

5.2 PERFORMANCE & COST ESTIMATES

This section presents estimated annual costs for route alternatives described in Section 5.1. In addition, this section summarizes the performance of each alternative.

Cost estimates are listed in Exhibit N on page 43. Two cost estimates were calculated for each route: Cost Estimate 1 is based on the GCT system-wide cost per mile of \$5.95; and Cost Estimate 2 is based on the GCT system-wide cost per hour of \$73.62 (both from 2009 National Transit Database data). Annual cost estimates listed in the spreadsheet are based on a specific level of service as noted on the spreadsheet (25 daily bus trips during weekdays & 20 daily bus trips on weekends). Decreasing the number of daily bus trips will lower costs; whereas increasing the number of daily bus trips will increase cost. All estimates are based on fixed-route service.

Estimated annual passengers were calculated using trip and transit data from the Ventura County Traffic Model and the 2008 Regional Transportation Plan. Annual passenger estimates were calculated separately for each route and displayed on the spreadsheet on the following page. The low estimate is based on 30% of total estimated transit trips within a 1,500 radius of each bus stop (actual or proposed); and the high estimate is based on 70% of total estimated transit trips within a 1,500 foot radius of each bus stop (actual or proposed). Fares were calculated using an annual average fare of \$1.00.

The performance of each route was calculated using the standards and evaluation criteria developed for the plan described in Chapter 1. Performance calculations related to *Service Effectiveness* (passengers/hour, passengers/mile & passengers/vehicle trip) and *Financial Efficiency* (cost/passenger, subsidy/passenger, and farebox recovery ratio) are listed in the spreadsheet on page 43.

The performance of each route alternative relative to the evaluation criteria is summarized on three tables in Exhibit O, Exhibit P & Exhibit Q. The data suggests there is current and future ridership demand for Alternative A, with the greatest benefit resulting from the segment between St. John's Hospital and Oxnard College. Alternative A would provide fixed-route transit service to areas currently not served by transit including the JJC in El Rio, the community of Strickland Acres and Rio Mesa High School north of US 101. The segment between St. John's and Oxnard College would provide a direct route to Oxnard College along Rose Avenue that does not currently exist.

Demand for Alternative B is expected to improve from anticipated mixed-use development in Wells and Saticoy in the City of Ventura, with the greatest benefit resulting from veering the route through east Saticoy (Alternative B2) along the path as the existing Route 11. Alternative B would provide a new connection between east

Ventura, Saticoy County facility, Strickland Acres, JJC, El Rio and Oxnard along Los Angeles Avenue (SR 118) and Vineyard Avenue (SR 232).

There appears to be demand for a neighborhood shuttle in Saticoy that serves the corridor along Darling Road, and that connects east and west Saticoy neighborhoods separated by pedestrian-unfriendly SR 118 (Alternative SA1). Transit performance is expected to improve with anticipated mixed-use development in east Saticoy. A Saticoy shuttle would improve service to areas currently not well served by Route 11 service, especially along and near Darling Road where several schools and churches are located.

There also appears to be demand for neighborhood shuttle service in the East Village, West Village, and Rio Lindo communities of Oxnard. This shuttle would help residents in areas currently not well served by transit to connect to the greater fixed-route system or to travel to various destinations within the shuttle service area including medical facilities, retail stores, schools and parks. Shuttle performance is likely to improve after implementation of anticipated improvements to fixed-route service along major roads in Oxnard.

Exhibit L

Estimated Cost and Route Performance

Wells Road/Vineyard Avenue Corridor Study				Annual COST ESTIMATES									Service Effectiveness																		
Rte. Options	Route Description	Trip length (miles)	Trip Time (hours)	Cost Estimate 1 (based on cost/mile)			Cost Estimate 2 (based on cost/hour)			Avg. Annual Passengers				Estimated Annual Fare Revenue				Passengers per Hour			Passengers per Mile				Passengers / Veh. Trip						
				Weekday Service Cost	Weekend Service Cost	Total Cost	Weekday Service Cost	Weekend Service Cost	Total Cost	Passengers 2007 Low	Passengers 2007 High	Passengers 2030 Low	Passengers 2030 High	Fare Revenue 2007 Low	Fare Revenue 2007 High	Fare Revenue 2030 Low	Fare Revenue 2030 High	Pass./Hour 2007 Low	Pass./Hour 2007 High	Pass./Hour 2030 Low	Pass./Hour 2030 High	Pass./Mile 2007 Low	Pass./Mile 2007 High	Pass./Mile 2030 Low	Pass./Mile 2030 High	Pass./Trip 2007 Low	Pass./Trip 2007 High	Pass./Trip 2030 Low	Pass./Trip 2030 High		
A	Esplanade to StJohns via Central & Rose	12.81	0.96	\$ 487,805	\$ 157,012	\$ 644,817	\$ 450,423	\$ 144,980	\$ 595,402	18,283	63,360	42,581	119,470	\$ 18,283	\$ 63,360	\$ 42,581	\$ 119,470	2.26	6.21	5.26	14.77	0.17	0.58	0.39	1.10	2.16	7.49	5.03	14.12		
A1	A + RiverPark	16.15	1.21	\$ 614,992	\$ 197,951	\$ 812,943	\$ 567,863	\$ 182,781	\$ 750,644	25,848	81,328	57,081	146,895	\$ 25,848	\$ 81,328	\$ 57,081	\$ 146,895	2.54	5.16	5.60	14.41	0.19	0.60	0.42	1.08	3.06	9.61	6.75	17.36		
A2	A + RiverPark and Gonzales Road	20.03	1.49	\$ 762,742	\$ 245,508	\$ 1,008,250	\$ 704,291	\$ 226,694	\$ 930,984	32,783	101,502	65,907	170,852	\$ 32,783	\$ 101,502	\$ 65,907	\$ 170,852	2.59	12.62	5.21	13.51	0.19	0.60	0.39	1.01	3.88	12.00	7.79	20.20		
A3	A + RiverPark + Oxnard College extension	23.82	1.78	\$ 907,066	\$ 291,962	\$ 1,199,027	\$ 837,554	\$ 269,588	\$ 1,107,142	38,773	122,623	73,788	195,124	\$ 38,773	\$ 122,623	\$ 73,788	\$ 195,124	2.58	12.22	4.91	12.97	0.19	0.61	0.37	0.97	4.58	14.49	8.72	23.06		
A4	A3 + Wooley/Pacific/Westar Loop	24.98	1.86	\$ 951,238	\$ 306,180	\$ 1,257,418	\$ 878,342	\$ 282,716	\$ 1,161,058	40,034	125,144	76,310	202,690	\$ 40,034	\$ 125,144	\$ 76,310	\$ 202,690	2.54	13.76	4.84	12.85	0.19	0.59	0.36	0.96	4.73	14.79	9.02	23.96		
B	Wells Center to Esplanade via Vineyard	12.74	0.95	\$ 485,139	\$ 156,154	\$ 641,293	\$ 447,961	\$ 144,188	\$ 592,149	13,618	46,401	21,902	62,036	\$ 13,618	\$ 46,401	\$ 21,902	\$ 62,036	1.69	4.47	2.72	7.71	0.13	0.43	0.20	0.58	1.61	5.48	2.59	7.33		
B1	B + West Saticoy loop	15.90	1.19	\$ 605,472	\$ 194,886	\$ 800,358	\$ 559,072	\$ 179,951	\$ 739,024	17,653	57,497	25,748	74,141	\$ 17,653	\$ 57,497	\$ 25,748	\$ 74,141	1.76	5.47	2.56	7.39	0.13	0.43	0.19	0.55	2.09	6.80	3.04	8.76		
B2	B + East Saticoy loop	14.41	1.08	\$ 548,733	\$ 176,623	\$ 725,356	\$ 506,681	\$ 163,088	\$ 669,769	19,670	70,610	48,444	115,498	\$ 19,670	\$ 70,610	\$ 48,444	\$ 115,498	2.16	6.88	5.32	12.70	0.16	0.58	0.40	0.95	2.33	8.35	5.73	13.65		
B3	B + River Park	16.46	1.23	\$ 626,797	\$ 201,750	\$ 828,547	\$ 578,763	\$ 186,289	\$ 765,052	24,209	71,619	42,391	100,872	\$ 24,209	\$ 71,619	\$ 42,391	\$ 100,872	2.33	7.55	4.08	9.71	0.17	0.51	0.30	0.72	2.86	8.47	5.01	11.92		
Shuttles																															
RL	Esplanade/StJohns via W.Village&Rio Lindo	6.69	0.5	\$ 193,614	\$ 49,200	\$ 242,814	\$ 178,777	\$ 45,429	\$ 224,206	14,626	49,427	32,279	88,263	\$ 14,626	\$ 49,427	\$ 32,279	\$ 88,263	3.46	11.70	7.64	20.90	0.26	0.87	0.57	1.56	1.73	5.84	3.82	10.43		
WE	Wells Community Shuttle	2.92	0.22	\$ 84,507	\$ 21,474	\$ 105,981	\$ 78,031	\$ 19,829	\$ 97,860	4,413	15,761	12,609	30,262	\$ 4,413	\$ 15,761	\$ 12,609	\$ 30,262	2.39	8.55	6.84	16.42	0.18	0.64	0.51	1.23	0.52	1.86	1.49	3.58		
SA1	West Saticoy Shuttle (Darling Road)	5.22	0.39	\$ 151,071	\$ 38,389	\$ 189,460	\$ 139,494	\$ 35,447	\$ 174,941	12,609	37,827	26,794	58,001	\$ 12,609	\$ 37,827	\$ 26,794	\$ 58,001	3.83	11.48	8.13	17.60	0.29	0.86	0.61	1.31	1.49	4.47	3.17	6.86		
SA2	West Saticoy Shuttle (Saticoy Avenue)	2.06	0.15	\$ 59,618	\$ 15,150	\$ 74,768	\$ 55,049	\$ 13,989	\$ 69,038	4,728	12,609	6,305	15,131	\$ 4,728	\$ 12,609	\$ 6,305	\$ 15,131	3.64	9.70	4.85	11.63	0.27	0.72	0.36	0.87	0.56	1.49	0.75	1.79		
				Veh Op. & Maint. Cost / Revenue Mile (Year 2009 NTD data)		\$ 5.95																									
				Veh Op. & Maint. Cost / Revenue Hour (Year 2009 NTD data)		\$ 73.62																									
				No. of Service Days - Weekday Service		256																									
				No. of Service Days - Weekend Service		103																									
				Daily trips, 6:30 AM - 8:30 PM, 45 min. headways		20																									
				Daily trips, 6:00 AM - 10:00 PM, 30 min peak/1 hour non-peak		25																									
				Avg. Fare		\$ 1.00																									

Wells Road/Vineyard Avenue Corridor Study				Financial Efficiency																							
Rte. Options	Route Description	Trip length (miles)	Trip Time (hours)	Cost per Passenger								Subsidy per Passenger								Farebox Recovery Ratio							
				Estimate 1 (based on cost/mile)				Estimate 2 (based on cost/hour)				Estimate 1 (based on cost/mile)				Estimate 2 (based on cost/hour)				Estimate 1 (based on cost/mile)				Estimate 2 (based on cost/hour)			
				Cost/Pass 2007 Low	Cost/Pass 2007 High	Cost/Pass 2030 Low	Cost/Pass 2030 High	Cost/Pass 2007 Low	Cost/Pass 2007 High	Cost/Pass 2030 Low	Cost/Pass 2030 High	Sub/Pass2 007 Low	Sub/Pass2 007 High	Sub/Pass 2030 Low	Sub/Pass 2030 High	Sub/Pass2 007 Low	Sub/Pass2 007 High	Sub/Pass 2030 Low	Sub/Pass 2030 High	Fare/Cost 2007 Low	Fare/Cost 2007 High	Fare/Cost 2030 Low	Fare/Cost 2030 High	Fare/Cost 2007 Low	Fare/Cost 2007 High	Fare/Cost 2030 Low	Fare/Cost 2030 High
A	Esplanade to StJohns via Central & Rose	12.81	0.96	\$ 35.27	\$ 10.18	\$ 15.14	\$ 5.40	\$ 32.57	\$ 9.40	\$ 13.98	\$ 4.98	\$ 34.27	\$ 9.18	\$ 14.14	\$ 4.40	\$ 31.57	\$ 8.40	\$ 12.98	\$ 3.98	2.84%	9.83%	6.60%	18.53%	3.07%	10.64%	7.15%	20.07%
A1	A + RiverPark	16.15	1.21	\$ 31.45	\$ 10.00	\$ 14.24	\$ 5.53	\$ 29.04	\$ 9.23	\$ 13.15	\$ 5.11	\$ 30.45	\$ 9.00	\$ 13.24	\$ 4.53	\$ 28.04	\$ 8.23	\$ 12.15	\$ 4.11	3.18%	10.00%	7.02%	18.07%	3.44%	10.83%	7.60%	19.57%
A2	A + RiverPark and Gonzales Road	20.03	1.49	\$ 30.75	\$ 9.93	\$ 15.30	\$ 5.90	\$ 28.40	\$ 9.17	\$ 14.13	\$ 5.45	\$ 29.75	\$ 8.93	\$ 14.30	\$ 4.90	\$ 27.40	\$ 8.17	\$ 13.13	\$ 4.45	3.25%	10.07%	6.54%	16.95%	3.52%	10.90%	7.08%	18.35%
A3	A + RiverPark + Oxnard College extension	23.82	1.78	\$ 30.92	\$ 9.78	\$ 16.25	\$ 6.14	\$ 28.55	\$ 9.03	\$ 15.00	\$ 5.67	\$ 29.92	\$ 8.78	\$ 15.25	\$ 5.14	\$ 27.55	\$ 8.03	\$ 14.00	\$ 4.67	3.23%	10.23%	6.15%	16.27%	3.50%	11.08%	6.66%	17.62%
A4	A3 + Wooley/Pacific/Westar Loop	24.98	1.86	\$ 31.41	\$ 10.05	\$ 16.48	\$ 6.20	\$ 29.00	\$ 9.28	\$ 15.22	\$ 5.73	\$ 30.41	\$ 9.05	\$ 15.48	\$ 5.20	\$ 28.00	\$ 8.28	\$ 14.22	\$ 4.73	3.18%	9.95%	6.07%	16.12%	3.45%	10.78%	6.57%	17.46%
B	Wells Center to Esplanade via Vineyard	12.74	0.95	\$ 47.09	\$ 13.82	\$ 29.28	\$ 10.34	\$ 43.48	\$ 12.76	\$ 27.04	\$ 9.55	\$ 46.09	\$ 12.82	\$ 28.28	\$ 9.34	\$ 42.48	\$ 11.76	\$ 26.04	\$ 8.55	2.12%	7.24%	3.42%	9.67%	2.30%	7.84%	3.70%	10.48%
B1	B + West Saticoy loop	15.90	1.19	\$ 45.34	\$ 13.92	\$ 31.08	\$ 10.80	\$ 41.86	\$ 12.85	\$ 28.70	\$ 9.97	\$ 44.34	\$ 12.92	\$ 30.08	\$ 9.80	\$ 40.86	\$ 11.85	\$ 27.70	\$ 8.97	2.21%	7.18%	3.22%	9.26%	2.39%	7.78%	3.48%	10.03%
B2	B + East Saticoy loop	14.41	1.08	\$ 36.88	\$ 10.27	\$ 14.97	\$ 6.28	\$ 34.05	\$ 9.49	\$ 13.83	\$ 5.80	\$ 35.88	\$ 9.27	\$ 13.97	\$ 5.28	\$ 33.05	\$ 8.49	\$ 12.83	\$ 4.80	2.71%	9.73%	6.68%	15.92%	2.94%	10.54%	7.23%	17.24%
B3	B + River Park	16.46	1.23	\$ 34.22	\$ 11.57	\$ 19.55	\$ 8.21	\$ 31.60	\$ 10.68	\$ 18.05	\$ 7.58	\$ 33.22	\$ 10.57	\$ 18.55	\$ 7.21	\$ 30.60	\$ 9.68	\$ 17.05	\$ 6.58	2.92%	8.64%	5.12%	12.17%	3.16%	9.36%	5.54%	13.18%
Shuttles																											
RL	Esplanade/StJohns via W.Village&Rio Lindo	6.69	0.5	\$ 16.60	\$ 4.91	\$ 7.52	\$ 2.75	\$ 15.33	\$ 4.54	\$ 6.95	\$ 2.54	\$ 15.60	\$ 3.91	\$ 6.52	\$ 1.75	\$ 14.33	\$ 3.54	\$ 5.95	\$ 1.54	6.02%	20.36%	13.29%	36.35%	6.52%	22.05%	14.40%	39.37%
WE	Wells Community Shuttle	2.92	0.22	\$ 24.01	\$ 6.72	\$ 8.41	\$ 3.50	\$ 22.17	\$ 6.21	\$ 7.76	\$ 3.23	\$ 23.01	\$ 5.72	\$ 7.41	\$ 2.50	\$ 21.17	\$ 5.21	\$ 6.76	\$ 2.23	4.16%	14.87%	11.90%	28.55%	4.51%	16.11%	12.88%	30.92%
SA1	West Saticoy Shuttle (Darling Road)	5.22	0.39	\$ 15.03	\$ 5.01	\$ 7.07	\$ 3.27	\$ 13.87	\$ 4.62	\$ 6.53	\$ 3.02	\$ 14.03	\$ 4.01	\$ 6.07	\$ 2.27	\$ 12.87	\$ 3.62	\$ 5.53	\$ 2.02	6.66%	19.97%	14.14%	30.61%	7.21%	21.62%	15.32%	33.15%
SA2	West Saticoy Shuttle (Saticoy Avenue)	2.06	0.15	\$ 15.81	\$ 5.93	\$ 11.86	\$ 4.94	\$ 14.60	\$ 5.48	\$ 10.95	\$ 4.56	\$ 14.81	\$ 4.93	\$ 10.86	\$ 3.94	\$ 13.60	\$ 4.48	\$ 9.95	\$ 3.56	6.32%	16.86%	8.43%	20.24%	6.85%	18.26%	9.13%	21.92%

Exhibit M

Vineyard Avenue / Wells Road Community Transit Plan
Evaluating Transit Service Alternatives – Base Year 2007

	Standard	Description	Criteria	GCT System	Route Alternatives								
					A	A1	A2	A3	A4	B	B1	B2	B3
Service Effectiveness	Passengers/ Hour	Total estimated passengers divided by total estimated revenue hours.	Minimum 50% – 100% of GCT system pass./hr. average.	12.73 – 25.47	2.26-6.21	2.54-5.16	2.59-12.62 	2.58-12.22	2.54-13.76 	1.69-4.47	1.76-5.47	2.16-6.88	2.33-7.55
	Passengers/ Mile	Total estimated passengers divided by total estimated revenue miles.	Minimum 60% – 80% of existing GCT system pass./mile average.	1.24 – 1.65	0.17-0.58	0.19--0.60	0.19-0.60	0.19-0.61	0.19-0.59	.13-.43	.13-.43	.16-.58	.17-.51
	Passengers/ Vehicle Trip	Total estimated passengers per vehicle round trip.	Minimum of 5 – 15 pass./round trip.	N/A	2.16-7.49 	3.06-9.61 	3.88-12.00 	4.58-14.49 	4.73-14.79 	1.61-5.48 	2.09-6.80 	2.33-8.35 	2.86-8.47
Financial Efficiency	Cost/ Passenger	Total estimated operating cost divided by total estimated unlinked passengers.	Max 1.4 of GCT system average.	\$5.13	9.40-32.57 ¹ 6.21-21.51 ²	9.23-29.04 6.10-19.18	9.17-28.40 6.06-18.76	9.03-28.55 5.96-18.86	9.28-29.00 6.13-19.16	12.76-43.48 8.43-28.72	12.85-41.86 8.49-27.65	9.49-34.05 6.27-22.49	10.68-31.60 7.06-20.87
	Subsidy/ Passenger	Total estimated subsidy (total estimated operating cost minus total estimated revenue) divided by total estimated unlinked passengers.	Max 1.25 – 1.33 of GCT system average.	\$3.63- \$3.86	8.40-31.57 ¹ 5.21-20.51 ²	8.23-28.04 5.10-18.18	8.17-27.40 5.06-17.76	8.03-27.55 4.96-17.86	8.28-28.00 5.13-18.16	11.76-42.48 7.43-27.72	11.85-40.86 7.49-26.65	8.49-33.05 5.27-21.49	9.68-30.60 6.06-19.87
	Farebox Recovery Ratio	Total estimated fare revenue divided by total estimated operating cost.	Minimum 20%.	20.73 ³	3.07-10.64 ¹ 4.65-16.11 ²	3.44-10.83 5.21-16.40	3.52-10.90 5.33-16.51	3.50-11.08 5.30-16.77	3.45-10.78 5.22-16.32	2.30-7.84 3.48-11.86	2.39-7.78 3.62-11.78	2.94-10.54 4.45-15.96	3.16-9.36 4.79-14.17
Service Equity	Service Equity	The equitable distribution of service for all population groups within the Study Area, especially the low income & minority population (Title VI).	Low income & minority areas shall not be underserved relative to other population groups in the Study Area based on service coverage.										
Service Coverage	Area Served	Total estimated transit riders within 500ft – 1,500ft walk to a bus stop.	Maximum of 500ft – 1,500ft walk to a bus stop.										

¹ Cost based on 25 daily trips, 6:00 AM - 10:00 PM, 30 min peak/1 hour non-peak on weekdays, and 20 daily trips, 6:30 AM - 8:30 PM, 45 min. headways on weekends.

² Cost based on 17 daily trips, 6:00 AM - 10:00 PM, 1 hour headways on weekdays, and 12 daily trips, 8:30 AM - 7:30 PM, 1 hour headways on weekends.

³ Not the TDA Farebox Recovery Ratio which allows other revenue to be included as fare revenue.

Criteria met.

Exhibit N

Vineyard Avenue / Wells Road Community Transit Plan
 Evaluating Transit Service Alternatives – Year 2030

	Standard	Description	Criteria	GCT System	Route Alternatives								
					A	A1	A2	A3	A4	B	B1	B2	B3
Service Effectiveness	Passengers/ Hour	Total estimated passengers divided by total estimated revenue hours.	Minimum 50% – 100% of GCT system pass./hr. average.	12.73 – 25.47	5.26-14.77 ✓	5.60-14.41 ✓	5.21-13.51 ✓	4.91-12.97 ✓	4.84-12.85 ✓	2.72-7.71	2.56-7.39	5.32-12.70 ✓	4.08-9.71
	Passengers/ Mile	Total estimated passengers divided by total estimated revenue miles.	Minimum 60% – 80% of existing GCT system pass./mile average.	1.24 – 1.65	0.39-1.10	0.42-1.08	0.39-1.01	0.37-0.97	0.36-0.96	0.02-0.58	0.19-0.55	0.40-0.95	0.30-0.72
	Passengers/ Vehicle Trip	Total estimated passengers per vehicle round trip.	Minimum of 5 – 15 pass./round trip.	N/A	5.03-14.12 ✓	6.75-17.36 ✓	7.79-20.20 ✓	8.72-23.06 ✓	9.02-23.96 ✓	2.59-7.33 ✓	3.04-8.76 ✓	5.73-13.65 ✓	5.01-11.92 ✓
Financial Efficiency	Cost/ Passenger	Total estimated operating cost divided by total estimated unlinked passengers.	Max 1.4 of GCT system average.	\$5.13	4.98-13.98 ¹ 3.29-9.24 ² ✓	5.11-13.15 3.38-8.69 ✓	5.45-14.13 3.60-9.33 ✓	5.67-15.00 3.75-9.91 ✓	5.73-15.22 3.78-10.50 ✓	9.55-27.04 6.30-17.86	9.97-28.70 6.58-18.96	5.80-13.83 3.83-9.13 ✓	7.58-18.05 5.01-11.92 ✓
	Subsidy/ Passenger	Total estimated subsidy (total estimated operating cost minus total estimated revenue) divided by total estimated unlinked passengers.	Max 1.25 – 1.33 of GCT system average.	\$3.63- \$3.86	3.98-12.98 ¹ 2.29-8.24 ² ✓	4.11-12.15 2.38-7.69 ✓	4.45-13.13 2.60-8.33 ✓	4.67-14.00 2.75-8.91 ✓	4.73-14.22 2.78-9.05 ✓	8.55-26.04 5.30-16.86	8.97-27.70 5.58-17.96	4.80-12.83 2.83-8.13 ✓	6.58-17.05 4.01-10.92
	Farebox Recovery Ratio	Total estimated fare revenue divided by total estimated operating cost.	Minimum 20%.	20.73 ³	7.15-20.07 ¹ 10.83-30.38 ² ✓	7.60-19.57 11.51- 29.63 ✓	7.08-18.35 10.72- 27.78 ✓	6.66-17.62 10.09- 26.68 ✓	6.57-17.46 9.95-26.43 ✓	3.70-10.48 5.60-15.86	3.48-10.03 5.27-15.19	7.23-17.24 10.95- 26.11 ✓	5.54-13.18 8.39- 19.96 ✓
Service Equity	Service Equity	The equitable distribution of service for all population groups within the Study Area, especially the low income & minority population (Title VI).	Low income & minority areas shall not be underserved relative to other population groups in the Study Area based on service coverage.		✓	✓	✓	✓	✓	✓	✓	✓	✓
Service Coverage	Area Served	Total estimated transit riders within 500ft – 1,500ft walk to a bus stop.	Maximum of 500ft – 1,500ft walk to a bus stop.		✓	✓	✓	✓	✓	✓	✓	✓	✓

¹ Cost based on 25 daily trips, 6:00 AM - 10:00 PM, 30 min peak/1 hour non-peak on weekdays, and 20 daily trips, 6:30 AM - 8:30 PM, 45 min. headways on weekends.

² Cost based on 17 daily trips, 6:00 AM - 10:00 PM, 1 hour headways on weekdays, and 12 daily trips, 8:30 AM - 7:30 PM, 1 hour headways on weekends.

³ Not the TDA Farebox Recovery Ratio which allows other revenue to be included as fare revenue.

✓ Criteria met.

Exhibit O

Vineyard Avenue / Wells Road Community Transit Plan
 Evaluating Transit Shuttle Alternatives – Base Year 2007 & 2030

	Standard	Description	Criteria	GCT System	Route Alternatives							
					RL 2007	WE 2007	SA1 2007	SA2 2007	RL 2030	WE 2030	SA1 2030	SA2 2030
Service Effectiveness	Passengers/ Hour	Total estimated passengers divided by total estimated revenue hours.	Minimum 50% – 100% of GCT system pass./hr. average.	12.73 – 25.47	3.46-11.70	2.39-8.55	3.83-11.48	3.64-9.70	7.64-20.90	6.84-16.42	8.13-17.60	4.85-11.63
	Passengers/ Mile	Total estimated passengers divided by total estimated revenue miles.	Minimum 60% – 80% of existing GCT system pass./mile average.	1.24 – 1.65	0.26-0.87	0.18-0.64	0.29-0.86	0.27-0.72	0.57-1.56	0.51-1.23	0.61-1.31	0.36-0.87
	Passengers/ Vehicle Trip	Total estimated passengers per vehicle round trip.	Minimum of 5 – 15 pass./round trip.	N/A	1.73-5.84	0.52-1.86	1.49-4.47	0.56-1.49	3.82-10.43	1.49-3.58	3.17-6.86	0.75-1.79
Financial Efficiency	Cost/ Passenger	Total estimated operating cost divided by total estimated unlinked passengers.	Max 1.4 of GCT system average.	\$5.13	4.54-15.33 ¹ 4.16-14.04 ²	6.21-22.17 5.69-20.31	4.62-13.87 4.24-12.71	5.48-14.60 5.02-13.38	2.54-6.95 2.33-6.36	3.23-7.76 2.96-7.11	3.02-6.53 2.76-5.98	4.56-10.95 4.18-10.03
	Subsidy/ Passenger	Total estimated subsidy (total estimated operating cost minus total estimated revenue) divided by total estimated unlinked passengers.	Max 1.25 – 1.33 of GCT system average.	\$3.63- \$3.86	3.54-14.33 ¹ 3.16-13.04 ²	5.21-21.17 4.69-19.31	3.62-12.87 3.24-11.71	4.48-13.60 4.02-12.38	1.54-5.95 1.33-5.36	2.23-6.76 1.96-6.11	2.02-5.53 1.76-4.98	3.56-9.95 3.18-9.03
	Farebox Recovery Ratio	Total estimated fare revenue divided by total estimated operating cost.	Minimum 20%.	20.73 ³	6.52-22.05 ¹ 7.12-24.07 ²	4.51-16.11 4.92-17.58	7.21-21.62 7.87-23.60	6.85-18.26 7.48-19.94	14.40-39.37 15.72-42.97	12.88-30.92 14.07-33.76	15.32-33.15 16.72-36.19	9.13-21.92 9.97-23.92
Service Equity	Service Equity	The equitable distribution of service for all population groups within the Study Area, especially the low income & minority population (Title VI).	Low income & minority areas shall not be underserved relative to other population groups in the Study Area based on service coverage.		✓	✓	✓	✓	✓	✓	✓	✓
Service Coverage	Area Served	Total estimated transit riders within 500ft – 1,500ft walk to a bus stop.	Maximum of 500ft – 1,500ft walk to a bus stop.		✓	✓	✓	✓	✓	✓	✓	✓

¹ Cost based on 25 daily trips, 6:00 AM - 10:00 PM, 30 min peak/1 hour non-peak on weekdays, and 20 daily trips, 6:30 AM - 8:30 PM, 45 min. headways on weekends.

² Cost based on 17 daily trips, 6:00 AM - 10:00 PM, 1 hour headways on weekdays, and 12 daily trips, 8:30 AM - 7:30 PM, 1 hour headways on weekends.

³ Not the TDA Farebox Recovery Ratio which allows other revenue to be included as fare revenue.

✓ Criteria met.