
Board Workshop 2009



Overview

- Summary of Service
- Financial and Operating Review
- Three-Year Financial Projection
- Capital Program Review
- 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 MTA Line 225-226 in June '06

Dial-A-Ride

- Seniors & Disabled
- Curb to Curb service
- Taxi cabs and vans
- Vouchers sold to registered users
- “Complementary paratransit service” provided by ASI.
- Dial-A-Ride service operated by Administrative Services Co-Op

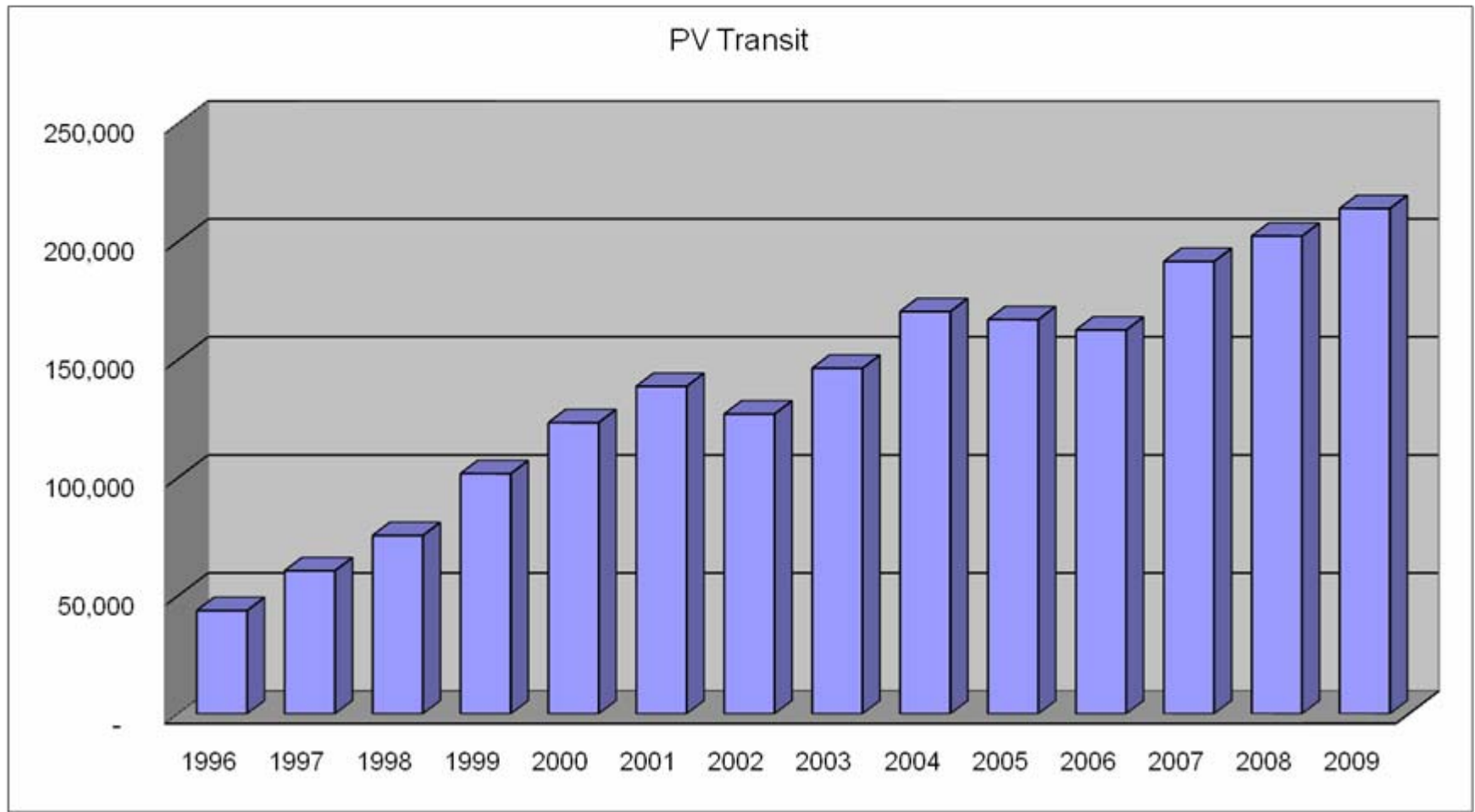
History of Service-Continue

- Fleet has increased from 13 in 1996 to 26 in 2007
- Fleet consists of gasoline, Propane (LPG), and Natural Gas (CNG) powered vehicles
- New vehicles must be powered by alternative fuels
- Fixed Route service operated by Transportation Concepts through 2013

Fixed Route Service

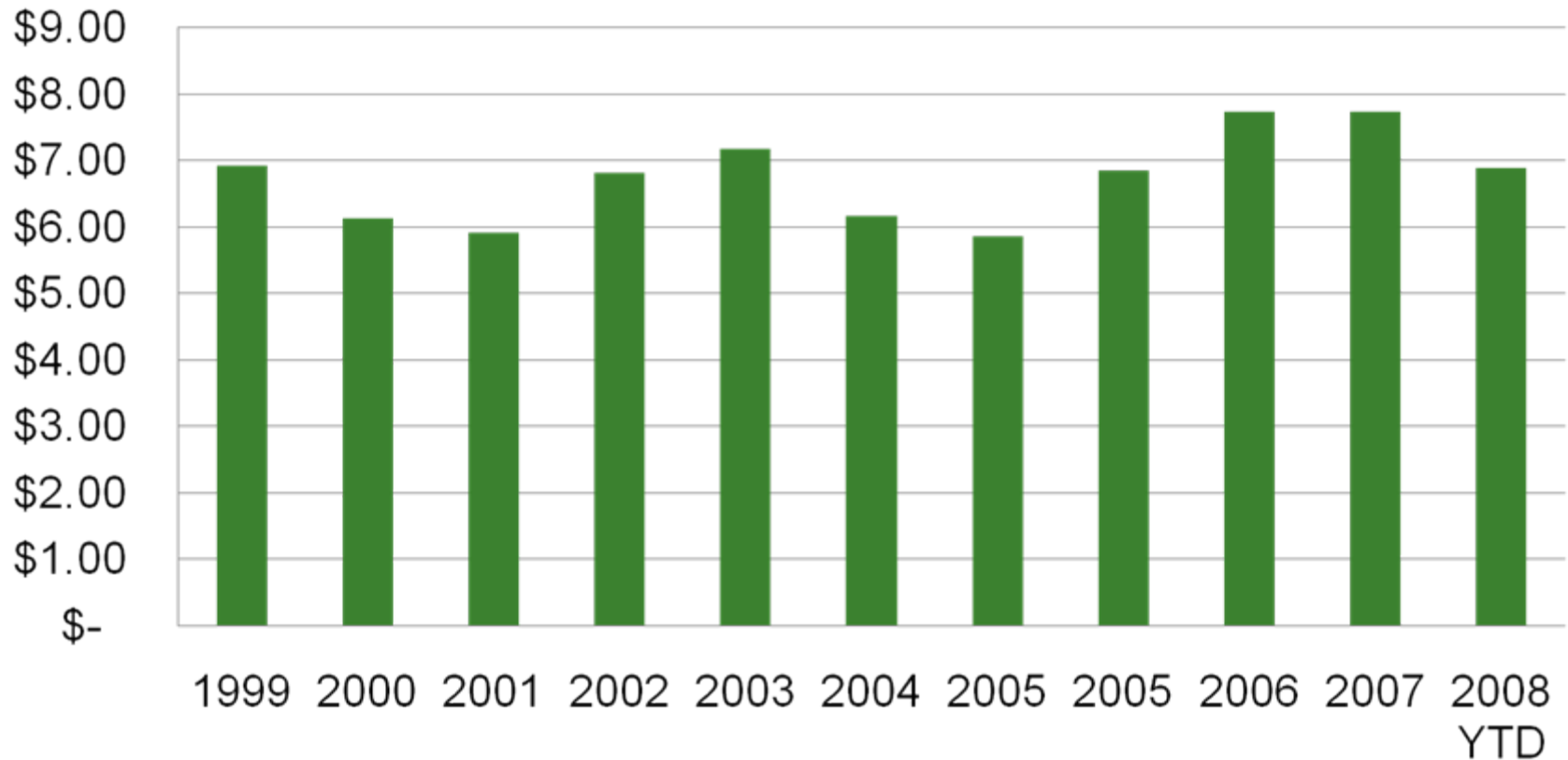
- Significant ridership increases between 1993 and 2004
- Ridership has increased 4% annually in last five years.
- Average daily ridership 1,100 passengers per school day

Review of Operating Statistics



Fixed Route Service

Subsidy/Passenger Fixed Route Service



Fixed Route Service

- The subsidy per passenger has averaged \$6.75 per passenger over the last eleven years. Est. \$6.62 FY 2010
- Higher ridership, fares, and increased productivity (larger vehicles) has kept this number from increasing
- We transport 10% of students in the 6-10th grades
- Each PV Transit trip saves a round-trip by auto
- PVPUSD Enrollment is estimated to be flat next several years

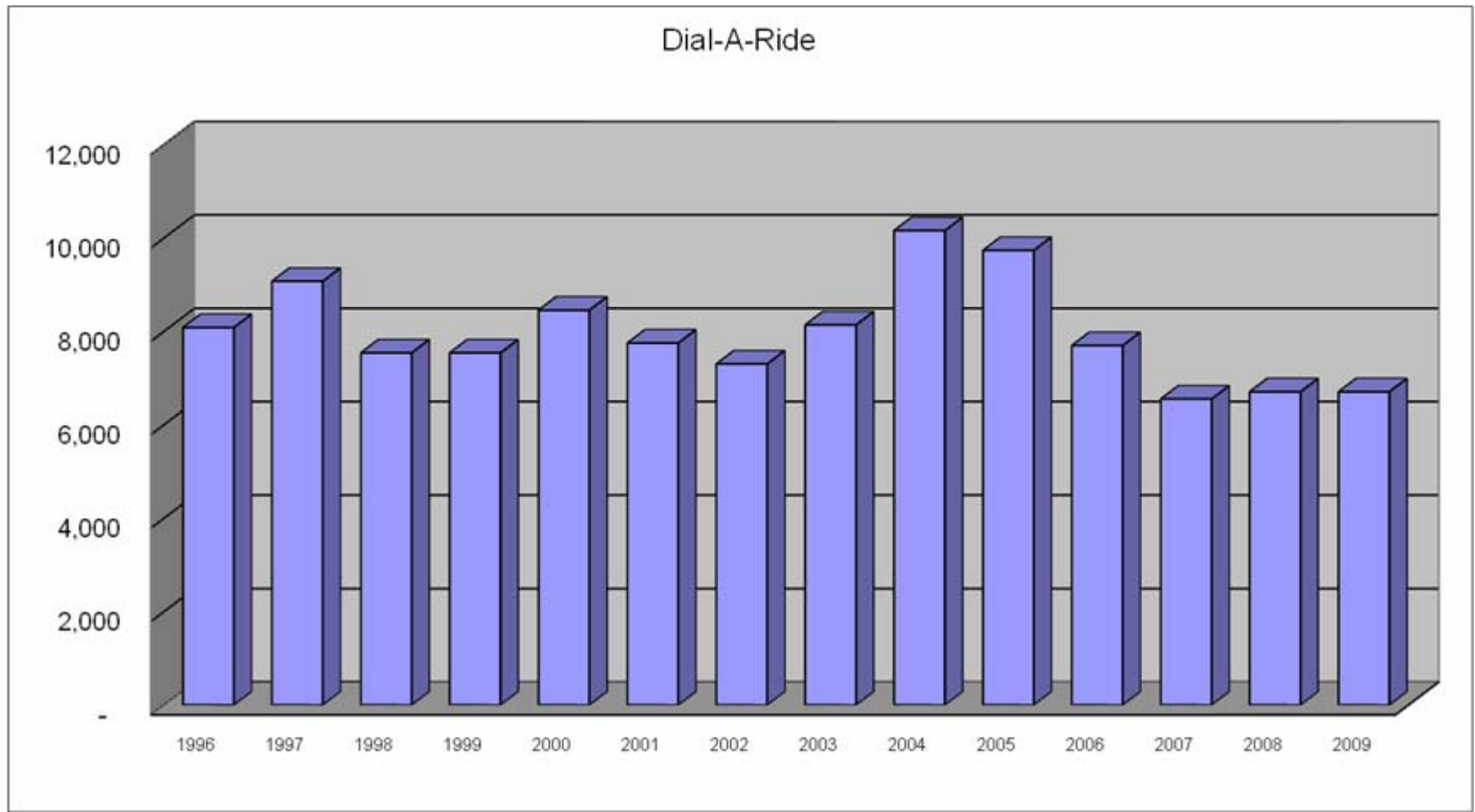
Future Trends-Fixed Route

- Service is complex due to school schedules. Personalized service required for new passengers (1/3 per year)
- Service is at capacity at Green, White, Orange Routes
- Larger buses significantly improve productivity where they can be operated.
- Route and schedule changes will be presented at FY 2011 Budget Meeting

Dial-A-Ride Service

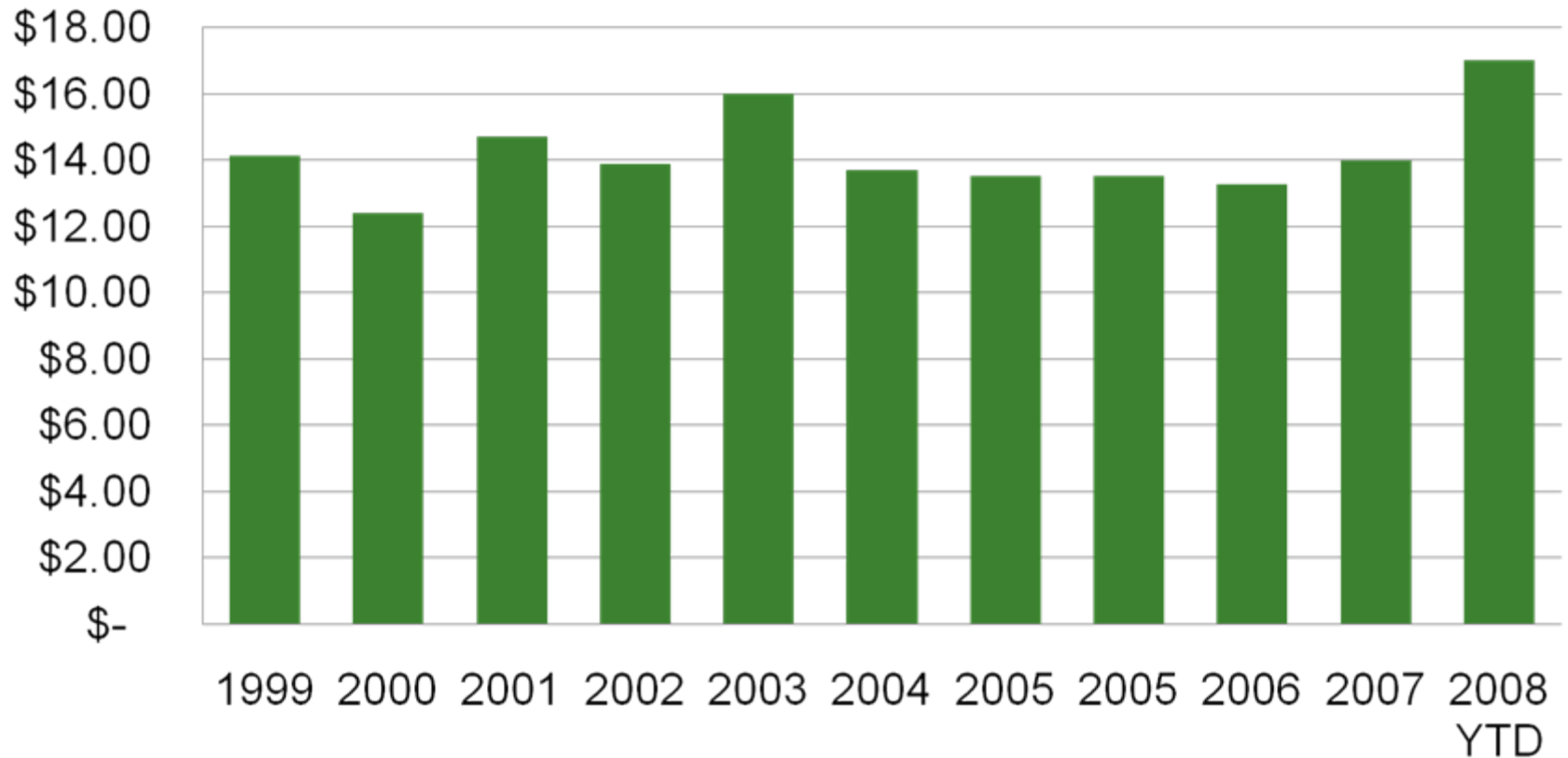
- Ridership has ranged between 6,000 and 10,000 per year
- Low utilization of service by Peninsula seniors (5 riders/100 seniors per month)
- Subsidy per passenger has averaged \$14.20 over last eight years.
- Significant time to administer program
- “swipe card” program will replace paper tickets in April.

Dial-A-Ride Service



Dial-A-Ride Service

Subsidy/Passenger DAR 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”).
- MSRC Local match funds have been awarded for the purchase of new vehicles (\$50k by RPV)
- After this year we cannot buy any vehicles with existing engines.



Capital Needs

- Four Large Buses need to be replaced in FY 2013. CNG tank life expires
- \$420k each for an estimated cost of \$1.680 million
- Local Funds are not sufficient for this large purchase
- Options include federal funding

Capital Needs



Capital Budget

	FY 2010	FY 2011	FY 2012
Vehicles	3	1	3
Cost/Vehicle	\$146,316	\$150,706	\$155,227
<u>TOTAL</u>	<u>\$438,398</u>	<u>\$150,706</u>	<u>\$465,680</u>

Three Year Financial Projection

Assumptions

- Member contributions increase 3.0% annually
- Passenger revenue increases 2-3% annually.
- Los Angeles County contributions are frozen.
- Fixed Route fees increase 15% in FY '09 (contract number) and 3% following years
- CPI 2-3% annually
- Plan will be updated for FY '10 Budget

Marketing

- Marketing Plan will be presented at next workshop.
- Balance between increasing awareness of services and existing capacity on fixed routes.
- Increase awareness of environmental efforts

Financial Results

Surplus (Deficit)

	FY 2010	FY 2011	FY 2012
Expenditures -Operating	\$2,216,870	\$2,276,432	\$2,337,781
Expenditures -Capital	\$591,668	\$413,751	\$137,917
Revenues	\$399,223	\$412,958	\$426,521
Support Funding (Includes funds from capital reserve)	\$2,420,516	\$2,285,284	\$2,053,416
Surplus/Deficit	\$0	(\$3,142)	(\$6,962)

Challenges and Opportunities

- Capital Sources for large bus replacement
- Lack of mid-size alternative fueled vehicles

- Attracting non-student passengers

Your Questions and Comments-Please

