
OCT	167	314	113	90	76	188	136	59	83	48	15	19	1,309
NOV	130	249	78	70	56	139	103	47	68	37	12	15	1,003
DEC	109	250	75	67	53	133	103	43	65	40	12	13	962
JAN	126	247	78	74	56	136	105	47	71	41	8	15	1,004
FEB	145	289	89	85	60	157	115	53	87	43	9	13	1,144
MAR	149	297	85	88	60	169	126	63	80	52	10	13	1,193
APR	171	311	104	80	61	172	127	63	82	44	10	13	1,239
MAY	154	307	104	89	58	172	120	63	86	43	10	14	1,221
JUN	152	303	101	87	54	169	123	63	88	47	11	14	1,212
TOTAL	151	301	99	87	64	171	125	61	77	45	12	14	1,207

PASSENGERS PER HOUR WEEKNIGHT COMPARISON CURRENT & PREVIOUS YR													
RT:	21	22	41	42	43	44	45	46	61	62	82	92	TOTAL
JUL	(2)	1	(4)	0	(3)	(3)	(1)	0	(3)			(12)	(2)
AUG	(9)	(10)	(8)	(7)	(5)	(5)	(7)	(6)				(5)	(7)
SEP	(2)	(1)	(2)	(3)	0	0	(1)	0				(7)	(2)
OCT	(2)	(1)	(1)	(2)	(2)	(1)	0	(1)				(5)	(2)
NOV	(2)	(2)	(2)	(2)	(1)	(1)	(2)	(1)				(4)	(2)
DEC	(2)	(2)	(1)	(2)	(2)	0	(1)	(2)				0	(2)
JAN	(2)	(2)	(2)	(4)	(1)	(1)	0	(1)				(1)	(2)
FEB	(2)	(2)	(2)	(3)	(3)	(1)	(2)	(2)				3	(2)
MAR	(1)	(2)	(3)	(2)	(3)	(1)	(2)	(1)				(2)	(3)
APR	(1)	(1)	(2)	(5)	(2)	(1)	(2)	(1)				(2)	(2)
MAY	0	(1)	(1)	(3)	(1)	(1)	(2)	(2)				(2)	(2)
JUN	(1)	(3)	(2)	(4)	(3)	(2)	(2)	(2)				(1)	(3)
TOTAL	(1)	(2)	(2)	(2)	(1)	(1)	(1)	(2)				(3)	(3)

PASSENGERS PER WEEKNIGHT COMPARISON CURRENT & PREVIOUS YR													
RT:	21	22	41	42	43	44	45	46	61	62	82	92	TOTAL
JUL	(24)	19	(42)	1	(20)	(29)	(13)	0				(17)	(94)
AUG	(117)	(182)	(96)	(58)	(34)	(64)	(89)	(57)				(7)	(649)
SEP	(27)	(12)	(35)	(23)	(1)	3	(12)	(4)				(11)	(59)
OCT	(32)	(22)	(18)	(18)	(11)	(11)	(2)	(11)				(6)	4
NOV	(21)	(28)	(22)	(15)	(12)	(10)	(16)	(10)				(6)	(24)
DEC	(19)	(28)	(17)	(17)	(12)	(8)	(12)	(16)				0	(13)
JAN	(28)	(34)	(27)	(27)	(14)	(9)	(8)	(12)				(2)	(42)
FEB	(20)	(33)	(25)	(28)	(18)	(15)	(16)	(15)				4	(30)
MAR	(21)	(39)	(45)	(18)	(20)	(18)	(18)	(15)				(2)	(52)
APR	(14)	(24)	(24)	(40)	(14)	(15)	(22)	(12)				(4)	(33)
MAY	(4)	(20)	(11)	(22)	(10)	(6)	(23)	(10)				(3)	31
JUN	(19)	(46)	(21)	(32)	(22)	(23)	(27)	(16)				(2)	(63)
TOTAL	(23)	(28)	(26)	(22)	(14)	(10)	(15)	(12)				(4)	(36)

3.9.0 ON TIME PERFORMANCE

The District has a standard for on-time performance which states that 85% of all trips should run zero minutes early to five minutes late. An Automated Vehicle Location (AVL) system tracks schedule adherence on all routes. On-time performance is averaging 90%, an increase from 86% on-time last year. Routes 21 and 22 experienced the most serious schedule adherence problems on weekends, and their schedules were revised effective July 5, 2015. The following graph and tables show percent departure type by route for FY 15-16. On time is defined as 0 minutes early to 5 minutes late. Late is 6 to 20 minutes and very late is over 20 minutes.



SCHEDULE ADHERENCE SUMMARY FY 15-16				
Type	Timepoints	Avg Layover	Avg Departure Diff	% of Total Timepoints
Early	30,610	2	-2.3	2%
On Time	1,262,568	4	1.5	90%
Late	98,531	4	8.5	7%
Very late	6,642	4	22.5	0%
Grand Total	1,398,351	4	2	

RT 21				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	2,776	2	-2.1	2%
On Time	160,010	3	1.5	92%
Late	10,428	2	8.2	6%
Very late	406	4	22.5	0%
Grand Total	173,620	3	1.9	
RT 22				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	2,532	2	-2.1	1%
On Time	188,725	5	1.5	93%
Late	12,007	4	8.4	6%
Very late	643	4	21.6	0%
Grand Total	203,907	4	1.9	
RT 41				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	2,390	2	-2	2%
On Time	116,291	3	1.5	92%
Late	7,011	4	8.2	6%
Very late	295	4	21.9	0%
Grand Total	125,987	3	1.9	
RT 42				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	1,891	2	-1.9	2%
On Time	100,871	3	1.7	88%
Late	10,981	4	8.7	10%
Very late	1,521	3	22.3	1%
Grand Total	115,264	3	2.6	
RT 43				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	1,035	2	-2.5	1%
On Time	72,424	6	1.5	93%
Late	4,413	11	8	6%
Very late	118	11	23	0%
Grand Total	77,990	6	1.8	
RT 44				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	2,973	2	-2.8	2%
On Time	124,568	4	1.5	91%
Late	8,688	5	8.3	6%
Very late	525	5	22.8	0%
Grand Total	136,754	4	2	

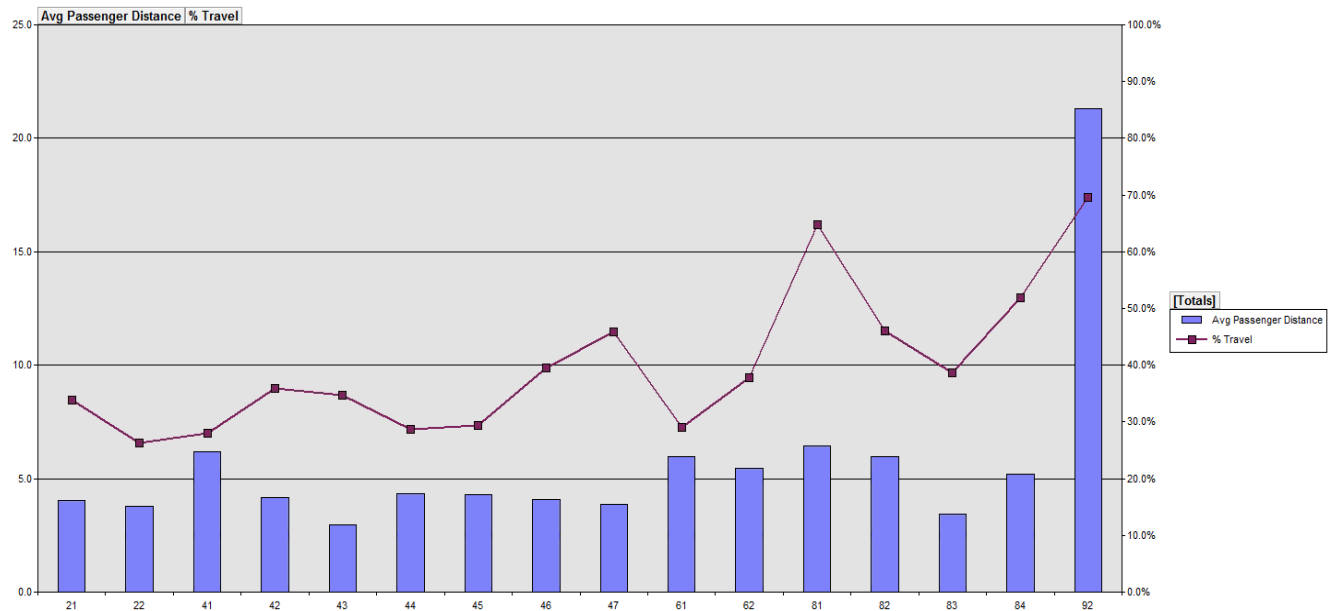
RT 45					% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff		Timepoints
Early	3,192	2	-2		3%
On Time	105,532	4	1.5		89%
Late	9,295	5	8.6		8%
Very late	764	4	21		1%
Grand Total	118,783	4	2.1		
RT 46					% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff		Timepoints
Early	2,102	2	-2.6		2%
On Time	90,242	4	1.4		92%
Late	5,914	8	8.3		6%
Very late	116	9	23.6		0%
Grand Total	98,374	4	1.8		
RT 47					% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff		Timepoints
Early	815	3	-2.2		2%
On Time	32,317	6	1.3		91%
Late	2,328	4	8.3		7%
Very late	139	4	22.8		0%
Grand Total	35,599	5	1.8		
RT 61					% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff		Timepoints
Early	1,037	1	-2		1%
On Time	69,154	3	1.8		84%
Late	11,344	2	8.8		14%
Very late	1,087	2	22.5		1%
Grand Total	82,622	3	3		
RT 62					% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff		Timepoints
Early	2,902	1	-2.4		5%
On Time	49,502	3	1.8		85%
Late	5,384	5	8.6		9%
Very late	496	5	24.5		1%
Grand Total	58,284	3	2.4		

RT 81				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	52	2	-3.3	0%
On Time	29,667	5	1.5	97%
Late	889	6	8.4	3%
Very late	101	6	23.1	0%
Grand Total	30,709	5	1.7	
RT 82				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	704	2	-2.1	2%
On Time	43,054	4	1.4	93%
Late	2,241	6	8.2	5%
Very late	135	3	24	0%
Grand Total	46,134	4	1.8	
RT 83				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	4,761	1	-2.7	11%
On Time	35,973	4	1.4	81%
Late	3,525	5	8.5	8%
Very late	73	6	20.9	0%
Grand Total	44,332	4	1.6	
RT 84				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	642	2	-2.2	2%
On Time	37,027	4	1.7	90%
Late	3,331	5	8.2	8%
Very late	181	4	24.2	0%
Grand Total	41,181	4	2.3	
RT 92				% of Total
Type	Timepoints	Avg Layover	Avg Departure Diff	Timepoints
Early	806	9	-3.2	9%
On Time	7,211	8	1.2	82%
Late	752	4	8.7	9%
Very late	42	4	29.5	0%
Grand Total	8,811	8	1.6	

3.10.0 AVERAGE PASSENGER DISTANCE

The following graph shows average distance travelled by passengers while on board each route. Route 43 has the shortest distance (3.0 miles) and route 92 has

the longest distance (21.3 miles). The graph also shows the average percentage of route distance travelled per passenger. Routes 81 and 92 have the highest percentage of distance travelled and routes 22 and 41 have the lowest percentages.



3.11.0 WHEELCHAIR LIFT AND BIKE RACK ACTIVITY

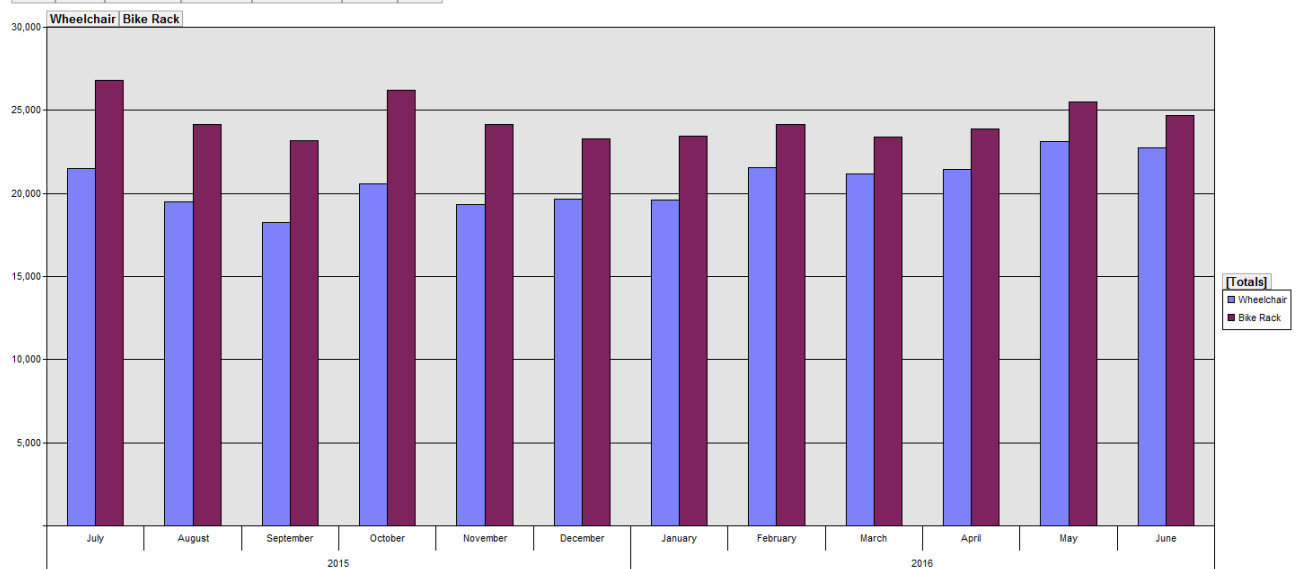
The following table shows wheelchair lift and bike rack activity from July 2015 through June 2016. Route 22 dominates both categories.

FY 15-16		
	Wheelchair	
Route	Lift	Bike Rack
21	15,181	29,209
22	38,294	51,272
41	17,356	19,419
42	12,796	13,797
43	20,779	19,093
44	21,393	32,364
45	22,154	28,275
46	11,444	14,579
47	5,635	5,362
61	11,001	14,431
62	4,473	5,747
81	4,769	6,400
82	3,916	8,566
83	5,159	4,680
84	2,902	5,510
92	127	486
Grand Total	197,379	259,190



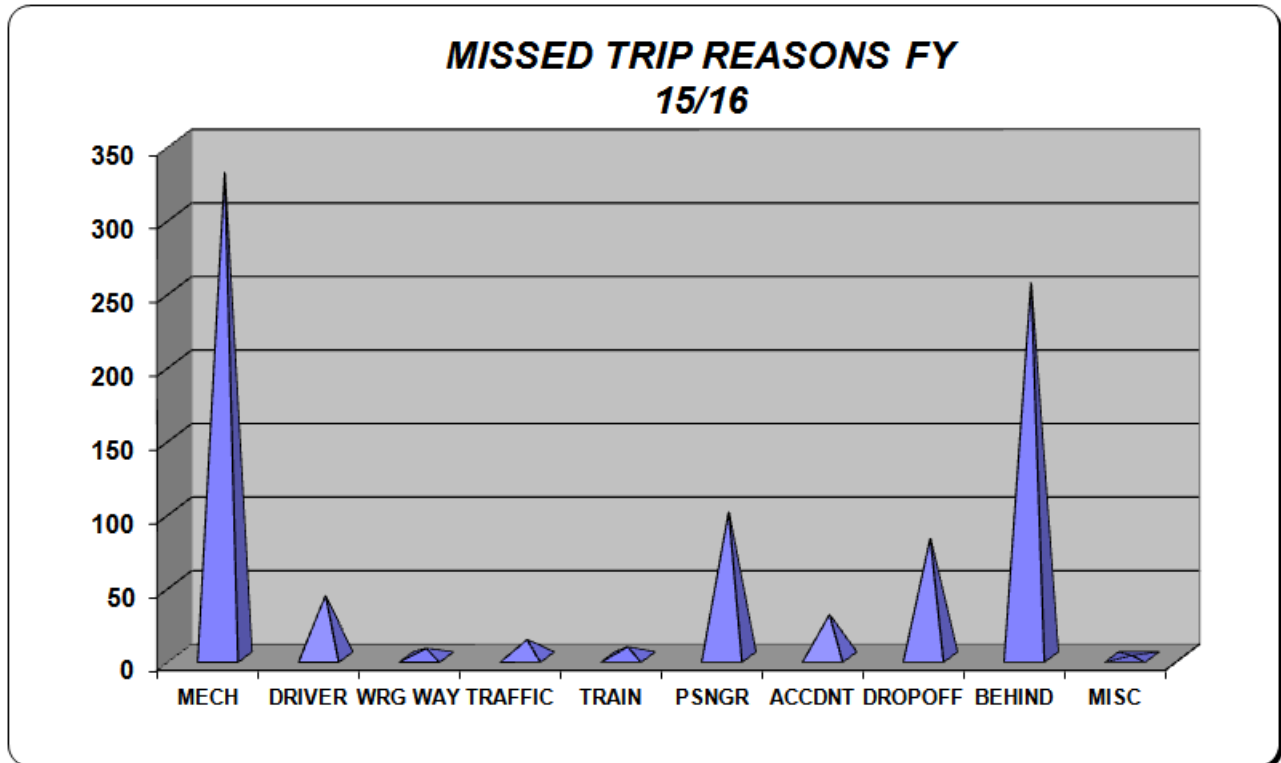
Platform APC - Wheelchair & Bike Rack activity by month

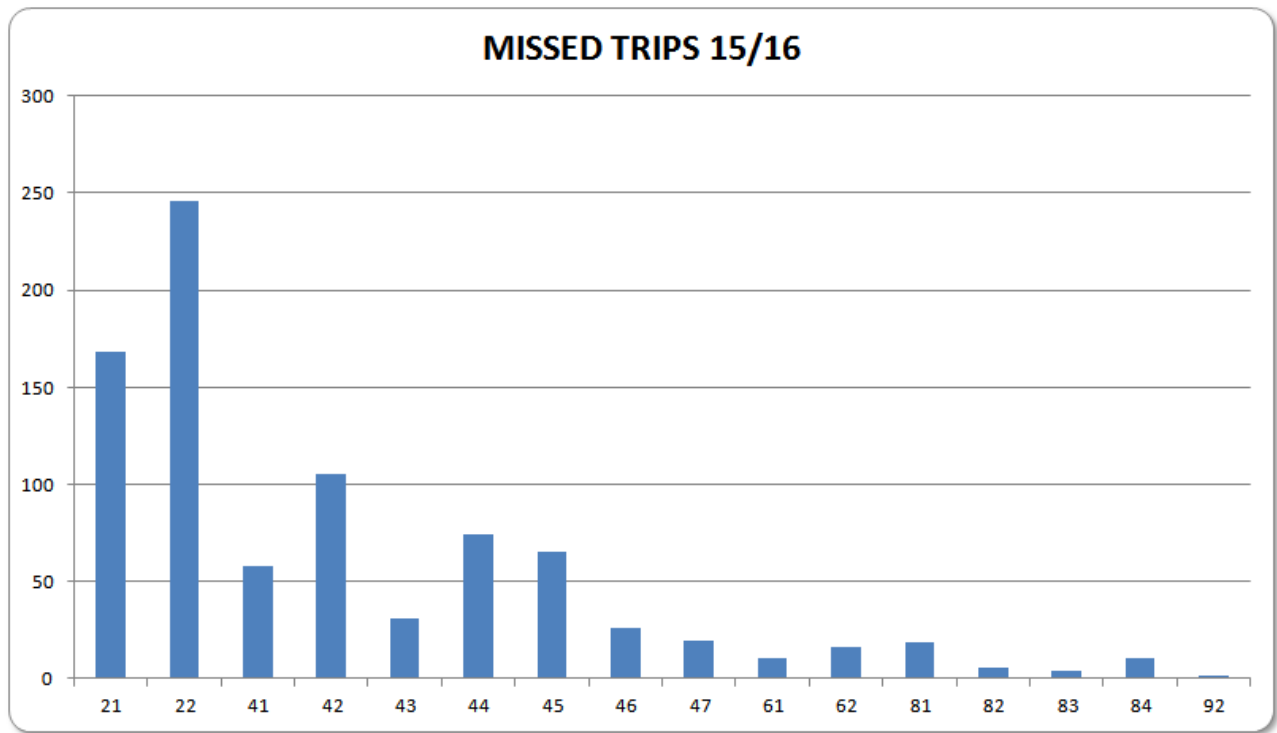
Day	Hour	Company	Platform	Platform No	Route	Trip
All	All	All	All	All	All	All



3.12.0 MISSED TRIPS

The District has a standard, which states that no more than 0.75% of all scheduled complete or partial trips should be missed. During the year 862 reports of missed trips were recorded, which is 0.298% of all scheduled trips (289,615) for the year. This was a 40% decrease in missed trips from the previous year. “Mechanical” and “Behind Schedule” were the major causes of missed trips, accounting for 68% of the total. Route 22 experienced more missed trips than any other route (29% of all missed trips). The following graph and table show detailed data.





<i>YEAR TO DATE</i>											
<i>FY15/16 MISSED TRIPS BY ROUTE</i>											
RT	MECH	DRIVER	WRG WAY	TRAFFIC	TRAIN	PSNGR	ACCDNT	DROPOFF	BEHIND	MISC	TOTAL
21	59	11	1	1	3	19	9	10	55		168
22	72	6		7		38	5	34	84		246
41	36	3				3	1	2	13		58
42	23	4	1	1		5	2	16	53		105
43	21	2	1			5			2		31
44	33	8		1	1	9	2	8	12		74
45	26	2				7	2	6	22		65
46	15	1			2	2	3		2	1	26
47	12			1		3	1	2	1		20
61	5	2				1	2	1			11
62	5	2				2	1	2	4		16
92	2										2
81	7	1	2			3	1		5		19
82	5				1						6
83	3		1								4
84	6			1		2			2		11
TOT	330	42	6	12	7	99	29	81	255	1	862

3.13.0 FINANCIAL PERFORMANCE BY ROUTE

The financial performance of each route is listed in the following tables. Performance varies greatly by route. Routes 21, 22, 44, 45, and 92 have the highest operating ratios. The lowest ratios occur on routes 47, 82, 83, and 84.

OPERATING RATIO			
RT	WEEKDAYS	SATURDAYS	SUNDAYS
21	0.24	0.23	0.20
22	0.28	0.34	0.26
41	0.19	0.14	0.13
42	0.19	0.15	0.13
43	0.26	0.15	0.11
44	0.26	0.23	0.22
45	0.29	0.20	0.16
46	0.16	0.11	0.09
47	0.13		
61	0.19	0.15	0.13
62	0.15	0.15	0.13
81	0.29	0.14	0.09
82	0.11	0.09	0.07
83	0.14	0.09	0.07
84	0.10	0.06	0.05
92	0.28		
SYSTEM	0.21	0.16	0.14

SYSTEMWIDE	
YTD PSGRS	5,457,266
YTD COSTS	\$21,276,352
YTD REV	\$4,352,017
YTD MLS	4,100,914
YTD HRS	315,213
COST/PSGR	\$3.90
COST/ML	\$5.19
COST/HR	\$67.50
REV/ML	\$1.06
REV/HR	\$13.81
REV/PSGR	\$0.80
SUBSDY/PSG	\$3.10

RT	SUBSIDY PER PASSENGER			% OF SYSTEM AVERAGE		
	WEEKDAYS	SATURDAYS	SUNDAYS	WEEKDAYS	SATURDAYS	SUNDAYS
21	\$2.57	\$2.65	\$3.22	88%	65%	63%
22	\$2.08	\$1.52	\$2.22	71%	37%	43%
41	\$3.39	\$4.95	\$5.58	116%	122%	109%
42	\$3.30	\$4.54	\$5.43	113%	112%	106%
43	\$2.28	\$4.40	\$6.43	78%	109%	126%
44	\$2.26	\$2.73	\$2.87	77%	67%	56%
45	\$1.99	\$3.19	\$4.18	68%	79%	82%
46	\$4.33	\$6.23	\$7.69	148%	154%	151%
47	\$5.47			187%		
61	\$3.38	\$4.41	\$5.43	116%	109%	106%
62	\$4.43	\$4.53	\$5.23	152%	112%	103%
81	\$1.91	\$5.10	\$8.21	65%	126%	161%
82	\$6.70	\$8.46	\$11.45	230%	209%	224%
83	\$5.03	\$8.07	\$9.99	172%	199%	196%
84	\$6.99	\$11.78	\$15.18	240%	291%	297%
92	\$7.85			269%		
SYSTEM	\$2.92	\$4.05	\$5.10			

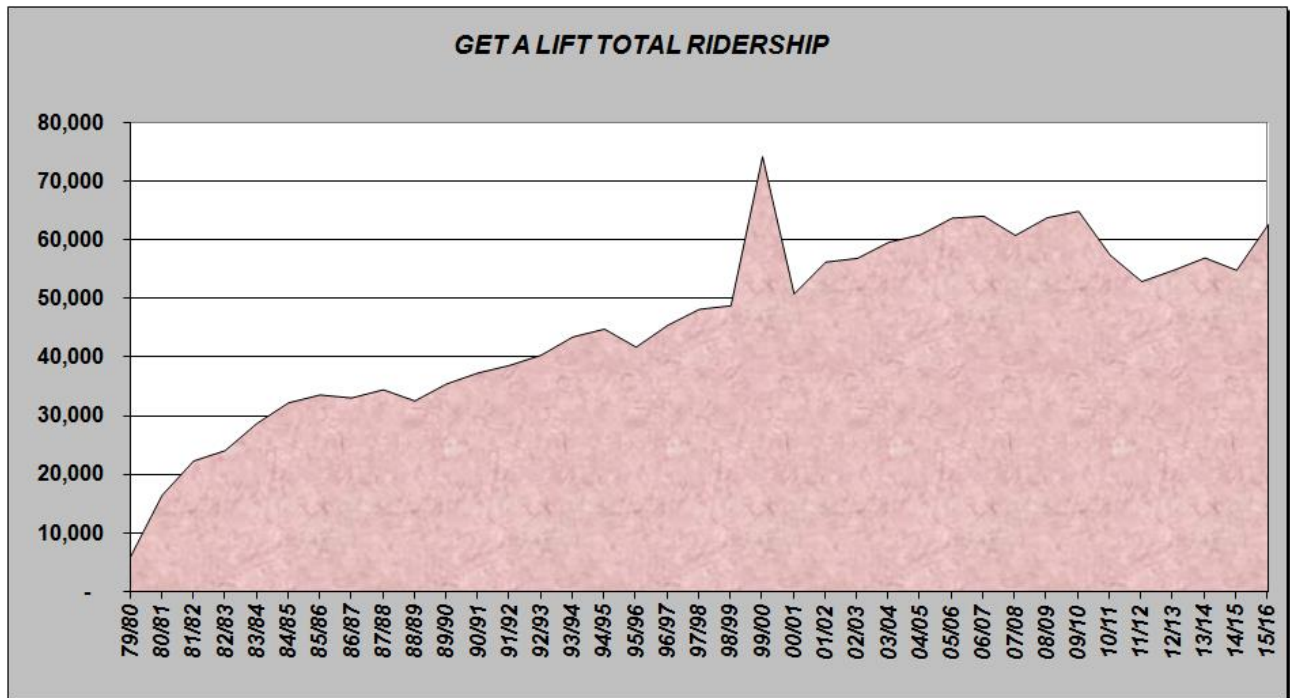
3.14.0 ROUTE RANKINGS

The following tables show route rankings based on passengers per mile and hour as well as farebox recovery for weekdays, Saturdays, and Sundays. Routes 22 and 45 rank highest on weekdays and routes 22 and 44 rank highest on weekends. Routes 84 and 82 rank lowest on all days.

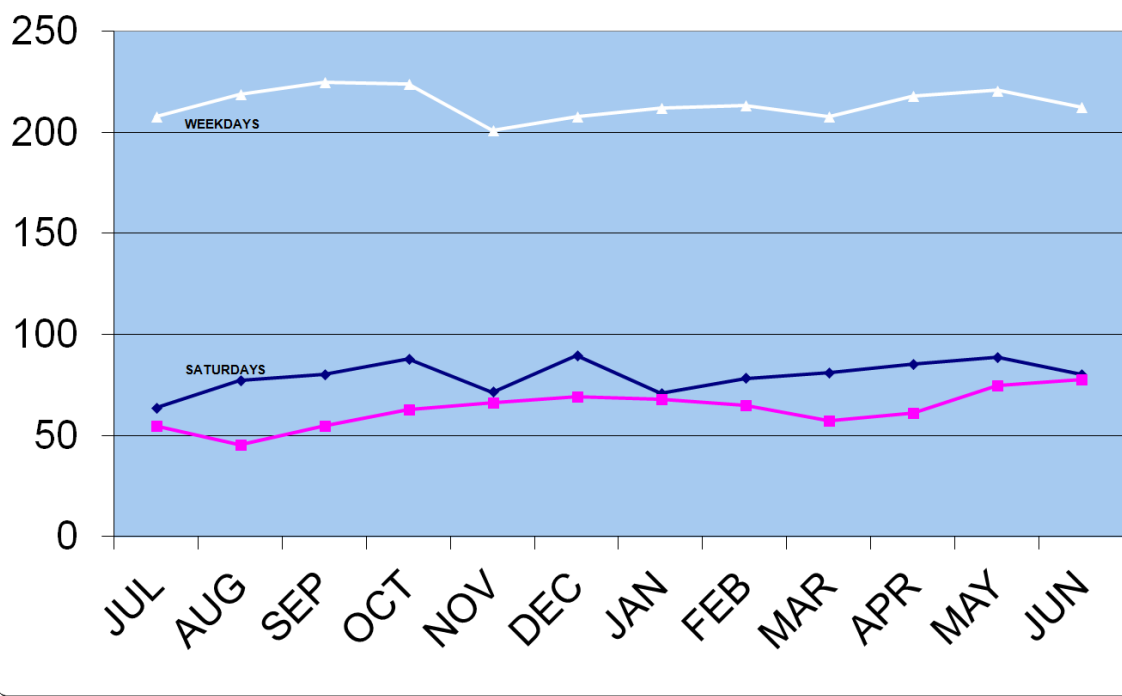
ROUTE RANKINGS WEEKDAYS					
ROUTE	RANK PASSNGRS/MILE	RANK PASSNGRS/HOUR	RANK FAREBOX RECOVERY	SCORE	OVERALL RANKING
21	5	6	4	5.00	4
22	3	3	2	2.67	2
41	8	7	5	6.67	6
42	6	7	5	6.00	5
43	1	5	3	3.00	3
44	2	4	3	3.00	3
45	4	2	1	2.33	1
46	7	8	6	7.00	7
47	9	11	9	9.67	10
61	8	7	5	6.67	6
62	10	9	7	8.67	8
81	7	1	1	3.00	3
82	11	12	10	11.00	11
83	9	10	8	9.00	9
84	11	12	11	11.33	12
92	12	13	2	9.00	9
ROUTE RANKINGS SATURDAYS					
ROUTE	RANK PASSNGRS/MILE	RANK PASSNGRS/HOUR	RANK FAREBOX RECOVERY	SCORE	OVERALL RANKING
21	3	2	2	2.33	3
22	1	1	1	1.00	1
41	8	6	5	6.33	9
42	5	5	4	4.67	6
43	4	5	4	4.33	5
44	2	2	2	2.00	2
45	4	3	3	3.33	4
46	6	8	6	6.67	10
47					
61	7	4	4	5.00	7
62	7	5	4	5.33	8
81	9	7	5	7.00	11
82	10	10	7	9.00	13
83	9	9	7	8.33	12
84	11	11	8	10.00	14
ROUTE RANKINGS SUNDAYS					
ROUTE	RANK PASSNGRS/MILE	RANK PASSNGRS/HOUR	RANK FAREBOX RECOVERY	SCORE	OVERALL RANKING
21	2	2	3	2.33	3
22	1	1	1	1.00	1
41	7	6	5	6.00	8
42	5	5	5	5.00	5
43	4	7	6	5.67	7
44	1	3	2	2.00	2
45	3	4	4	3.67	4
46	6	8	7	7.00	9
47					
61	7	5	5	5.67	7
62	6	5	5	5.33	6
81	9	9	7	8.33	10
82	9	11	8	9.33	12
83	8	10	8	8.67	11
84	10	12	9	10.33	13

3.15.0 GET A LIFT

GET A Lift ridership was 62,660, a 14% increase from the previous year. Productivity increased slightly from 1.7 to 1.8 per hour and .12 per mile to .13. The system averaged 214 boardings per weekday, 80 on Saturdays, and 63 on Sundays. Trips by non-ADA clients remained almost the same as the previous year and accounted for 10% of all boardings. The average trip length was 7.1 miles. The following tables and graphs show detailed data.



GET A LIFT PASSENGERS PER DAY
FY 15/16



DEMAND RESPONSE SUMMARY

FY 15/16

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR
TOTAL PASSGRS	5,250	5,206	5,341	5,618	4,634	5,204	5,009	5,057	5,332	5,249	5,452	5,308	62,660
[NON-ADA]	613	574	542	609	450	504	476	457	502	457	467	473	6,124
REV MILES	39,873	39,903	40,950	43,602	36,202	38,569	38,973	39,230	42,067	40,924	41,995	39,101	481,389
TOT MILES	46,860	46,260	46,745	50,106	41,808	44,618	44,787	44,887	48,363	46,871	47,795	45,695	554,796
REV HOURS	2,872	2,700	2,768	2,922	2,655	2,791	2,785	2,834	2,985	2,861	2,928	2,902	34,004
TOT HOURS	3,132	2,922	2,967	3,151	2,867	3,022	3,016	3,064	3,235	3,098	3,153	3,145	36,771
# WEEKDAYS	23	21	21	22	20	22	20	21	23	21	21	22	257
# SATURDAYS	4	5	5	5	4	4	6	4	4	5	5	4	55
# SUNDAYS	4	5	4	4	5	4	5	4	4	4	5	4	52
PASSGRS/REV MILE	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.14	0.13
PASSGRS/REV HR	1.8	1.9	1.9	1.9	1.7	1.9	1.8	1.8	1.8	1.8	1.9	1.8	1.8
REV MILES/TOT MLS	0.85	0.86	0.88	0.87	0.87	0.86	0.87	0.87	0.87	0.87	0.88	0.86	0.87
REV HRS/TOT HRS	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.93	0.92	0.92
SATURDAYS													
PASSENGERS	255	386	401	440	286	358	426	313	324	426	443	321	4,379
REV MILES	2,040	2,819	3,511	3,284	2,241	2,701	3,350	2,450	2,512	3,265	3,200	2,282	33,654
TOT MILES	2,631	3,353	3,968	3,806	2,595	3,090	3,982	2,871	2,951	3,812	3,716	2,704	39,479
REV HOURS	155	207	201	219	162	180	241	175	170	235	233	192	2,370
TOT HOURS	171	227	219	239	176	195	261	192	188	258	252	207	2,586
PASS/DAY	64	77	80	88	72	90	71	78	81	85	89	80	80
PASS/REV MILE	0.12	0.14	0.11	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.14	0.14	0.13
PASS/REV HR	1.6	1.9	2.0	2.0	1.8	2.0	1.8	1.8	1.9	1.8	1.9	1.7	1.8
REV MILES/DAY	510	564	702	657	560	675	558	612	628	653	640	570	612
TOT MILES/DAY	658	671	794	761	649	773	664	718	738	762	743	676	718
REV HRS/DAY	39	41	40	44	40	45	40	44	43	47	47	48	43
TOT HRS/DAY	43	45	44	48	44	49	44	48	47	52	50	52	47
SUNDAYS													
PASSENGERS	219	227	219	252	331	277	339	260	229	245	373	311	3282
REV MILES	1979	2228	1772	2127	2628	2183	2639	2171	1928	2048	2893	2036	26,632
TOT MILES	2230	2542	2003	2314	2933	2443	2956	2420	2194	2337	3231	2289	29,891
REV HOURS	127	155	131	144	199	156	187	153	141	163	212	167	1934
TOT HOURS	137	167	139	152	213	167	200	163	152	178	226	180	2072
PASS/DAY	55	45	55	63	66	69	68	65	57	61	75	78	63
PASS/REV MILE	0.11	0.10	0.12	0.12	0.13	0.13	0.13	0.12	0.12	0.12	0.13	0.15	0.12
PASS/REV HR	1.7	1.5	1.7	1.8	1.7	1.8	1.8	1.7	1.6	1.5	1.8	1.9	1.7
REV MILES/DAY	495	446	443	532	526	546	528	543	482	512	579	509	512
TOT MILES/DAY	558	508	501	578	587	611	591	605	549	584	646	572	575
REV HRS/DAY	32	31	33	36	40	39	37	38	35	41	42	42	37
TOT HRS/DAY	34	33	35	38	43	42	40	41	38	44	45	45	40
WEEKDAYS													
PASSENGERS	4,776	4,593	4,721	4,926	4,017	4,569	4,244	4,484	4,779	4,578	4,636	4,676	54,999
REV MILES	35,853	34,856	35,668	38,191	31,333	33,685	32,984	34,609	37,627	35,611	35,902	34,783	421,103
TOT MILES	41,999	40,365	40,775	43,986	36,280	39,085	37,849	39,596	43,218	40,723	40,848	40,702	485,426
REV HOURS	2,590	2,338	2,436	2,559	2,294	2,455	2,357	2,506	2,674	2,463	2,483	2,543	29,700
TOT HOURS	2,823	2,528	2,609	2,759	2,479	2,660	2,555	2,709	2,895	2,663	2,675	2,757	32,113
PASS/DAY	208	219	225	224	201	208	212	214	208	218	221	213	214
PASS/REV MILE	0.13	0.13	0.13	0.13	0.13	0.14	0.13	0.13	0.13	0.13	0.13	0.13	0.13
PASS/REV HR	1.8	2.0	1.9	1.9	1.8	1.9	1.8	1.8	1.8	1.9	1.9	1.8	1.9
REV MILES/DAY	1,559	1,660	1,698	1,736	1,567	1,531	1,649	1,648	1,636	1,696	1,710	1,581	1,639
TOT MILES/DAY	1,826	1,922	1,942	1,999	1,814	1,777	1,892	1,886	1,879	1,939	1,945	1,850	1,889
REV HRS/DAY	113	111	116	116	115	112	118	119	116	117	118	116	116
TOT HRS/DAY	123	120	124	125	124	121	128	129	126	127	127	125	125

GET A LIFT COMPARISON													
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR
TOTAL BOARDINGS													
FY 14/15	2,765	3,016	4,531	4,867	4,547	4,576	4,561	4,676	5,430	5,332	5,208	5,347	54,856
FY 15/16	5,250	5,206	5,341	5,618	4,634	5,204	5,009	5,057	5,332	5,249	5,452	5,308	62,660
% CHANGE	90%	73%	18%	15%	2%	14%	10%	8%	-2%	-2%	5%	-1%	14%
BOARDINGS PER WEEKDAY													
FY 14/15	108	127	192	191	204	183	191	211	221	216	224	218	190
FY 15/16	208	219	225	224	201	208	212	214	208	218	221	213	214
% CHANGE	93%	72%	17%	17%	-1%	14%	11%	1%	-6%	1%	-1%	-3%	13%
BOARDINGS PER SATURDAY													
FY 14/15	51	40	65	71	66	64	59	65	80	91	81	83	67
FY 15/16	64	77	80	88	72	90	71	78	81	85	89	80	80
% CHANGE	25%	91%	23%	24%	8%	41%	20%	21%	2%	-6%	9%	-3%	19%
BOARDINGS PER SUNDAY													
FY 14/15	35	29	43	48	56	59	51	52	50	54	48	54	48
FY 15/16	55	45	55	63	66	69	68	65	57	61	75	78	63
% CHANGE	56%	54%	27%	33%	18%	17%	34%	26%	15%	13%	54%	44%	31%
NON ADA TRIPS													
FY 14/15	426	381	381	402	371	450	485	484	548	549	542	542	5,561
FY 15/16	613	574	542	609	450	504	476	457	502	457	467	473	6,124
% CHANGE	44%	51%	42%	51%	21%	12%	-2%	-6%	-8%	-17%	-14%	-13%	10%
ADA TRIPS													
FY 14/15	2,339	2,635	4,150	4,465	4,176	4,126	4,076	4,192	4,882	4,783	4,666	4,805	49,295
FY 15/16	4,637	4,632	4,799	5,009	4,184	4,700	4,533	4,600	4,830	4,792	4,985	4,835	56,536
% CHANGE	98%	76%	16%	12%	0%	14%	11%	10%	-1%	0%	7%	1%	15%

		% CHANGE	GET A LIFT RIDERSHIP HISTORY
79/80	5,930		Service initiated in November 1979
80/81	16,441	177%	
81/82	22,320	36%	
82/83	24,082	8%	Fare increased from \$.75 to \$1.00 8/1/82.
83/84	28,711	19%	
84/85	32,231	12%	
85/86	33,587	4%	
86/87	33,075	-2%	
87/88	34,469	4%	
88/89	32,566	-6%	
89/90	35,455	9%	
90/91	37,339	5%	
91/92	38,629	3%	
92/93	40,391	5%	
93/94	43,495	8%	
94/95	44,828	3%	
95/96	41,755	-7%	
96/97	45,477	9%	
97/98	48,212	6%	
98/99	48,808	1%	
99/00	74,263	52%	Combined with CTSA service 7/99 through 3/00
00/01	50,833	-32%	No combined CTSA service for the full year.
01/02	56,275	11%	
02/03	56,909	1%	
03/04	59,666	5%	
04/05	60,945	2%	
05/06	63,766	5%	Fare increased from \$1.00 to \$1.50 Jan. 1, 2006
06/07	64,122	1%	
07/08	60,827	-5%	
08/09	63,820	5%	
09/10	64,939	2%	Fare increased to \$2.00 August 1, 2009
10/11	57,449	-12%	Fare increased to \$2.50 August 1, 2010
11/12	52,941	-8%	
12/13	54,863	4%	
13/14	56,983	4%	
14/15	54,856	-4%	Operated on limited service level during stike.
15/16	62,660	14%	

3.16.0 DETAILED DATA

See following information.

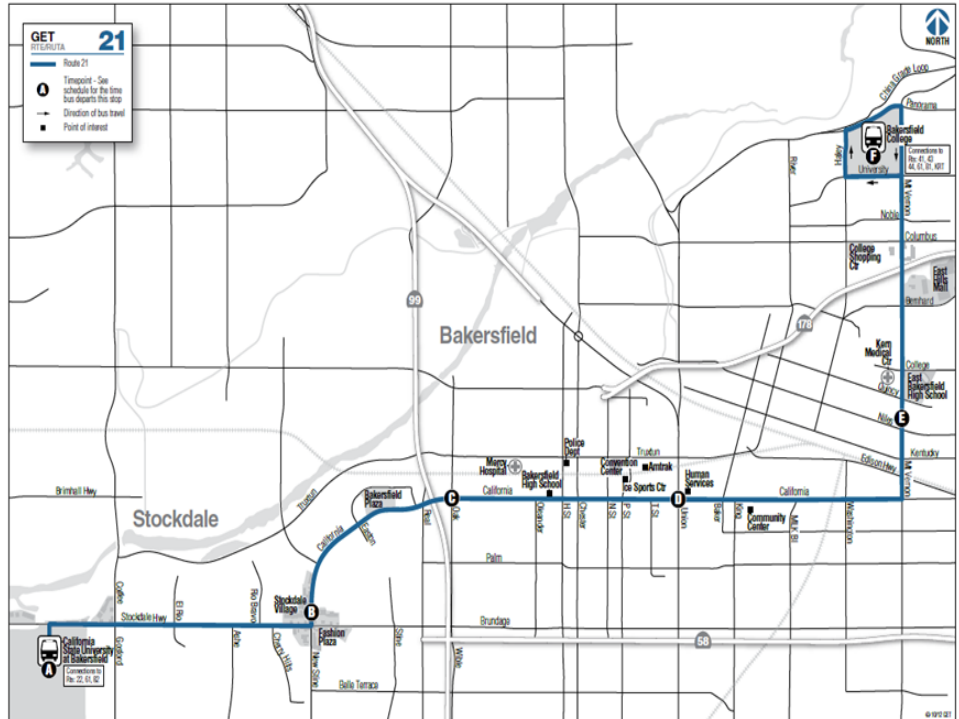
DATA FOR PREVIOUS YEARS								
MOTOR BUS								
	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
RIDERSHIP								
Revenue Unlinked Passenger Trips	7,020,226	6,854,854	6,479,382	6,747,545	5,855,465	5,707,941	4,899,386	5,207,680
Total Unlinked Passenger Trips	7,514,503	7,294,493	6,902,592	7,158,537	6,174,932	6,046,195	5,454,224	5,457,266
MILEAGE								
Total Scheduled Vehicle Revenue Miles	3,586,308	3,728,456	3,734,051	3,742,246	3,958,464	3,909,165	3,425,400	3,853,970
Total Scheduled Vehicle Miles	3,824,182	3,977,496	3,982,271	3,991,355	4,204,680	4,151,341	3,644,346	4,106,086
Total Actual Vehicle Revenue Miles	3,574,608	3,718,229	3,726,082	3,735,670	3,944,744	3,889,451	3,416,623	3,848,798
Total Actual Vehicle Miles	3,812,482	3,967,269	3,974,302	3,984,779	4,190,960	4,131,627	3,635,569	4,100,914
HOURS								
Vehicle Revenue Hours	286,516	298,646	299,708	300,326	296,066	297,349	265,454	305,387
Total Vehicle Hours	295,445	308,150	309,124	309,616	305,434	306,878	274,100	315,213
OPERATING DAYS (Service Level)								
# Weekdays	258	255	258	257	254	255	230	257
# Saturdays	52	55	51	56	56	58	53	55
# Sundays	51	51	52	49	53	52	47	52
TOTAL	361	361	361	362	363	365	330	364
REVENUE								
Farebox	\$2,681,475	\$2,784,735	\$3,101,660	\$3,128,160	\$2,699,164	\$2,588,159	\$2,198,770	\$2,486,209
Passes	\$2,033,190	\$1,950,735	\$1,951,327	\$2,083,640	\$2,013,217	\$1,895,584	\$1,777,957	\$2,104,839
Ride & Shop, IKEA	\$0	\$98,652	\$98,998	\$100,038	\$104,553	\$102,550	\$93,280	\$103,180
TOTAL REVENUE	\$4,714,665	\$4,834,122	\$5,151,985	\$5,311,838	\$4,816,934	\$4,586,293	\$4,070,007	\$4,694,228
ID Cards	\$941	\$415	\$511	\$642	\$660	\$646	\$571	\$610
NET OPERATING EXPENSES								
Administrative	\$2,687,368	\$3,364,172	\$3,353,954	\$3,662,195	\$3,723,596	\$3,511,069	\$3,551,679	\$4,056,250
Operations	\$9,383,897	\$9,843,973	\$9,805,861	\$10,259,741	\$10,538,563	\$10,427,481	\$10,001,179	\$11,342,750
Vehicle Maintenance	\$5,834,193	\$6,301,016	\$5,219,880	\$5,958,696	\$5,537,806	\$6,764,826	\$5,959,576	\$6,030,619
Marketing	\$770,475	\$853,783	\$765,896	\$757,883	\$940,275	\$862,481	\$922,502	\$1,034,739
Non-Vehicle Maintenance	\$1,035,222	\$1,023,545	\$979,139	\$1,107,865	\$1,532,290	\$1,197,428	\$1,081,734	\$1,048,404
TOTAL	\$19,711,155	\$21,386,489	\$20,124,730	\$21,746,380	\$22,272,530	\$22,763,285	\$21,516,670	\$23,512,762
INCIDENTS								
Vandalism	26	37	45	54	51	46	57	29
Misc. Incidents	153	212	208	317	446	568	560	624
Collisions	79	101	94	109	147	130	96	102
[Preventable Collisions]	27	33	23	37	27	29	21	24
Passenger Incidents	272	341	325	331	337	368	264	276
[Preventable Passenger Incidents]	9	15	7	20	13	24	3	5
COMPLAINTS								
TOTAL	485	804	1,059	888	1136	829	894	782
MISSED TRIPS								
# Reports	1,844	1,656	1274	998	1844	2171	1444	862
SYSTEM FAILURES								
Major Mechanical System Failures	378	428	370	276	250	320	253	331
Other Mechanical System Failures	288	311	277	188	179	212	168	85
TOTAL	666	739	647	464	429	532	421	416

PERFORMANCE METRICS MOTOR BUS	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Revenue/Vehicle Revenue Mile	\$1.32	\$1.30	\$1.38	\$1.42	\$1.22	\$1.18	\$1.19	\$1.22
Revenue/Vehicle Revenue Hour	\$16.46	\$16.19	\$17.19	\$17.69	\$16.27	\$15.42	\$15.33	\$15.37
Revenue/Unlinked Passenger Trip	\$0.63	\$0.66	\$0.75	\$0.74	\$0.78	\$0.76	\$0.75	\$0.86
Revenue/Cost Ratio	23.92%	22.60%	25.60%	24.43%	21.63%	20.15%	18.92%	19.96%
Unlinked Pass Trips/Rev Mile-All Days	2.10	1.96	1.85	1.92	1.57	1.55	1.60	1.42
Unlinked Pass Trips/Rev Mile-Wkdys	2.21	2.05	1.95	2.03	1.65	1.65	1.69	1.49
Unlinked Pass Trips/Rev Mile-Sat	1.68	1.72	1.53	1.53	1.35	1.32	1.37	1.26
Unlinked Pass Trips/Rev Mile-Sun	1.65	1.49	1.35	1.40	1.10	1.08	1.11	1.02
Unlinked Pass Trips/ Rev Hour-Wkdys	27	26	24	25	22	22	22	19
Unlinked Pass Trips/ Rev Hour-Sat	22	21	19	19	17	17	18	16
Unlinked Pass Trips/ Rev Hour-Sun	21	18	16	17	14	14	15	12
Unlinked Pass Trips/Rev Hour-All Days	26	24	23	24	21	20	21	18
Unlinked Pass Trips/Weekday	24,591	23,983	22,648	23,522	20,262	19,728	19,815	17,850
[Unlinked Pass Trips/Weeknight]	1,628	1,494	1,455	1,498	1,350	1,288	1,243	1,207
Unlinked Pass Trips/Saturday	13,354	12,782	12,084	12,125	10,631	9,983	9,701	8,966
Unlinked Pass Trips/Sunday	9,328	9,332	8,520	8,868	8,169	8,393	8,140	7,245
Unlinked Revenue Pass Trips/Day	19,447	18,989	17,948	18,640	16,131	15,638	14,847	14,307
Unlinked Rev Trips/Unlinked Total Trips	0.93	0.94	0.94	0.94	0.95	0.94	0.90	0.95
Oper. Expense/Passenger Mile	\$0.74	\$0.82	\$0.89	\$0.93	\$1.10	\$1.05	\$1.10	\$1.20
Oper. Expense/Total Vehicle Mile	\$5.17	\$5.39	\$5.06	\$5.46	\$5.31	\$5.51	\$5.92	\$5.73
Oper. Expense/Vehicle Revenue Mile	\$5.51	\$5.75	\$5.40	\$5.82	\$5.65	\$5.85	\$6.30	\$6.11
Oper. Expense/Vehicle Revenue Hour	\$68.80	\$71.61	\$67.15	\$72.41	\$75.23	\$76.55	\$78.50	\$74.59
Oper. Expense/Unlinked Passenger Trip	\$2.62	\$2.93	\$2.92	\$3.04	\$3.61	\$3.76	\$3.94	\$4.31
Subsidy/Unlinked Passenger Trip	\$2.00	\$2.27	\$2.17	\$2.30	\$2.83	\$3.01	\$3.20	\$3.45
Collisions/1000 Vehicle Miles	0.022	0.027	0.025	0.029	0.033	0.031	0.028	0.027
Passenger Incidents/1000 Vehicle Miles	0.076	0.092	0.087	0.089	0.076	0.085	0.077	0.072
% Missed Trips	0.422	0.373	0.288	0.225	0.530	0.739	0.560	0.298
Complaints/1000 Unlinked PassTrips	0.06	0.11	0.15	0.12	0.18	0.14	0.16	0.14
Average Speed (MPH)	13	12	12	12	13	13	13	13
Miles/Major Mechanical Failures	10,086	9,269	10,741	14,438	16,764	12,911	14,370	12,389
Miles/Total System Failures	5,724	5,368	6,143	8,588	9,769	7,766	8,636	9,858



DATA FOR PREVIOUS YEARS								
DEMAND RESPONSE								
	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
RIDERSHIP								
Total Unlinked Passenger Trips	63,820	64,939	57,449	52,941	54,863	56,983	54,856	62,660
[Non-ADA Trips]	13,267	14,918	14,214	11,920	6,774	5,549	5,561	6,124
MILEAGE								
Total Vehicle Revenue Miles	452,716	429,554	396,705	402,473	438,489	458,624	443,721	481,389
Total Vehicle Miles	552,717	508,295	468,663	472,278	511,560	520,816	504,400	554,795
HOURS								
Total Vehicle Revenue Hours	31,481	31,901	30,540	26,419	28,894	30,696	31,650	34,003
Total Vehicle Hours	37,332	35,532	33,336	28,813	31,406	32,866	33,995	36,772
REVENUE								
Total Revenue	\$106,174	\$124,623	\$136,119	\$131,647	\$126,643	\$128,335	\$122,459	\$156,050
[Elderlife]	\$42,897	\$46,524	\$44,884	\$38,645	\$21,168	\$17,947	\$18,558	\$20,073
COST								
Operating Expenses	\$1,048,402	\$1,198,285	\$1,576,145	\$1,524,766	\$1,384,396	\$1,509,987	\$1,508,062	\$1,665,026
OPERATING DAYS (Service Level)								
# Weekdays	258	255	258	257	254	255	255	257
# Saturdays	52	55	52	56	56	58	58	55
# Sundays	51	51	51	49	53	52	52	52
TOTAL	361	361	361	362	363	365	365	364
COMPLAINTS								
TOTAL	13	26	23	25	18	21	26	28
INCIDENTS								
Passenger Incidents	28	25	27	33	19	11	24	\$23
[Preventable Passenger Incidents]	1	3	1	1	2	1	1	\$1
Misc. Incidents	10	5	12	12	6	11	11	\$11
Collisions	6	10	7	5	4	9	4	\$9
[Preventable Collisions]	0	8	3	2	2	2	1	\$3
Vandalism	0	2	0	0	0	0	0	\$0
SYSTEM FAILURES								
Major Mechanical System Failures	8	5	15	23	13	17	7	6
Other Mechanical System Failures	15	12	16	9	9	3	0	1
TOTAL	23	17	31	32	22	20	7	7
PERFORMANCE METRICS								
	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Revenue/Vehicle Revenue Mile	\$0.23	\$0.29	\$0.34	\$0.33	\$0.29	\$0.28	\$0.28	\$0.32
Revenue/Vehicle Revenue Hour	\$3.37	\$3.91	\$4.46	\$4.98	\$4.38	\$4.18	\$3.87	\$4.59
Revenue/Unlinked Pass Trip	\$1.66	\$1.92	\$2.37	\$2.49	\$2.31	\$2.25	\$2.23	\$2.49
Revenue/Cost Ratio	10.13%	10.40%	8.64%	8.63%	9.15%	8.50%	8.12%	9.37%
Unlinked Pass Trips/Rev Mile	0.14	0.15	0.14	0.13	0.13	0.12	0.12	0.13
Unlinked Pass Trips/Rev Hour	2.0	2.0	1.9	2.0	1.9	1.9	1.7	1.8
Unlinked Pass Trips/Weekday	218	224	196	180	188	195	190	214
Unlinked Pass Trips/Saturday	103	101	95	85	86	79	67	80
Unlinked Pass Trips/Sunday	44	43	39	38	45	51	48	63
Oper. Expense/Passenger Mile	\$2.16	\$2.46	\$3.71	\$3.84	\$3.41	\$3.79	\$3.93	\$3.80
Oper. Expense/Vehicle Rev Hour	\$33.30	\$37.56	\$51.61	\$57.71	\$47.91	\$49.19	\$47.65	\$48.97
Oper. Expense/Total Vehicle Mile	\$1.90	\$2.36	\$3.36	\$3.23	\$2.71	\$2.90	\$2.99	\$3.00
Oper. Expense/Vehicle Rev Mile	\$2.32	\$2.79	\$3.97	\$3.79	\$3.16	\$3.29	\$3.40	\$3.46
Oper. Expense/Total Vehicle Hour	\$28.08	\$33.72	\$47.28	\$52.92	\$44.08	\$45.94	\$44.36	\$45.28
Oper. Expense/Unlinked Pass Trip	\$16.43	\$18.45	\$27.44	\$28.80	\$25.23	\$26.50	\$27.49	\$26.57
Subsidy/Unlinked Pass Trip	\$14.76	\$16.53	\$25.07	\$26.31	\$22.93	\$24.25	\$25.26	\$24.08
Miles/Major Mechanical Failures	69,090	101,659	31,244	20,534	39,351	30,636	72,057	92,466
Miles/Total System Failures	24,031	29,900	15,118	14,759	23,253	26,041	72,057	79,256

ROUTE 21 CSUB/Bakersfield College



ROUTE FACTS

LENGTH: 12.6
WKDY RV MLS: 1428.8
SAT RV MILES: 607.6
SUN RV MILES: 607.6
PSNGRS/WKDY: 2376
PSNGRS/SAT: 1000

PSNGRS/SUN: 822
WKDY RV HRS: 114.40
SAT RV HRS: 50.05
SUN RV HRS: 50.05
AV WKDY SPEED: 12.5
WKDY HEADWAY: 15/30
SAT HEADWAY: 30
SUN HEADWAY: 30
MAX # BUSES
 Mon-Fri: 8
 Sat/Sun: 4
SPAN OF SERVICE
 Wkdys: 557-2255
 Sat: 630-1926
 Sun: 630-1926
 Holidays: 642-1926

ROUTE DESCRIPTION

Route 21 is a Rapid Route that operates on major corridors between Bakersfield College and CSUB. There are a limited number of stops spaced approximately one-half mile apart. The route serves major trip generators, including Bak College, KMC, Human Services, Stockdale Village, & CSUB.

PRODUCTIVITY

PASSGRS PER MILE
 Wkdys: 1.7
 Sat: 1.7
 Sun: 1.4

PASSGRS PER HOUR
 Wkdys: 21
 Sat: 20
 Sun: 17

SUBSIDY
PER PSGR
 Wkdys: \$2.57
 Sat: \$2.65
 Sun: \$3.22

OP. RATIO
 Wkdys: 0.24
 Sat: 0.23
 Sun: 0.20

MISSED TRIPS

TOTAL:	
Mech	59
Driver	11
Wrg Way	1
Traffic	1
Train	3
Passgr	19
Accdnt	9
Drop Off	10
Behind	55
Misc	0
Total Trips:	36,208

PASSENGER LOADING

Average load factor at
 max. load point:
 Heaviest segments:
 E California, Mt Vernon

Avg trip length: 3.04



CSUB is western terminus for Route 21.

ROUTE 22 CSUB/Oildale

PRODUCTIVITY

PASSGRS PER MILE

Wkdys: 2.1

Sat: 2.5

Sun: 1.8

PASSGRS PER HOUR

Wkdys: 24

Sat: 30

Sun: 22

SUBSIDY

PER PSGR

\$2.08

\$1.52

\$2.22

OP. RATIO

0.28

0.34

0.26

MISSED TRIPS

TOTAL:

Mech	72
Driver	6
Wrg Way	0
Traffic	7
Train	0
Passgr	38
Accdnt	5
Drop Off	34
Behind	84
Misc	0
Total Trips	37,395

ROUTE FACTS

LENGTH: 16

WKDY RV MLS: 1785.4

SAT RV MILES: 737

SUN RV MILES: 737

PSNGRS/WKDY: 3786

PSNGRS/SAT: 1829

PSNGRS/SUN: 1341

WKDY RV HRS: 156.92

SAT RV HRS: 61.17

SUN RV HRS: 61.17

AV WKDY SPEED: 11.4

WKDY HEADWAY: 15/30

SAT HEADWAY: 30

SUN HEADWAY: 30

MAX # BUSES

Mon-Fri: 11

Sat/Sun: 5

SPAN OF SERVICE

Wkdys: 545-2313

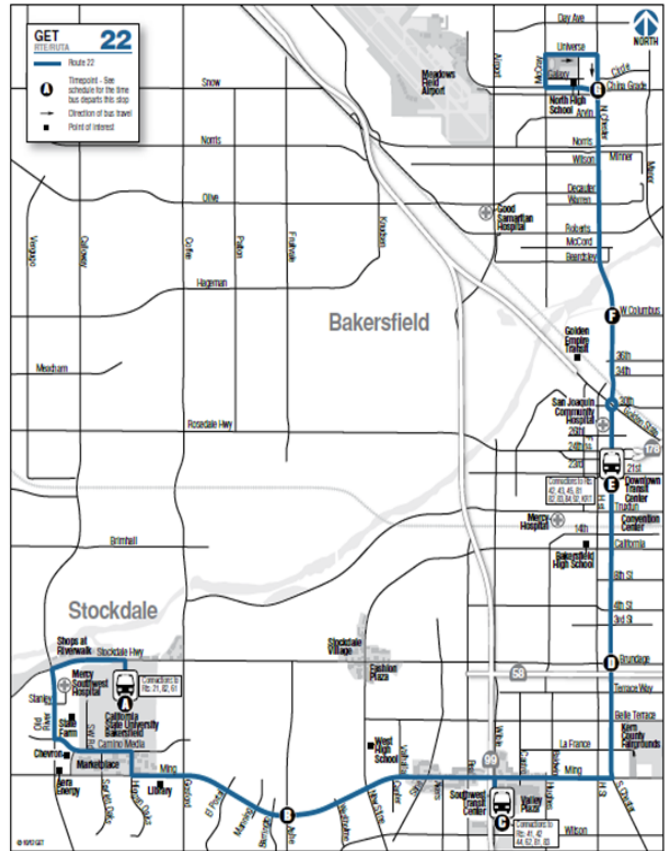
Sat: 630-1940

Sun: 643-1923

Holidays: 643-1923

ROUTE DESCRIPTION

Route 22 is a Rapid Route that operates on major corridors between Oildale, Downtown, and CSUB. There are a limited number of stops spaced approximately one-half mile apart. Major trip generators include Downtown, Valley Plaza, The Marketplace, and CSUB. It is the major north-south route.



PASSENGER LOADING

Average load factor at

max. load point:

Heaviest segments: Chester Avenue

Avg trip length: 2.73



Route 22 operates in the Chester Avenue corridor.

ROUTE 41 Bakersfield College/Valley Plaza

PRODUCTIVITY

PASSGRS PER MILE

Wkdys: 1.1
Sat: 0.8
Sun: 0.7

PASSGRS PER HOUR

Wkdys: 17
Sat: 12
Sun: 10

SUBSIDY

PER PSGR

\$3.39
\$4.95
\$5.58

OP. RATIO

0.19
0.14
0.13

MISSED TRIPS

TOTAL:

Mech	36
Driver	3
Wrg Way	0
Traffic	0
Train	0
Passgr	3
Accdnt	1
Drop Off	2
Behind	13
Misc	0
Total Trips	20,116

ROUTE FACTS

LENGTH: 22

WKDY RV MLS: 1316.9

SAT RV MILES: 987.8

SUN RV MILES: 987.8

PSNGRS/WKDY: 1478

PSNGRS/SAT: 782

PSNGRS/SUN: 686

WKDY RV HRS: 89.30

SAT RV HRS: 66.88

SUN RV HRS: 66.88

AV WKDY SPEED 14.7

WKDY HEADWAY: 30/60

SAT HEADWAY: 30

SUN HEADWAY: 30

MAX # BUSES

Mon-Fri: 6

Sat/Sun: 6

SPAN OF SERVICE

Wkdys: 530-2305

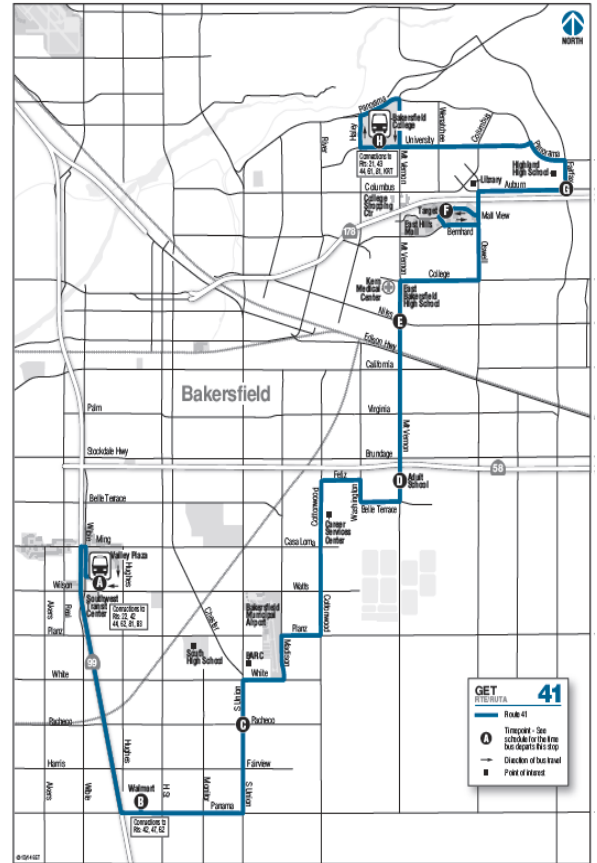
Sat: 657-1923

Sun: 657-1923

Holidays: 700-1853

ROUTE DESCRIPTION

Route 41 is the major route for southeast Bakersfield, providing service to Bakersfield College and Valley Plaza. This is the only route that serves E. Hills Mall, Adult School, and Career Services Center. The route also serves Wal-Mart Panama Ln, KMC, E Bakersfield HS, and Highland High School.



PASSENGER LOADING

Average load factor at

max. load point:

Heaviest segments: East of S Union to Bernard

Avg trip length 7.09



Route 41 serves Bakersfield Adult School.

ROUTE 42 Walmart Panama /Westchester

PRODUCTIVITY

PASSGRS PER MILE

Wkdys: 1.5

Sat: 1.1

Sun: 0.9

PASSGRS PER HOUR

Wkdys: 17

Sat: 13

Sun: 11

SUBSIDY

PER PSGR

\$3.30

\$4.54

\$5.43

OP. RATIO

0.19

0.15

0.13

MISSED TRIPS

TOTAL:

Mech 23

Driver 4

Wrg Way 1

Traffic 1

Train 0

Passgr 5

Accdnt 2

Drop Off 16

Behind 53

Misc 0

Total Trips 20,425

ROUTE FACTS

LENGTH: 11.8

WKDY RV MLS: 696

SAT RV MILES: 545.4

SUN RV MILES: 545.4

PSNGRS/WKDY: 1021

PSNGRS/SAT: 591

PSNGRS/SUN: 492

WKDY RV HRS: 60.00

SAT RV HRS: 47.03

SUN RV HRS: 47.03

AV WKDY SPEED 11.6

WKDY HEADWAY: 30/60

SAT HEADWAY: 30

SUN HEADWAY: 30

MAX # BUSES

Mon-Fri: 4

Sat/Sun: 4

SPAN OF SERVICE

Wkdys: 556-2258

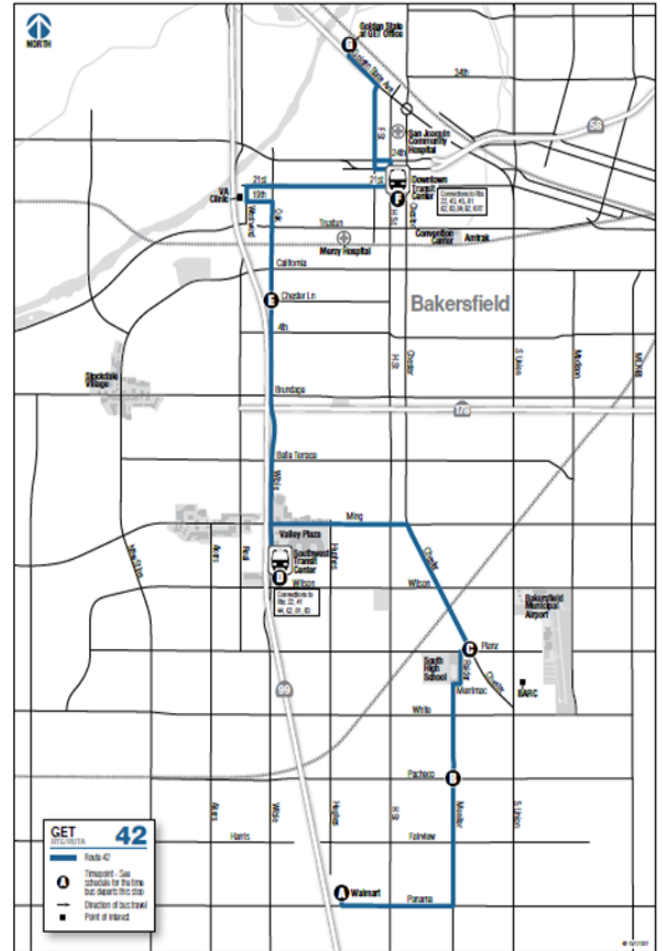
Sat: 656-1902

Sun: 656-1902

Holidays: 656-1858

ROUTE DESCRIPTION

Route 42 provides service to the GET office, Westchester, Downtown, Veterans Clinic, Valley Plaza, South High School, and Wal-Mart Panama Lane. The route also serves the Oak Street commercial corridor.



PASSENGER LOADING

Average load factor at

max. load point:

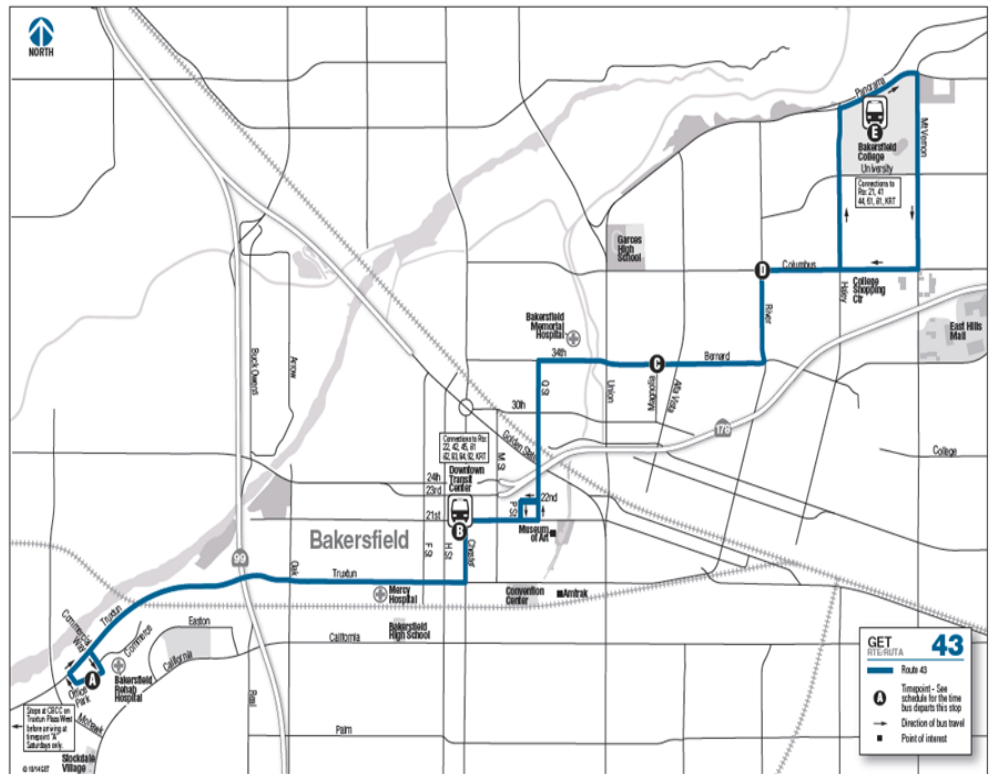
Heaviest segments: Westwind, S. Chester

Avg trip length 3.94



Route 42 serves the Westchester district.

ROUTE 43 Truxtun/Bakersfield College



ROUTE FACTS

LENGTH: 8.9
WKDY RV MLS: 507.8
SAT RV MILES: 447.8
SUN RV MILES: 408.7
PSNGRS/WKDY: 1303
PSNGRS/SAT: 598

PSNGRS/SUN: 418
WKDY RV HRS: 58.33
SAT RV HRS: 47.00
SUN RV HRS: 47.00
AV WKDY SPEED: 8.7
WKDY HEADWAY: 30/60
SAT HEADWAY: 30
SUN HEADWAY: 30
MAX # BUSES
 Mon-Fri: 4
 Sat/Sun: 4
SPAN OF SERVICE
 Wkdys: 600-2305
 Sat: 650-1905
 Sun: 650-1905
 Holidays: 700-1855

ROUTE DESCRIPTION

Route 43 links the southwest Social Security Office to downtown as well as to areas of the southwest via a connection with Route 47 at Social Security. The route also serves Memorial Hospital and the 34th Street medical corridor, College Center, and Bakersfield College.

PRODUCTIVITY

PASSGRS PER MILE
 Wkdys: 2.6
 Sat: 1.4
 Sun: 1.0

PASSGRS PER HOUR
 Wkdys: 22
 Sat: 13
 Sun: 9

SUBSIDY PER PSGR
 \$2.28
 \$4.40
 \$6.43

OP. RATIO
 0.26
 0.15
 0.11

MISSED TRIPS

TOTAL:	
Mech	21
Driver	2
Wrg Way	1
Traffic	0
Train	0
Passgr	5
Accdnt	0
Drop Off	0
Behind	2
Misc	0
Total Trips:	20,632

PASSENGER LOADING

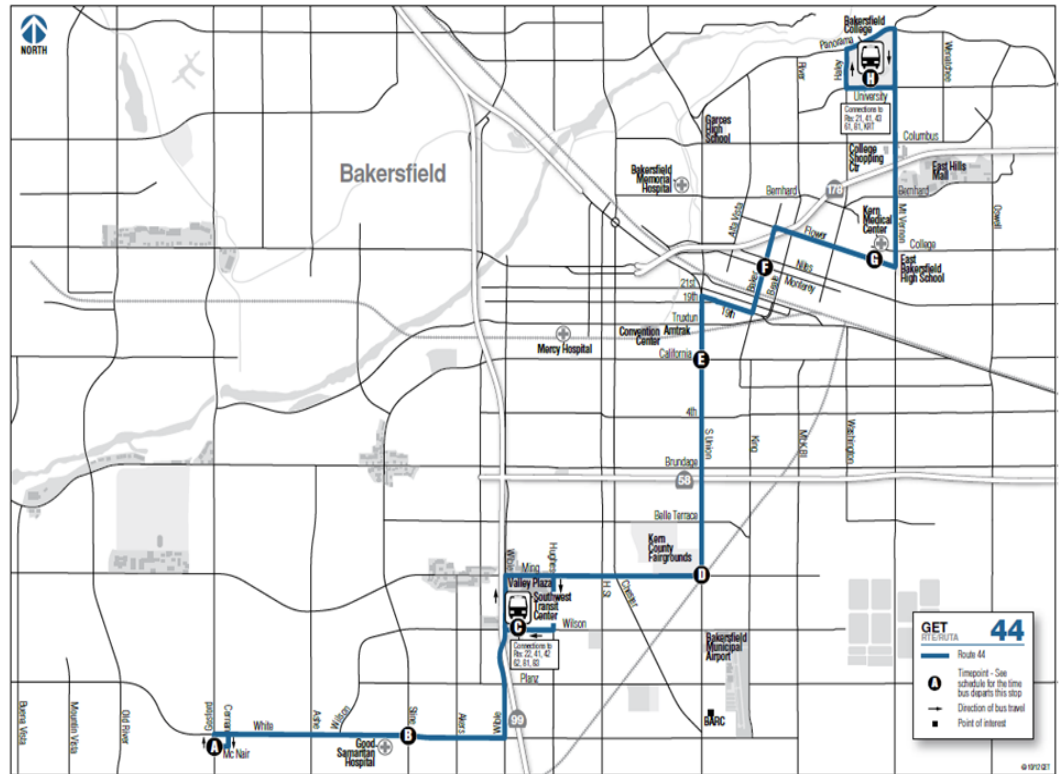
Average load factor at max. load point:
 Heaviest segments:
 Q, 34th, Bernard

Avg trip length 2.31



Route 43 serves the Q Street corridor.

ROUTE 44 White Lane/Bakersfield College



ROUTE FACTS

LENGTH: 15.6
WKDY RV MILES: 909
SAT RV MILES: 711.6
SUN RV MILES: 711.6
PSNGRS/WKDY: 1975
PSNGRS/SAT: 1346

PSNGRS/SUN: 1262
WKDY RV HRS: 86.33
SAT RV HRS: 70.00
SUN RV HRS: 70.00
AV WKDY SPEED: 10.5
WKDY HEADWAY: 30/60

SAT HEADWAY: 30
SUN HEADWAY: 30
MAX # BUSES

Mon-Fri: 6
 Sat/Sun: 6

SPAN OF SERVICE

Wkdys: 600-2328
 Sat: 630-1925
 Sun: 650-1915
 Holidays: 647-1915

ROUTE DESCRIPTION

Route 44 links East Bakersfield to the Valley Plaza, operating through Old Town Kern. It is the principle route for service to Kern Medical Center and also serves Bakersfield College, Kern County Fairgrounds, and the Union Avenue corridor. The route operates in the southwest on White Lane.

PRODUCTIVITY

PASSGRS PER MILE
 Wkdys: 2.2
 Sat: 2.0
 Sun: 1.8
PASSGRS PER HOUR
 Wkdys: 23
 Sat: 20
 Sun: 18

SUBSIDY

PER PSGR
 Wkdys: \$2.26
 Sat: \$2.73
 Sun: \$2.87
OP. RATIO
 Wkdys: 0.26
 Sat: 0.23
 Sun: 0.22

MISSED TRIPS

TOTAL:
 Mech: 33
 Driver: 8
 Wrg Way: 0
 Traffic: 1
 Train: 1
 Passgr: 9
 Accdnt: 2
 Drop Off: 8
 Behind: 12
 Misc: 0
Total Trips: 20,322

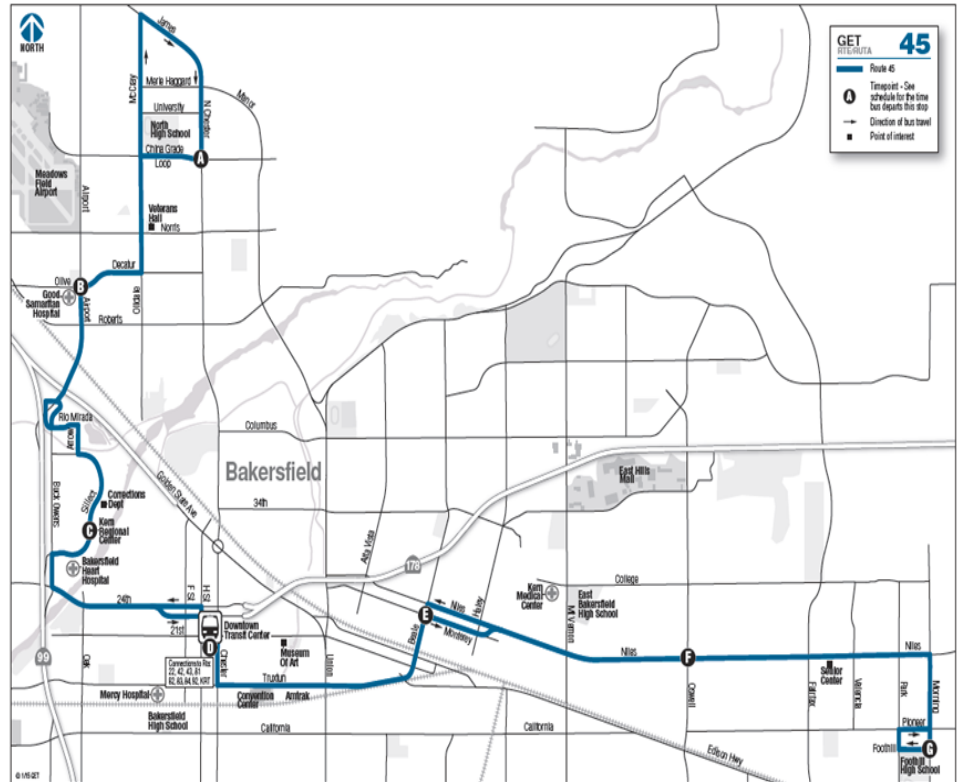
PASSENGER LOADING

Average load factor at max. load point:
 Heaviest segments:
 Union, Flower, Mt. Vernon
 Avg trip length: 3.56



Route 44 serves Baker Street.

ROUTE 45 Oildale/Foothill



ROUTE FACTS

LENGTH: 16.5
WKDY RV MILES: 911.3
SAT RV MILES: 716.3
SUN RV MILES: 716.3
PSNGRS/WKDY: 1858
PSNGRS/SAT: 997

PSNGRS/SUN: 773
WKDY RV HRS: 75.27
SAT RV HRS: 59.13
SUN RV HRS: 59.13
AV WKDY SPEED: 12.1
WKDY HEADWAY: 30/60
SAT HEADWAY: 30
SUN HEADWAY: 30
MAX # BUSES
 Mon-Fri: 5
 Sat/Sun: 5
SPAN OF SERVICE
 Wkdys: 550-2308
 Sat: 650-1908
 Sun: 650-1908
 Holidays: 650-1903

ROUTE DESCRIPTION

Route 45 links East Bakersfield to Oildale via Downtown. The route serves East Bakersfield's major commercial arterial- Niles Street. The route has a transfer point with Rt 46 at Foothill High School. The route also serves Amtrak, Rabobank Arena, Heart Hospital, Kern Regional Center, Good Samaritan Hospital, & North High.

PRODUCTIVITY

PASSGRS PER MILE
 Wkdys: 2.0
 Sat: 1.4
 Sun: 1.1
PASSGRS PER HOUR
 Wkdys: 25
 Sat: 17
 Sun: 13

SUBSIDY

PER PSGR
 Wkdys: \$1.99
 Sat: \$3.19
 Sun: \$4.18
OP. RATIO
 Wkdys: 0.29
 Sat: 0.20
 Sun: 0.16

MISSED TRIPS

TOTAL:
 Mech: 26
 Driver: 2
 Wrg Way: 0
 Traffic: 0
 Train: 0
 Passgr: 7
 Accdnt: 2
 Drop Off: 6
 Behind: 22
 Misc: 0
Total Trips: 21,405

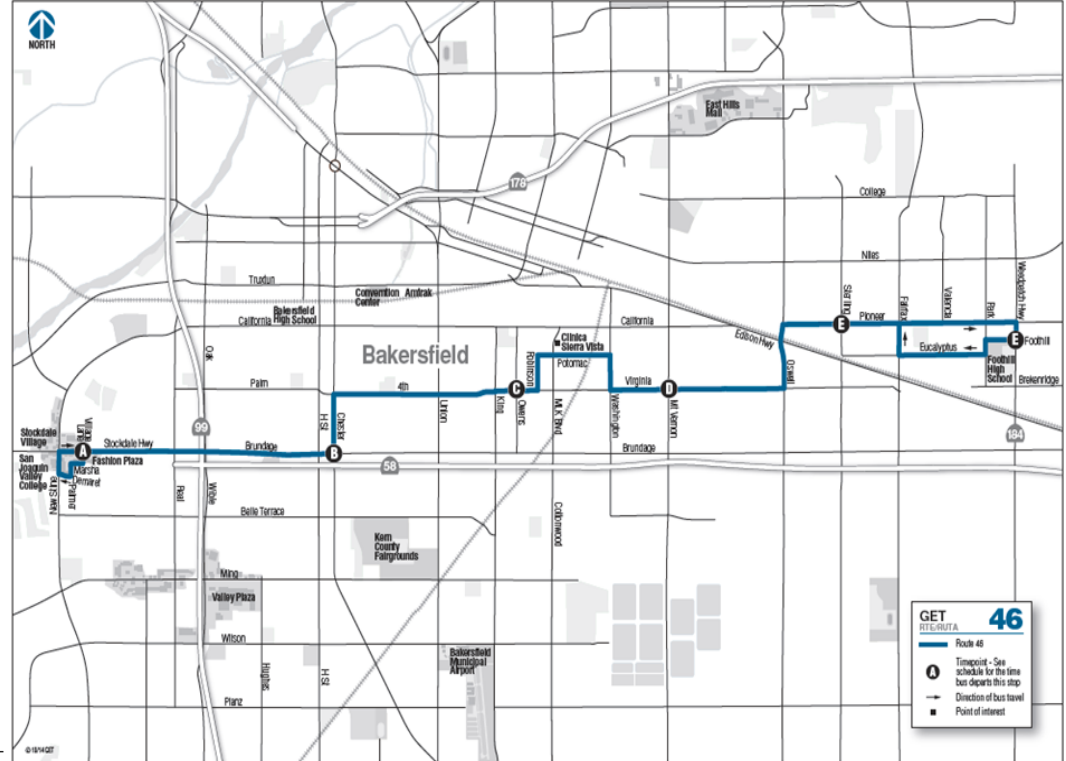
PASSENGER LOADING

Average load factor at
 max. load point:
 Heaviest segments:
 Niles Street
 Avg trip length 3.63



AMTRAK station (served by Rt 44)

ROUTE 46 Stockdale/Foothill



ROUTE FACTS

LENGTH: 10.6
WKDY RV MLS: 640.6
SAT RV MILES: 483
SUN RV MILES: 483
PSNGRS/WKDY: 820
PSNGRS/SAT: 442

PSNGRS/SUN: 355
WKDY RV HRS: 60.48
SAT RV HRS: 45.67
SUN RV HRS: 45.67
AV WKDY SPEED: 10.6
WKDY HEADWAY: 30/60

SAT HEADWAY: 30
SUN HEADWAY: 30
MAX # BUSES

Mon-Fri: 4
 Sat/Sun: 4

SPAN OF SERVICE

Wkdys: 603-2258
Sat: 703-1858
Sun: 703-1858
Holidays: 703-1858

Route 46 provides service between East Bakersfield and Stockdale Village. Transfers to and from Downtown via Route 22 are available at Chester & Brundage. This route serves the Bakersfield Senior Center, Kaiser Permanente (Stockdale Hwy), and has a connection with Rt 45 at Foothill High.

PASSGRS PER MILE

Wkdys: 1.3
Sat: 1.0
Sun: 0.8

PASSGRS PER HOUR

Wkdys: 14
Sat: 10
Sun: 8

PER PSGR

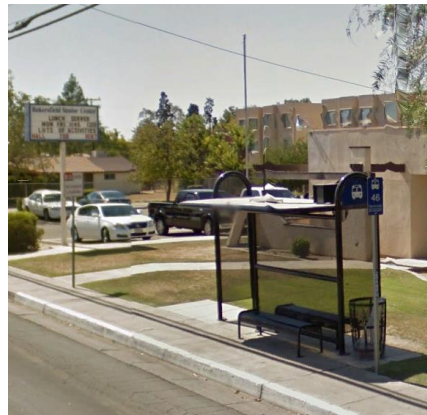
\$4.33
\$6.23
\$7.69
OP. RATIO
 0.16
 0.11
 0.09

TOTAL:

Mech	15
Driver	1
Wrg Way	0
Traffic	0
Train	2
Passgr	2
Accdnt	3
Drop Off	0
Behind	2
Misc	1
Total Trips:	20,477

PASSENGER LOADING

Average load factor at
 max. load point:
 Heaviest segments:
 4th Street, Virginia Ave
 Avg trip leng **2.95**



Bakersfield Senior Center (served by Rt 46)

ROUTE 47 Walmart Panama/Truxtun

PRODUCTIVITY

PASSGRS PER MILE

Wkdys: 1.0

Sat: ✓

Sun: ✓

PASSGRS PER HOUR

Wkdys: 11

Sat: ✓

Sun: ✓

SUBSIDY

PER PSGR

\$5.47

OP. RATIO

0.13

MISSED TRIPS

TOTAL:

Mech 12

Driver 0

Wrg Way 0

Traffic 1

Train 0

Passgr 3

Accdnt 1

Drop Off 2

Behind 1

Misc 0

Total Trips 13,153

ROUTE FACTS

LENGTH: 9.6

WKDY RV MLS: 429.6

SAT RV MILES: 0

SUN RV MILES: 0

PSNGRS/WKDY: 428

PSNGRS/SAT: 0

PSNGRS/SUN: 0

WKDY RV HRS: 38.23

SAT RV HRS: 0.00

SUN RV HRS: 0.00

AV WKDY SPEED 11.2

WKDY HEADWAY: 30

SAT HEADWAY: 30

SUN HEADWAY: 30

MAX # BUSES

Mon-Fri: 3

Sat/Sun: 0

SPAN OF SERVICE

Wkdys: 600-1914

Sat:

Sun:

Holidays:

ROUTE DESCRIPTION

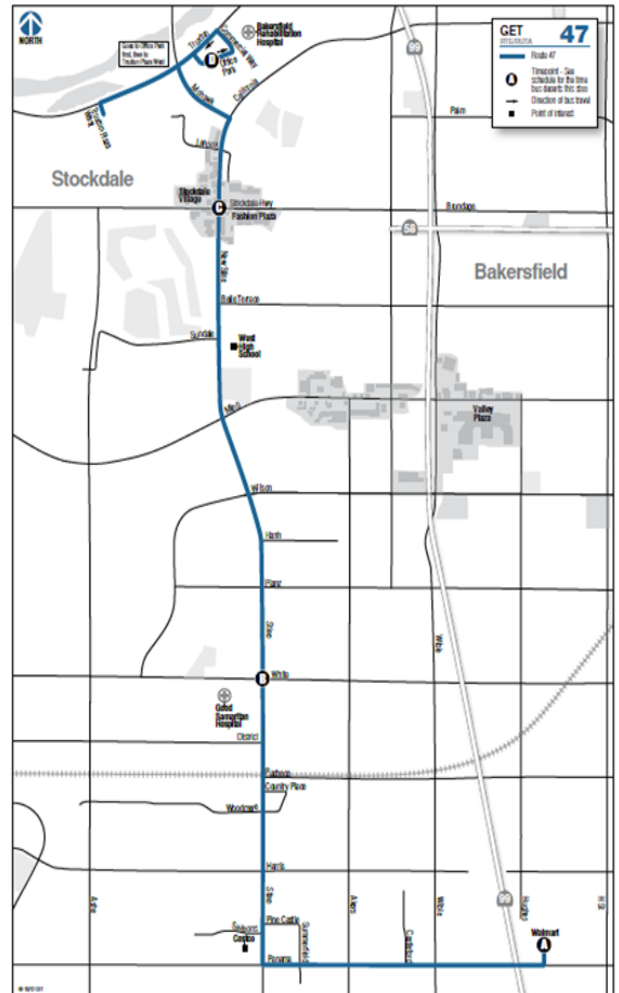
Route 47 links Wal-Mart Panama Ln with the Truxtun Avenue medical corridor, serving CBCC, Social Security Office, Independent Living Center, and San Joaquin Valley College. A connection to & from Downtown is provided via Route 43 at Social Security.

PASSENGER LOADING

Average load factor at max. load point:

Heaviest segments: North of Ming

Avg trip length 2.8



Route 47 serves Stockdale business district.

ROUTE 61 Stine Harris/Bakersfield College

PRODUCTIVITY	SUBSIDY	MISSED TRIPS	
PASSGRS PER MILE	PER PSGR	TOTAL:	
Wkdys: 1.1	\$3.38	Mech	5
Sat: 0.9	\$4.41	Driver	2
Sun: 0.7	\$5.43	Wrg Wway	0
PASSGRS PER HOUR	OP. RATIO	Traffic	0
Wkdys: 17	0.19	Train	0
Sat: 14	0.15	Passgr	1
Sun: 11	0.13	Accdnt	2
ROUTE FACTS		Drop Off	1
		Behind	0
		Misc	0
		Total Trips	11,966

ROUTE FACTS

LENGTH: 22.4
WKDY RV MLS: 741.2
SAT RV MILES: 523.2
SUN RV MILES: 523.2
PSNGRS/WKDY: 855
PSNGRS/SAT: 488
PSNGRS/SUN: 386

WKDY RV HRS: 50.78
SAT RV HRS: 36.00
SUN RV HRS: 36.00
AV WKDY SPEED: 14.6
WKDY HEADWAY: 60/60
SAT HEADWAY: 60
SUN HEADWAY: 60

MAX # BUSES

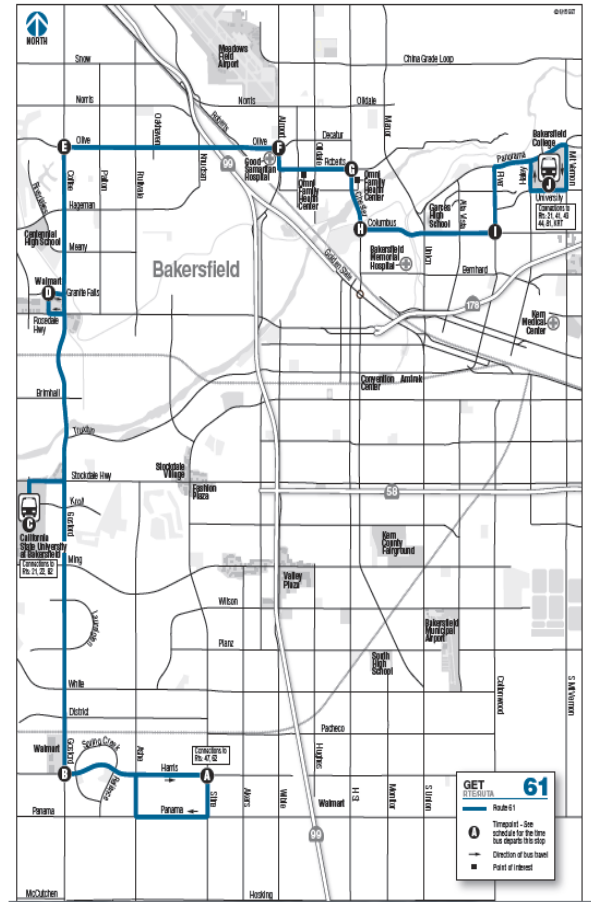
Mon-Fri: 3
 Sat/Sun: 3

SPAN OF SERVICE

Wkdys: 547-2300
 Sat: 647-1905
 Sun: 647-1905
 Holidays: 647-1905

ROUTE DESCRIPTION

Route 61 is a circulator route that links Bakersfield College to Oildale and the northwest as well as Northwest Promenade, CSUB, and southwest neighborhoods. The route serves the Coffee Rd-Gosford Road corridor and operates through the Silver Creek area. It is the second longest route.



PASSENGER LOADING

Average load factor at max. load point:
 Heaviest segments: Roberts Ln, W Columbus
 Avg trip length: 5.27



Route 61 serves Roberts Lane Corridor in Oildale.

ROUTE 62 Akers Panama/Valley Plaza

PRODUCTIVITY

PASSGRS PER MILE

Wkdys: 0.9
Sat: 0.9
Sun: 0.8

PASSGRS PER HOUR

Wkdys: 13
Sat: 13
Sun: 11

SUBSIDY

PER PSGR

\$4.43
\$4.53
\$5.23

OP. RATIO

0.15
0.15
0.13

MISSED TRIPS

TOTAL:

Mech	5
Driver	2
Wrg Way	0
Traffic	0
Train	0
Passgr	2
Accdnt	1
Drop Off	2
Behind	4
Misc	0
Total Trips	11,244

ROUTE FACTS

LENGTH: 15

WKDY RV MLS: 491.3

SAT RV MILES: 346.8

SUN RV MILES: 346.8

PSNGRS/WKDY: 451

PSNGRS/SAT: 317

PSNGRS/SUN: 265

WKDY RV HRS: 33.92

SAT RV HRS: 23.92

SUN RV HRS: 23.92

AV WKDY SPEED: 14.5

WKDY HEADWAY: 60/60

SAT HEADWAY: 60

SUN HEADWAY: 60

MAX # BUSES

Mon-Fri: 2

Sat/Sun: 2

SPAN OF SERVICE

Wkdys: 555-2255

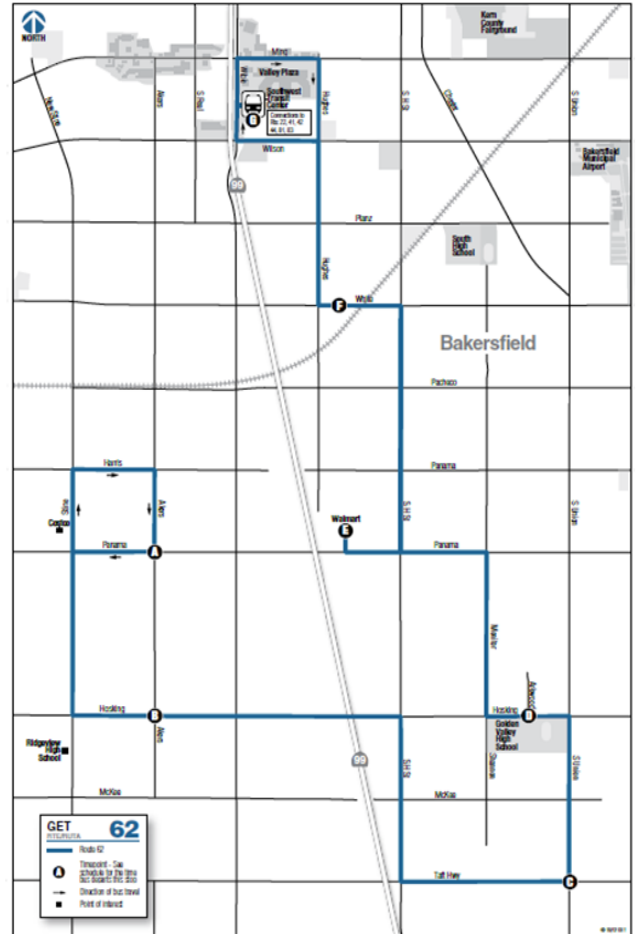
Sat: 655-1855

Sun: 655-1855

Holidays: 655-1855

ROUTE DESCRIPTION

Route 62 is a circulator route that links the Greenfield area with Valley Plaza, Wal-Mart Panama Lane, and Ridgeview High School. The route also serves Golden Valley High School and the Greenfield Senior Center.



PASSENGER LOADING

Average load factor at
max. load point:

Heaviest segments: White Ln, South H

Avg trip length 3.84



Route 62 serves commercial areas near South H & White Lane.

ROUTE 81 Valley Plaza/Bakersfield College

PRODUCTIVITY

PASSGRS PER MILE

Wkdys: 1.3

Sat: 0.6

Sun: 0.4

PASSGRS PER HOUR

Wkdys: 26

Sat: 11

Sun: 7

SUBSIDY

PER PSGR

\$1.91

\$5.10

\$8.21

OP. RATIO

0.29

0.14

0.09

MISSED TRIPS

TOTAL:

Mech 7

Driver 1

Wrg Way 2

Traffic 0

Train 0

Passgr 3

Accdnt 1

Drop Off 0

Behind 5

Misc 0

Total Trips 15,886

ROUTE FACTS

LENGTH: 10.1

WKDY RV MLS: 520

SAT RV MILES: 240

SUN RV MILES: 240

PSNGRS/WKDY: 669

PSNGRS/SAT: 137

PSNGRS/SUN: 88

WKDY RV HRS: 26.00

SAT RV HRS: 12.00

SUN RV HRS: 12.00

AV WKDY SPEED 20.0

WKDY HEADWAY: 30

SAT HEADWAY: 30

SUN HEADWAY: 30

MAX # BUSES

Mon-Fri: 2

Sat/Sun: 1

SPAN OF SERVICE

Wkdys: 600-1900

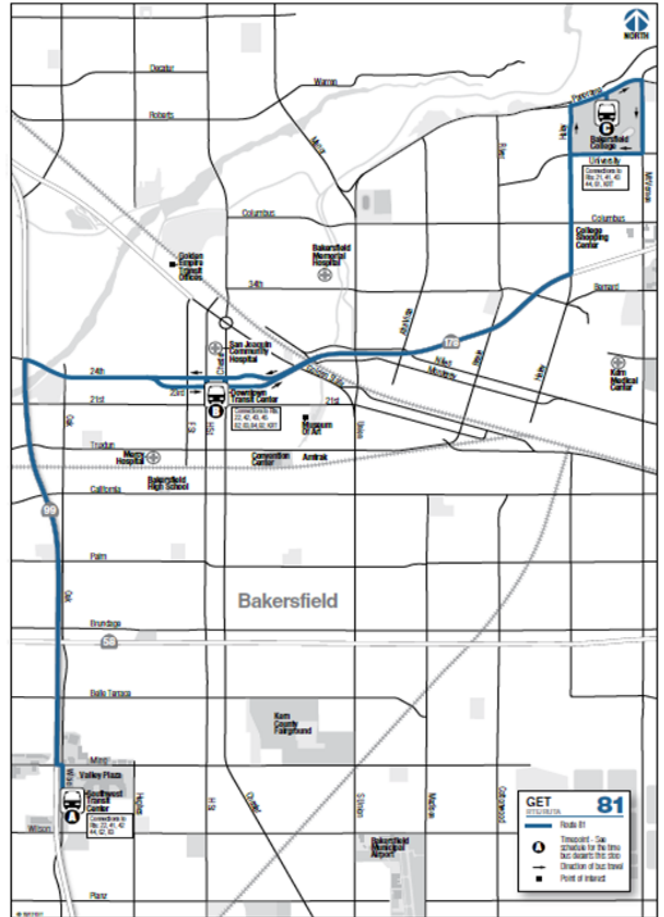
Sat: 700-1900

Sun: 700-1900

Holidays:

ROUTE DESCRIPTION

Route 81 provides express service between Southwest Transit Center, Downtown, and Bakersfield College. These are the only three stops on this route.



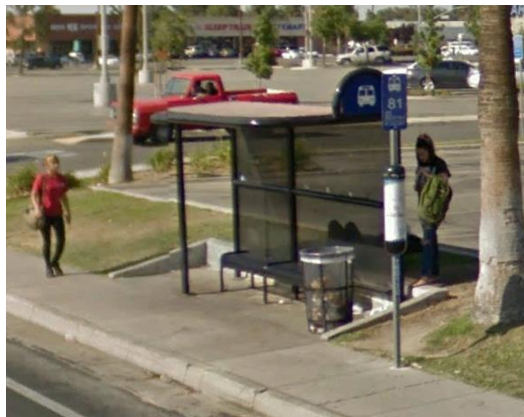
PASSENGER LOADING

Average load factor at

max. load point:

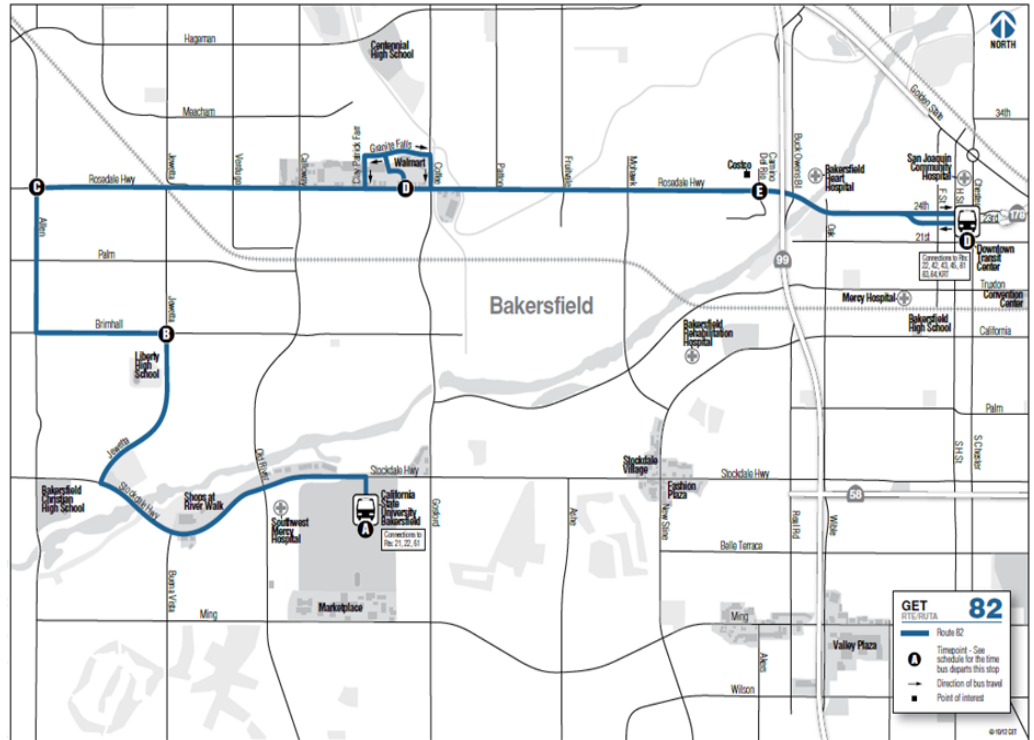
Heaviest segments: S.West Center, Bak Coll

Avg trip length: 6.23



Route 81 southern terminus is adjacent to Southwest Transit Center.

ROUTE 82 CSUB/Downtown



ROUTE FACTS

LENGTH: 13.9
WKDY RV MILES: 384.3
SAT RV MILES: 327.6
SUN RV MILES: 327.6
PSNGRS/WKDY: 266
PSNGRS/SAT: 170

PSNGRS/SUN: 126
WKDY RV HRS: 28.75
SAT RV HRS: 23.83
SUN RV HRS: 23.83
AV WKDY SPEED: 13.4
WKDY HEADWAY: 60/60

SAT HEADWAY: 60
SUN HEADWAY: 60
MAX # BUSES

Mon-Fri: 2
 Sat/Sun: 2

SPAN OF SERVICE

Wkdys: 600-2150
Sat: 700-1855
Sun: 700-1855
Holidays:

ROUTE DESCRIPTION

Route 82 is a circulator-express route between Downtown, Northwest Promenade, and CSUB. The route serves the Fruitvale and Rosedale communities. The route operates with a limited number of stops between Downtown and Northwest Promenade. This route travels farther west than any other route.

PRODUCTIVITY

PASSGRS PER MILE
 Wkdys: 0.7
 Sat: 0.5
 Sun: 0.4

PASSGRS PER HOUR
 Wkdys: 9
 Sat: 7
 Sun: 5

SUBSIDY

PER PSGR
 Wkdys: \$6.70
 Sat: \$8.46
 Sun: \$11.45

OP. RATIO
 Wkdys: 0.11
 Sat: 0.09
 Sun: 0.07

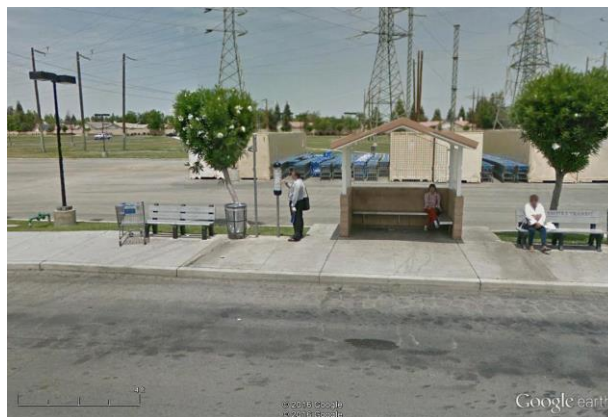
MISSED TRIPS

TOTAL:	
Mech	5
Driver	0
Wrg Way	0
Traffic	0
Train	1
Passgr	0
Accdnt	0
Drop Off	0
Behind	0
Misc	0
Total Trips:	10,728

PASSENGER LOADING

Average load factor at max. load point:
 Heaviest segments:
 Rosedale Hwy

Avg trip length: 5.26



Bus stop at Northwest Promenade.

ROUTE 83 Half Moon/S. Union

PRODUCTIVITY

PASSGRS PER MILE

Wkdys: 1.0
Sat: 0.6
Sun: 0.5

PASSGRS PER HOUR

Wkdys: 12
Sat: 8
Sun: 6

SUBSIDY

PER PSGR

\$5.03
\$8.07
\$9.99

OP. RATIO

0.14
0.09
0.07

MISSED TRIPS

TOTAL:

Mech	3
Driver	0
Wrg Way	1
Traffic	0
Train	0
Passgr	0
Accdnt	0
Drop Off	0
Behind	0
Misc	0
Total Trips	12,430

ROUTE FACTS

LENGTH: 8.8

WKDY RV MLS: 304.3

SAT RV MILES: 286.4

SUN RV MILES: 286.4

PSNGRS/WKDY: 307

PSNGRS/SAT: 180

PSNGRS/SUN: 145

WKDY RV HRS: 25.43

SAT RV HRS: 23.93

SUN RV HRS: 23.93

AV WKDY SPEED 12.0

WKDY HEADWAY: 45

SAT HEADWAY: 45

SUN HEADWAY: 45

MAX # BUSES

Mon-Fri: 2

Sat/Sun: 2

SPAN OF SERVICE

Wkdys: 545-1845

Sat: 630-1845

Sun: 630-1845

Holidays:

ROUTE DESCRIPTION

Route 83 is a circulator-express route that links the Laurelglen area with Valley Plaza and BARC. The route serves commercial centers on South H Street and White Lane.

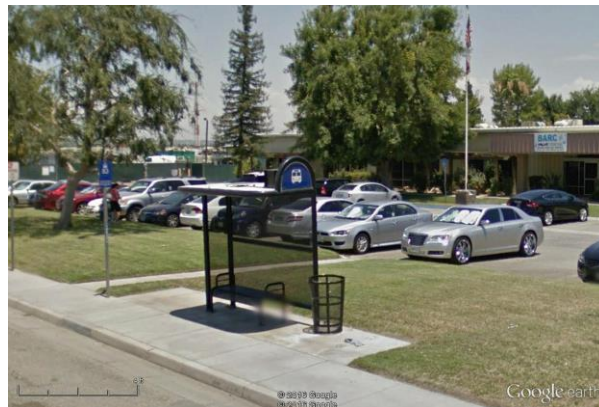
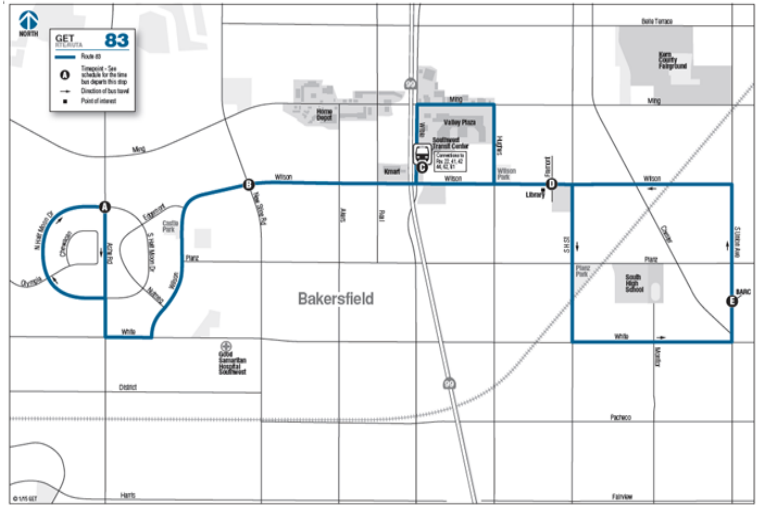
PASSENGER LOADING

Average load factor at

max. load point:

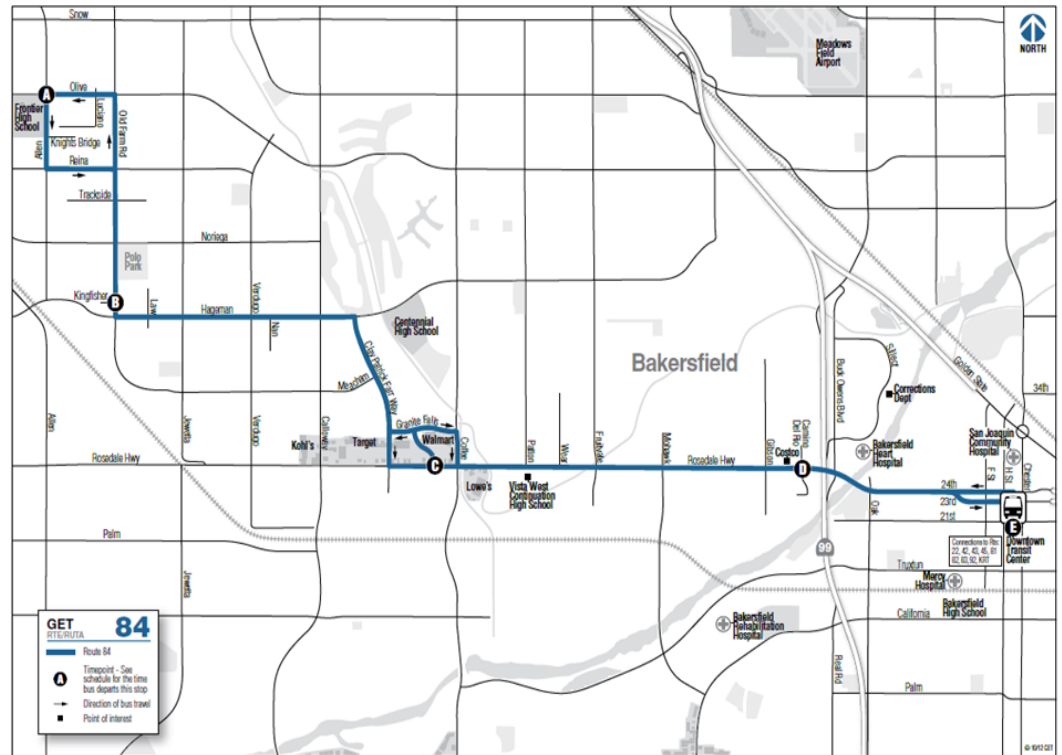
Heaviest segments: Wilson Rd

Avg trip length 3.2



Route 83 eastern terminus is BARC.

ROUTE 84 Frontier High School/Downtown



ROUTE FACTS

LENGTH: 10.1
WKDY RV MLS: 328.5
SAT RV MILES: 318.4
SUN RV MILES: 318.4
PSNGRS/WKDY: 219
PSNGRS/SAT: 123

PSNGRS/SUN: 95
WKDY RV HRS: 24.70
SAT RV HRS: 23.92
SUN RV HRS: 23.92
AV WKDY SPEED: 13.3
WKDY HEADWAY: 60
SAT HEADWAY: 60
SUN HEADWAY: 60
MAX # BUSES
 Mon-Fri: 2
 Sat/Sun: 2

SPAN OF SERVICE

Wkdys: 628-1910
Sat: 645-1910
Sun: 645-1910
Holidays:

ROUTE DESCRIPTION

Route 84 is a circulator-express route that links Downtown with the northwest area. The route serves Frontier High School and Northwest Promenade. The route operates with a limited number of stops between Downtown and Northwest Promenade.

PRODUCTIVITY

PASSGRS PER MILE
 Wkdys: 0.7
 Sat: 0.4
 Sun: 0.3
PASSGRS PER HOUR
 Wkdys: 9
 Sat: 5
 Sun: 4

SUBSIDY

PER PSGR
 \$6.99
 \$11.78
 \$15.18
OP. RATIO
 0.10
 0.06
 0.05

MISSED TRIPS

TOTAL:	
Mech	6
Driver	0
Wrg Way	0
Traffic	1
Train	0
Passgr	2
Accdnt	0
Drop Off	0
Behind	2
Misc	0
Total Trips:	11,812

PASSENGER LOADING

Average load factor at max. load point:
 Heaviest segments:
 Rosedale Hwy

Avg trip length: 3.57



Route 84 serves Northwest Promenade.

ROUTE 92 Tejon Ranch Commerce Center Express/Downtown

PRODUCTIVITY

PASSGRS PER MILE

Wkdys: 0.2

Sat:

Sun:

PASSGRS PER HOUR

Wkdys: 7

Sat:

Sun:

SUBSIDY

PER PSGR

\$7.85

OP. RATIO

0.28

MISSED TRIPS

TOTAL:

Mech 2

Driver 0

Wrg Way 0

Traffic 0

Train 0

Passgr 0

Accdnt 0

Drop Off 0

Behind 0

Misc 0

Total Trips 5,416

ROUTE FACTS

LENGTH: 34.4

WKDY RV MLS: 540.7

SAT RV MILES:

SUN RV MILES:

PSNGRS/WKDY: 0

PSNGRS/SAT:

PSNGRS/SUN:

WKDY RV HRS: 19.25

SAT RV HRS:

SUN RV HRS:

AV WKDY SPEED 28.1

WKDY HEADWAY: 120

SAT HEADWAY:

SUN HEADWAY:

MAX # BUSES

Mon-Fri: 2

Sat/Sun:

SPAN OF SERVICE

Wkdys: 350-010

Sat:

Sun:

Holidays:

ROUTE DESCRIPTION

This express route is the longest route in the system, operating between Downtown & the Tejon Commerce Center. A Park & Ride lot is located at McKee Rd. and South H. This is the only route to operate outside the District boundary and is also the only route to operate after 12:00AM.

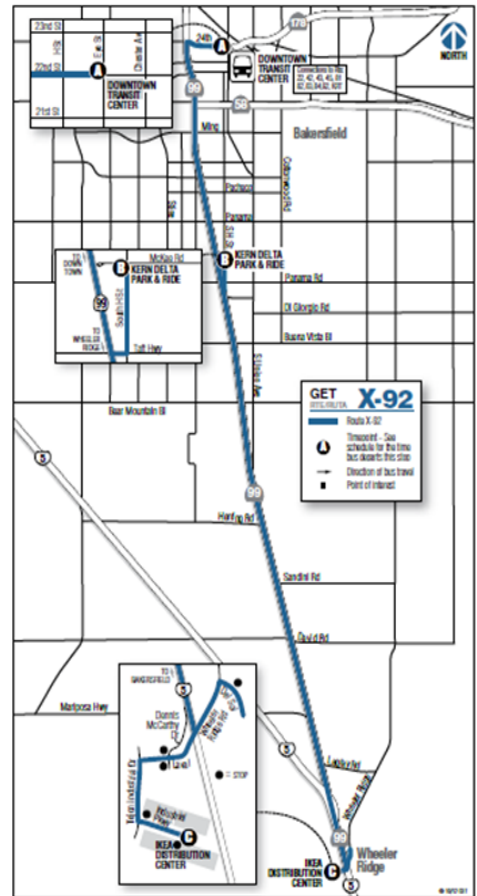
PASSENGER LOADING

Average load factor at

max. load point:

Heaviest segments: Park & Ride-IKEA

Avg trip length 31.9



GET bus
GOLDEN EMPIRE TRANSIT DISTRICT



Route 92 serves Tejon Outlets.

Section 4 PREVIOUS SERVICE REVISIONS

The following table provides a description of the service changes implemented after October 6, 2012.

SERVICE CHANGES EFFECTIVE 10-6-13					
		REV MLS	%	REV HRS	%
		CHANGE	CHANGE	CHANGE	CHANGE
ROUTE	DESCRIPTION OF CHANGE	PER DAY	PER DAY	PER DAY	PER DAY
21	30 minutes round trip run time added on weekday daytime trips	-179.9	-11%	14.54	15%
	Weeknight headways changed from 15 to 30 minutes after 7PM				
	2 buses added during weekdays daytime				
22	45 minutes round trip run time added on weekday daytime trips	-225.0	-11%	22.95	17%
	Weeknight headways changed from 15 to 30 minutes after 7PM				
	3 buses added during weekdays daytime				
45	Alignment revised from Brittan to Rio Mirada	-	-	-	-
47	Segment added from Truxtun Plaza West to Office Park Drive	27.9	6%	0	0
	TOTAL	-377.0		37.49	

SERVICE CHANGES EFFECTIVE 10-5-14					
RT	DESCRIPTION OF CHANGE	REV MLS CHANGE PER DAY	% CHANGE PER DAY	REV HRS CHANGE PER DAY	% CHANGE PER DAY
21	Extend to Homeless Center on selected trips (Mon.-Fri.)	12.8	1%	0.20	0.10%
21	Extend to Homeless Center on selected trips (Sat.)	7.6	1%	0.10	0.30%
21	Extend to Homeless Center on selected trips (Sun.)	7.6	1%	0.10	0.30%
22	Add one bus on Saturdays	111.0	15%	7.43	15%
22	Add one bus on Sundays	111.0	15%	7.43	15%
41	Revise to operate on Hwy 99 instead of Akers segment (Mon.-Fri.)	(88.4)	-6%	(0.18)	-0.2%
41	Revise to operate on Hwy 99 instead of Akers segment (Sat.)	(68.3)	-6%	(0.23)	-0.3%
41	Revise to operate on Hwy 99 instead of Akers segment (Sun.)	(68.3)	-6%	(0.23)	-0.3%
43	Extend to CBCC on Saturdays	39.1	10%	0.00	0%
46	Revise to operate on Robinson, Potomac, & Washington (Mon.-Fri.)	30.5	5%	0.00	0%
46	Revise to operate on Robinson, Potomac, & Washington (Sat.)	23.0	5%	0.00	0%
46	Revise to operate on Robinson, Potomac, & Washington (Sun.)	23.0	5%	0.00	0%
47	Eliminate weeknight service	(91.2)	-18%	(7.67)	-17%
47	Eliminate Saturday service	(403.2)	-100%	(35.72)	-100%
47	Eliminate Sunday service	(403.2)	-100%	(35.72)	-100%
61	Revise route to operate on Panama Ln westbound to Ashe Rd. Eliminate service to Wal-Mart Panama Ln. (Mon.-Fri.)	(57.2)	9%	0.00	0%
61	Revise route to operate on Panama Ln westbound to Ashe Rd. Eliminate service to Wal-Mart Panama Ln. (Sat.)	(52.8)	9%	0.00	0%
61	Revise route to operate on Panama Ln westbound to Ashe Rd. Eliminate service to Wal-Mart Panama Ln. (Sun.)	(52.8)	9%	0.00	0%
81	Weeknight service eliminated.	(80.0)	13%	(4.00)	13%
81	Saturday service reduced from 30 to 60 minute headways	(240.0)	-50%	(12.00)	-50%
81	Sunday service reduced from 30 to 60 minute headways	(240.0)	-50%	(12.00)	-50%
83	Eliminate Downtown-S.West; add Wilson-S. Union Mon.-Fri.	39.1	16%	(0.27)	-1%
83	Eliminate Downtown-S.West; add Wilson-S. Union Saturdays	41.2	18%	0.23	1%
83	Eliminate Downtown-S.West; add Wilson-S. Union Sundays	41.2	18%	0.23	1%
TOTAL CHANGE PER WEEKDAY		(234.4)		(11.9)	
TOTAL CHANGE PER SATURDAY		(542.4)		(40.2)	
TOTAL CHANGE PER SUNDAY		(581.5)		(40.2)	
TOTAL CHANGE PER WEEK		(2295.9)		(139.98)	
TOTAL CHANGE PER YEAR (52 WEEKS)		(119386.8)		(7278.96)	

SERVICE CHANGES EFFECTIVE 1-4-15

RT	DESCRIPTION OF CHANGE
21	Run time added to first AM trips from Homeless Center to Bakersfield College.
83	Alignment revised to operate from Half Moon eastbound on Wilson Rd. adjacent to Plaza Towers, northbound on Hughes Ln., and westbound on Ming Ave.

SERVICE CHANGES EFFECTIVE 2-1-15

RT	DESCRIPTION OF CHANGE
45	Route extended north on McCray north of Merle Haggard to James Rd.

SERVICE CHANGES JULY 2015

RT	DESCRIPTION OF CHANGE
21	Add 30 minutes run time on Saturdays
21	Add 30 minutes run time on Sundays
22	Add 30 minutes run time on Saturdays
22	Add 30 minutes run time on Sundays
44	Add 30 minutes run time weekdays during daytime
44	Add 30 minutes run time Saturdays
44	Add 30 minutes run time Sundays
61	Add hourly weeknight service
62	Add hourly weeknight service
82	Add hourly weeknight service between Downtn & NW Pr
	Eliminate Thanksgiving Service All Routes
	Eliminate Christmas Service All Routes

DESCRIPTION OF SERVICE CHANGES EFFECTIVE JULY 3, 2016	
ROUTE	DESCRIPTION
21	Calif./Oak timepoint (to BC) departure time was revised to be 1 minute earlier, except for night trips. Calif./Oak timepoint (to CSUB) departure time was revised to be 2 minutes earlier, except for night trips. Stockdale/Calif. timepoint (to CSUB) departure time was revised to be 3 minutes earlier, except for night trips.
22	Ming/Ashe timepoint (to Oildale) departure time was revised to be 1 minute earlier weekdays, except for night trips. Ming/Ashe timepoint (to CSUB) departure time was revised to be 2 minutes earlier weekdays, except for night trips. Ming/Ashe timepoint (to CSUB) departure time was revised to be 1 minute earlier Saturdays & Sundays.
42	S. Chester/Planz timepoint was eliminated. Oak/Chester Ln timepoint (to Walmart) departure time was revised to be 2 minutes earlier . Monitor/Pacheco timepoint (to Walmart) departure time was revised to be 3 minutes earlier . Work runs that relieve at Downtown Transit Center were changed to relieve at GET Office.
43	Was be extended to operate on Bahamas Drive and Empire Drive from Downtown to Office Park Drive only.
46	Pioneer/Sterling timepoint (to Foothill) departure time was revised to be 2 minutes earlier on all trips except for last weeknight trip.
61	Was revised to operate on 30 minute headways on weekdays from 9:17AM to 5:35PM. Was revised to depart CSUB to Stine/Harris 5 minutes earlier, allowing for 5 additional minutes travel time to Harris/Gosford, which gave 14 minutes travel time from CSUB to Harris/Gosford.
62	The timepoint location on White Lane east of Hughes Lane was moved to be on Hughes Lane at Patti. The route was be extended to operate on McKee Rd. west of South H and stop at the Kern Delta Park and Ride. The bus stop on South H at McKee, NE corner was removed .

Section 5

RECOMMENDED SERVICE PLAN

5.1.0 Introduction

Three factors within the District's control influence ridership: *service design, service promotion, and service delivery.*

Service design is the most important initial factor in determining whether a person will use transit. If service is not designed to be reasonably frequent, convenient, and fast, people will not use transit regardless of how well it is promoted or how clean and reliable the buses are. Research has shown that *service design is more* important than external factors in determining transit usage. In all the external factors that affect ridership: population density, the prosperity of the economy, and the number of geographical constraints, transit operators who have experienced dramatic ridership growth vary greatly. Yet certain characteristics of service design were prevalent in all of them: frequent service throughout the day, multi-destinational route networks, and an effort to accommodate many different trip purposes. This echoes the results of many marketing surveys, which show that frequency, convenience, and the ability to use transit throughout the day are the major factors influencing transit usage.

Another consideration in developing the Five-Year Service Plan is how the District can contribute to the quality of life in the Bakersfield area. Effective alternatives to the private auto are needed. Automobile dependency is the source of numerous area problems, including congestion, poor air quality, and inefficient use of land. Higher transit usage helps support development and land use decisions that encourage transit access, generating a positive growth away from total dependency on the automobile.

It is likely that widely dispersed destinations and varied trip purposes will continue to be the norm in the District's service area. A multi-destinational network of grid and timed-transfer systems can respond to changing travel patterns without a massive restructuring of service. Given such a network, the District can respond to most changes in market conditions by adjusting service levels and fine-tuning established routes. New routes can follow this service design.

The best designed system is useless if the day-to-day service is not operated on schedule. If the public perceives that the buses cannot be depended upon, no amount of marketing will overcome this perception. Therefore, maintaining schedule reliability is a key factor in this plan.

In summary, the District is pursuing the Five-Year Service Plan to increase ridership, increase market share, and improve system reliability and productivity. The plan strives to design a product which is more competitive with the auto and more responsive to individual travel needs. Growing problems, such as congestion and air quality, make it imperative that transit capture a much bigger share of the urban travel market. This plan is an effort to offer an attractive alternative to the automobile for all kinds of local trips.

GET will be monitoring route level and system-wide performance indicators to evaluate the effectiveness of the service improvements. Refinements in running time, coordinated transfers, on-time performance, and headway enhancements will be developed and implemented as funding allows.

The recommended service plan incorporates current planning issues and activities which impact the District's service area. These activities affect the District's planning efforts for effective and efficient service and are discussed below.

5.2.0 Sustainable Communities Strategy (SCS)

The Sustainable Communities Strategy (SCS) strives to reduce air emissions from passenger vehicle and light duty truck travel by better coordinating transportation expenditures with forecasted development patterns and, if feasible, help meet California Air Resources Board (CARB) greenhouse gas targets for the region. The Kern Regional Blueprint (2008), San Joaquin Valley Regional Blueprint (2009), and Kern SB 375 Framework (2012) laid much of the groundwork for the SCS. The SCS seeks to:

- Improve economic vitality
- Improve air quality
- Improve communities' health
- Increase transportation and public safety
- Promote the conservation of natural resources and undeveloped land
- Increase access to community services
- Increase regional and local energy independence
- Increase the opportunities to help shape our community's future

The framework for the Kern region SCS is established by two key California laws: Assembly Bill (AB) 32 and Senate Bill (SB) 375. AB 32 codifies the Executive Order (EO) S-3-05 goal to reduce statewide emissions to 1990 levels by 2020. SB 375, adopted in 2008, represents the latest in a series of actions at the state level to address California's contributions to global climate change. Building on AB 32, SB 375 seeks to coordinate land use decisions made at the local (city and county) level with regional transportation planning. By coordinating these efforts, it is envisioned that vehicle congestion and travel can be reduced resulting in a corresponding reduction in emissions. One of the key components of the SCS is a sustainable regional forecasted development pattern that when integrated with the transportation network enables the region to accommodate future growth in a manner that reduces passenger vehicle emissions, enhances economic vitality, promotes housing affordability, and encourages resource land conservation while preserving private property rights and local land use decision making authority. The Golden Empire Transit Long Range Transit Plan was developed in anticipation of Kern COG's SCS.

The purpose of SB 375 is to implement the state's emissions reduction goals for cars and light-duty trucks. This mandate requires CARB to determine per capita emissions reduction targets for each Metropolitan Planning Organization (MPO) in the state at two

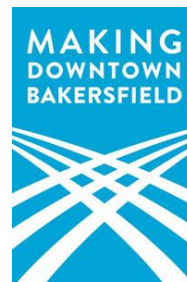
points in the future: 2020 and 2035. The 2014 Regional Transportation Plan (RTP) must achieve emissions reductions of 5% per capita in 2020 and 10% per capita in 2035. A detailed discussion of SCS appears in the 2014 RTP.

5.3.0 Directions to 2050

Directions to 2050 is a regional plan to achieve long-term quality of life through transportation, land use, air quality, and energy efficiency goals. It builds on the Kern Regional Blueprint program to shape our region's future.

Relevant to local communities and the broader Kern region, *Directions to 2050* will:

- Revisit communities' visions and guiding principles
- Consider the full range of choices and associated trade-offs
- Brainstorm locally relevant strategies
- Identify and prioritize next steps
- Incorporate appropriate steps into regional plans to achieve our mutual vision



5.4.0 Making Downtown Bakersfield

Making Downtown Bakersfield, the Downtown Bakersfield High-Speed Rail (HSR) Station Area Plan, promotes:

- 1.) Increased population and economic density in the urban core;
- 2.) Supports residential and commercial activity;
- 3.) Develops under-utilized or vacant properties;
- 4.) Connects existing activity and cultural centers;
- 5.) Creates an efficient, reliable and effective multi-modal transportation system;
- 6.) Enhances sustainability, livability and a unique sense of place; and
- 7.) Secures funding for identified implementation actions.

The Plan serves as a vision document that will guide the future development of the HSR station area and greater Downtown Bakersfield. The vision plan will be used to pursue and leverage public and private sector funding for implementation actions, as well as create a baseline document for future planning efforts.

5.5.0 Recommendations

The service recommendations and policies presented in the S RTP are intended to be supportive of the Kern Regional Blueprint Program, the Regional Transportation Plan, and SB 375 emissions reductions, and move the region forward in providing a sustainable transportation system. In addition to these recommendations, the following have been considered in this plan:

Alternatives to Fixed Route Service: The District will conduct a study in 2017 to look at best practices regarding alternatives to traditional fixed route service. The objective is to learn about alternative mobility options that might have application in GET's service area.

Bicycle Facilities: A bike rack is located at the Downtown Transit Center but there are currently no bike storage facilities at bus stops. Potential bike storage areas and bike racks are being identified for transit centers and key transfer locations. A minimum of 4 bike lockers or lids could be accommodated at the Downtown and Southwest Transit Centers. Various potential bike facilities for the future include:

Bike & Ride Facility (Transit center with bike parking facility): Access with a Key Card. Park bike for pennies per hour.

Bike Hubs: provide short-term secure bike parking 24/7 access. Consecutive parking limit is 72 hours to maximize availability of space. \$1 charge of every 24 hours parked in excess of 72 hours. Pass discounts (approx. 50%) available for Seniors (62+), Disabled, Medicare and K-12 Students with valid ID. Self-Repair and Assisted repair provided.

Bike stations: Offer 24-hour indoor bicycle parking (free during regular business hours), bike rentals, professional repair services, a retail bike shop, free air, and more.

The following pictures show various types of facilities.



Bike Depot Shelter



Dero Bike Locker



Pocket Shelter



Bike Lid

The City of Bakersfield has received an Active Transportation Program grant which provides funding for the development of a bike share project. The bicycle sharing program would include 180 docking points at 20 to 25 stations for 100 smart bicycles. The project is focused primarily within the boundaries of Panorama Drive to Brundage

Lane and east of Highway 99 to Mt. Vernon Ave. The City is interested in GET to be a Partnering Agency for the project and they have proposed that GET may desire to assume operations of the bike share facilities and system after the first two years. The estimated cost of maintenance/management of the system is \$150.00 per bicycle per month, or about \$180,000 annually. There may be future Active Transportation grants that may be able to provide funding. The bike share program could eventually be self-sustaining through fares for bike use as well as revenue generated through advertising at kiosks and on the bicycles. Funds for the project are programmed to be available in FY2019 but the City will attempt to advance those funds into 2018.

Bus Lanes: Currently, the District has no designated bus lanes. The potential exists for bus lanes to be planned in future highway projects. This will initiate the opportunity for future Bus Rapid Transit (BRT) service.

Bus Rapid Transit (BRT) Plan: BRT has been defined by the Federal Transit Administration as “a rapid mode of transportation that can provide the quality of rail transit and the flexibility of buses.” BRT combines stations, vehicles, services, running ways, and Intelligent Transportation System (ITS) elements into an integrated system with a strong identity. The Long Range Plan identifies rapid routes 21 and 22 as future candidates for BRT since they operate through major corridors. The District will develop a plan for implementation of BRT in Bakersfield that would provide the foundation for seeking funding and community support for BRT. The Plan is expected to be finalized in 2019.

Bus Stop Improvements: The District will continue to coordinate with community groups and local jurisdictions to improve bus stop accessibility, especially for those with disabilities. During the past year, the District passed through \$500,000 in TDA funds to the County of Kern for accessibility improvements on Virginia Ave. between Washington and Oswell Street. The District also passed through \$500,000 to the City of Bakersfield for various accessibility and pavement improvements. PTMISEA (Public Transportation Modernization, Improvement, and Service Enhancement Account Program) funds (\$600,000 locally) have also been used by the County of Kern and City of Bakersfield to improve bus stops by creating paved waiting areas, accessible pathways, and shelter pads. In 2017 the City of Bakersfield will use these funds to construct bus bays on Wible Rd. adjacent to the Southwest Transit Center and a turnout on Ming Ave. adjacent to Valley Plaza.



Curb cut constructed at Bernard/Magnolia Bus Stop

Coordinate With Local Transit Operators: The District will work with area transit operators so that service is coordinated among the many issues that each operator shares. Common issues include the sharing of bus stops, coordination of schedules, urban sprawl, and facilities improvements.

Downtown Shuttle: The District will evaluate the feasibility of a downtown shuttle service. A community outreach effort will be conducted to gain input regarding the routing of a downtown shuttle. Funding opportunities will be determined and if feasible, implementation of a downtown shuttle is expected in 2018.

Enlarge the Catchment Area for Public Transit: The distance travelled (catchment area) for access to a bus stop can be enlarged even if service is not actually extended. Strategies include efforts to facilitate bicycle-transit integration, additional park and ride lots, and improving pedestrian-specific infrastructure (path, trails, overpasses).

GET-A-Lift: The productivity of GET-A-Lift has remained relatively the same during the past years. The District has struggled to achieve the mandated 10% recovery ratio. It is recommended that efforts be made to improve efficiency and to maintain existing service levels. These efforts include reduction of no-shows and continual improvements in scheduling.

Long Range Plan: The Golden Empire Transit District in partnership with the Kern Council of Governments completed the metropolitan Bakersfield Transit System Long Range Plan. The Plan provides public agency staff and elected officials with information documenting the relationship between population growth in metropolitan Bakersfield, transit ridership demand, funding, and evaluation of current operations and efficiencies. The purpose of the Plan is to address emerging intra-city transit system needs. It also addresses connectivity between rural areas and major regional transportation facilities such as the Amtrak train station and Bakersfield's airports. The Plan included public outreach to solicit input on transit needs.

New Growth Areas: Many of the new areas within the District are developing beyond existing transit routes and are characterized by low density and sprawl. The SRTP provides for limited extension to some of these areas. However, GET cannot guarantee additional expansion of service over the next five years in order to meet this growth. Additional service to new areas will be evaluated and implemented when warranted, and as funding allows.

Park and Ride Lots: A need has been identified for official Park and Ride lots before additional express service is implemented. The District will work to identify potential sites. The District currently has only one official Park and Ride lot- Kern Delta Park and Ride. The Tejon Ranch Commerce Center Express (Rt. 92) stops here (338 parking spaces) as well as Route 62 (Akers Panama/Valley Plaza).



Service to Employment Clusters: Partnership with major employment clusters will be pursued. Potential employers include County of Kern, City of Bakersfield, Frito-Lay, Target Distribution Center, Lerdo facility, Grimmway Farms, Tejon Commerce Center, and Bolthouse.

Southwest Transit Center: There is limited space and no room for expansion. A larger site would allow for expansion and ease operation of buses. A new location would require the revision of at least some route alignments. The City of Bakersfield will construct bus bays on Wible Rd. adjacent to the transit center to allow for additional space (funded by PTMISEA). Transit Center issues are addressed in the *Metropolitan Bakersfield Transit Center Study, June 2015*.

The following table lists service recommendations for Year 1.

SERVICE CHANGES JULY 2017												
RT	DESCRIPTION OF CHANGE	REV MLS		% CHANGE		REV HRS	CHANGE		TOT MLS	CHANGE		TOT HRS
		CHANGE	PER DAY	PER DAY	PER DAY		PER DAY	PER DAY		PER DAY	PER DAY	
43	Eliminate CBCC segment on Saturdays	(37.4)		-8%		0.00	0.00		-37.4	0.00		0.00
44	Revise timepoint on Union/E Calif to depart 1 min earlier except evening and Holiday times	0		0%		0.00	0.00		0	0.00		0.00
46	Extend eastbound trips to S.Oswell	72.0		11%		0.00	0.00		72.0	0.00		0.00
	Weekdays:											
	Sat:	55.2		11%		0.00	0.00		55.2	0.00		0.00
	Sun:	55.2		11%		0.00	0.00		55.2	0.00		0.00
	Holiday:	28.8		10%		0.00	0.00		26.4	0.00		0.00
47	Operate on Saturdays & Sundays 90 min headways	134.4		100%		12.00	12.00		142.8	12.67		12.67
	Sat:											
	Sun:	134.4		100%		12.00	12.00		142.8	12.67		12.67
84	Reduce Sat & Sun trips to 90 min headways	(159.2)		-50%		(12.00)	(12.00)		(161.4)	(12.17)		(12.17)
	Sat:											
	Sun:	(159.2)		-50%		(12.00)	(12.00)		(161.4)	(12.17)		(12.17)
	TOTAL CHANGE PER WEEKDAY	72.0				0.0	0.0		72.0	0.0		0.0
	TOTAL CHANGE PER SATURDAY	(7.0)				0.0	0.0		(0.8)	0.5		0.5
	TOTAL CHANGE PER SUNDAY	30.4				0.0	0.0		36.6	0.5		0.5
	TOTAL CHANGE PER HOLIDAY	28.8				0.0	0.0		26.4	0.0		0.0
	TOTAL CHANGE PER YEAR (52 WEEKS)	0.0				0.0	0.0		0.0	0.0		0.0

COST	CHANGE PER DAY	TOT HRS	CHANGE PER DAY	TOT MLS	CHANGE PER DAY	REV HRS	CHANGE PER DAY	% CHANGE	TOT HRS	CHANGE PER DAY	TOT HRS	CHANGE PER DAY
	\$ -	0.00		-37.4	0.00	0.00	0.00	0%				
	\$ -	0.00		0	0.00	0.00	0.00	0%				
	\$ -	0.00		72.0	0.00	0.00	0.00	0%				
	\$ -	0.00		55.2	0.00	0.00	0.00	0%				
	\$ -	0.00		55.2	0.00	0.00	0.00	0%				
	\$ -	0.00		26.4	0.00	0.00	0.00	0%				
	\$ 594.98	12.67		142.8	12.67	12.00	12.00	100%				
	\$ 594.98	12.67		142.8	12.67	12.00	12.00	100%				
	\$ (571.50)	(12.17)		(161.4)	(12.17)	(12.00)	(12.00)	-50%				
	\$ (571.50)	(12.17)		(161.4)	(12.17)	(12.00)	(12.00)	-50%				
	\$ -	0.0		72.0	0.0	0.0	0.0					
	\$ 23.48	0.5		(0.8)	0.5	0.0	0.0					
	\$ 23.48	0.5		36.6	0.5	0.0	0.0					
	\$ -	0.0		26.4	0.0	0.0	0.0					
	\$ -	0.0		0.0	0.0	0.0	0.0					

CHANGE IN # OF BUSES	CHANGE AFFECTING ROUTE LENGTH	% CHANGE IN ROUTE LENGTH
0	1.7	-16%
0	0	0%
0	2.2	21%
0	2.2	21%
0	2.2	21%
0	2.2	21%
1	0	0%
1	0	0%
-1	0	0%
-1	0	0%
0		

FY 2017-18 PROJECTIONS				% CHANGE	
	CURRENT	PROPOSED		PER DAY	
Revenue Miles Per Weekday	12294.3	12366.3		1%	
Revenue Miles Per Saturday	7293.1	7286.1		0%	
Revenue Miles Per Sunday	7254.0	7284.4		0%	
Revenue Miles Per Holiday	4271.8	4300.6		1%	
Total Miles Per Weekday	13046.2	13118.2		1%	
Total Miles Per Saturday	7836.6	7835.8		0%	
Total Miles Per Sunday	7797.5	7834.1		0%	
Total Miles Per Holiday	4575.6	4602.0		1%	
Revenue Hours Per Weekday	968.93	968.93		0%	
Revenue Hours Per Saturday	590.53	590.53		0%	
Revenue Hours Per Sunday	590.53	590.53		0%	
Revenue Hours Per Holiday	319.13	319.13		0%	
Total Hours Per Weekday	999.05	999.05		0%	
Total Hours Per Saturday	611.60	612.10		0%	
Total Hours Per Sunday	611.60	612.10		0%	
Total Hours Per Holiday	331.03	331.03		0%	
FY 2017-18	Weekday	Saturday		Sunday	Holiday
	Level	Level		Level	Level
	# Days	# Days		# Days	# Days
1-Jul	0	1		0	0
JULY 2-JUNE 30	254	52		51	5
Total # Days	254	53		51	5
ANNUAL PROJECTION	FY 2017-18				
Revenue Miles	3,920,218				
Total Miles	4,169,870				
Revenue Hours	309,119				
Total Hours	319,072				

5.6.0 Service Plan for Years 2 through 5

Recent technological advances have created transportation breakthroughs that are significantly altering how people travel. Real-time data availability allows travelers and delivery companies to optimize their routes. Apps alert users to the arrival of the next bus or train. Digital maps allow an instantaneous comparison of travel by walking, transit, biking, or driving. More dramatic changes are in store when autonomous driverless technology makes its way into the mainstream. Transit can take many shapes, and the more flexible the offerings, the greater variety of travelers they will benefit and serve. Development patterns have changed immensely and transit must change too in order to keep meeting the needs of residents, businesses, and travelers.

Alternatives to fixed route service will be studied during FY 2017-18 for implementation in Years 2 through 5. The following service options may be implemented during this period:

- Trippler service
- Fixed route deviation
- Elimination of evening trips that have low ridership
- Shuttle, circulator, and feeder routes
- Reallocating resources from low productivity areas to transit dependent areas

The GET Board of Directors has identified a number of strategic initiatives for the District to focus on during the next three to five years. Of those initiatives they identified four as the top most priorities for the District to focus on in the next year. Those initiatives, in no particular order, are:

- Foster a culture where everyone is valued.
- Identify new mobility options.
- Improve infrastructure.
- Focus on public image and perception.

A work plan has been developed that supports the initiatives. The costs associated with the Strategic Plan have been assumed in the FY2017-18 budget.



Section 6 FINANCIAL PLAN

6.1.0 Introduction

The District's budgets have increased annually as the system responds to changes to fixed route service, labor agreements, parts maintenance, and employee health benefits, as well as maintaining an aging main office and maintenance facility.

The entire fixed route service was redesigned in October 2012 to enhance system efficiency by avoiding congested areas, remaining on arterials and beltways to provide faster more direct service. Before implementation the community and customer response for the redesign appeared supported with little passenger concern or interest. Unfortunately, the customer response after service began and for some time later was unfavorable, resulting in almost one million less trips in the first year. In October 2014 and July 2015 GET launched new changes to resolve customer issues and surveys have shown a steady increase in customer satisfaction.

The financial core to subsidize the District's public transit service is the Transportation Development Act (TDA) Local Transportation Fund (LTF). Between 60% to 75% of LTF funds received by the District subsidize the cost to operate service. Funds for the LTF are derived from one quarter of one percent that comes from the local sales and use tax attributed to Kern County, (the combined state sales and use tax rate 7.50% includes the County's 1%). Kern Council of Governments apportions these taxes to public transit throughout Kern County. GET's allocation includes both Bakersfield and a portion of Kern County. In addition, the TDA authorized the State legislature to budget for State Transit Assistance Fund (STAF), by means of allocating a portion of the state's sales tax on diesel fuel. The fund has contributed a steady source of funds to both operating and capital assistance. In past years STAF was more unreliable given the vagaries of past state budgetary problems. In recent years, this fund has grown substantially.

In order to receive TDA funding, the District must meet some basic financial performance criteria. First, the District must collect sufficient farebox revenues to pay at least 20% of operating expenses. The constraint does not allow for cost inflation or unfunded government mandates. Consequently, fare rates may be adjusted to meet this obligation. Second, this constraint applies to paratransit service but the farebox revenues collected must pay a minimum of 10%. These two conditions have at times limited subsidies and service expansion.

In addition to TDA, the District is a recipient of federal funding. GET is a designated grantee and qualifies for capital funding through Congressional appropriation and budget processes administered by the Federal Transit Administration (FTA). Funding may be used for capital items only and not transit service expenses. Funding is obtained for specific projects by grant agreements. Funding projections are shown in Table 6.3.

Starting in 2006 California voters authorized the state to issue transportation bonds over a ten year period, namely Proposition 1-B, Public Transportation Modernization Improvement and Service Enhancement Account, PTMISEA. This funding was earmarked for capital projects only, not for operating assistance. Since PTMISEA authorization GET has received over 10 million dollars in capital assistance and most recently combined those funds with federal capital assistance to be able to purchase 15 40 ft. CNG buses. PTMISEA funds have also been used to improve accessibility at bus stops.

The District received various specialty grants from various sources usually for capital improvements. Usually, funding is project-specific with no continuation agreements.

Table 6.1 depicts a five-year forecast of revenues from various sources and related operating costs of service. As shown, revenues will a struggle to meet the TDA farebox revenue requirements and actions must be taken to correct the ratio. The District shall implement fare rate changes in 2017 and 2019 in anticipation of revenue shortfalls. However, either fare rates changes or changes in service must be taken in order to meet minimum TDA requirements in the future.

Currently there is no local dedicated funding source for GET. The conservative nature of the community indicates that there will not be any new dedicated taxes, fees and/or financing for public transit in the near future.

6.2.0 Capital Program

Table 6.2 summarizes costs and funding sources for currently identified capital projects from FY 2017 through FY2022. GET is proposing some significant capital improvements over the next five years. The largest capital project is a new operations, administrative, and maintenance facility. The California High Speed Rail Authority project re-alignment may require the District to relocate.

The total five-year Capital Improvement Program (CIP) for FY2017 through FY2022 is include the following: projected to cost more than \$120 million as identified in Table 6.2. Capital expenditures

- * Operations, Maintenance, and Administrative Facility
- * Bus Replacements
- * Transit Centers
- * Bus Stop Improvements

6.2.1 Revenue & Non-Revenue Vehicles

GET's active revenue service vehicles include 90 buses and 19 paratransit vehicles. The non-revenue fleet includes maintenance trucks and support vehicles. Replacement of existing vehicles, when due, is one of the District's highest capital priorities (Table 6.4).

6.2.2 Passenger Facilities Expansion and Rehabilitation

GET's passenger facility capital improvement program includes transit center improvements and replacement of transit passenger amenities such as information signs, benches and shelters.

As previously noted, GET plans to construct a new Administration, Operations and Maintenance facility. The new facilities are expected to service the District for the next 25 to 30 years.

6.3.0 Transit Revenues

State TDA and STA – In past years, the State Local Transportation Fund (LTF) has been relatively stable. The passage of Proposition 111 assured that funds would be made available for STA subject to budget appropriations. Transit operators must rely on the availability and reliability of STA funds from year to year.

Farebox and Other Revenues from Operations – The SRTP envisions an increase in transit service with mild gains in ridership and farebox revenues. Fares will be adjusted in 2017 and 2019.

Projections

Table 6.1 reflects GET's overall operating budget for both fixed-route and demand-responsive service. The SRTP projects an annual operating budget of \$ 30.1 million in FY 2017-18 increasing 24.6% to \$37.5 million in FY 2021-22. As shown, fixed-route service is ninety-four percent of the overall operating budget. Funding projections are shown in Table 6.2.

Table 6.1 Revenues & Expenses

	Budget	Forecast	Forecast	Forecast	Forecast
	2017-18	2018-19	2019-20	2020-2021	2021-2022
Farebox Revenue:					
Fixed route	\$4,808,870	\$4,881,003	\$4,954,218	\$5,179,387	\$5,257,078
Paratransit	\$165,951	\$168,440	\$170,967	\$178,737	\$181,418
Other	\$345,915	\$354,563	\$363,427	\$381,825	\$391,371
Interest	\$60,000	\$62,700	\$65,522	\$71,551	\$74,771
Total	\$5,380,736	\$5,466,706	\$5,554,133	\$5,811,501	\$5,904,638
Operating Expense					
Fixed route and other	\$28,173,202	\$29,440,996	\$30,765,841	\$33,597,067	\$35,108,935
Paratransit	\$1,891,765	\$1,976,894	\$2,065,855	\$2,255,965	\$2,357,483
Total	\$30,064,967	\$31,417,891	\$32,831,696	\$35,853,032	\$37,466,419
Operating Deficit	(\$24,684,231)	(\$25,951,184)	(\$27,277,562)	(\$30,041,531)	(\$31,561,780)
Operations Funding Subsidies:					
FTA Preventive Maint.	\$5,182,321	\$5,576,060	\$5,854,863	\$6,454,986	\$6,777,735
TDA Operations Funding Subsidy	\$19,501,910	\$20,375,125	\$21,422,700	\$23,586,545	\$24,784,045
Net Operations Deficit	\$0	\$0	\$0	\$0	\$0
Ratio	16.55%	16.07%	15.61%	14.94%	14.52%

Table 6.2 Capital Funding Sources and Projects

	Forecast	Forecast	Forecast	Forecast	Forecast
	2017-18	2018-19	2019-20	2020-2021	2021-2022
Capital Funding Sources					
State Cap and Trade	\$40,000	\$150,000	\$150,000	\$0	\$0
STAF SB-1	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
CMAQ (competitive bid)	\$0	\$0	\$0	\$0	\$0
FTA 5307(net of P.M. + grant.)	\$14,629,811	\$2,223,940	\$18,779,539	\$3,230,253	\$3,311,009
FTA 5339	\$820,000	\$840,500	\$861,513	\$905,127	\$927,755
CHSRA				\$45,000,000	
Total	\$17,989,811	\$5,714,440	\$22,291,051	\$51,635,380	\$6,738,764
Capital Programs					
Ops, Admin and Maint Facilities				\$95,000,000	
Paratransit Vehicle replacements		\$750,000		\$300,000	
33 Bus Replacements			\$20,625,000		
Prior year's project commit	\$17,411,000				
Transit center & upgrades					
Reserved or other projects	\$490,000	\$1,200,000	\$1,500,000	\$1,750,000	\$1,600,000
Total	\$17,901,000	\$1,950,000	\$22,125,000	\$97,050,000	\$1,600,000
* retain six million dollar reserve.					

Table 6.3 Funding Projections

Transportation Development					
Funding Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	2017-18	2018-19	2019-20	2020-2021	2021-2022
GETD Capital Reserve Acct	\$25,154,976	\$24,235,085	\$26,672,405	\$25,035,201	(\$23,757,937)
Est TDA Receipts	\$18,493,208	\$19,048,004	\$19,619,444	\$20,208,028	\$20,814,269
Used in operations	(\$19,501,910)	(\$20,375,125)	(\$21,422,700)	(\$23,586,545)	(\$24,784,045)
Used in capital projects	\$88,811	\$3,764,440	\$166,051	(\$45,414,620)	\$5,138,764
TDA Capital Reserve	\$24,235,085	\$26,672,405	\$25,035,201	(\$23,757,937)	(\$22,588,949)

Table 6.4 Fleet Replacement Schedule

Fixed Route						
Bus Number	Vehicle Year	Service Type	Make	Model	Replacement Year	Budget Year
215	2002	Fixed Route	Orion	7	2013	2012-13
217	2002	Fixed Route	Orion	7	2013	2012-13
501	2005	Fixed Route	New Flyer	LF40	2017	2016-17
502	2005	Fixed Route	New Flyer	LF40	2017	2016-17
503	2005	Fixed Route	New Flyer	LF40	2017	2016-17
504	2005	Fixed Route	New Flyer	LF40	2017	2016-17
505	2005	Fixed Route	New Flyer	LF40	2017	2016-17
506	2005	Fixed Route	New Flyer	LF40	2017	2016-17
507	2005	Fixed Route	New Flyer	LF40	2017	2016-17
508	2005	Fixed Route	New Flyer	LF40	2017	2016-17
509	2005	Fixed Route	New Flyer	LF40	2017	2016-17
510	2005	Fixed Route	New Flyer	LF40	2017	2016-17
511	2005	Fixed Route	New Flyer	LF40	2017	2016-17
512	2005	Fixed Route	New Flyer	LF40	2017	2016-17
513	2005	Fixed Route	New Flyer	LF40	2017	2016-17
514	2005	Fixed Route	New Flyer	LF40	2017	2016-17
515	2005	Fixed Route	New Flyer	LF40	2017	2016-17
516	2005	Fixed Route	New Flyer	LF40	2017	2016-17
517	2005	Fixed Route	New Flyer	LF40	2017	2016-17
518	2005	Fixed Route	New Flyer	LF40	2017	2016-17
519	2005	Fixed Route	New Flyer	LF40	2017	2016-17
520	2005	Fixed Route	New Flyer	LF40	2017	2016-17
521	2005	Fixed Route	New Flyer	LF40	2017	2016-17
522	2005	Fixed Route	New Flyer	LF40	2017	2016-17
523	2005	Fixed Route	New Flyer	LF40	2017	2016-17
524	2005	Fixed Route	New Flyer	LF40	2017	2016-17
600	2006	Fixed Route	Orion	7	2017	2016-17

Fixed Route (cont'd)						
Bus Number	Vehicle Year	Service Type	Make	Model	Replacement Year	Budget Year
1001	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1002	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1003	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1004	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1005	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1006	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1007	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1008	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1009	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1010	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1011	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1012	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1013	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1014	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1015	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1016	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1017	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1018	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1019	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1020	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1021	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1022	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1023	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1024	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1025	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1026	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1027	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1028	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1029	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1030	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1031	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1032	2010	Fixed Route	New Flyer	LF40	2022	2022-23
1033	2011	Fixed Route	New Flyer	LF40	2022	2022-23
1034	2011	Fixed Route	New Flyer	LF40	2022	2022-23
1035	2012	Fixed Route	New Flyer	LF40	2023	2023-24

Fixed Route (cont'd)						
Bus Number	Vehicle Year	Service Type	Make	Model	Replacement Year	Budget Year
Proposition 1-B						
1036	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1037	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1038	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1039	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1040	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
FTA						
1041	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1042	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1043	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1044	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1045	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1046	2012	Fixed Route	New Flyer	LF 40	2023	2023-24
1047	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1048	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1049	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1050	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1051	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1052	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1053	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1054	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1055	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1056	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1057	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1058	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1059	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1060	2014	Fixed Route	New Flyer	LF 40	2026	2025-26
1061	2014	Fixed Route	New Flyer	LF 40	2026	2025-26

Paratransit Fleet						
Bus Number	Vehicle Year	Service Type	Make	Model	Replacement Year	Budget Year
814	2012	Paratransit	Elkhart	EC	2017	2016/17
815	2012	Paratransit	Elkhart	EC	2017	2016/17
816	2012	Paratransit	Elkhart	EC	2017	2016/17
817	2012	Paratransit	Elkhart	EC	2017	2016/17
818	2012	Paratransit	Elkhart	EC	2017	2016/17
819	2013	Paratransit	Elkhart	EC	2018	2016/17
820	2013	Paratransit	Elkhart	EC	2018	2016/17
821	2013	Paratransit	Elkhart	EC	2018	2016/17
822	2013	Paratransit	Elkhart	EC	2018	2016/17
823	2013	Paratransit	Elkhart	EC	2018	2016/17
824	2013	Paratransit	Elkhart	EC	2018	2016/17
825	2013	Paratransit	Elkhart	EC	2018	2016/17
826	2013	Paratransit	Elkhart	EC	2018	2016/17
827	2013	Paratransit	Elkhart	EC	2018	2016/17
828	2014	Paratransit	Elkhart	EC	2019	2018/19
829	2014	Paratransit	Elkhart	EC	2019	2018/19
830	2014	Paratransit	Elkhart	EC	2019	2018/19
831	2014	Paratransit	Elkhart	EC	2019	2018/19
832	2014	Paratransit	Elkhart	EC	2019	2018/19

Support Vehicles						
Vehicle Number	Vehicle Year	Service Type	Make	Model	Replacement Year	Budget Year
27	2001	Maint. Truck	Ford	F150	2011	2010/2011
29	2005	Maint. Truck	GMC	W4	2009	2008/2009
30	2005	Support Vehicle	Honda	Accord	2013	2012/2013
31	2005	Support Vehicle	Honda	Accord	2012	2011/2012
32	2005	Support Vehicle	Honda	Accord	2012	2011/2012
33	2005	Support Vehicle	Honda	Accord	2012	2011/2012
34	2005	Support Vehicle	Honda	Accord	2012	2011/2012
35	2006	Support Vehicle	Ford	E150	2014	2013/2014
36	2006	Support Vehicle	Chevy	Uplander	2012	2011/2012
37	2006	Support Vehicle	Chevy	Uplander	2012	2011/2012
38	2008	Support Vehicle	Chevy	Uplander	2014	2013/2014
39	2008	Support Vehicle	Chevy	Uplander	2014	2013/2014
40	2009	Maint. Truck	GMC	W4	2015	2014/2015
41	2009	Maint. Truck	GMC	W4	2015	2014/2015
42	2011	Maint. Truck	Ford	f450	1/17/2011	
43	2011	Maint. Truck	Ford	f450	11/15/2010	
44	2012	Support Vehicle	Dodge	Caravan	2/15/2013	
114	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
115	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
116	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
117	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
118	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
119	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
120	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
121	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
122	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
123	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
124	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
125	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
126	2008	Support Vehicle	Saturn	Aura	2014	2013/2014
127	2010	Support Vehicle	Ford	Fusion	2/18/2010	
128	2012	Support Vehicle	Ford	FusionHy	5/31/2012	
129	2012	Support Vehicle	Ford	FusionHy	5/31/2012	
130	2013	Support Vehicle	Ford	FusionHy	7/17/2013	

Section 7

GLOSSARY

A

Accessible Service — Buses operating in regular service with wheelchair lifts, kneeling functions or other devices that permit disabled passengers to use the service.

Accessibility — (1) The extent to which facilities are barrier free and useable by disabled persons, including wheelchair users. (2) A measure of the ability or ease of all people to travel among various origins and destinations.

Activity Center — An area with high population and concentrated activities which generate a large number of trips (e.g., CBD, shopping centers, business or industrial parks, recreational facilities (also known as trip generator).

ADA (Americans with Disabilities Act of 1990) — The law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

Alight — To get off a transit vehicle. Plural: “*alightings*”.

Alignment — The horizontal and vertical ground plan of a roadway, railroad, transit route or other facility.

APC (Automatic Passenger Counters) — A technology installed on transit vehicles that counts the number of boarding and alighting passengers at each stop while also noting the time. Passengers are counted using either pulse beams or step treads located at each door. Stop location is generally identified through use of either global positioning systems (GPS) or signpost transmitters in combination with vehicle odometers.

Arterial Street — A major thoroughfare, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity and continuity of movement.

Synonyms: *Smart Counters*

Average Speed — Refers to the total miles of revenue service divided by the total hours of revenue service. Average speed includes time traveling and time waiting for passengers plus any other delays. Operating without vehicle traffic, heavy rail generally has the fastest average speed. Light rail usually operates in some vehicle traffic. Urban buses are the slowest.

AVL (Automatic Vehicle Location) — A system that senses, at intervals, the monitors the real-time location of transit vehicles carrying special electronic equipment that communicates a signal back to a central control facility, locating the vehicle and providing other information about its operations or about its mechanical condition.

B

Base Service — Refers to the number of buses that remain in service on a line for the entire day. Base service is determined by the frequency of buses that must run from the beginning to the end of a line to adequately service riders during off-peak periods.

Bid — The selection process by which operators are allowed to select new work assignments.

Synonyms: *Mark-up, Pick, Line-up, Shake-up, Sign-up*

Block — Refers to a vehicle schedule, the daily assignment for an individual bus. One or more runs can work a block. A driver schedule is known as a “run.”

Board — To go onto or into a transit vehicle. Plural: “*Boardings*”.

BRT (Bus Rapid Transit)— Refers to a concept that seeks to achieve a high quality transit service similar to light rail but at a lower cost using buses. BRT vehicles are generally low-floor, high capacity, low-emission buses, with exclusive rights-of-way, rapid fare collection, and infrastructure development.

Bus Bay — Bus berthing area in a facility such as a transit center or rail station.

Bus Hours — The total hours of travel by bus, including both revenue service and deadhead travel.

Synonyms: *Vehicle Hours*

Bus Lane — A lane of roadway intended primarily for use by buses, either all day or during specified periods.

Synonyms: *Transit Priority Lane*

Bus Shelter — Refers to a shelter for riders to wait for the bus, a canopy area with bench seating. In addition, most shelters include solar lighting.

Bus Stop — A curbside place where passengers board or alight transit. Bus stops are located at the near side or far side of an intersection or midblock.

Bus Miles — The total miles of travel by bus, including both revenue and deadhead travel.

Synonyms: *Vehicle Miles*

Bus Shelter — A structure installed near a bus stop to provide seating and protection from the weather for the convenience of waiting passengers.

Bus Turnout — Cutout in the roadside to permit a transit vehicle to dwell at a curb.

Busway — A special roadway designed for exclusive use by buses. It may be constructed at, above, or below grade and may be located in separate rights-of-way or within highway corridors.

C

Capital — Long-term assets, such as property, buildings, roads, rail lines, and vehicles.

Capital Costs — Costs of long-term assets of a public transit system such as property, buildings, vehicles, etc.

Capital Improvement Program — The list of capital projects for a five to seven year programming period.

CARB (California Air Resources Board) — A state regulatory agency charged with regulating air quality in California.

Central Business District (CBD) — An area of a city that contains the greatest concentration of commercial activity, the “Downtown”. The traditional downtown retail, trade, and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels and services.

CEQA (California Environmental Quality Act) — A state law intended to protect the California environment. CEQA established mandatory ways by which governmental decision makers are informed about the potential significant environmental effects of proposed projects and identifies ways to avoid or significantly reduce damage to the environment.

CNG (Compressed Natural Gas) — All of the vehicles used for revenue service for GET are fueled by CNG.

Commuter Rail — Local and regional passenger train service between a central city, its suburbs and/or another central city, operating primarily during commutes hours. Designed to transport passengers from their residences to their job sites. Differs from rail rapid transit in that the passenger cars generally are heavier, the average trip lengths are usually longer, and the operations are carried out over tracks that are part of the railroad system.

Corridor — A broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and many transit lines and routes.

Crush Load — The maximum passenger capacity of a vehicle, in which there is little or no space between passengers (i.e., the passengers are touching one another) and one more passenger cannot enter without causing serious discomfort to the others.

D

Deadhead — There are two types of deadhead or non-revenue bus travel time:

- (1) Bus travel to or from the garage and a terminus point where revenue service begins or ends;
- (2) A bus' travel between the end of service on one route to the beginning of another.

Synonyms: *Non-Revenue Time*

Deboard — To get on or into a transit vehicle.

Disabled — With respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of such an individual; a record of such an impairment; or being regarded as having such an impairment.

E

EMS (Environmental Management System) — A set of management processes and procedures that allows an organization to analyze, control, and reduce the environmental impact of its activities, products, and services and operate with greater efficiency and control. The District is committed to environmental stewardship and is participating in the development of an EMS program. The International Organization for Standardization (ISO) has prepared standards for an EMS program and ISO 14001 standard is being used.

Express Service — Express service is deployed in one of two general configurations:

(1) A service generally connecting residential areas and activity centers via a high speed, non-stop connection, e.g., a freeway, or exclusive right-of-way such as a dedicated busway with limited stops at each end for collection and distribution. Residential collection can be exclusively or partially undertaken using park-and-ride facilities.

(2) Service operated non-stop over a portion of an arterial in conjunction with other local services. The need for such service arises where passenger demand between points on a corridor is high enough to separate demand and support dedicated express trips.

Exclusive Right-of-Way — A right-of-way that is fully grade separated or access controlled and is used exclusively by transit.

Extra Board — Refers to operators who have no specific run but are used to cover unassigned runs or runs left open because of an absence of assigned operators.

F

Farebox Recovery Ratio — A measure of the proportion of transit operating expenses covered by passenger fares. It is calculated by dividing a transit operator's fare box revenue by its total operating expenses.

Synonyms: *Fare Recovery Ratio*

Fare Collection System — The method by which fares are collected and accounted for in a public transportation system.

Fare Elasticity — The extent to which ridership responds to fare increases or decreases.

Fare Structure — The system set up to determine how much is to be paid by various passengers using the system at any given time.

Federal Transit Administration (FTA, formerly UMTA, Urban Mass Transit

Administration — A part of the U.S. Department of Transportation (DOT) which administers the federal program of financial assistance to public transit.

Feeder Service — Service that picks up and delivers passengers to a regional mode at a rail station, express bus stop, transit center, terminal, Park-and-Ride, or other transfer facility.

Fixed Cost — An indirect cost that remains relatively constant irrespective of the level of operational activity.

Fixed-Guideway System — A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley buses, and ferryboats as “fixed-guideway” transit.

Fixed Route — Transit service provided on a repetitive, fixed-schedule basis along a specific route, with vehicles stopping to pick up passengers at and deliver passengers to specific locations.

Frequency — The amount of time scheduled between consecutive buses or trains on a given route segment; in other words, how often the bus or train comes (also known as Headway).

FTIP (Federal Transportation Improvement Program) — A federally required document produced by the metropolitan planning organization that states the investment priorities for transit and transit-related improvements, mass transit guide ways, general aviation and highways.

FY (Fiscal Year) — A yearly accounting period designated by the calendar year in which it ends (e.g. FY 2015). The fiscal year for the federal government runs from October 1 to September 30. The fiscal year for both the state of California and GET runs from July 1 to June 30.

G

Garage — The place where revenue vehicles are stored and maintained and from where they are dispatched and recovered for the delivery of scheduled service.

Synonyms: *Barn, Base, Depot, District, Division, O/M Facility (ops/maint), Yard*

Grade Separated — A crossing of two forms of transportation paths (e.g., light rail tracks and a highway) at different levels to permit unconstrained operation.

Grid Network — Refers to a type of route structure. In a typical grid network, high-frequency routes operate along the length of east-west and north-south corridors, intersecting each other to form a grid pattern. This allows a passenger to travel between two points with one transfer.

H

Headway — The scheduled time interval between any two revenue vehicles operating in the same direction on a route. Headways may be LOAD driven, that is, developed on the basis of demand and loading standards or, POLICY based, i.e., dictated by policy decisions such as service every 30 minutes during the peak periods and every 60 minutes during the base period.

Synonyms: *Frequency, Schedule, Vehicle Spacing*

Heavy Rail — An electric railway with capacity for a “heavy volume” of traffic, and characterized by exclusive rights-of-way, high speed and rapid acceleration. Heavy rail is different from commuter rail and light rail.

Synonyms: *Subway, elevated railway, rapid transit*

High Occupancy Vehicle (HOV) — Vehicles that can carry more than two persons. Examples of high occupancy vehicles are a bus, vanpool and carpool.

HOV — See High Occupancy Vehicle.

HOV Lane — A traffic lane in a street or highway reserved for high occupancy vehicles, which may include two person vehicles in some applications.

I

Incident — Traffic or passenger accident that include collisions with other vehicles, pedestrians or fixed object, and passenger accidents while boarding, on-board, or disembarking the transit vehicle.

Intercity Rail — A long distance passenger rail transportation system between at least two central cities that, in California, traditionally has been provided by AMTRAK either directly or through a local Joint Powers Authority.

Interlining — Interlining is used in two ways: Interlining allows the use of the same revenue vehicle and/or operator on more than one route without going back to the garage. Interlining is often considered as a means to minimize vehicle requirements as well as a method to provide transfer enhancement for passengers. For interlining to be feasible, two (or more) routes must share a common terminus or be reasonably proximate to each other (see DEADHEAD).

Synonyms: *Through Routes, Interlock Routes, Interlocking*

Intermodal — Switching from one form of transportation to another.

Intermodal Facility — A building or site specifically designed to accommodate the meeting of two or more transit modes of travel.

ISTEA (Intermodal Surface Transportation Efficiency Act) — The Act presented an overall intermodal approach to highway and transit funding with collaborative planning requirements, giving significant additional powers to metropolitan planning organizations. Of those programs, the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) have been used locally. Signed into law on December 18, 1991 by President George H. W. Bush, it expired in 1997. It was preceded by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and followed by the Transportation Equity Act for the 21st Century (TEA-21) in 1998, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, and the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012.

K

Kern COG — Kern Council of Governments is an association of city and county governments created to address regional transportation issues. As the federally-designated Metropolitan Planning Organization (MPO) and the state-

designated Regional Transportation Planning Agency for Kern County, Kern COG is responsible for developing and updating a variety of transportation plans and for allocating the federal and state funds to implement them.

Kiss and Ride — A place where commuters are driven and left at a station to board a public transportation vehicle.

Kneeling Bus — A bus that not only has no steps between the door and the bus floor, but also has an air-adjustable suspension. This feature allows the driver to actually lower the bus to the curb to make entering and exiting the bus much easier.

L

LAFCo (Local Area Formation Commission)— LAFCos review proposals for the formation of new local governmental agencies and for changes in the organization of existing agencies. There are LAFCos in all 58 California counties working with nearly 3,500 governmental agencies (400+ cities, and 3,000+ special districts). LAFCos regulate, through approval or denial, the boundary changes proposed by public agencies or individuals. The Golden Empire Transit District must work through LAFCo for boundary changes for annexations that are outside the City of Bakersfield (unincorporated Kern County areas).

Layover — Layover time serves two major functions: recovery time for the schedule to ensure on-time departure for the next trip and, in some systems, operator rest or break time between trips. Layover time is often determined by labor agreement, requiring "off-duty" time after a certain amount of driving time.

Synonyms: *Recovery*

Light Rail Transit (LRT) — An electric railway with a "light volume" traffic capacity compared with heavy rail.

Synonyms: *Streetcar, trolley car and tramway*

Light Rail Vehicle (LRV) — Modern-day term for a streetcar type of transit vehicle, e.g., tram or trolley car.

Limited Service — Higher speed train or bus service where designated vehicles stop only at transfer points or major activity centers, usually about every 1/2 mile. Limited stop service is usually provided on major trunk lines operating during a certain part of the day or in a specified area in addition to local service that makes all stops. As opposed to express service, there is not usually a significant stretch of non-stop operation.

Linked Passenger Trips — A linked passenger trip is a trip from origin to destination on the transit system. Even if a passenger must make several transfers during a one way journey, the trip is counted as one linked trip on the system. Unlinked passenger trips count each boarding as a separate trip regardless of transfers.

Load Factor — The ratio of passengers actually carried versus the total passenger seating capacity of a vehicle. A load factor of greater than 1.0

indicates that there are standees on that vehicle.

Local Service — A type of operation that involves frequent stops and consequent low speeds, the purpose of which is to deliver and pick up transit passengers as close to their destinations or origins as possible.

LTF (Local Transportation Fund) — A major source of state funding for public transportation under the Transportation Development Act (TDA). Revenues to the LTF are derived from $\frac{1}{4}$ cent of the 7.50 cent retail sales tax collected statewide. The LTF is locally administered by Kern COG. The Golden Empire Transit District (GET) receives the entire allotment for the City of Bakersfield and that portion of the County's apportionment that falls within the GET boundary.

M

Maximum Load Point — The location(s) along a route where the vehicle passenger load is the greatest. The maximum load point(s) generally differ by direction and may also be unique to each of the daily operating periods. Long or complex routes may have multiple maximum load points.

Minibus — A rubber-tired road vehicle designed to carry a small number of passengers (i.e., 12 or less), commonly operated on streets and highways for public transportation service.

Missed Trip — A schedule trip that did not operate for a variety of reasons including operator absence, vehicle failure, dispatch error, traffic, accident or other unforeseen reason.

Mode — A particular form of travel (e.g., bus commuter tail, train, bicycle, walking or automobile).

Mode Split — The proportion of people that use each of the various modes of transportation. Also describes the process of allocating the proportion of people using modes. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

Model — An analytical tool (often mathematical) used by transportation planners to assist in making forecasts of land use, economic activity, and travel activity.

Monthly Pass — A prepaid farecard or ticket, valid for unlimited riding within for one-month period.

MPO (Metropolitan Planning Organization) — A metropolitan planning organization (MPO) is a federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. The United States Congress passed the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. Federal funding for transportation projects and programs are channeled through this planning process. The Kern Council of Governments (Kern COG) is the local MPO.

N

National Transit Database (NTD) — NTD is the nation's primary source for

information and statistics on the transit systems of the United States. All recipients or beneficiaries of grants from the Federal Transit Administration are required to submit data.

Network — The configuration of streets or transit routes and stops that constitutes the total system.

Nub — A stop where the sidewalk is extended into the parking lane, which allows the bus to pick up passengers without leaving the travel lane.

Synonyms: *Bus bulb, curb extension*

O

Operating Expense — Monies paid in salaries and wages; settlement of claims, maintenance of equipment and buildings, and rentals of equipment and facilities.

Operating Ratio — A measure of transit system expense recovery obtained by dividing total operating revenues by total operating expenses.

Operating Speed — The rate of speed at which a vehicle is safely operated under prevailing traffic and environmental conditions.

Operator — An employee of a transit system who spends his or her working day in the operation of a vehicle, e.g., bus driver, streetcar motorman, trolley coach operator, cablecar gripman, rapid transit train motorman, conductor, etc.

Origin — The location of the beginning of a trip or the zone in which a trip begins. Also known as a “Trip End”.

Origin-Destination Study — A study of the origins and destinations of trips made by vehicles or passengers.

Owl — Service that operates during the late night/early morning hours or all night service, usually between 10:00 p.m. and 6:00 a.m.

Synonyms: *Hawk*

P

Paddle — Refers to the schedule for each work run, including arrival and departure times. Bus operators use the paddle to help maintain their schedule.

Paratransit — Transportation service required by ADA for individuals with disabilities who are unable to use fixed-route transit systems. The service must be comparable to the fixed-route service.

Park-and-Ride — A parking area for automobile drivers who then board vehicles, shuttles or carpools from these locations.

Pass — A means of transit prepayment, usually a card that carries some identification that is displayed to the driver or conductor in place of paying a cash fare.

Passenger — A person who rides a transportation vehicle, excluding the driver.

Passenger Check — A check (count) made of passengers arriving at, boarding

and alighting, leaving from, or passing through one or more points on a route. Checks are conducted by riding (ridecheck) or at specific locations (point check). Passenger checks are conducted in order to obtain information on passenger riding that will assist in determining both appropriate directional headways on a route and the effectiveness of the route alignment. They are also undertaken to meet FTA National Transit database (NTD) reporting requirements.

Synonyms: *Tally*

Passenger Miles — A measure of service utilization which represents the cumulative sum of the distances ridden by each passenger. It is normally calculated by summation of the passenger load times the distance between individual bus stops. For example, ten passengers riding in a transit vehicle for two miles equals 20 passenger miles.

Synonyms: *Farebox Revenue*

Peak Hour/Peak Period — The period with the highest ridership during the entire service day, generally referring to either the peak hour or peak several hours (peak period).

Synonyms: *Commission Hour*

Platform Hours — The total scheduled time a bus spends from pull-out to pull-in. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.

PTMISEA (Public Transportation Modernization, Improvement, and Service Enhancement Account) — Through the State Department of Finance from Proposition 1B, this financing includes a 4 billion dollar transit feature for capital projects.

Pull-In Time — The non-revenue time assigned for the movement of a revenue vehicle from its last scheduled terminus or stop to the garage.

Synonyms: *Turn-In Time, Deadhead Time, Run-off Time*

Pull-Out Time — The non-revenue time assigned for the movement of a revenue vehicle from the garage to its first scheduled terminus or stop.

Synonyms: *Deadhead Time, Run-on Time*

Q

Queue Jumper — A queue jumper is a type of roadway geometry used to provide preference to buses at intersections, often found in bus rapid transit systems (BRT). Queue jumper lanes are a way to minimize the travel time delays through special priority lanes, often right hand turn lanes that permit transit through movements. Queue jumper lanes are typically installed at heavily congested intersections, with priority given to those intersections offering the greatest benefits to transit. A queue jumper lane is accompanied by a signal which provides a phase specifically for vehicles within the queue jump. Vehicles in the queue jumper lane get a "head-start" over other queued vehicles and can therefore merge into the regular travel lanes immediately beyond the signal.

R

Radial Service — Local or express service designed primarily to connect the Central Business District with outlying areas.

Revenue — Receipts derived from or for the operation of transit service including farebox revenue, revenue from other commercial sources, and operating assistance from governments. Farebox revenue includes all fare, transfer charges, and zone charges paid by transit passengers.

Recovery Time — Recovery time is distinct from layover, although they are usually combined together. Recovery time is a planned time allowance between the arrival time of a just completed trip and the departure time of the next trip in order to allow the route to return to schedule if traffic, loading, or other conditions have made the trip arrive late. Recovery time is considered as reserve running time and typically, the operator will remain on duty during the recovery period.

Synonyms: *Layover Time*

Relief Point — A list of locations where bus operators begin their respective run assignments when scheduled to relieve an operator who is already in service on a route.

Revenue Vehicle Hour — The measure of scheduled hours of service available to passengers for transport on the routes, equivalent to one transit vehicle traveling in one hour in revenue service, excluding deadhead hours but including recovery/layover time. Calculated for each route.

Revenue Service — When a revenue vehicle is in operation over a route and is available to the public for transport.

Revenue Miles — Miles operated by vehicles available for passenger service.

Revenue Passenger — A passenger from whom a fare is collected.

Synonyms: *Revenue trip*

Reverse Commute — Movement in a direction opposite to the main flow of travel, such as from the Central City to a suburb during the morning commute hour.

Ridesharing — A form of transportation, other than public transit, in which more than one person shares in the use of the vehicle, such as a van or car, to make a trip.

Ridership — The number of rides taken by people using a public transportation system in a given time period.

Right-of-Way (ROW, R/W) — The land over which a public road or rail line is built. An exclusive right-of-way is a road, lane, or other right-of-way designated exclusively for a specific purpose or for a particular group of users, such as light rail vehicles or buses.

Road Call — A mechanical failure of a bus in revenue service that causes a delay to service, and which necessitates removing the bus from service until repairs are made.

Round Trip — One inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.

Route — A specified path taken by a transit vehicle usually designated by a number or a name, along which passengers are picked up or discharged.

Synonyms: *Line*

Route Miles — The total number of miles included in a fixed route transit system network.

RTIP (Regional Transportation Improvement Program) — List of proposed transportation projects submitted to the CTC by the RTPA as a request for state funding. Individual projects are first proposed by local jurisdictions, then evaluated and prioritized by the regional agency for submission to the CTC. The RTIP has a five-year planning horizon and is updated every two years.

RTP (Regional Transportation Plan) — A comprehensive 20-plus year blueprint for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

RTPA (Regional Transportation Planning Agency) — Agencies responsible for the preparation of RTPs and RTIPs and designated by the State Business, Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation commissions, COGs, MPOs, or statutorily created agencies. Kern COG is the RTPA for Kern County.

Run — Refers to a driver's daily work assignment. One or more runs can work a single block. Runs can also work on multiple blocks. A driver's schedule is primarily determined for each sign-up period through the run-cut process where bus schedules are integrated with driver assignments.

Synonyms: *Work Run*

Run Cut — The process of generating daily bus driver work assignments in a cost efficient manner to meet all contract requirements negotiated between the union and District. Run-cutting software is used to generate assignments that may be reset until they fulfill the requirements of all participating parties.

Running Time — Time allowed between any two points, such as from time point to time point, or from end-of-line to end-of -line.

Synonyms: *Travel Time*

S

Schedule — From the transit agency (not the public timetable), a document that, at a minimum, shows the time of each revenue trip through the designated time points. Many properties include additional information such as route descriptions, deadhead times and amounts, interline information, run numbers, block numbers, etc.

Synonyms: *Headway, Master Schedule, Timetable, Operating Schedule, Recap/ Supervisor's Guide*

Scheduling — The planning of vehicle arrivals and departures and the operators for these vehicles to meet consumer demand along specified routes.

Section 5307 — Refers to federal grants for capital financial assistance and some operating assistance for urbanized areas with a population of 200,000 to one million. Under FTA requirements, up to 80% of capital project costs may be funded with federal dollars and 20% must be covered (matched) by the transit agency.

Service Area — A geographic area which is provided with transit services. Service area is now defined consistent with ADA requirements- a three-quarter mile distance from a fixed route alignment.

Service Span — The span of hours over which service is operated, e.g., 6 a.m. to 10 p.m. or 24 hr (owl). Service span often varies by weekday, Saturday, or Sunday.

Synonyms: *Span of Service, Service Day*

Service Standards — A benchmark by which service operations performance is evaluated. These standards are provided in the Short Range Transit Plan (S RTP).

Smart Card — A technology used to add and deduct value from an electronically encoded card when a rider passes it near a programmed reader on buses and at fare gates.

Spread Time — The total time from the start of a driver assignment to its end, whether a bus is in service or not.

S RTP (Short Range Transit Plan)— A capital, operating, and service plan updated annually with a 5-year horizon, prepared to qualify for federal, state, and local funding.

STAF (State Transit Assistance Fund) — A second program of Transportation Development Act (TDA) funding for transportation planning and mass transportation purposes. Funds are derived from the statewide sales tax on diesel fuels. Kern COG allocates STAF funds to all claimants.

STIP (State Transportation Improvement Program) — Refers to what the CTC (California Transportation Commission) ends up with after combining various RTIP's (Regional Transportation Improvement Program) as well as a list of specific projects proposed by Caltrans. The STIP determines when and if transportation projects will be funded by the state.

Subsidy — Funds granted by federal, state or local government.

T

TDA (Transportation Development Act) — A State law that makes funds available for transit, pedestrian/bicycle, community transit service, street/road purposes, and operations. TDA funds are generated from a tax of ¼ of one percent on all retail sales in each county; used for transit, special transit for disabled persons, and bicycle and pedestrian purposes.

Time Point — A designated location and time that a bus can arrive before – but not leave earlier than – the stated time as indicated in the route schedule.

Timed Transfer — A point or location where two or more routes come together at the same time to provide positive transfer connections. A short layover may be provided at the timed transfer point to enhance the connection.

Synonyms: *Pulse Transfer, Positive Transfer*

Transit Center — A fixed location where passengers transfer from one route to another.

Transit Corridor — A broad geographic band that follows a general route alignment such as a roadway or rail right-of-way and includes a service area within that band that would be accessible to the transit system.

Transit Dependent — Someone who must use public transportation for his/her travel.

Transit Priority — A means by which transit vehicles are given an advantage over other traffic, e.g., preemption of traffic signals or transit priority lanes.

Transit Priority Lane — See Bus Lane

Trip — The one-way operation of a revenue vehicle between two terminal points on a route. Trips are generally noted as inbound, outbound, eastbound, westbound, etc. to identify directionality when being discussed or printed.

Synonyms: *Journey, One-Way Trip*

Trippers — A pay term that describes a short piece of work on a bus, normally less than 3 hours. A tripper is a short block made up of one or two trips, and usually serves only one peak period.

Total Miles — The total miles includes revenue and deadhead miles.

Trunkline — A route operating along a major corridor that carries a large number of passengers and typically operates at headway frequencies of 15 minutes or less.

U

Unlinked Passenger Trips — The total number of passengers who board public transit vehicles. A passenger is counted each time he/she boards a revenue vehicle even though the boarding may be the result of a transfer from another route to complete the same one-way journey. Where linked or unlinked is not designated, unlinked is assumed.

Synonyms: *Passengers, Passenger Trips*

Unlinked Trip — A trip taken by an individual on one specific mode. A linked trip may involve two or more unlinked trips.

V

Variable Cost — A cost that varies in relation to the level of operational activity.

Vehicle Miles — The number of miles traveled by a vehicle, usually calculated by mode.

W

Wheelchair Lift — A device used to raise and lower a platform in a transit vehicle for accessibility by handicapped individuals.

Y

Yard — An area in a system used for maintenance, storing or holding vehicles.

