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# Board Workshop 2010



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# Overview

- Brief History of Authority
- 2009 Highlights
- Fixed Route and Dial-A-Ride service review
- Capital Program Review
- Financial
- Challenges and Opportunities
- Your questions please

# History of Service

## Fixed Route (PV Transit)

- General Public Dial-A-Ride since 1980s
- One fixed route started in PVE in 1991
- Converted to five fixed routes in 1995
- Three additional routes have been added since
- Began operation of Metro Line 225-226 in June '06

## Dial-A-Ride

- Seniors & Disabled
- Curb to Curb service
- Taxi cabs and vans
- Swipe cards issued to customers. "Rides" are added to cards.
- "Complementary paratransit service" provided by ASI.
- Dial-A-Ride service operated by Administrative Services Co-Op

# History of Service-Continue

- Fleet has increased from 13 in 1996 to 26 in 2010
- Fleet consists of gasoline, Propane (LPG), and Natural Gas (CNG) powered vehicles
- PV Transit must comply with the ARB Fleet Rule. Requires purchase of alt. fuel vehicles.
- Fixed Route service operated by Transportation Concepts through 2013

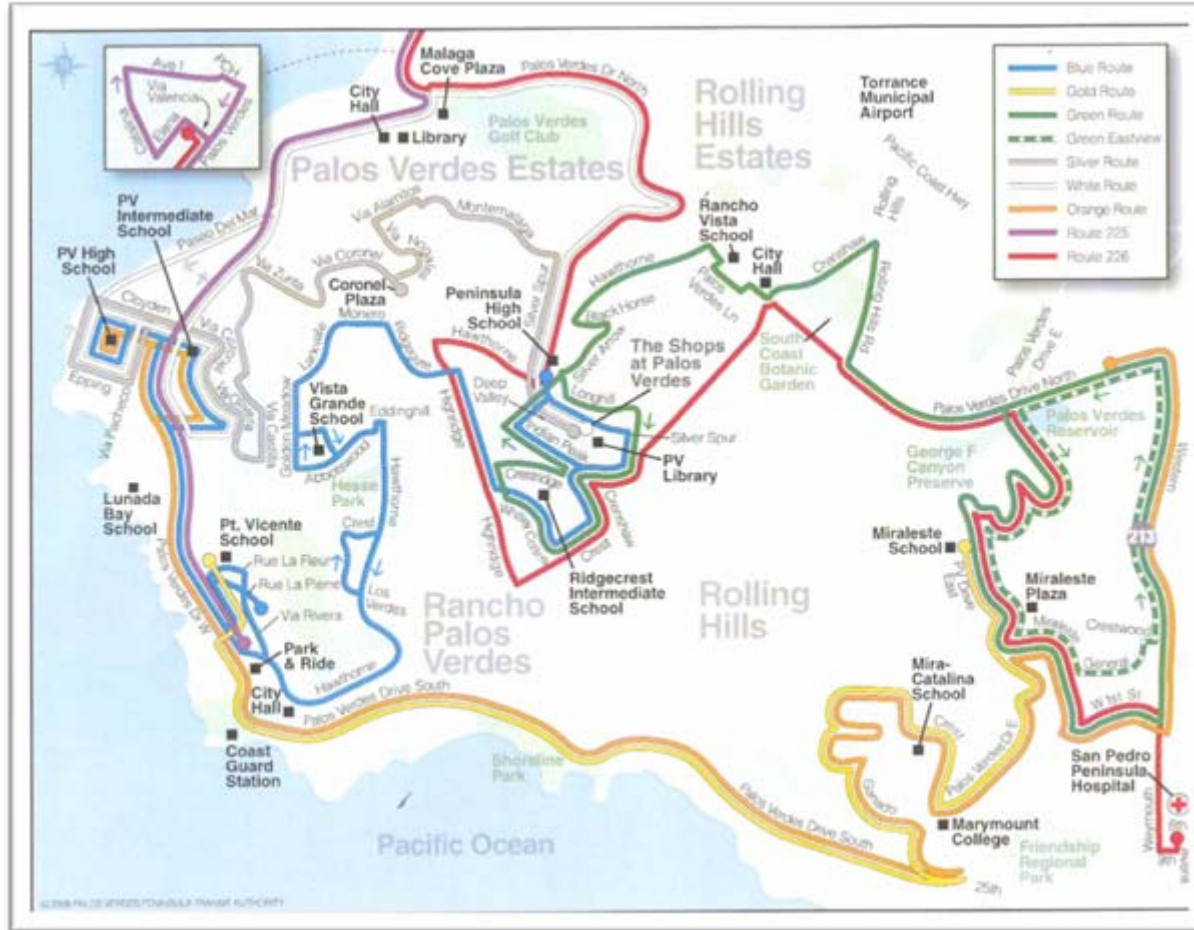


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# 2009 Highlights

- No vehicle accidents in 2009
- Added five new vehicles into service
- Updated Website
- Transitioned dial-a-ride customers from coupons to swipe card.
- Provided service to several community events.
- Successful New Years Eve Service-240 passengers

# PV Transit Fixed Routes

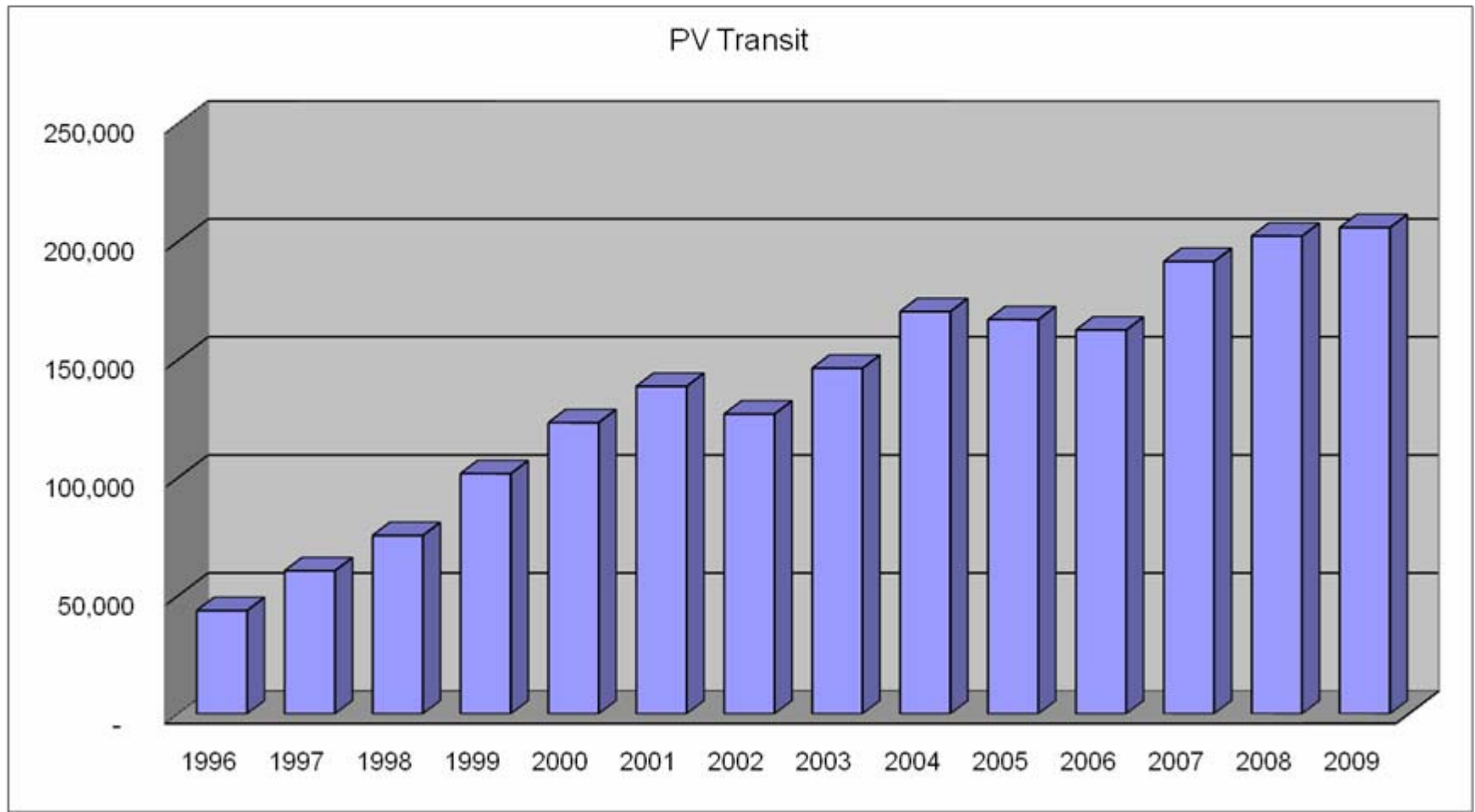


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# Fixed Route Service

- Significant ridership increases through 2008.
- Ridership has increased 4% annually in last five years.
- Ridership down 7-10% this fiscal year.
- Average daily ridership 950-1,100 passengers per school day
- Route 225-226 averages 125-150 passengers daily.

# Review of Operating Statistics





# Fixed Route Service

## Subsidy Per Passenger Fixed Route Service



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# Fixed Route Service

- The subsidy per passenger has averaged \$7.34 per passenger over the last ten years.
- Higher ridership, fares, and increased productivity (larger vehicles) has kept this number from increasing.
- We transport 10% of students in the 6-10<sup>th</sup> grades
- Each PV Transit trip saves a round-trip by auto

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# Future Trends-Fixed Route

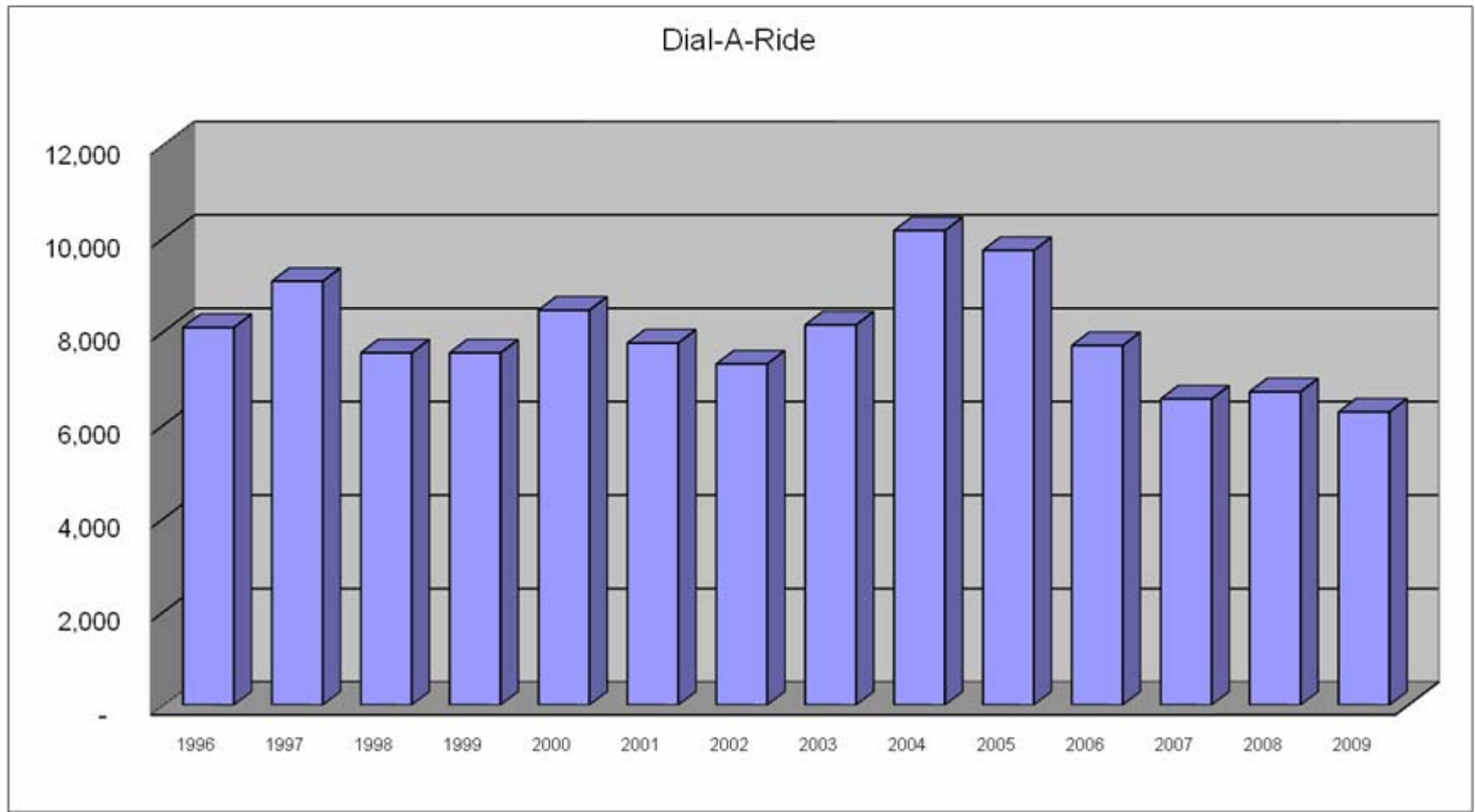
- Service is complex due to school schedules. Personalized service required for new passengers (1/3 per year)
- Larger buses significantly improve productivity *where* they can be operated.
- Route and schedule changes will be presented at FY 2011 Budget Meeting. Plan to eliminate service on lightly used route segments/destinations.
- Follow-up in March with PVPUSD regarding school time changes.

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# Dial-A-Ride Service

- Ridership has ranged between 6,000 and 10,000 per year
- Low utilization of service by Peninsula seniors (5 riders/100 seniors per month)
- Subsidy per passenger has averaged \$14.99 over last ten years.
- Significant time to administer program
- “Swipe card” replaced paper tickets in 2009.
- Service to off-Peninsula Medical Facilities is a lifeline for seniors.

# Dial-A-Ride Service



# Dial-A-Ride Service

**Subsidy Per Passenger  
Dial-A-Ride Service**

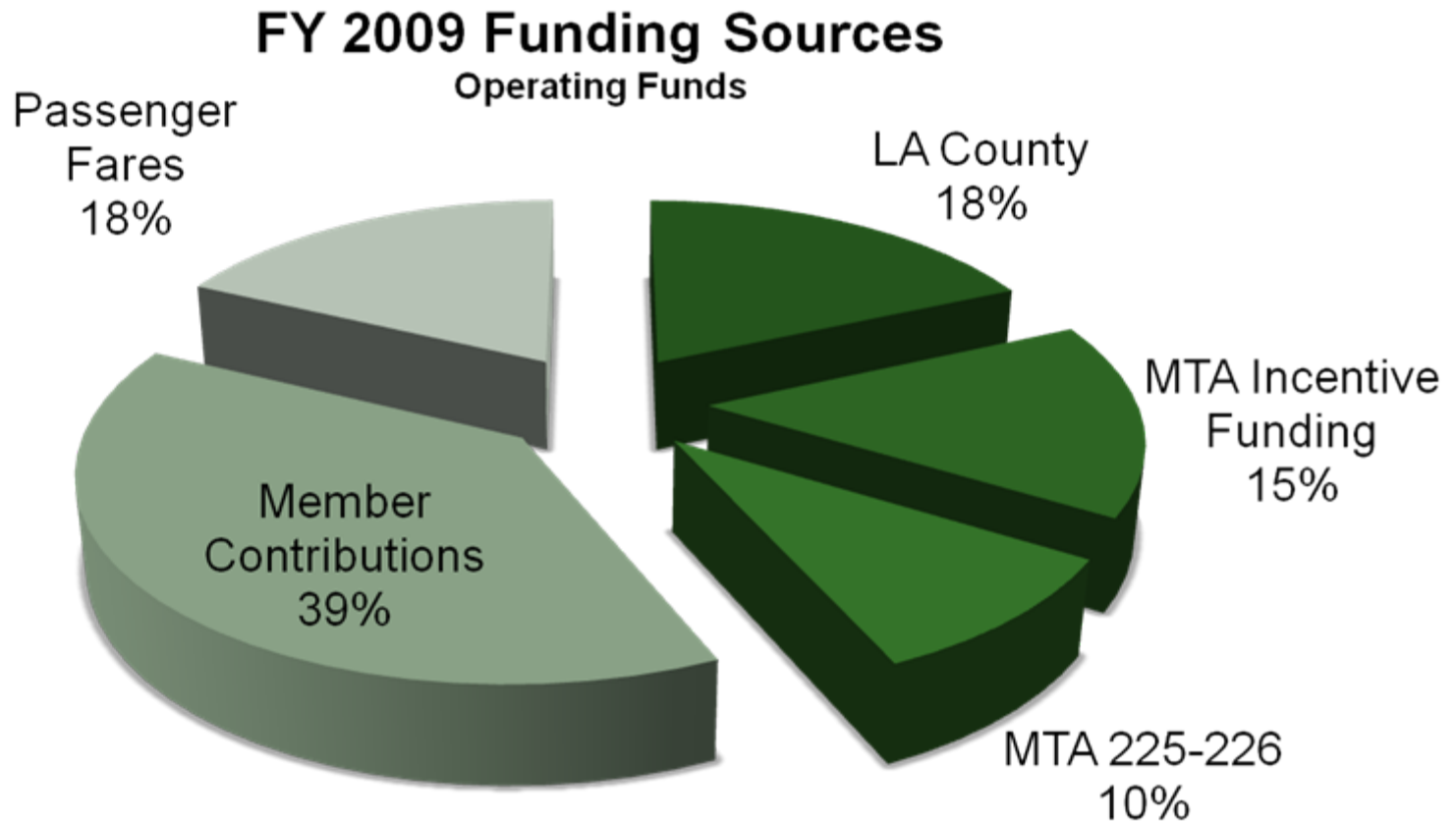


# Capital Needs

- Buses are replaced according to Federal Transit Administration (FTA) guidelines.
- MTA funds have been awarded to purchase new vehicles (FY '07 “Call for Projects”).
- Waiting for new vehicles with 2010 EPA compliant engines.

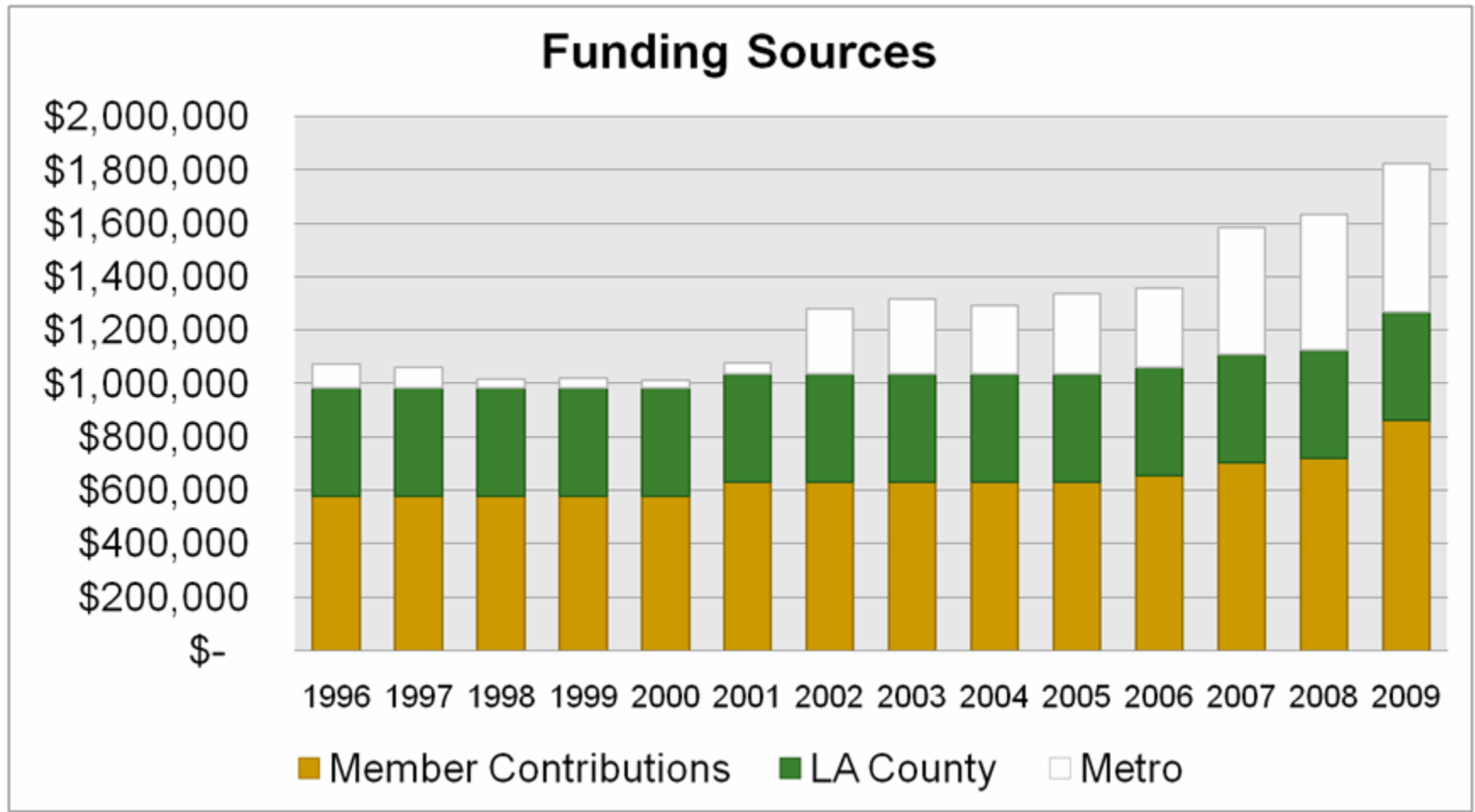


# Where does the money come from?





# Funding Sources-Operating Funds



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# FY 2011 Budget Assumptions

- No increase in Member contributions
- Consider increase in cash fares.
- Adjust fixed route service where applicable to reduce cost.
- Present updated fleet replacement plan at April '10 budget meeting. Depended on vehicle availability.

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# Marketing

- Marketing Plan is designed to increase awareness of services and increase non-school ridership.
- Increase awareness of environmental and traffic impacts.
- Selective use of technology to update customers on service changes.

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# Challenges and Opportunities

- Vehicle replacement issues
- Prop. A & C sales tax growth and member contributions
- Selective use of new technology where it can reduce cost and improve service.
- Attracting non-student passengers and improve awareness of Authority services.

# Traffic Reduction

**One Bus = 54 Passengers**

**31 cars = 37 passengers**



# Your Questions and Comments-Please

