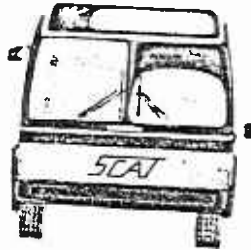


# SOUTH COAST AREA TRANSIT

111  
E. Third Street  
Oxnard, CA 93030  
(805) 643-3158 or 487-4222



Mailing Address:  
P.O. Box 1146  
Oxnard, CA 93032

**SCAT** "A Lot of Ride for a Little Money!"

January 7, 1983

TO: Board of Directors  
FROM: BRIAN LOEW *BLOEW*  
SUBJECT: CONSIDER SELECTION OF A TRANSIT SERVICE PROGRAM FOR FY 83/84

During the past several months the SCAT planning staff has been engaged in an analysis of SCAT operations. The purpose of this exercise is to develop for Board consideration a series of alternative proposals for SCAT transit services in the 1983/84 fiscal year. In consultation with the Technical Advisory Committee, SCAT staff has endeavored to provide a wide spectrum of service options, ranging from service expansion to proposals calling for operational cutbacks.

## Background Information

In order to maintain our required level of farebox recovery, SCAT instituted simultaneous fare increases and service reductions in July of 1982. These actions precipitated a significant decline in ridership, continuing a trend which began in July 1980. At this point SCAT's patronage has dropped by over 25% in the last three fiscal years. This situation is primarily attributable to the impacts of fare escalation on a predominantly low-income ridership base. Patronage losses have been further encouraged by recent service cuts which reduced SCAT's annual revenue mileage by approximately 20%.

Thus, the scenario in which we currently operate is one characterized by declining service levels and revenue patronage. The service changes of July 1982 have produced a situation wherein all unproductive transit operations which were not policy based have now been reduced or eliminated. SCAT is presently offering only a minimal level of service throughout western Ventura County. Additionally, by raising fares twice in the past three years, SCAT has attempted to increase the proportion of operational costs borne by transit users.

Although these actions were necessary in response to past conditions, they have triggered a self-perpetuating cycle of deterioration; as fares rise, ridership declines, creating pressure to reduce services and/or further increase passenger charges in order to achieve the required level of farebox recovery. SCAT now finds itself in the midst of this cycle, and the question arises as to what actions would be appropriate to address this situation. It should be apparent that SCAT's riders will not continue to accept fare and service decisions which result in less service for more money. Thus, it is necessary to develop proposals to improve both the operational efficiency of the system and its attractiveness to passengers without raising the cost to our users. These are the principal objectives of the FY 83/84 transit service alternatives.

Although the proposals presented herein encompass both status quo and operational reduction alternatives, the main focus of the recommendations is on low-cost service modifications which can increase the efficiency and productivity of existing transit routes. Specifically, staff has concentrated on developing recommendations for improving the ability of the system to accommodate home-to-work trips. The most recent on-board passenger survey conducted in July 1982 revealed that the proportion of SCAT riders using the bus for commutational purposes declined by more than 12% in the past year. The loss of these passengers has been particularly devastating to the system due to the fact that the home-to-work rider generally pays a full fare and uses the bus on a daily basis. Thus, in order to begin rebuilding our ridership base, it is imperative to take actions in the 1983/84 fiscal year which will reverse the trend of declining commutational patronage. This objective forms the basis for service proposals calling for the establishment of direct peak hour bus service between Santa Paula and Ventura and along the Telephone and Telegraph Road corridors.

Another issue addressed by the proposed alternatives is the need to improve service coverage in selected areas. Under the present SCAT schedule there are medical office and multi-family residential developments in Ojai, Santa Paula and northern Saticoy which are not served by public transportation. Staff has developed recommendations for modifying the Ojai-Thompson, Santa Paula-Wells Center and Telegraph-Saticoy routes in a manner which will produce significant improvements in service accessibility.

A third concern of the alternatives analysis is an examination of the financial implications of reinstating a number of transit services terminated at the beginning of the current fiscal year. Accordingly, staff has formulated projections of the marginal costs of reestablishing operations in the Pierpont and El Rio areas. Additionally, estimates are provided of the costs necessary to replace weekend operations on selected lines.

Finally, the service proposals include a cost reduction alternative which examines the savings to be derived from eliminating various portions of the existing service schedule. Although further service reductions at this time would be highly deleterious to the system, this proposal is offered for the purpose of providing a full range of alternatives for consideration by the Board of Directors.

### Organization of Alternative Service Proposals

The financial implications of all service proposals presented in this report are developed in terms of marginal cost; this includes only those expenditures directly attributable to the provision of transit service, e.g., salaries and benefits for operators and mechanics, fuel, parts, insurance and depreciation. Administrative costs and general overhead are not included in cost figures so that all proposals may be compared on an equal basis. Thus, the aggregate cost of any combination of transit services will be lower than the total amount of expenditures budgeted for the 1983/84 fiscal year.

With the exception of the status quo option, all service proposals are presented individually rather than in self-contained programs. This will permit the Board of Directors to exercise maximum flexibility in the selection of an overall service package for FY 83/84. Since all but one of the service proposals contained herein may be implemented independently (i.e., one portion of the system may be modified without adversely affecting others) it is possible to "pick and choose" among the alternatives to assemble a program which best suits the needs of each SCAT member agency. This freedom of choice is important in light of SCAT's status as a Joint Powers Agreement entity.

Each service proposal is accompanied by the following material: (1) a description of the intended action; (2) proposed routing changes; (3) proposed transit schedule changes; (4) projected service mileage; (5) projected marginal cost of service modification; and (6) commentary.

I. PROPOSAL FOR A STATUS QUO

SERVICE PROGRAM IN FY 83/84

Service Proposal: STATUS QUO SERVICE PROGRAM

A) Description of the Proposed Service: This alternative calls for the continuation of SCAT's current FY 82/83 service program in the 1983/84 fiscal year. All routes and schedules would remain unchanged from their present structures.

B) Proposed Route Changes: No changes are proposed under this alternative.

C) Proposed Schedule Changes: No changes are proposed under this alternative. The table presented below summarizes the service program which would be operated under a status quo option.

ROUTE	HOURS OF SERVICE			HEADWAYS (MINUTES)		
	M-F	SAT	SUN	M-F	SAT	SUN
1) Ventura-Oxnard-Main St.	5:35 A.M. 8:00 P.M.	5:35 A.M. 8:00 P.M.	SEE #3	25	25	SEE #3
2) Ojai-Thompson	6:05 A.M. 7:55 P.M.	6:05 A.M. 7:55 P.M.	SEE #3	75	75	SEE #3
3) Ojai-Main St.-Oxnard	-	-	7:30 A.M. 7:30 P.M.	-	-	70
4) Bristol-Telephone	6:25 A.M. 6:35 P.M.	6:25 A.M. 6:35 P.M.	-	60	60	-
5) Telegraph-Saticoy	6:55 A.M. 6:50 P.M.	6:55 A.M. 6:50 P.M.	-	60	60	-
6) Santa Paula-Wells Center	6:20 A.M. 6:50 P.M.	-	-	60	-	-
7) Colonia-Southside	6:45 A.M. 6:35 P.M.	6:45 A.M. 6:20 P.M.	6:45 A.M. 6:20 P.M.	15(C) 30(SS)	30	30
8) Pleasant Valley-Beach	6:30 A.M. 6:15 P.M.	6:30 A.M. 6:15 P.M.	-	70	70	-
9) Pleasant Valley-Plaza Park	6:50 A.M. 6:55 P.M.	-	-	70	-	-
10) Northside-Parkwest	6:45 A.M. 6:20 P.M.	6:45 A.M. 6:20 P.M.	-	30	60	-
11) Port Hueneme-Village	6:15 A.M. 6:55 P.M.	6:15 A.M. 6:55 P.M.	6:15 A.M. 6:55 P.M.	25	30	60

D) Projected Service Mileage: Under a status quo plan service mileage for the 1983/84 fiscal year is projected to be 1,033,728. The table presented on the following page depicts route-specific annual service mileage for 1983/84.

E) Projected Marginal Cost: The projected marginal cost for a status quo service level in FY 83/84 is \$2,092,368, excluding administrative and general overhead expenses. The table on page 6 presents marginal cost projections by route for an FY 83/84 status quo service program.

Worksheets containing marginal cost calculations for all service alternatives are included as Appendix A of this report.

FY 83/84 STATUS QUO PLAN

SERVICE MILEAGE

ROUTE	MILES PER WEEKDAY	MILES PER SATURDAY	MILES PER SUNDAY	ANNUAL MILEAGE
Port Hueneme-Village	379.9	314.4	157.2	121,843.1
Pleasant Valley-Beach	176.4	176.4	-	54,507.6
Colonia-Southside	351.9	228.8	228.8	113,775.9
Northside-Parkwest	266.8	133.5	-	75,509.6
Pleasant Valley-Plaza Park	133.0	-	-	34,181
Main St/Ventura-Oxnard	954.0	954.0	-	294,786
Bristol-Telephone	214.8	214.8	-	66,373.2
Telegraph-Saticoy	165.6	165.6	-	51,170.4
Ojai-Thompson	430.1	430.1	-	132,900.9
Santa Paula-Wells Center	226.5	-	-	58,210.5
Ojai/Main St/Oxnard	-	-	564.6	28,230
SCHS Special	12.8	-	-	2,240
DAILY TOTALS (School Days)	3,311.8			
(Non-School Days)	3,299	2,617.6	950.6	
ANNUAL TOTALS	850,083	136,115.2	47,530	1,033,728.2
				Total Annual Service Mileage

ANNUALIZING FACTORS: # of Weekdays: 257  
 # of Saturdays: 52  
 # of Sundays: 50  
 # of Holidays w/no service: 6  
 # Schooldays (for SCHS Special): 175

SOUTH COAST AREA TRANSIT

PROJECTED MARGINAL COST OF A  
STATUS QUO SERVICE LEVEL FOR  
FY 83/84 OPERATIONS\*

<u>TRANSIT SERVICE</u>	<u>PROJECTED MARGINAL COST*</u>
Port Hueneme-Village	\$ 284,647.46
Pleasant Valley-Beach	98,806.24
Colonia-Southside	274,049.50
Northside-Parkwest	166,421.76
Pleasant Valley-Plaza Park	75,997.32
Main St/Ventura-Oxnard	587,705.94
Bristol-Telephone	111,696.27
Telegraph-Saticoy	100,334.82
Ojai-Thompson	231,454.64
Santa Paula-Wells Center	97,816.66
Ojai/Main St/Oxnard	49,429.77
SCHS Special	14,007.42
	<hr/>
TOTAL	\$ 2,092,367.80

\* Cost figures do not include administrative overhead

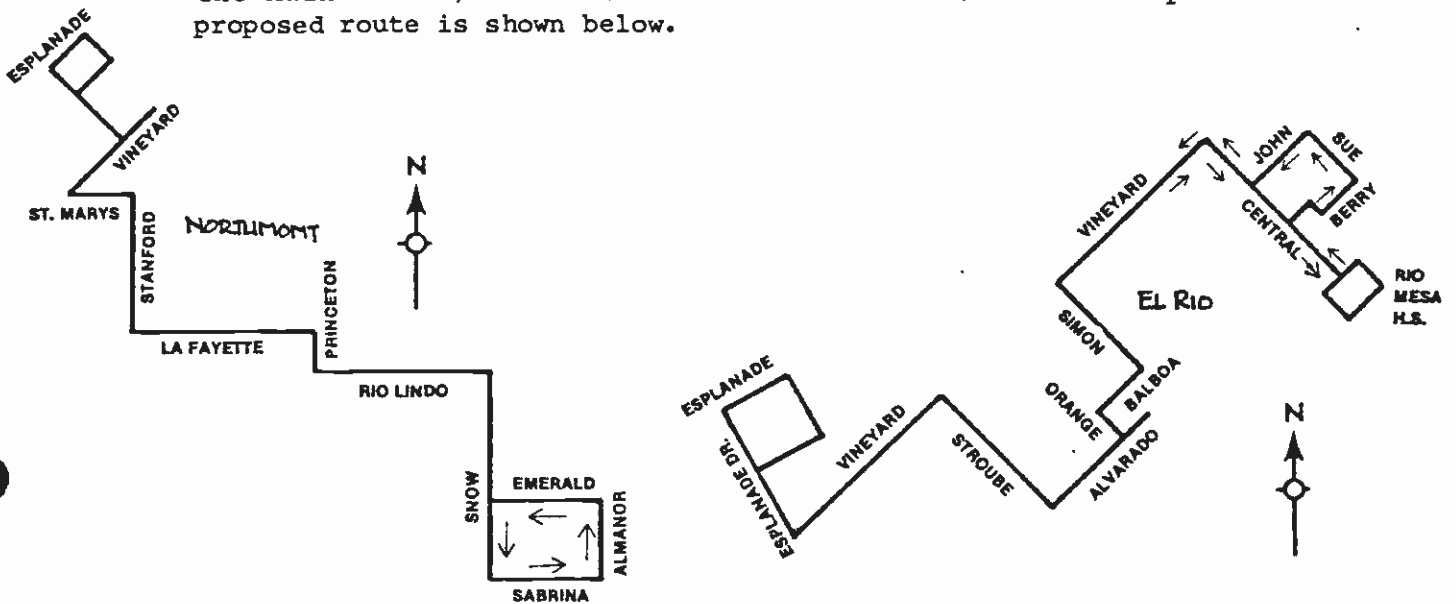
II. PROPOSALS FOR THE REINSTATEMENT  
IN FY 83/84 OF SELECTED TRANSIT  
SERVICES TERMINATED IN JULY 1982



Service Proposal: REINSTATEMENT OF THE EL RIO-NORTHMONT ROUTE  
AS OPERATED DURING FY 81/82

A) Description of the Proposed Service: Under this proposal SCAT would reestablish the El Rio-Northmont route recently terminated in the July 1982 service changes. The service would be operated under the same route and schedule as offered in the 1981/82 fiscal year.

B) Proposed Route Changes: The El Rio-Northmont route would begin at the Esplanade, travel through residential areas in Northmont and El Rio and continue east on Vineyard Avenue to Rio Mesa High School. Transfers to the Main Street/Ventura-Oxnard line would be made at the Esplanade. The proposed route is shown below.



C) Proposed Schedule Changes: El Rio-Northmont would operate Monday-Saturday from 7:00 a.m. to 7:10 p.m. with headways of 60 minutes. The proposed schedule is shown below.

LEAVE Esplanade	Lafayette & Villanova	Almanor & Sabrina	Lafayette & Villanova	ARRIVE Esplanade	LEAVE Esplanade	Stroube & Cortez	Simon & Balboa	Vineyard & Montgomery	ARRIVE Rio Mesa	LEAVE Rio Mesa	Vineyard & Montgomery	Balboa & Corsica	Stroube & Cortez	ARRIVE Esplanade
—	—	7:00	7:04	7:08	7:30	—	—	—	—	—	—	—	—	—
7:10	7:14	7:18	7:22	7:26	7:30	7:35	7:39	7:43	7:49	7:50	7:56	8:01	8:05	8:10
8:10	8:14	8:18	8:22	8:26	8:30	8:35	8:39	8:43	8:49	8:50	8:56	9:01	9:05	9:10
9:10	9:14	9:18	9:22	9:26	9:30	9:35	9:39	9:43	9:49	9:50	9:56	10:01	10:05	10:10
10:10	10:14	10:18	10:22	10:26	10:30	10:35	10:39	10:43	10:49	10:50	10:56	11:01	11:05	11:10
11:10	11:14	11:18	11:22	11:26	11:30	11:35	11:39	11:43	11:49	11:50	11:56	12:01	12:05	12:10
12:10	12:14	12:18	12:22	12:26	12:30	12:35	12:39	12:43	12:49	12:50	12:56	1:01	1:05	1:10
1:10	1:14	1:18	1:22	1:26	1:30	1:35	1:39	1:43	1:49	1:50	1:56	2:01	2:05	2:10
2:10	2:14	2:18	2:22	2:26	2:30	2:35	2:39	2:43	2:49	2:50	2:56	3:01	3:05	3:10
3:10	3:14	3:18	3:22	3:26	3:30	3:35	3:39	3:43	3:49	3:50	3:56	4:01	4:05	4:10
4:10	4:14	4:18	4:22	4:26	4:30	4:35	4:39	4:43	4:49	4:50	4:56	5:01	5:05	5:10
5:10	5:14	5:18	5:22	5:26	5:30	5:35	5:39	5:43	5:49	5:50	5:56	6:01	6:05	6:10
6:10	6:14	6:18	6:22	6:25	6:30	6:30	6:34	6:38	6:44	6:44	6:50	6:55	6:59	7:04
7:04	7:08	7:10	—	—	—	—	—	—	—	—	—	—	—	—

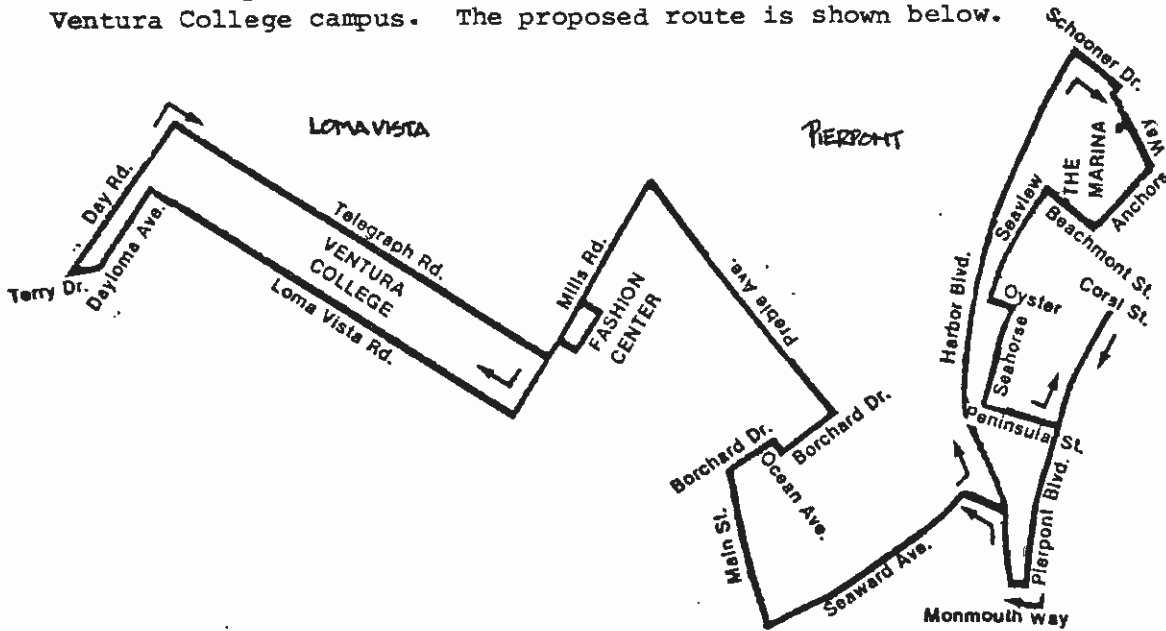
- D) Projected Service Mileage: Under the proposed routing and scheduling the El Rio-Northmont line would run 130.5 miles per day on a Monday-Saturday operation. Annual service mileage is 40,324.5 for the 1983/84 fiscal year.
- E) Projected Marginal Cost: The projected marginal cost of FY 83/84 El Rio-Northmont operations is \$92,551.
- F) Comments: This proposal calls for reinstatement of a route terminated in July 1982 due to low ridership. Surveys administered on this line in FY 81/82 indicated that the only significant passenger loads occurred during the periods of 7:00-8:00 a.m. and 1:00-3:00 p.m. on school days. The most productive function of this route under the former SCAT operation was student transportation to and from Rio Mesa High School. In addition, passenger boarding data revealed almost no ridership on the Northmont segment.

In light of these facts, it is recommended that the El Rio-Northmont line not be reinstated without route modifications. If service is to be reestablished in the El Rio area, consideration should be given to the peak hour service proposal contained in this report.

Service Proposal: REINSTATEMENT OF THE PIERPONT-LOMA VISTA ROUTE  
AS OPERATED DURING FY 81/82

A) Description of the Proposed Service: This proposal calls for the reestablishment of the Pierpont-Loma Vista route which terminated operations on July 4, 1982. Service would be operated under the same route and schedule as existed prior to its elimination.

B) Proposed Route Changes: The Pierpont-Loma Vista line consists of two one-way route segments which are interlined following layovers at the Buenaventura Fashion Center. The Pierpont portion of this route serves the Ventura Keys residential area, Ventura harbor and marina developments, and provides marginal access to the Channel Islands National Monument Visitors Center. On the Loma Vista segment buses follow a loop along Loma Vista, Day and Telegraph Roads, serving the Ventura College campus. The proposed route is shown below.



C) Proposed Schedule Changes: Pierpont-Loma Vista would operate during weekdays only from 6:59 a.m. to 5:52 p.m., with average headways of 60 minutes. The proposed schedule is presented below and on the following page.

LEAVE Fashion Center	Borchard & Preble	Seaward & Harbor	Beachmont & Harbor	The Marina	Seahorse & Peninsula	Pierpont & Seaward	Seaward & Main	Borchard & Preble	ARRIVE Fashion Center
* ---	---	* 6:58	---	---	6:59	7:02	7:07	7:10	7:14
7:30	7:34	7:41	7:43	---	7:45	7:47	7:55	7:58	8:02
8:13	8:18	8:25	8:27	---	8:32	8:34	8:43	8:46	8:50
9:04	9:09	9:16	9:18	9:20	9:25	9:27	9:36	9:39	9:44
10:00	10:06	10:13	10:15	10:17	10:22	10:24	10:33	10:36	10:41
11:00	11:06	11:13	11:15	11:17	11:22	11:24	11:33	11:36	11:41
12:00	12:06	12:13	12:15	12:17	12:22	12:24	12:33	12:36	12:41
1:00	1:06	1:13	1:15	1:17	1:22	1:24	1:33	1:36	1:41
2:00	2:06	2:13	2:15	2:17	2:22	2:24	2:33	2:36	2:41
3:00	3:06	3:13	3:15	3:17	3:22	3:24	3:33	3:36	3:41
4:00	4:06	4:13	4:15	4:17	4:22	4:24	4:33	4:36	4:41
5:00	5:05	5:12	5:14	5:16	5:21	5:23	5:32	5:35	5:40

PIERPONT:

**LOMA VISTA**

(MONDAY THROUGH FRIDAY; DOES NOT OPERATE SATURDAY OR SUNDAY)

<u>LEAVE</u> Fashion Center	Loma Vista & Mills	Loma Vista & Ashwood	Loma Vista & Seton Hall	Terry Dr. & Day Road	Day Road & Loma Vista	Day Road & Telegraph	Telegraph & Ashwood	<u>ARRIVE</u> Fashion Center
7:15	7:16	7:18	7:19	7:20	7:21	7:22	7:24	7:26
8:02	8:03	8:05	8:06	8:07	8:08	8:09	8:11	8:13
8:50	8:52	8:54	8:55	8:57	8:58	8:59	9:01	9:04
9:44	9:46	9:48	9:49	9:51	9:52	9:53	9:55	9:58
10:41	10:43	10:45	10:46	10:48	10:49	10:50	10:52	10:55
11:41	11:43	11:45	11:46	11:48	11:49	11:50	11:52	11:55
12:41	12:43	12:45	12:46	12:48	12:49	12:50	12:52	12:55
1:41	1:43	1:45	1:46	1:48	1:49	1:50	1:52	1:55
2:41	2:43	2:45	2:46	2:48	2:49	2:50	2:52	2:55
3:41	3:43	3:45	3:46	3:48	3:49	3:50	3:52	3:55
4:41	4:43	4:45	4:46	4:48	4:49	4:50	4:52	4:55

- D) Projected Service Mileage: Under the routing and scheduling shown above the Pierpont-Loma Vista line would run 197.4 service miles per day. Annual service mileage is projected at 50,731.8 for the 1983/84 fiscal year.
- E) Projected Marginal Cost: The projected marginal cost for FY 83/84 Pierpont-Loma Vista operations is \$85,869.60.
- F) Comments: The primary reason for terminating the SCAT Pierpont-Loma Vista service was the fact that farebox recovery on this route was only 10.8% for the 1981/82 fiscal year. Survey data indicated that ridership consisted almost entirely of transit dependents, principally students and the elderly. Approximately 70%-80% of the riders on this line used only the Pierpont segment.

The issue of whether the Pierpont-Loma Vista route should be restored is largely bounded by policy considerations. It is the opinion of SCAT staff that the characteristics of the former ridership are such that the Pierpont-Loma Vista service would be of benefit only to a small group of people in the Pierpont area who do not have access to private transportation. Given this fact, it may be more cost effective to address transit needs in this area through services other than SCAT.

Service Proposal: REINSTATEMENT OF SATURDAY OPERATIONS  
ON THE SANTA PAULA-WELLS CENTER ROUTE

- A) Description of the Proposed Service: Under this proposal SCAT would reestablish Saturday transit operations on the Santa Paula-Wells Center route. This portion of the service schedule was terminated in July 1982. Service would be run on the same route and schedule as operated during weekdays.
- B) Proposed Route Changes: This proposal simply extends Santa Paula-Wells Center service to Saturdays with no route modifications.
- C) Proposed Schedule Changes: Saturday operations on this route would consist of one bus running from 6:20 a.m. to 6:50 p.m., as shown below:

<u>SALE</u> <u>LEAVE</u> Wells Center	<u>Peck Rd</u> <u>&amp;</u> Harvard	<u>Peck Rd.</u> <u>&amp;</u> Sta. Paula	<u>8th St.</u> <u>&amp;</u> Sta. Paula	<u>Hospital</u>	<u>Royal Oaks</u> <u>&amp;</u> Ojai Rd.	<u>12th St.</u> <u>Saticoy</u>	<u>Main</u> <u>&amp;</u> Harvard	<u>SALE</u> <u>LEAVE</u> City Park	<u>Hospital</u>	<u>LLEGA</u> <u>ARRIVE</u> City Park	<u>SALE</u> <u>LEAVE</u> City Park	<u>Main</u> <u>&amp;</u> 4th St.	<u>Peck Rd</u> <u>&amp;</u> Harvard	<u>LLEGA</u> <u>ARRIVE</u> Wells Center
*WC 6:20	6:27	6:29	6:34	6:37	6:42	6:47	6:50	6:53	6:57	7:00	7:00	7:03	7:08	7:17 T
WC 7:25	7:33	7:35	7:40	7:43	7:48	7:54	7:57	8:00	8:05	8:09	8:09	8:12	8:17	8:26 T
WC 8:30	8:39	8:41	8:46	8:49	8:55	9:01	9:04	9:07	9:12	9:16	9:30	9:33	9:38	---
WC ---	9:40	9:42	9:47	9:50	9:56	10:02	10:05	10:08	10:13	10:17	10:20	10:23	10:28	10:37 T
WC 11:00	11:09	11:11	11:16	11:19	11:25	11:31	11:34	11:37	11:42	11:46	12:00	12:03	12:08	---
WC ---	12:10	12:12	12:17	12:20	12:26	12:32	12:35	12:38	12:43	12:47	1:10	1:13	1:18	1:25 T
WC 1:40	1:49	1:51	1:56	1:59	2:05	2:11	2:14	2:17	2:22	2:26	2:40	2:43	2:48	---
WC ---	2:50	2:52	2:57	3:00	3:06	3:12	3:15	3:18	3:23	3:27	3:35	3:38	3:43	3:52 T
WC 3:55	4:04	4:06	4:11	4:14	4:20	4:26	4:29	4:32	4:37	4:41	4:45	4:48	4:53	---
WC ---	4:53	4:55	5:00	5:03	5:09	5:15	5:18	5:21	5:26	5:30	5:30	5:33	5:38	5:45 T
WC 5:55	6:03	6:05	6:09	6:12	6:17	6:22	6:25	6:28	6:32	6:35	6:35	6:38	6:43	6:50 ..

- D) Projected Service Mileage: As proposed the Saturday Santa Paula-Wells Center route would run 226.5 miles per day, with annual service mileage projected at 11,778 for FY 83/84 operations.
- E) Projected Marginal Cost: The projected marginal cost of operating Santa Paula-Wells Center service on Saturdays in FY 83/84 is \$19,225.61.
- F) Comments: At the time of its termination, Saturday service on the Santa Paula-Wells Center route recorded an average farebox recovery rate of only 5.7%. This was the least productive service in the entire SCAT system. It is obvious that the reinstatement of Saturday operations cannot be justified from the standpoint of cost-effectiveness. However, since Santa Paula has no form of taxi service or other intra-urban public transportation on Saturdays, there may be some merit in running SCAT service during these periods. The issue of Saturday service resumption should be decided with this policy consideration in mind.

Service Proposal: REINSTATEMENT OF SUNDAY OPERATIONS  
ON THE PLEASANT VALLEY-BEACH ROUTE

- A) Description of the Proposed Service: This proposal calls for the reestablishment of Sunday operations on the Pleasant Valley-Beach route. Service would be provided under the same route and schedule offered prior to the termination of Sunday operations in July 1982.
- B) Proposed Route Changes: Routing for Sunday services would be identical to that followed during the Monday-Saturday schedule.
- C) Proposed Schedule Changes: Sunday operations on the Pleasant Valley-Beach line would consist of one bus operating during the hours of 6:30 a.m.-6:15 p.m. Average headways would be approximately 75 minutes. The proposed schedule for Sunday operations on Pleasant Valley-Beach is presented below:

	SALE LEAVE Channel Is. & Savers	Channel Is. & Concord	Channel Is. & El Dorado	Pleasant Valley & Odds Rd	Syracuse & Seniors	Rose Ave & Bard Rd	Pleasant Valley & Savers	LEGAL ARRIVE Channel Islands & Savers	SALE LEAVE	Laurel & C St	Mc Leughan & Hemlock	Hemlock & Victoria	Silver Strand	Victoria & Hemlock	Mc Leughan & Hemlock	LEGAL ARRIVE Channel Is. & Savers
WC	6:30	6:34	6:41	6:47	6:50	6:53	6:59	7:05	7:10	7:13	7:18	7:21	7:26	7:30	7:34	7:40
WC	7:40	7:44	7:51	7:57	8:00	8:03	8:09	8:15	8:20	8:23	8:28	8:31	8:36	8:40	8:44	8:50
WC	8:50	8:54	9:01	9:07	9:10	9:13	9:19	9:25	9:40	9:43	9:48	9:51	9:56	10:00	10:04	10:10
WC	10:10	10:14	10:21	10:27	10:30	10:33	10:39	10:45	10:50	10:53	10:58	11:01	11:06	11:10	11:14	11:20
WC	11:20	11:24	11:31	11:37	11:40	11:43	11:49	11:55	12:00	12:03	12:08	12:11	12:16	12:20	12:24	12:30
WC	12:30	12:34	12:41	12:47	12:50	12:53	12:59	1:05	1:10	1:13	1:18	1:21	1:26	1:30	1:34	1:40
WC	1:40	1:44	1:51	1:57	2:00	2:03	2:09	2:15	2:30	2:33	2:38	2:41	2:46	2:50	2:54	3:00
WC	3:00	3:04	3:11	3:17	3:20	3:23	3:29	3:35	3:40	3:43	3:48	3:51	3:56	4:00	4:04	4:10
WC	4:20	4:24	4:31	4:37	4:40	4:43	4:49	4:55	5:15	5:17	5:22	5:25	5:29	5:33	5:36	5:41
WC	5:45	5:49	5:55	6:00	6:03	6:06	6:11	6:15	---	---	---	---	---	---	---	---

- D) Projected Service Mileage: Under the proposed schedule the Sunday Pleasant Valley-Beach bus would run 176.4 miles per day. Annual service mileage is projected at 8,820 for the 1983/84 fiscal year.
- E) Projected Marginal Cost: The projected marginal cost of FY 83/84 Sunday operations on Pleasant Valley-Beach is \$16,907.58.
- F) Comments: Prior to the July 1982 service terminations the Sunday portion of the Pleasant Valley-Beach schedule recorded an average farebox recovery ratio of 12.7%; this was the primary reason for eliminating the service. However, the discontinuation of this route resulted in the complete loss of Sunday public transportation in southeast Oxnard and the Channel Islands Harbor area. In light of this fact staff feels that the Sunday operation of Pleasant Valley-Beach may merit reinstatement despite its relatively low level of farebox recovery.

Service Proposal: REINSTATEMENT OF SUNDAY OPERATIONS  
ON THE BRISTOL-TELEPHONE ROUTE

- A) Description of the Proposed Service: Under this proposal SCAT would reestablish Sunday operations on the Bristol-Telephone route serving the eastern portion of Ventura. Service would be operated on the same route and schedule now offered Monday through Saturday.
- B) Proposed Route Changes: Sunday operations on the Bristol-Telephone line would follow the same route as that now taken by buses running the present schedule. The route would include the direct service to Telephone Road Plaza established in December of 1982.
- C) Proposed Schedule Changes: Sunday service on Bristol-Telephone would involve the use of one bus running between the hours of 6:25 a.m. and 6:35 p.m. An average headway of 60 minutes is proposed for this operation. A tentative schedule for Sunday Bristol-Telephone services is presented below.

<u>SALE</u> <u>LEAVE</u> Fashion Center	<u>Victoria</u> & Telephone	<u>Bristol</u> & Grand	<u>Telephone</u> & Kimball	<u>Telephone</u> & Petit	<u>SALE</u> <u>LEAVE</u> Saticoy	<u>LLEGA</u> <u>ARRIVE</u> Wetis	<u>SALE</u> <u>LEAVE</u> Center	<u>Telephone</u> & Petit	<u>Telephone</u> & Kimball	<u>Bristol</u> & Grand	<u>Telephone</u> & Victoria	<u>LLEGA</u> <u>ARRIVE</u> Fashion Center
6:25 T	6:33		6:37	6:40	6:44 B	6:48	6:48	6:55		7:04	7:07	7:15
7:30 B	7:31	7:41		7:50	7:54 T	7:58	8:05	8:12	8:15		8:19	8:27
8:30 T	8:38		8:42	8:45	8:49 B	8:53	8:55	9:02		9:11	9:14	9:22
9:25 B	9:33	9:36		9:45	9:49 T	9:53	10:08	10:15	10:18		10:22	10:30
10:35 T	10:43		10:47	10:50	10:54 B	10:58	11:00	11:07		11:16	11:19	11:27
11:40 B	11:48	11:51		12:00	12:04 T	12:08	12:15	12:22	12:25		12:29	12:37
12:40 T	12:48		12:52	12:55	12:59 B	1:03	1:05	1:12		1:21	1:24	1:32
1:40 B	1:48	1:51		2:00	2:04 T	2:08	2:23	2:30	2:33		2:37	2:45
2:50 T	2:58		3:02	3:05	3:09 B	3:13	3:20	3:27		3:36	3:39	3:47
3:50 B	3:58	4:01		4:10	4:14 T	4:18	4:25	4:32	4:35		4:39	4:47
4:50 T	4:58		5:02	5:05	5:09 B	5:13	5:15	5:22		5:31	5:34	5:42
5:50 B	5:58	6:01		6:10	6:14 T	6:18	6:18	6:24	6:27		6:30	6:35

- D) Projected Service Mileage: Under the schedule shown above the Bristol-Telephone line would operate 214.8 miles each Sunday. Annual service mileage for FY 83.84 is projected at 10,740.
- E) Projected Marginal Cost: The projected marginal cost of Sunday Bristol-Telephone service is \$16,263.95 for the 1983/84 fiscal year.
- F) Comments: Sunday service on Bristol-Telephone was discontinued in July 1982 due to the fact that farebox recovery was only 12% during these days. Since this action was taken SCAT staff has received numerous calls from former patrons stating that they no longer have access to churches located on Telephone Road. As in the Pierpont area, the beneficiaries of this transit service would seem to be limited to a small group of people who do not own private automobiles. Although these people are now cut off from transit service on Sundays, the number of patrons projected for Bristol-Telephone operations is insufficient to justify the reestablishment of service.

Service Proposal: REINSTATEMENT OF SUNDAY OPERATIONS  
ON THE NORTHSIDE-PARKWEST ROUTE

- A) Description of the Proposed Service: This proposal calls for the reestablishment of Sunday operations on the Northside-Parkwest route serving residential areas in the northern and western portions of Oxnard. Service would be operated on the same route and schedule now offered on Saturdays.
- B) Proposed Route Changes: Routing for the proposed Sunday Northside-Parkwest would be identical to that followed on the current Monday-Saturday operation.
- C) Proposed Schedule Changes: The proposed schedule for Sunday Northside-Parkwest calls for the use of one bus running from 6:45 a.m. to 6:20 p.m., with service operating on 60 minute headways. A recommended Sunday schedule for the Northside-Parkwest route is presented below.

NORTHSIDE						PARKWEST					
<u>SALE</u> <u>LEAVE</u> Terminal 5th & B	F Street & Doris	Ventura & Ivywood	C Street & Gonzales	C Street & Robert	<u>LLEGA</u> <u>ARRIVE</u> Terminal 5th & B	<u>SALE</u> <u>LEAVE</u> Terminal 5th & B	Ventura & 5th St.	Piedmont & Hemlock	Hemlock & M St.	J St. & 9th St.	<u>LLEGA</u> <u>ARRIVE</u> Terminal 5th & B
6:45	6:50	6:55	7:01	7:05	7:10	7:15	7:20	7:26	7:30	7:35	7:40
7:45	7:50	7:55	8:01	8:05	8:10	8:15	8:20	8:26	8:30	8:35	8:40
8:45	8:50	8:55	9:01	9:05	9:10	9:15	9:20	9:26	9:30	9:35	9:40
9:45	9:50	9:55	10:01	10:05	10:10	10:15	10:20	10:26	10:30	10:35	10:40
10:45	10:50	10:55	11:01	11:05	11:10	11:15	11:20	11:26	11:30	11:35	11:40
11:45	11:50	11:55	12:01	12:05	12:10	12:15	12:20	12:26	12:30	12:35	12:40
12:45	12:50	12:55	1:01	1:05	1:10	1:15	1:20	1:26	1:30	1:35	1:40
1:45	1:51	1:57	2:03	2:09	2:15	2:30	2:35	2:41	2:45	2:50	2:55
3:00	3:05	3:10	3:16	3:20	3:25	3:30	3:35	3:41	3:45	3:50	3:55
4:00	4:05	4:10	4:16	4:20	4:25	4:30	4:35	4:41	4:45	4:50	4:55
5:00	5:05	5:10	5:16	5:20	5:25	5:30	5:35	5:41	5:45	5:50	5:55
6:00	6:04	6:08	6:12	6:16	6:20						

- D) Projected Service Mileage: Under the proposed schedule the Northside-Parkwest route would operate 133.5 miles per Sunday. Approximately 6,675 service miles would be operated under this proposal for the 1983/84 fiscal year.
- E) Projected Marginal Cost: The projected marginal cost of Sunday service on the Northside-Parkwest line is \$15,021.69 for FY 83/84 operations.
- F) Comments: The Sunday portion of the Northside-Parkwest route recorded an average farebox recovery level of almost 15% in FY 81/82. Considering the fact that this line primarily serves residential areas with few major trip generators, staff feels that operational performance on the Sunday Northside-Parkwest schedule would probably fall within acceptable limits if the service were reinstated in FY 83/84. However, SCAT received almost no complaints following the July 1982 service termination, and it seems that former patrons have generally found alternate means of transportation. Therefore staff recommends that Sunday operations on the Northside-Parkwest route not be reinstated unless additional demand for the service is expressed by the public.



III. PROPOSALS FOR THE MODIFICATION  
OF SELECTED SCAT TRANSIT  
SERVICES IN FY 83/84

Service Proposal: MODIFICATION OF THE SANTA PAULA-WELLS CENTER ROUTE  
TO ESTABLISH PEAK HOUR EXPRESS SERVICE TO VENTURA  
(Option #1 - Routing via the 126 Freeway)

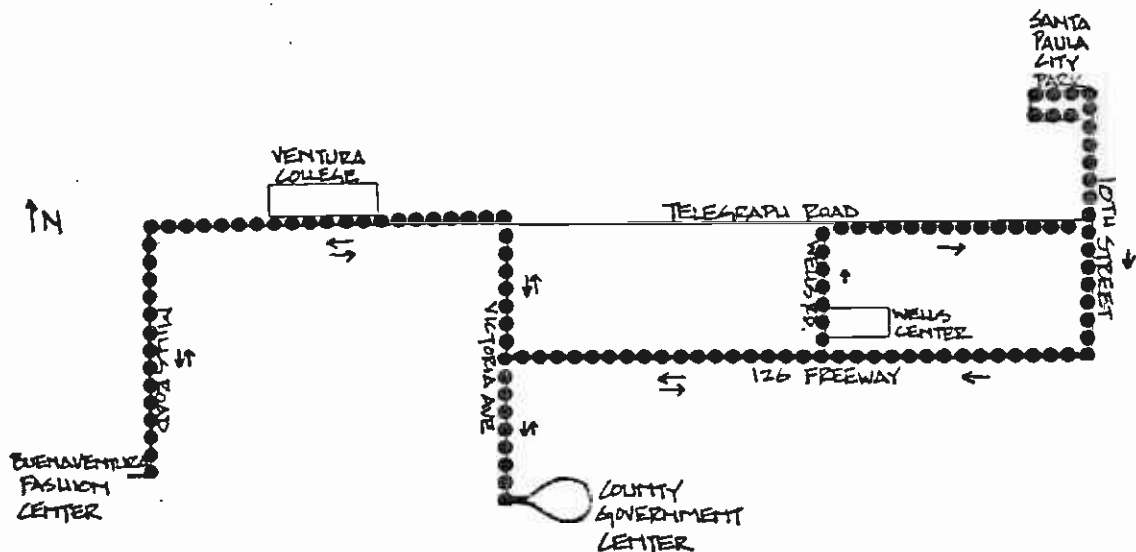
- A) Description of the Proposed Service: Under the current service schedule the Santa Paula-Wells Center route operates largely within the City of Santa Paula, with six trips per day running to the Wells Center shopping center in Saticoy. This route is somewhat unique to the SCAT system in that it attempts to serve two transportation needs: 1) an intra-urban function for people desiring to travel only around Santa Paula; and 2) an inter-city function for those passengers needing transportation to the Wells Center or connecting SCAT routes to Ventura. Although the existing route does afford the opportunity to access other SCAT service to Ventura, the transfer connections presently available make this an extremely time-consuming task. Santa Paula residents wishing to go to downtown Ventura must now use three buses to complete their trip, often consuming more than two hours in the process. Since this same trip may be driven in 20-25 minutes by car, it is evident that SCAT is presently attracting few if any people traveling between these two cities.

Information obtained from the major employer survey recently conducted by SCAT indicated that a significant number of people living in Santa Paula presently commute to employment locations in Ventura. Among the most common places of employment are the County Government Center and the nearby office developments on Thille Street. In addition, there are large numbers of students commuting to St. Bonaventure High School and Ventura College. These commutational patterns reflect a substantial demand for transportation services capable of delivering people to school and work locations in the morning and returning them to Santa Paula in the evening.

Analyses of current operations on the Santa Paula-Wells Center route indicate that passenger loads during morning and evening peak hours are normally very light. Given this fact, it appears that an opportunity exists to make more efficient use of the Santa Paula bus during peak periods by offering direct transportation services to selected schools and major employment locations in Ventura. If such a service were provided, SCAT could potentially carry many more riders than the existing service operating around the City of Santa Paula.

Since the peak period demand for transportation to Ventura greatly exceeds the need for service within Santa Paula, SCAT staff and TAC members feel that consideration should be given to a modification of the Santa Paula-Wells Center route. Specifically, it is the opinion of staff that SCAT may increase ridership by having the Santa Paula bus run directly to Ventura for one trip in the morning and another in the evening. Accordingly, two proposals have been developed for modifying the Santa Paula-Wells Center line to establish direct peak hour service between Santa Paula and Ventura, with limited stops at the County Government Center, Ventura College and the Buenaventura Fashion Center.

- B) Proposed Route Changes: This proposal calls for altering the existing Santa Paula-Wells Center route such that the bus makes two trips each day to the Fashion Center from the Santa Paula City Hall. The intercity trips will be made via the 126 Freeway, entering at 10th Street in Santa Paula and exiting at Victoria Avenue in Ventura. The specific alignment proposed for this intercity segment is as follows: From Santa Paula City Hall to the 10th Street entrance of the 126 Freeway, exit Freeway at Victoria, south on Victoria to the bus loop at the west side of the County Government Center (Victoria and Thille Street), around loop, north on Victoria, west on Telegraph (stopping at Ventura College), south on Mills Road to the Fashion Center. The return trip runs south on Mills, east on Main to the 126 Freeway, east on the Freeway, exiting at Wells Road, north on Wells to the Wells Center, north on Wells, east on Telegraph, east on Harvard Boulevard, north on 10th Street, west on Ventura Avenue to the Santa Paula City Hall. The proposed intercity route is shown below.



All trips traveling around Santa Paula would follow the existing Santa Paula- Wells Center route.

- C) Proposed Schedule Changes: The Santa Paula-Wells Center schedule would be modified to establish a morning trip leaving Santa Paula City Hall at 7:00 a.m. and arriving at the Fashion Center in Ventura at 7:35 a.m. Intermediate stops would be made only at the Government Center and Ventura College. Following this trip the bus returns to Santa Paula via the Wells Center for regular intra-urban service. At 4:45 p.m., the route would travel directly from Santa Paula City Hall to the Fashion Center with no intermediate stops, arriving at 5:05 p.m. After a brief period at the Fashion Center, the bus would return to Santa Paula via Ventura College and the Government Center.

The proposed schedule has been constructed by staff to permit convenient transfers with the Main Street/Ventura-Oxnard line. Passengers on the express runs will be able to travel to western Ventura or Oxnard with only one transfer movement. The proposed schedule for the modified Santa Paula-Wells Center route is presented on the following page.

It should be noted that the recommended schedule would produce no changes in vehicle service hours or bus operator pay hours. Service would be operated Monday-Friday from 6:20 a.m. to 6:50 p.m. as under the current schedule. The most important change created by the proposed operation would be a redistribution of daily service hours; under this proposal two intercity trips are established while Santa Paula loses two trips traveling around the city.

D) Projected Service Mileage: As a result of the redistribution of service produced by the intercity trips, daily service mileage on the Santa Paula-Wells Center would be reduced from its present level. Under the proposed route and schedule, this line would run 221.1 miles per day, as compared with the 226.5 currently operated. Annual service mileage is projected at approximately 57,080.

E) Projected Marginal Cost: The projected marginal cost of this modified Santa Paula-Wells Center service is \$97,048.18. This represents a minor cost reduction of approximately \$768 from a status quo service program. Comparative cost figures are shown below.

Projected cost of status quo Santa Paula-Wells Center service:	\$97,816.66
Projected cost of service with express run modifications:	<u>97,048.18</u>
Projected net cost savings of the proposed service modification:	\$ 768.48

F) Comments: The proposal to establish direct peak hour service to Ventura is directed toward the achievement of two objectives: 1) increasing the number of passengers carried on the Santa Paula-Wells Center route; and 2) establishing a pilot program to offer transit services designed to increase the number of people using SCAT for daily home-to-work transportation. It is the opinion of staff that the Santa Paula-Ventura corridor currently offers the best opportunity for SCAT to introduce commuter-oriented transit services. The reasons for this are two-fold: 1) there appears to be a substantial demand for intercity transportation in this corridor during peak commuting hours; and 2) the peak period runs now operated on the existing Santa Paula-Wells Center service carry very few passengers. Thus, in terms of ridership SCAT has very little to lose by offering peak hour Santa Paula-Ventura service yet the potential gains are significant.

In light of these facts, staff recommends that the Santa Paula-Wells Center route be modified to establish peak hour service to Ventura via the County Government Center and Ventura College. However, it is suggested that such services be routed along Telegraph Road rather than the 126 Freeway as proposed in this alternative. Staff proposals for a peak hour service operating on Telegraph Road are presented on the following page.

PROPOSED SCHEDULE FOR SANTA PAULA-WELLS CENTER SERVICE  
WITH AM/PM PEAK HOUR EXPRESS SERVICE  
TO VENTURA VIA 126 FREEWAY

LEAVE WELLS CENTER	PECK RD & HARVARD	PECK RD & STA PAULA	8TH ST & STA PAULA	HOSPITAL	ROYAL OAKS & OJAI RD	12TH ST & SATICOY	MAIN ST & HARVARD	LEAVE CITY PARK	HOSPITAL	ARRIVE CITY PARK	LEAVE CITY PARK	MAIN ST & 4TH ST	PECK RD & HARVARD	ARRIVE WELLS CENTER
6:20	6:27	6:29	6:34	6:37	6:42	6:47	6:50	6:53	6:57	7:00	7:00	--	SEE NOTE #1	--
--	8:43	8:45	8:50	8:53	8:59	9:05	9:08	9:11	9:16	9:20	9:35	9:38	9:43	--
--	9:43	9:45	9:50	9:53	9:59	10:05	10:08	10:11	10:16	10:20	10:20	10:23	10:28	10:37 T
11:00	11:09	11:11	11:16	11:19	11:25	11:31	11:34	11:37	11:42	11:46	12:00	12:03	12:08	--
--	12:10	12:12	12:17	12:20	12:26	12:32	12:35	12:38	12:43	12:47	1:10	1:13	1:18	1:25 T
1:40	1:49	1:51	1:56	1:59	2:05	2:11	2:14	2:17	2:22	2:26	2:40	2:43	2:48	--
--	2:50	2:52	2:57	3:00	3:06	3:12	3:15	3:18	3:23	3:27	3:35	3:38	3:43	3:52 T
3:55	4:04	4:06	4:11	4:14	4:20	4:26	4:29	4:32	4:37	4:41	4:45	--	SEE NOTE #2	--
--	--	--	--	--	--	--	--	--	--	--	5:40	5:43	5:48	5:55
5:55	6:03	6:05	6:09	6:12	6:17	6:22	6:25	6:28	6:32	6:35	6:35	6:38	6:43	6:50

NOTE #1 The bus leaving Santa Paula City Park at 7:00 a.m. runs as an express to the Buenaventura Fashion Center in Ventura via the 126 Freeway

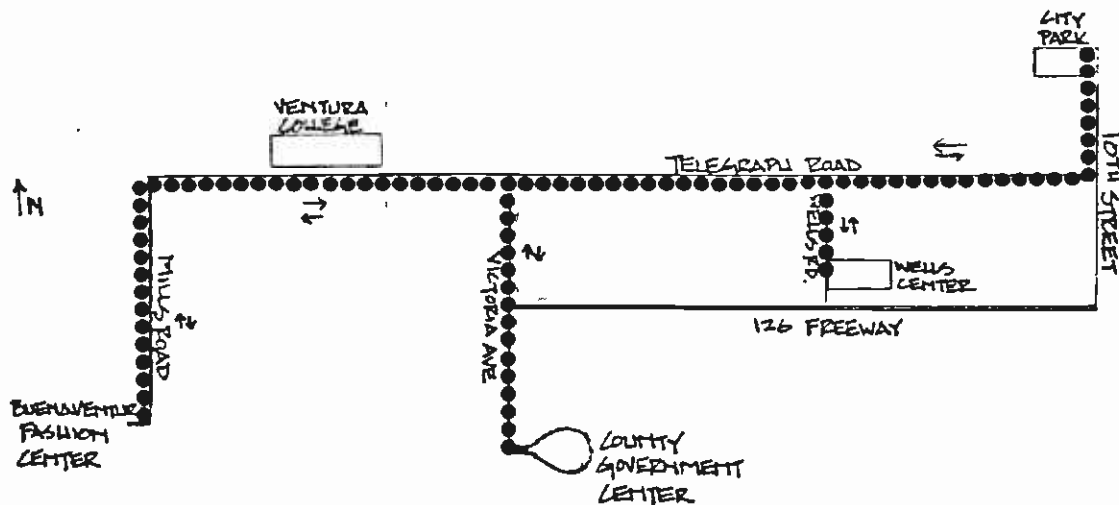
LEAVE CITY PARK	GOV'T CENTER	VENTURA COLLEGE	ARRIVE FASHION CENTER	LEAVE FASHION CENTER	VICTORIA & TELEGRAPH	WELLS ROAD & TELEGRAPH	PECK & HARVARD	HOSPITAL	CITY PARK
7:00 A.M.	7:20	7:30	7:35	7:40	7:50	8:00	8:08	8:18	8:35

NOTE #2 The bus leaving Santa Paula City Park at 4:45 p.m. runs as an express to the Buenaventura Fashion Center in Ventura via the 126 Freeway

LEAVE CITY PARK	ARRIVE FASHION CENTER	LEAVE FASHION CENTER	VENTURA COLLEGE	GOV'T CENTER	CITY PARK
4:45 P.M.	5:05	5:05	5:10	5:20	5:40 (VIA THE 126 FREEWAY TO 10TH ST IN SANTA PAULA)

Service Proposal: MODIFICATION OF THE SANTA PAULA-WELLS CENTER ROUTE  
TO ESTABLISH PEAK HOUR EXPRESS SERVICE TO VENTURA  
 (Option #2 - Routing via Telegraph Road)

- A) Description of the Proposed Service: This proposal is similar in concept to the previous item in that express runs would be operated during peak hours to Ventura via the County Government Center and Ventura College. The principal difference in this option is that buses would be operated along Telegraph Road between Santa Paula and Ventura instead of the 126 Freeway.
- B) Proposed Route Changes: This service alternative calls for modifying the Santa Paula-Wells Center route to provide two peak hour trips per day between Santa Paula and Ventura with scheduled stops at the Government Center and Ventura College. During these trips buses would travel on Telegraph Road and pick up passengers along the route. On the return trips to Santa Paula the route would include a stop at the Wells Center in Saticoy. The proposed route alignment for this proposal is as follows: From the Santa Paula City Hall south on Mill Street, west on Harvard to Telegraph Road, west on Telegraph, south on Victoria to the bus loop at the Government Center, north on Victoria, west on Telegraph (stopping at Ventura College), south on Mills Road to the Buenaventura Fashion Center. The return trip follows the identical routing to Telegraph and Wells Road, at which point the bus would turn south on Wells and stop at the Wells Center. Following this stop the route turns north on Wells, east on Telegraph to Harvard, north on 10th Street and west on Ventura Avenue to the City Hall. The proposed routing for the two intercity trips is depicted below.



All trips other than those to Ventura would follow the existing Santa Paula-Wells Center route.

- C) Proposed Schedule Changes: The proposed schedule for this service calls for a trip to Ventura leaving the Santa Paula City Hall at 7:00 a.m. and arriving at the Buenaventura Fashion Center at 7:45 a.m. After a five minute layover the bus would return via Telegraph Road and arrive at the Wells Center at 8:15 a.m. At that point the route would operate its normal schedule in Santa Paula until 4:45 p.m., when the bus travels directly to Ventura for a 5:23 p.m. arrival at the Fashion Center. Approximately two minutes later the route once again returns to Santa Paula, stopping at Ventura College, the Government Center and the Wells Center. Following its 6:00 p.m. arrival at the Wells Center, the bus resumes its normal schedule around Santa Paula. A proposed schedule for this service is presented on the following page.

As in the previous proposal for peak hour Santa Paula-Ventura operations, this alternative would produce no changes in vehicle service hours or bus operator pay hours.

- D) Projected Service Mileage: Under this proposal the Santa Paula-Wells Center route would run 204.1 miles per day, exactly 18 miles fewer than that required by an alternative routing via the 126 Freeway. This mileage differential is due to variations in transit service schedules for each alternative. Approximately 52,454 service miles would be operated in FY 83/84 under the Telegraph Road routing.
- E) Projected Marginal Cost: The projected marginal cost for the proposed Santa Paula-Wells Center modification is \$93,904.34 for the 1983/84 fiscal year. This represents a cost savings of approximately \$3,900 as compared to a status quo service program. Comparative cost figures are shown below:

Projected marginal cost of status quo	
Santa Paula-Wells Center Service:	\$97,816.66
Projected cost of service with express run modifications:	93,904.34
Projected net cost savings of proposed service modification:	\$ 3,912.32

- F) Comments: This proposal is identical to the previous item, except that buses travel the intercity segment along Telegraph Road rather than the 126 Freeway. Field surveys conducted by staff indicated only a small difference in the running time on each route. In light of this fact, it appears that no real advantage would be offered by a freeway routing. Since the Telegraph Road alternative would permit SCAT buses to serve the large SCE facility and other developments located in this corridor, staff recommends this alignment over the 126 Freeway option.

PROPOSED SCHEDULE FOR SANTA PAULA-WELLS CENTER SERVICE  
WITH AM/PM PEAK HOUR EXPRESS SERVICE  
TO VENTURA VIA TELEGRAPH ROAD

LEAVE WELLS CENTER	PECK RD & HARVARD	PECK RD & STA PAULA	8TH ST & STA PAULA	HOSPITAL	ROYAL OAKS & OJAI RD	12TH ST & SATICOY	MAIN ST & HARVARD	LEAVE CITY PARK	HOSPITAL	ARRIVE CITY PARK	LEAVE CITY PARK	MAIN ST & 4TH ST	PECK RD & HARVARD	ARRIVE WELLS CENTER
6:20	6:27	6:29	6:34	6:37	6:42	6:47	6:50	6:53	6:57	7:00	7:00	--	SEE NOTE #1	--
8:30	8:39	8:41	8:46	8:49	8:55	9:01	9:04	9:07	9:12	9:16	9:30	9:33	9:38	--
--	9:40	9:42	9:47	9:50	9:56	10:02	10:05	10:08	10:13	10:17	10:20	10:23	10:28	10:37 T
11:00	11:09	11:11	11:16	11:19	11:25	11:31	11:34	11:37	11:42	11:46	12:00	12:03	12:08	--
--	12:10	12:12	12:17	12:20	12:26	12:32	12:35	12:38	12:43	12:47	1:10	1:13	1:18	1:25 T
1:40	1:49	1:51	1:56	1:59	2:05	2:11	2:14	2:17	2:22	2:26	2:40	2:43	2:48	--
--	2:50	2:52	2:57	3:00	3:06	3:12	3:15	3:18	3:23	3:27	3:35	3:38	3:43	3:52 T
3:55	4:04	4:06	4:11	4:14	4:20	4:26	4:29	4:32	4:37	4:41	4:45	--	SEE NOTE #1	--
6:00	6:08	6:10	6:14	6:17	6:22	6:27	6:30	6:33	6:37	6:40	6:40	6:43	6:48	6:55

NOTE #1 The buses leaving Santa Paula City Park at 7:00 a.m. and 4:45 p.m. run as expresses to the Buenventura Fashion Center in Ventura via Telegraph Road. These buses will operate according to the schedule below:

LEAVE CITY PARK	TELEGRAPH & WELLS RD	TELEGRAPH & VICTORIA	GOV'T. CENTER	TELEGRAPH & VICTORIA	ARRIVE FASHION CENTER	LEAVE FASHION CENTER	TELEGRAPH & VICTORIA	GOV'T. CENTER	TELEGRAPH & VICTORIA	ARRIVE WELLS CENTER	LEAVE WELLS (to Santa Paula)
7:00 A.M.	7:15	7:28	7:33	7:38	7:45	7:50	8:00	--	--	8:15	8:30
4:45 P.M.	5:02	5:15	--	--	5:23	5:25	5:30	5:35	5:40	5:55	6:00 (to Santa Paula)

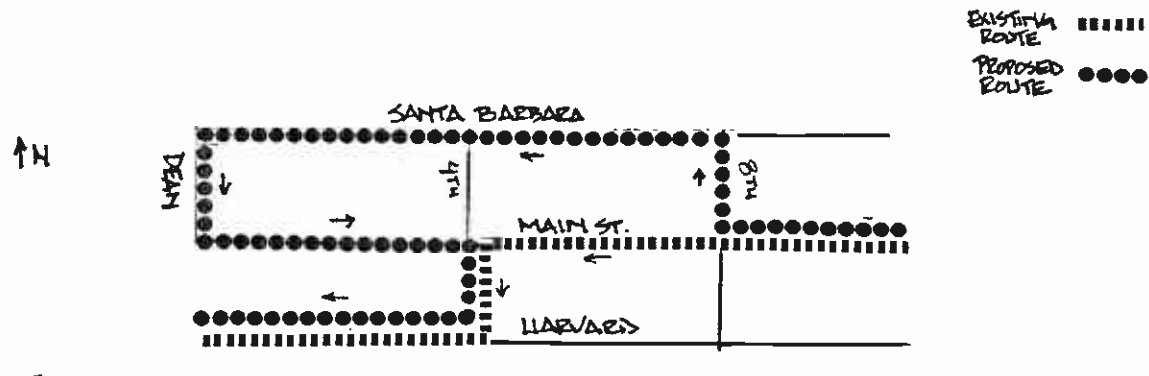


Service Proposal: MINOR REALIGNMENT OF THE SANTA PAULA-WELLS CENTER ROUTE IN THE CITY OF SANTA PAULA

A) Description of the Proposed Service: This proposal calls for realigning a small segment of the Santa Paula-Wells Center route within the central portion of Santa Paula in order to reestablish service on Santa Barbara Street and Dean Drive. During the July 1982 service changes this portion of the route was deleted in response to a recommendation contained in the ATE consultant report. However, since this action was taken SCAT has received numerous complaints from senior citizens who no longer have access to the convalescent hospital and clinics located on Dean Drive. Additionally, the Santa Paula-Wells Center line no longer serves Renaissance High School on Santa Barbara Street.

In order to respond to the need for bus transportation to these facilities, it is proposed that the Santa Paula-Wells Center route be modified in FY 83/84.

B) Proposed Route Changes: Under the current routing in this area of Santa Paula, buses travel west on Main Street, turn south on 4th Street and west on Harvard Boulevard. It is proposed that the route be changed to travel west on Main Street, north on 8th Street, west on Santa Barbara Street, south on Dean Drive, and east on Main Street before turning south on 4th Street to resume the present alignment. The proposed route modification is shown below:



The proposed routing change would affect only a limited section of the Santa Paula-Wells Center service. Therefore, this realignment can be implemented independent of any other proposed change to this service, e.g., the Santa Paula-Ventura peak hour express.

C) Proposed Schedule Changes: Since the proposed route modification is relatively small in scope, it is anticipated that no schedule changes would be required. Vehicle service hours and bus operator pay hours would be unaffected by the proposed modification.

- D) Projected Service Mileage: The suggested realignment of the Santa Paula-Wells Center line would add approximately 1.25 miles per trip to the length of the route. On an annual basis, this would mean an additional 3,534 service miles for the 1983/84 fiscal year. With the inclusion of the proposed routing change, Santa Paula-Wells Center would run approximately 61,744 miles of service annually.
- E) Projected Marginal Cost: The projected marginal cost of the Santa Paula-Wells Center Service is \$100,218.21, which is approximately \$2,402 higher than an FY 83/84 status quo service level. Comparative cost figures are presented below.

Projected marginal cost of service with route modifications:	\$100,218.21
Projected marginal cost of a status quo service level:	97,816.66
Projected net cost of the service modifications:	\$ 2,401.55

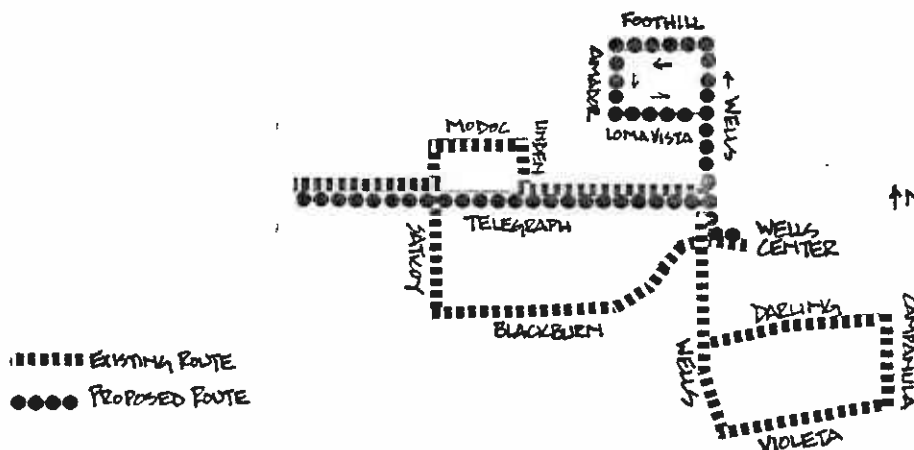
- F) Comments: The July 1982 service changes included a realignment of the Santa Paula-Wells Center route designed to streamline operations in the city. Unfortunately, the routing change resulted in the elimination of service to facilities upon which many elderly residents depend. Specifically, many senior citizens frequent the convalescent center and various clinics located on Dean Drive for both medical and social purposes. Under the existing routing these facilities can only be reached with a walk of approximately 1/2 mile, a distance too great for many elderly persons with limited mobility. Accordingly, staff recommends that the Santa Paula-Wells Center line be realigned to reestablish service along Santa Barbara Street and Dean Drive corridors in central Santa Paula.

Service Proposal: REALIGNMENT OF THE TELEGRAPH-SATICOY ROUTE IN SATICOY

A) Description of the proposed Service: Under the existing routing the eastern portion of the Telegraph-Saticoy line runs along Telegraph Road to Wells Road, stopping at the Wells Center. Following this layover the bus travels around Saticoy via Violeta Street, Campanula Avenue, Darling Road and Blackburn Road before returning to Ventura on Telegraph Road. The routing followed by this line in the Saticoy area is identical to that used by the Bristol-Telephone service. Thus, under the present route structure SCAT's Telegraph-Saticoy and Bristol-Telephone lines actually duplicate service in Saticoy.

In addition, recent field surveys of the Saticoy area revealed the existence of multi-family apartment complexes on northern Wells Road which are presently unserved by the Telegraph-Saticoy route. In light of this situation and the current service duplication mentioned above, staff has developed a proposal for modifying the Telegraph-Saticoy route alignment. The suggested route change would establish service to northern Wells Road while eliminating that portion of the line now operating in Saticoy south of the Wells Center.

B) Proposed Route Changes: Under this proposal the Telegraph-Saticoy route would operate on its present alignment to the intersection of Telegraph and Saticoy Roads. From that point the bus would continue east on Telegraph (eliminating the present Saticoy/Modoc/Linden segment) to Wells Road, where the route would turn left to serve the apartment developments located on the west side of the street. Proceeding north on Wells, the route would turn west on Foothill, south on Amador and east on Loma Vista, returning to Wells Road for a stop at the Wells Center. Following this stop, buses would travel north on Wells Road, turning west on Telegraph Road for the return trip to Ventura. The proposed route alignment is shown below:



C) Proposed Schedule Changes: The proposed service modification would require no changes in the current Telegraph-Saticoy schedule. Vehicle service hours and bus operator pay hours would be unaffected by this action.

- D) Projected Service Mileage: Under the proposed route alignment service mileage would be 14.9 miles per round trip, approximately 1.1 miles longer than the present operation. Annual service mileage for Telegraph-Saticoy with the inclusion of the route changes would be 52,746 for the 1983/84 fiscal year, an increase of 1,576 miles as compared to a status quo service level.
- E) Projected Marginal Cost: The projected marginal cost for the modified Telegraph-Saticoy Service is \$101,405.81 for the 1983/84 fiscal year. This is approximately \$1,071 higher than the cost of a status quo operation. Comparative cost figures are presented below.

Projected marginal cost of service with route modifications:	\$101,405.81
Projected marginal cost of status quo service:	<u>100,334.82</u>
Projected net cost of the route modifications:	\$ 1,070.99

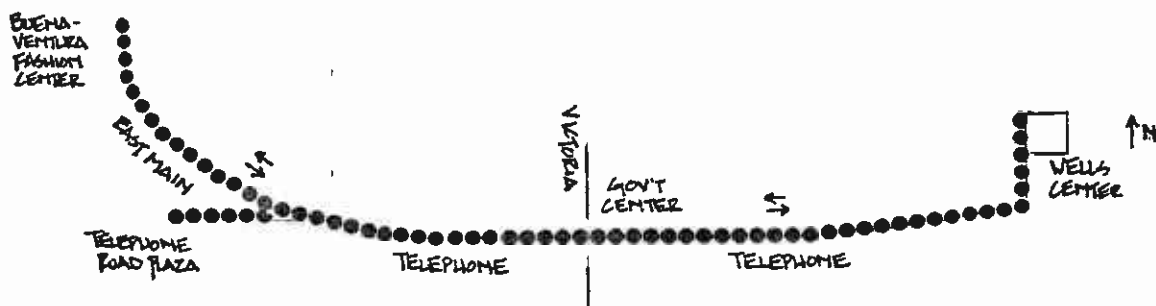
- F) Comments: This proposal is designed to address two issues: 1) the absence of transit service to apartment developments on northern Wells Road; and 2) an existing duplication of service in the southern portion of Saticoy. The route modification proposed herein will solve those problems by extending service on Wells Road and eliminating the segment south of the Wells Center. However, it is the opinion of staff that the proposed realignment will in all probability produce negligible increases in ridership. Since the vast majority of people living in apartments on Wells Road own automobiles and currently use them for daily transportation needs, it is unlikely that mass conversion to public transit will occur. Accordingly, staff recommends that the proposed route modifications not be implemented at the present time.

Service Proposal: MODIFICATION OF THE TELEGRAPH-SATICOY ROUTE TO ESTABLISH PEAK HOUR SERVICE ON TELEPHONE ROAD IN VENTURA

- A) Description of the Proposed Service: This proposal calls for the same routing changes as described in the previous modification, i.e., extension of service on northern Wells Road and termination of the route segment south of the Wells Center in Saticoy. In addition, this service option proposes to deviate from the normal Telegraph-Saticoy route for two trips during peak hours in order to provide direct service between the Wells Center and the Buenaventura Fashion Center via Telephone Road. During the periods when the Telegraph-Saticoy bus is running along Telephone, transit service in the Telegraph Road corridor will be covered by the proposed Santa Paula-Ventura express bus.

The object of this modification is to increase peak hour service on Telephone Road and thereby generate additional riders from the many people now using this corridor for daily home-to-work transportation. Since the proposed peak hour Telephone Road service would be provided through deviations of the Telegraph-Saticoy line, no additional buses would be required. However, this proposal can only be implemented in conjunction with the establishment of a peak hour Santa Paula-Ventura service operating on Telegraph Road. If this service is not created, the Telephone Road route deviation proposed herein would result in the loss of transit operations during peak periods in the Telegraph Road corridor.

- B) Proposed Route Changes: Under this proposal the alignment of the Telegraph-Saticoy route itself would be modified in exactly the same fashion as the previous alternative. The difference lies in the fact that for two round trips each day the bus would deviate from its normal route to operate on East Main Street and Telephone Road between the Fashion Center and Wells Center. During all other trips the route would operate on the Telegraph-Saticoy alignment. The proposed routing for the East Main/Telephone Road trips is depicted below.



- C) Proposed Schedule Changes: Under the proposed schedule the Telegraph-Saticoy line would begin operations at 6:55 a.m., leaving the Buenaventura Fashion Center on the regular route for the Wells Center. At 7:25 a.m. the bus would leave the Wells Center, traveling west on Telephone Road and East Main Street for a 7:49 a.m. arrival at the Fashion Center. Following an 11-minute layover the route would return to the Wells Center via East Main and Telephone. Upon its arrival at the

Wells Center at 8:23 a.m., the bus would run its normal Telegraph-Saticoy route until 5:00 p.m. At that time the route would leave the Wells Center for Ventura via East Main and Telephone Road arriving at the Fashion Center at 5:22 p.m. Approximately 8 minutes later the bus would return to the Wells Center via the same route for a 5:53 p.m. arrival. Following a brief stop at the Wells Center, the route would return to its regular Telegraph-Saticoy alignment until the termination of operations at 6:50 p.m. A proposed schedule for the modified Telegraph-Saticoy service is presented on the following page.

It must be noted that the proposed schedule can be implemented only if the Santa Paula-Wells Center line is modified to establish direct service to Ventura via Telegraph Road for the trips leaving City Hall at 7:00 a.m. and 4:45 p.m. The Telegraph-Saticoy schedule has been constructed under the assumption that during the two round trips operating along Telephone Road, transit service on Telegraph Road would be covered by the bus coming from Santa Paula. If the Santa Paula-Wells Center service is not modified in this fashion, this schedule should not be pursued since the Telegraph Road corridor would be left with no public transportation during peak commuting hours.

However, if the proposed schedule is implemented in combination with the establishment of Santa Paula-Ventura operations, both the Telegraph and Telephone Road corridors would have direct service to the Fashion Center during the morning peak commuting hour. In the evening these street would have direct service to return commuters to residential developments in east Ventura.

- D) Projected Service Mileage: The proposed modification of the Telegraph-Saticoy route would add approximately 11.3 service miles per day to this operation. Annual service mileage including the Telephone Road peak hour trips is approximately 54,662, representing an increase of 3,492 miles over a status quo level of service.
- E) Projected Marginal Cost: The projected marginal cost for Telegraph-Saticoy operations with the proposed modifications is \$102,707.78 for the 1983/84 fiscal year. This is approximately \$2,373 higher than that required for a status quo service program. Comparative cost figures are shown below.

Projected marginal cost of service with route modifications:	\$102,707.78
Projected marginal cost of status quo service	100,334.82
Projected net cost of the proposed service modification:	\$ 2,372.96

PROPOSED SCHEDULE FOR MODIFICATION OF THE  
TELEGRAPH-SATICOY ROUTE TO ESTABLISH AM/PM  
PEAK HOUR SERVICE ALONG TELEPHONE ROAD

# TELEGRAPH ROAD/SATICOY

## EASTBOUND

LUNES A SABADO  
MONDAY THROUGH SATURDAY

	SALE LEAVE Fashion Center	Ashwood & Maple	Elmhurst & Princeton	Wake Forest & Larkin	Telegraph & Victoria	Telegraph & Kimball	LLEGA ARRIVE Wells	SALE LEAVE Center	LLEGA ARRIVE Saticoy
WC	6:55	7:00	7:04	7:07	7:09	7:13	7:20	7:21	7:25
WC	<del>8:00</del>	<del>8:05</del>	<del>8:09</del>	<del>8:12</del>	<del>8:14</del>	<del>8:18</del>	<del>8:25</del>	<del>8:26</del>	<del>8:30*</del>
WC	9:00	9:05	9:09	9:12	9:14	9:18	9:25	9:40	9:44
WC	10:15	10:20	10:24	10:27	10:29	10:33	10:40	10:40	10:44
WC	11:15	11:20	11:24	11:27	11:29	11:33	11:40	11:40	11:44
WC	12:15	12:20	12:24	12:27	12:29	12:33	12:40	12:40	12:44
WC	1:15	1:20	1:24	1:27	1:29	1:33	1:40	1:40	1:44
WC	2:15	2:20	2:24	2:27	2:29	2:33	2:40	2:55	2:59
WC	3:30	3:35	3:39	3:42	3:44	3:48	3:55	3:55	3:59
WC	4:30	4:35	4:39	4:42	4:44	4:48	4:55	4:55	4:59
WC	<del>5:30</del>	<del>5:35</del>	<del>5:39</del>	<del>5:42</del>	<del>5:44</del>	<del>5:48</del>	<del>5:55</del>	<del>5:55</del>	<del>5:59*</del>
WC	6:20	6:25	6:29	6:32	6:34	6:38	6:45	6:46	6:50

\*These runs will be deleted from the Telegraph-Saticoy schedule, with service in this area to be provided by the Santa Paula-Ventura express bus operating along Telephone Road. During the periods of 7:25 a.m.-8:30 a.m. and 4:59 p.m.-5:59 p.m., the bus normally running on Telegraph Road will provide direct service from the Wells Center to the Fashion Center via Telephone Road according to the schedule shown below:

### EASTBOUND

Leave Fashion Center	Telephone & Victoria	Telephone & Kimball	Telephone & Petit	Saticoy	Arrive Wells Center
8:00 am	8:08	8:12	8:15	8:19	8:23 am
5:30 pm	5:38	5:42	5:45	5:49	5:53 pm

# TELEGRAPH ROAD/SATICOY

## WESTBOUND

LUNES A SABADO  
MONDAY THROUGH SATURDAY

	SALE LEAVE Saticoy	Telegraph & San Mateo	Telegraph & Kimball	Telegraph & Victoria	Wake Forest & Larkin	Elmhurst & Princeton	Ashwood & Maple	LLEGA ARRIVE Fashion Center
WC	<del>7:25</del>	<del>7:32</del>	<del>7:35</del>	<del>7:38</del>	<del>7:41</del>	<del>7:44</del>	<del>7:48</del>	<del>7:51*</del>
WC	8:30	8:37	8:40	8:43	8:46	8:49	8:53	8:56
WC	9:44	9:51	9:54	9:57	10:00	10:03	10:07	10:10
WC	10:44	10:51	10:54	10:57	11:00	11:03	11:07	11:10
WC	11:44	11:51	11:54	11:57	12:00	12:03	12:07	12:10
WC	12:44	12:51	12:54	12:57	1:00	1:03	1:07	1:10
WC	1:44	1:51	1:54	1:57	2:00	2:03	2:07	2:10
WC	2:59	3:06	3:09	3:12	3:15	3:18	3:22	3:25
WC	3:59	4:06	4:09	4:12	4:15	4:18	4:22	4:25
WC	<del>4:59</del>	<del>5:06</del>	<del>5:09</del>	<del>5:12</del>	<del>5:15</del>	<del>5:18</del>	<del>5:22</del>	<del>5:25*</del>
WC	5:59	6:03	6:05	6:08	6:10	6:13	6:16	6:19

### WESTBOUND

Leave Wells Center	Telephone & Petit	Telephone & Kimball	Telephone & Victoria	Arrive Fashion Center
7:25 am	7:32	7:37	7:41	7:49 am
5:00 pm	5:07	5:10	5:14	5:22 pm

- F) Comments: This proposal is similar in purpose to the Santa Paula-Ventura express, i.e., to redistribute existing transit buses in a manner which will maximize operational efficiency and improve the level of peak hour service on important travel corridors. The route deviation proposed for Telegraph-Saticoy is designed to supplement service on Telephone Road and East Main Street during commuting hours. Located along these two streets are most of the largest trip generators in eastern Ventura, e.g., the County Government Center, Telephone Road Plaza, GEMCO and the Buenaventura Fashion Center.

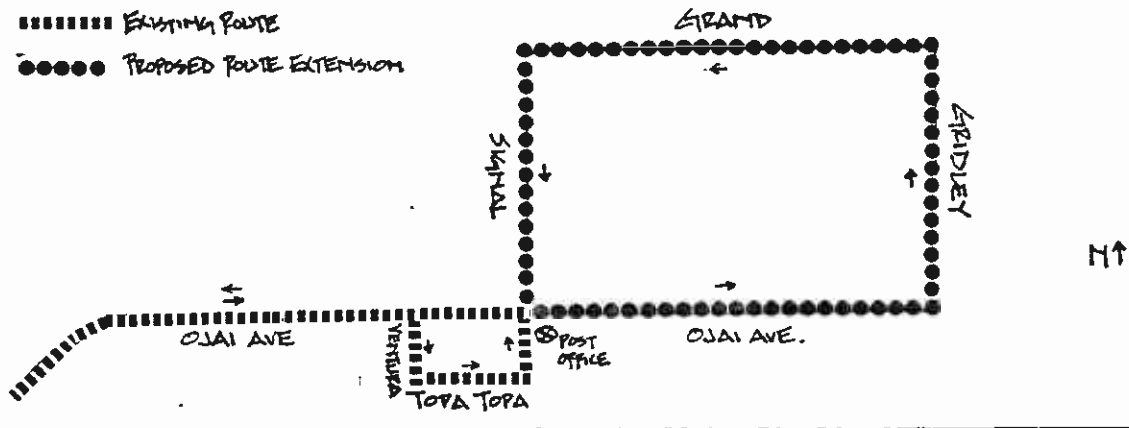
Under current SCAT operations the Telephone and East Main corridors are served by the Bristol-Telephone route. This line runs from the Fashion Center via East Main Street and Telephone Road to the intersection of Telephone and Victoria. At that point the bus makes a round trip to Saticoy via alternate routes; one trip is taken via Bristol Road and the next via Telephone. Accordingly, in the 7:00 a.m.-8:00 a.m. peak commuting hour there is presently no transit service available to the Fashion Center or Government Center for the growing number of people living on Telephone Road between Victoria and Petit. This situation also occurs eastbound during the 5:00 p.m.-6:00 p.m. peak hour. Therefore, under the existing schedule SCAT offers no service capable of transporting people during peak hours between the numerous residential developments on Telephone Road and such major employment sites as the County Government Center and Telephone Road Plaza.

The proposed modification to the Telegraph-Saticoy route would initiate peak hour transit service in this area. Since most people living along Telephone own automobiles and have established home-to-work travel patterns, it is not expected that SCAT will immediately increase ridership by taking this action. However, if SCAT is to eventually expand commuter patronage, we must begin to offer transit services specifically oriented toward the needs of this group. This proposal would create such services at a relatively low cost without the need for additional equipment. Staff therefore recommends that this service modification be implemented in conjunction with a peak hour Santa Paula-Ventura service operating along Telegraph Road.



Service Proposal: MODIFICATION OF THE OJAI-THOMPSON ROUTE TO  
EXTEND SERVICE IN THE CITY OF OJAI

- A) Description of the Proposed Service: Under the current routing the Ojai-Thompson line penetrates only a small portion of the City of Ojai, running along Ojai Avenue to the Post Office on Signal Street. This alignment requires Ojai passengers to provide their own transportation between their homes and the SCAT layover point on Signal Street. For students, the elderly and persons without an automobile, this is a severe hardship and a strong disincentive to bus usage. In response to this problem, a proposal has been developed which calls for extending the Ojai-Thompson route to create a loop around the city, thereby making transit service accessible to a much greater proportion of Ojai residents.
- B) Proposed Route Changes: The proposed service modification would extend the Ojai-Thompson line to eastern and northern portions of Ojai. Instead of terminating the route at Signal Street, the bus would continue east on Ojai Avenue, turn north on Gridley, west on Grand and south on Signal to the Post Office. This alignment would allow SCAT to serve the senior citizens residence on Ojai Avenue as well as the residential areas in the Grand and North Signal Street corridors. The proposed routing for this service modification is shown below.



- C) Proposed Schedule Changes: Field surveys conducted by staff indicate that the proposed extension would add approximately 15 minutes per trip to the Ojai-Thompson running time. An increase of this magnitude would require a complete revision of the vehicle and bus operator schedules. It is projected that the additional 15 minutes of running time would increase headways by 15-20 minutes on this route. This would result in average headways of approximately 85-90 minutes, the longest of any line in the SCAT system.

In July 1982 the Ojai-Thompson schedule was revised to lengthen the running time of the route. Along with that action, other SCAT lines were rescheduled to facilitate convenient transfer connections with the Ojai service. SCAT now offers a schedule which minimizes waiting times for passengers transferring between Ojai-Thompson and buses running to central Ventura and Oxnard.

If the proposed service extension were to be implemented, SCAT could maintain the current convenience of transfer connections only by rescheduling all other routes in Ventura. This would be a costly and time-consuming task. In addition, the expansion in round trip running time to 151 minutes would result in the loss of one trip per day in both the northbound and southbound directions. The only method of avoiding the loss of these trips is to add an additional bus to the route. Needless to say, this is an expensive action which cannot be justified by the existing level of ridership.

It appears that the proposed modification has a number of serious implications for transit scheduling. At this point it seems likely that the extension of service in Ojai would necessitate major schedule changes which might very well result in decreased convenience for passengers.

- D) Projected Service Mileage: The proposed service extension would add 2.8 miles per trip to the Ojai-Thompson route. However, under the current policy of curtailing evening service, the expansion of running time would result in the loss of one round trip per day on this line. With one fewer trip per day, service mileage on the Ojai-Thompson line would actually decline from its present level despite the route extension. Projected changes in annual service mileage are presented below.

Status Quo Service

11 round trips/day x 39.1 miles/round trip = 430.1 miles/day  
430.1 miles/day x 309 days of service = 132,900.9 miles/year

With Service Extension

10 round trips/day x 41.9 miles/round trip = 419 miles/day  
419 miles/day x 309 days of service = 129,471 miles/year

If it is assumed that the daily spread of service on the Ojai-Thompson route would remain unchanged from the current hours of 6:05 a.m. to 8:10 p.m., the proposed service extension would produce a net reduction of approximately 3,430 miles per year.

E) Projected Marginal Cost: With the inclusion of the proposed service extension, the projected marginal cost of FY 83/84 Ojai-Thompson operations is \$213,971.25. This represents a cost savings of \$17,483 as compared to a status quo service program. Comparative cost figures are shown below:

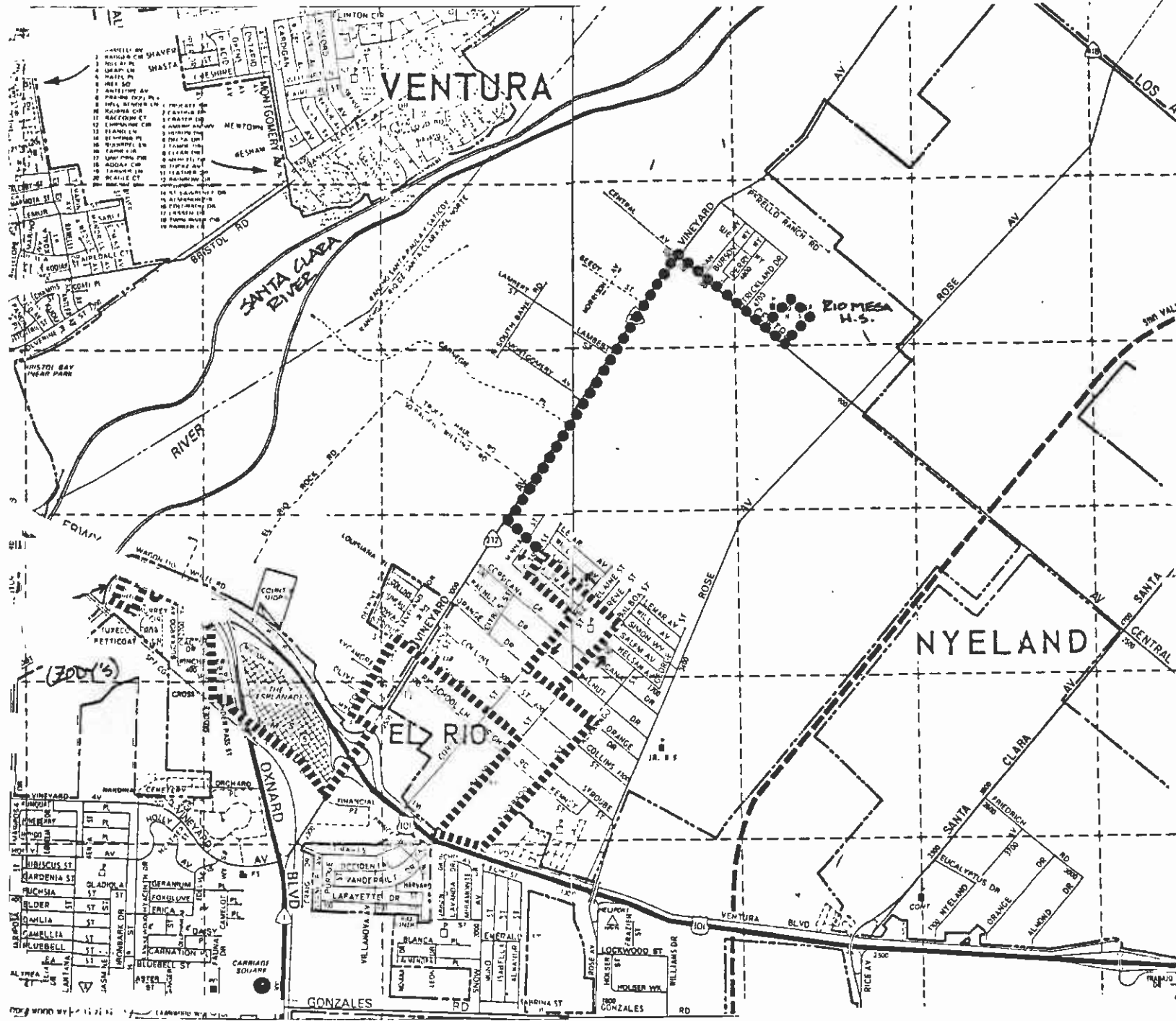
Projected marginal cost of status quo service:	\$231,454.64
Projected marginal cost of service with route extension:	<u>213,971.25</u>
Projected net cost saving of the route extension:	\$ 17,483.39

F) Comments: This service proposal presents a difficult choice to the SCAT Board of Directors: either leave the Ojai-Thompson line as is and accept its limited service coverage in Ojai, or extend the route and risk serious scheduling problems. The principal argument for extending the route is to make bus service more accessible to senior citizens on Ojai Avenue as well as other residents in eastern and northern Ojai. Mitigating the benefits of increased service coverage are two factors: 1) the loss of one round trip per day and related disruption of transfer connections with other SCAT routes; and 2) potential problems resulting from the operation of a full-size transit bus in the quiet residential areas along Gridley and Grand Avenue. These factors must be weighed by policy makers in the formulation of a decision on the proposed service extension.

Service Proposal: ESTABLISHMENT OF WEEKDAY PEAK HOUR OPERATIONS IN  
THE EL RIO AREA, SERVING RIO MESA HIGH SCHOOL,  
THE ESPLANADE, AND WAGON WHEEL PLAZA

- A) Description of the Proposed Service: In July of 1982 SCAT discontinued its El Rio-Northmont transit route due to low patronage. Shortly thereafter the County of Ventura entered into a contract with Cal Coast Charter (a private carrier) to operate weekday bus service in El Rio during peak hours only. This proposal would have SCAT assuming the operation of this El Rio service in FY 83/84 under the same route and schedule as that now offered by Cal Coast Charter.
- B) Proposed Route Changes: The proposed routing travels from Wagon Wheel Road to the Esplanade and continues eastward to residential areas in El Rio, where the line terminates with a short loop. During three trips each day the route is extended east on Vineyard Avenue to Central Avenue for a stop at Rio Mesa High School. This routing differs from the former SCAT El Rio-Northmont alignment in that service is provided to the Wagon Wheel area and Zody's, while the Northmont neighborhood is by-passed. The proposed routing for the peak hour El Rio operation is depicted on the following page.
- C) Proposed Schedule Changes: Under the proposed schedule service in El Rio would be operated by one bus running during the periods of 7:34 a.m.-10:00 a.m. and 12:43 p.m.-3:09 p.m. Service would be provided on weekdays only. At 7:50 a.m., 1:52 p.m. and 2:52 p.m. the bus would operate trips to Rio Mesa High School to transport students to and from school.
- The proposed schedule calls for only five hours of service per day, with buses operating on 257 weekdays during the 1983/84 fiscal year. Under this arrangement the El Rio line would record 1,285 hours of revenue service in FY 83/84. The proposed schedule for the El Rio operation is presented on the following page.
- D) Projected Service Mileage: Under the proposed route and schedule the El Rio line would operate approximately 80 miles per day. Annual service mileage for this route is projected at 20,560.
- E) Projected Marginal Cost: The projected marginal cost for the El Rio service is \$47,659.75 for the 1983/84 fiscal year. This is approximately \$44,892 lower than the projected cost of reinstating the former El Rio-Northmont route.

Proposed Route and Schedule  
for Peak Hour El Rio Bus Service



High School	Simon @ Balboa	Helsam @ Cortez	Alvarado @ Stroube	Stroube @ Cortez	Colonia @ Olive	Esplanade *	Zody's Arrive	Zody's Leave	Esplanade *	Colonia @ Olive	Stroube @ Cortez	Alvarado @ Stroube	Simon @ Balboa	High School
									7:34	7:35	7:37	7:40	7:42	7:50
7:52	8:00	→	8:02	8:05	8:07	8:09	8:11	8:15	8:19	8:20	8:23	8:26	8:28	
			8:30	8:32	8:35	8:37	8:39	8:41	8:45	8:49	8:50	8:53	8:56	8:58
			9:00	9:02	9:05	9:07	9:09	9:11	9:15	9:19	9:20	9:23	9:26	9:28
			9:30	9:32	9:35	9:37	9:39	9:41	9:45	9:49	9:50	9:53	9:56	9:58
		10:00												
	12:43	12:45	12:47	12:50	12:52	12:54	12:56	1:00	1:04	1:05	1:08	1:11	1:13	
		1:15	1:17	1:20	1:22	1:24	1:26	1:30	1:34	1:35	1:38	1:41	1:43	1:50
1:52	2:00	→	2:02	2:05	2:07	2:09	2:11	2:30	2:34	2:35	2:38	2:41	2:43	2:40
			3:02	3:05	3:07	3:09								

F) Comments: The proposal to offer service during morning and afternoon hours is intended to constrain costs by having buses run only when demand is relatively high. Since most of the users of this service would be Rio Mesa students, service is concentrated on those periods when school begins and ends. Given the relatively low ridership in the El Rio area, this is the most cost-effective strategy for providing transit service. However, it must be noted that the projected cost for SCAT to operate this service is much higher than the amount now paid by the County of Ventura. Since SCAT is a federal grantee employing unionized drivers and mechanics, our costs are significantly greater than that of Cal Coast Charter or most other private carriers. In light of this fact, staff notes that the continuation of the present contractual arrangement with Cal Coast would be the most cost-effective method of serving the El Rio area.

Service Proposal: MODIFICATION OF TRANSIT ROUTES IN OXNARD TO RELOCATE  
THE SCAT TRANSFER POINT FROM PLAZA PARK TO THE OXNARD  
MULTI-MODAL TRANSPORTATION CENTER

- A) Description of the Proposed Service: According to recent estimates, the City of Oxnard will complete its planned Multi-Modal Transportation Center in June of 1984. On several occasions during the past two years, the SCAT Board of Directors has instructed staff to relocate the current Oxnard transfer point from Plaza Park to the Transportation Center at such time as the facility is ready for use. Since the projected opening date falls within the 1983/84 fiscal year, SCAT staff members have developed proposals for route modifications necessary to accomplish the relocation of our transfer point to the Transportation Center.

It should be noted that all service and financial statistics presented herein were developed under the assumption that SCAT service to the Transportation Center would begin on June 1, 1984. Figures relating to mileage and marginal cost for FY 83/84 cover only the period from June 1-June 30, 1984.

- B) Proposed Route Changes: The existing SCAT transfer point in the southern portion of the service area is at Plaza Park, a small open space bounded by Fourth, Fifth, B and C Streets. The Oxnard Transportation Center site is adjacent to the AMTRAK station, occupying an area bounded by Fourth Street to the south, Third Street to the north, Oxnard Boulevard to the west, and the railroad tracks to the east. Upon completion of the Transportation Center, SCAT buses will no longer use Plaza Park as a layover point. Service to the park area will be provided at a planned bus stop to be located at the corner of Fourth and B Streets. All buses in the Oxnard/Port Hueneme area (with the exception of the Pleasant Valley-Beach route) will use the Transportation Center for layover and passenger transfer functions.

The following route modifications will be required to utilize the Transportation Center as the SCAT transfer point in Oxnard.

- 1) Northside-Parkwest: When running the Northside segment, buses will operate along the present route to Second & A Streets. From this intersection buses will turn left on Second, right on Oxnard Boulevard and left on Fourth Street to the Transportation Center. When leaving on the Parkwest segment, vehicles will turn right on Fourth Street, left on C Street, right on Fifth Street and then continue the present routing to Fourth and C Street. At this point buses will turn right on Fourth and travel to the Center. When leaving the Center on Northside, buses will turn left on Third Street, left on Oxnard Boulevard, right on Fourth Street, left on C Street, right on Fifth Street and then resume the current route.

- 2) Colonia-Southside: When running the Colonia segment, buses will operate along the current route to Third Street and Garfield. From this point the route will run over the Third Street overpass and across Oxnard Boulevard to the Transportation Center. When leaving on Southside, buses will turn right on Fourth Street, left on C Street and then continue the present route to Fourth and C Streets. At this intersection vehicles will turn right on Fourth Street and travel to the Transportation Center. When leaving on Colonia, buses will turn left on Third Street, right on A Street and then continue on current route.
- 3) Pleasant Valley-Plaza Park: Buses running this route will operate on the present alignment to the intersection of Fourth Street and C Street. From there the route turns right on Fourth Street into the Transportation Center. When leaving the Center, buses will turn left on Third Street, left on Oxnard Boulevard, right on Fourth Street to B Street and then resume the present route.
- 4) Main St/Ventura-Oxnard: This line will follow the present alignment until Fourth and C Street, where buses will turn left on Fourth continuing to the Transportation Center. When leaving for Ventura, buses will turn left on Third Street, right on C Street, and then continue the current routing.
- 5) Port Hueneme-Village: Buses on this route will operate on the current alignment to Fourth and C Streets, where buses will turn right on Fourth Street, left on Oxnard Boulevard and right on Third Street to the Transportation Center. Upon leaving the Center, buses will turn right on Fourth Street, left on B Street and then resume the regular route to Port Hueneme.

Proposed route modifications for service to the Transportation Center are presented on pages 39-44.

- C) Proposed Schedule Changes: Until the specific characteristics of traffic improvements related to the construction of the Center are known, no reliable estimate can be made of the changes required in transit schedules. Staff has therefore assumed that no schedule modifications will be made in connection with the relocation to the Transportation Center.
- D) Projected Service Mileage: The proposed route modifications will result in the following increases in service mileage:

<u>Route</u>	<u>Additional Miles Per Trip</u>	<u>Additional Mileage 6/1 - 6-30</u>
Main St/Ventura-Oxnard	0.3	246
Pleasant Valley-Plaza Park	0.4	84
Colonia-Southside	0.1	116.4
Port Hueneme-Village	0.5	388.5
Northside-Parkwest	No Change	<u>No Change</u>
		834.9



The additional service mileage resulting from the proposed route modifications is approximately 835 for the period of June 1-June 30, 1984.

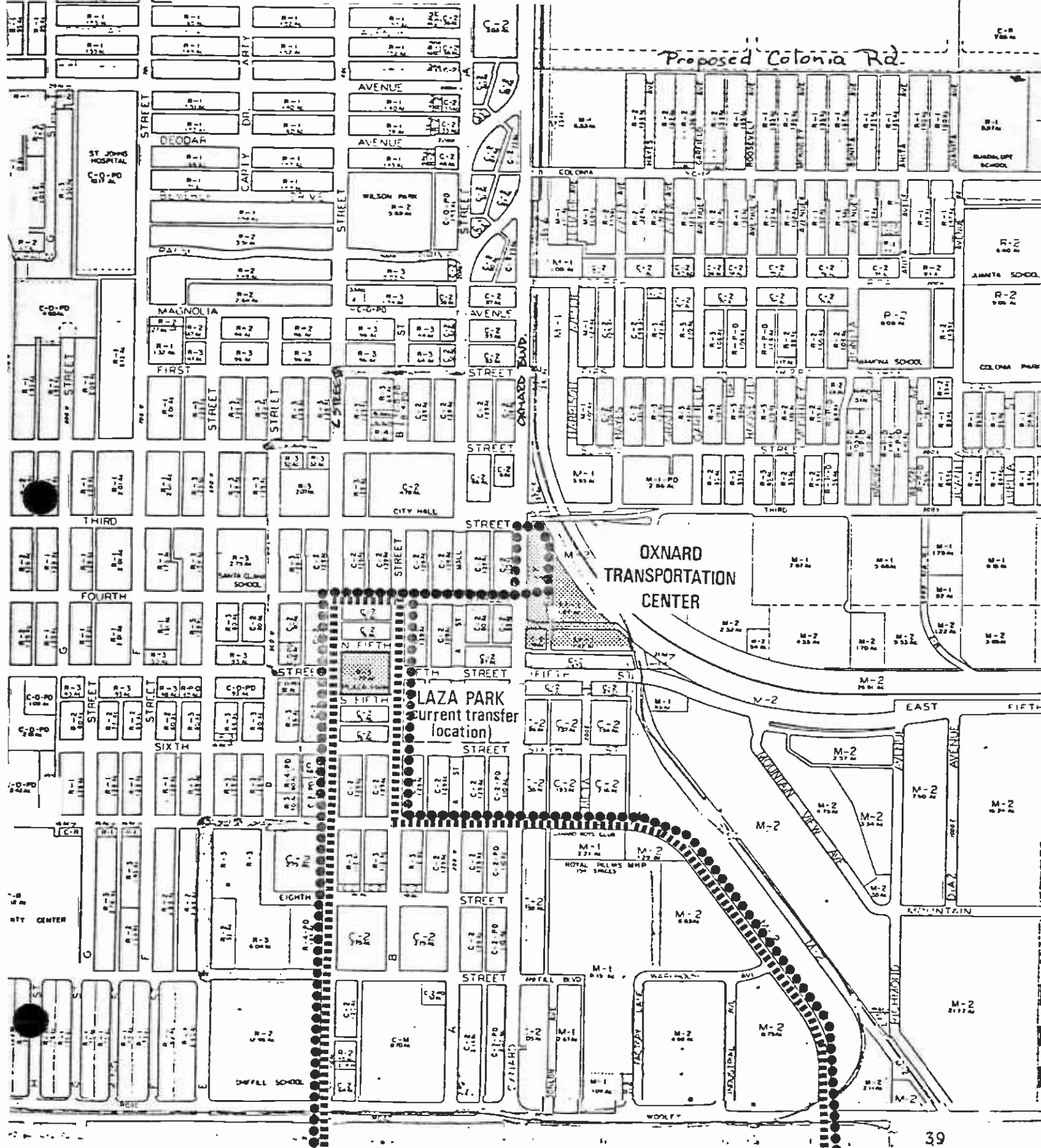
- E) Projected Marginal Cost: The projected marginal cost for modifying Oxnard routes to relocate the SCAT transfer point to the Transportation Center is \$567.40. This figure covers the period of June 1-June 30, 1984.
- F) Comments: In order for the City of Oxnard to receive federal assistance for the construction of the Transportation Center, SCAT must document its intention to use the facility in the Short Range Transit Plan. Such documentation includes the route modifications and projected cost figures presented herein. Since the SCAT Board has already authorized the relocation to the Transportation Center, staff recommends that the proposed routing changes be implemented at such time as the facility opens.

PORT HUENEME-VILLAGE

Current Route

Proposed Route

# CENTRAL OXNARD

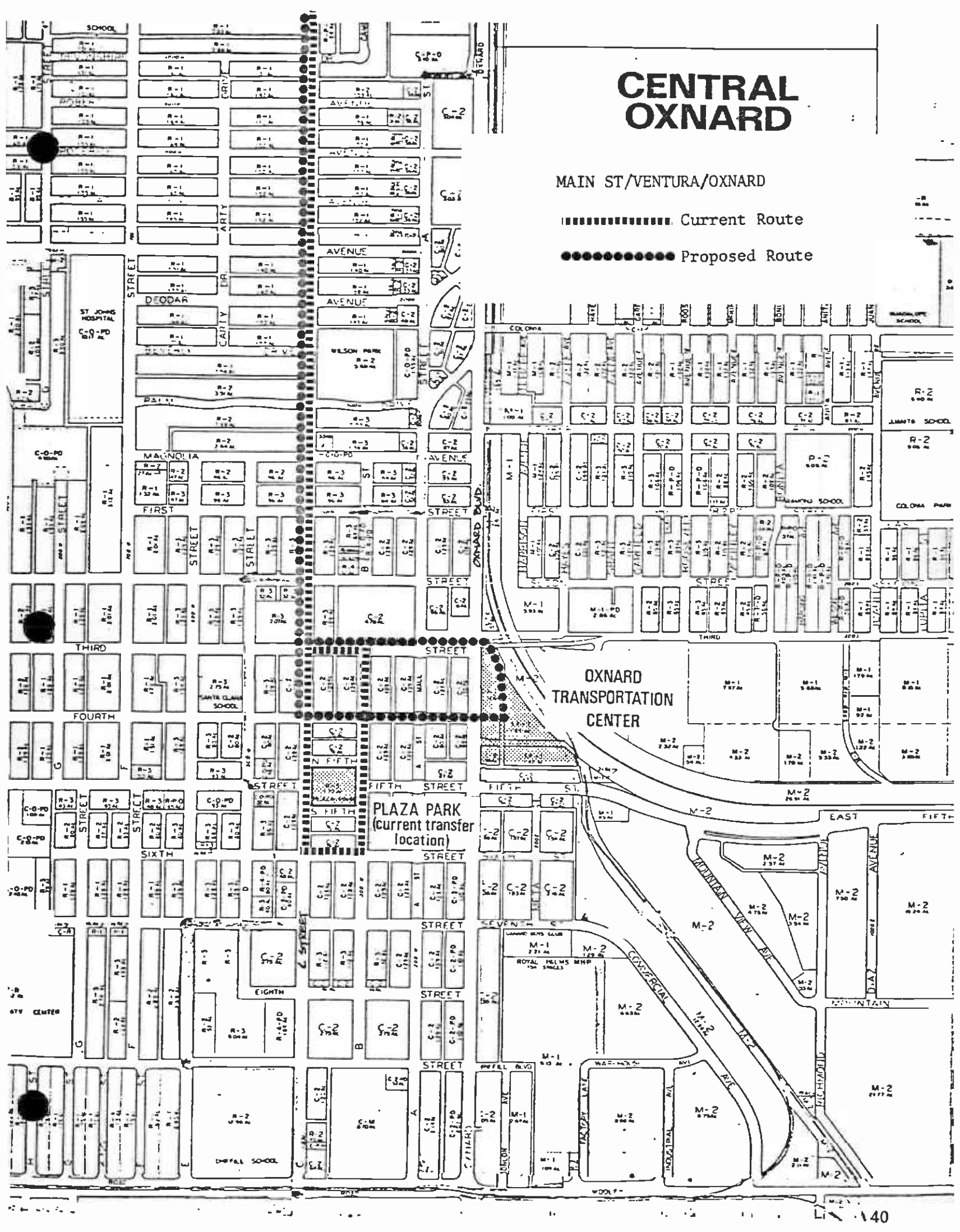


# CENTRAL OXNARD

MAIN ST/VENTURA/OXNARD

■■■■■■■■■■ Current Route

●●●●●●●● Proposed Route



PLAZA PARK  
(current transfer location)

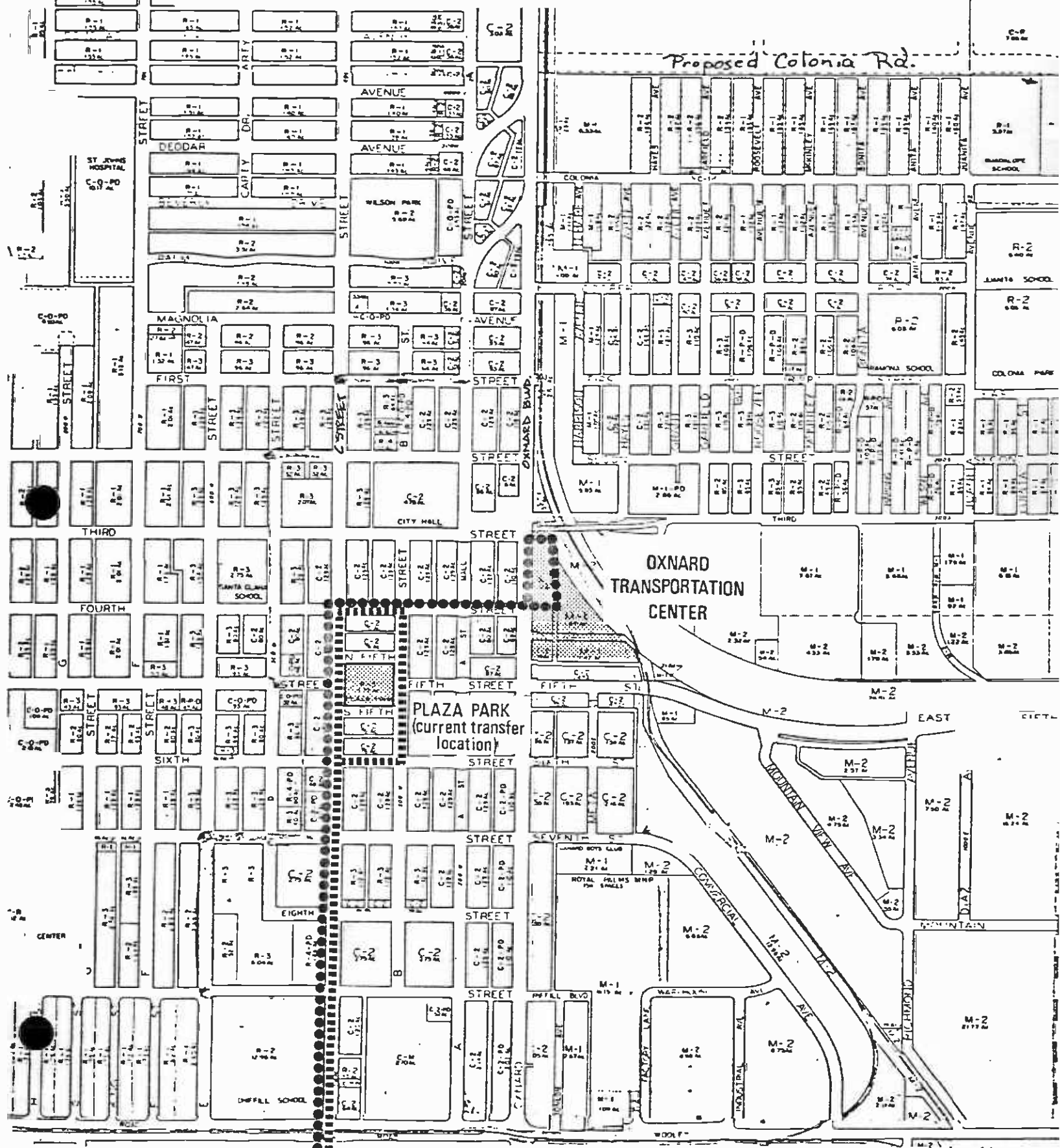
OXNARD  
TRANSPORTATION  
CENTER

PLEASANT VALLEY-PLAZA PARK

■■■■■■■■■■ Current Route

●●●●●●●● Proposed Route

# CENTRAL OXNARD



Proposed Colonia Rd.

OXNARD  
TRANSPORTATION  
CENTER

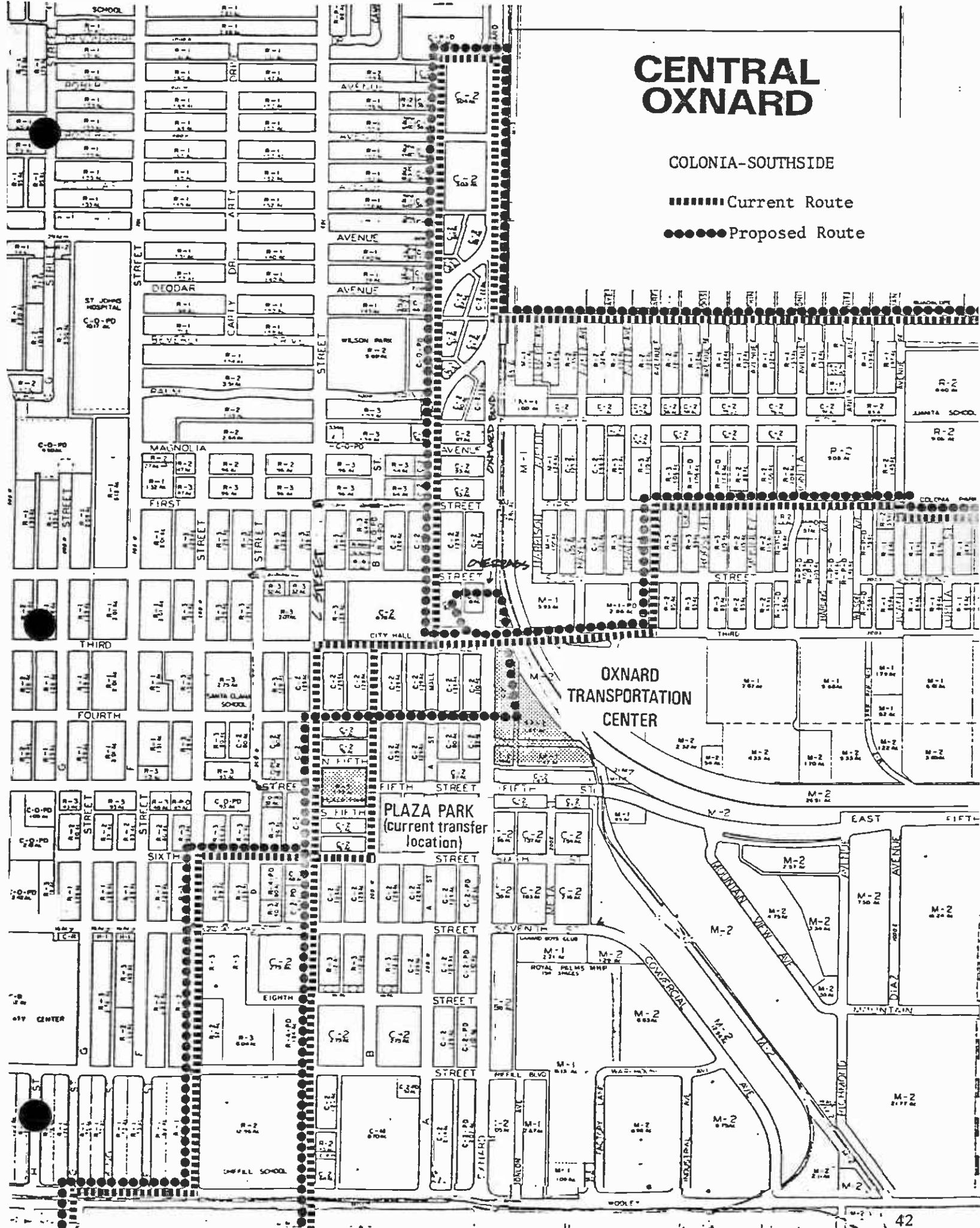
PLAZA PARK  
(current transfer  
location)

# CENTRAL OXNARD

COLONIA-SOUTHSIDE

■■■■■ Current Route

●●●●● Proposed Route

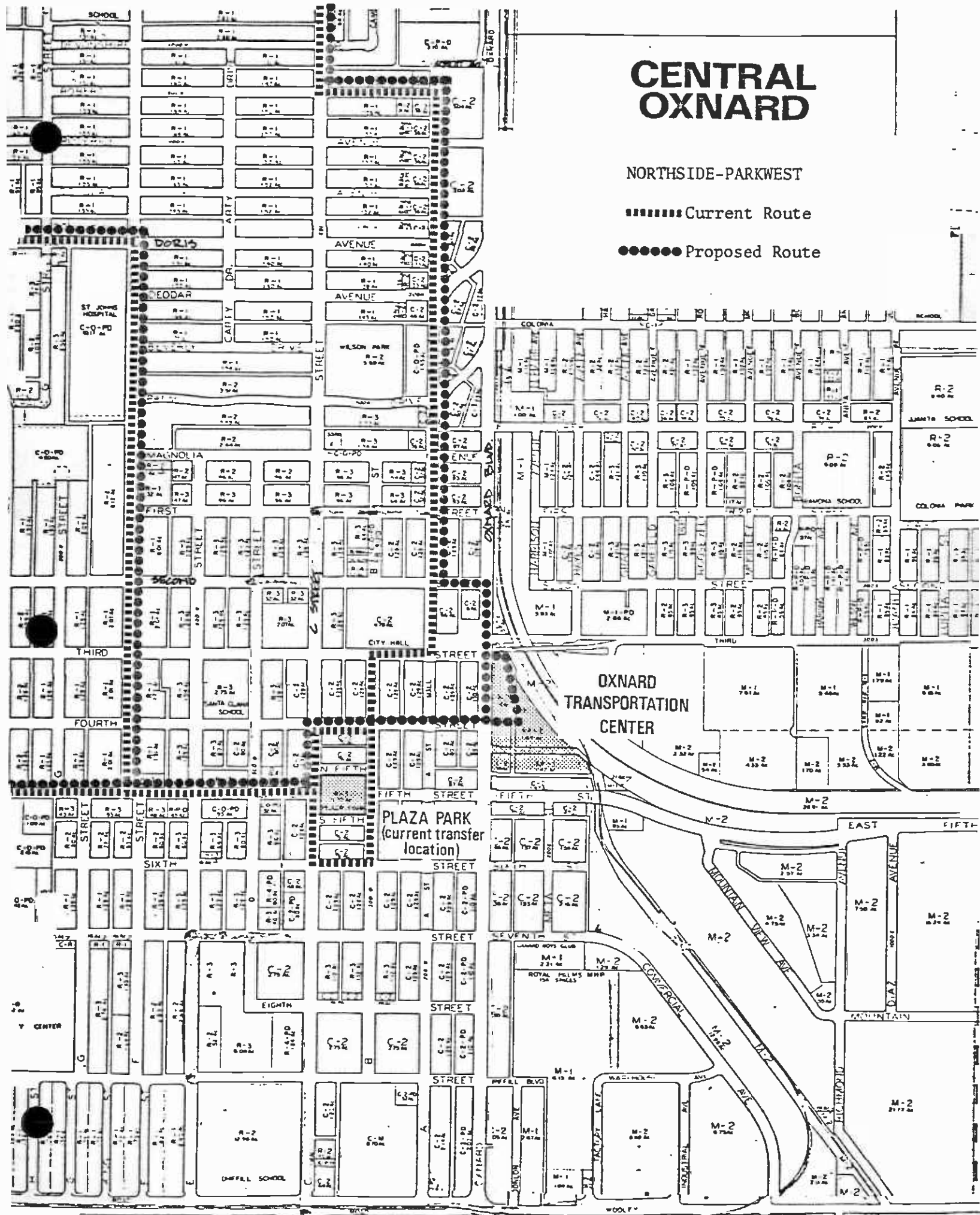


# CENTRAL OXNARD

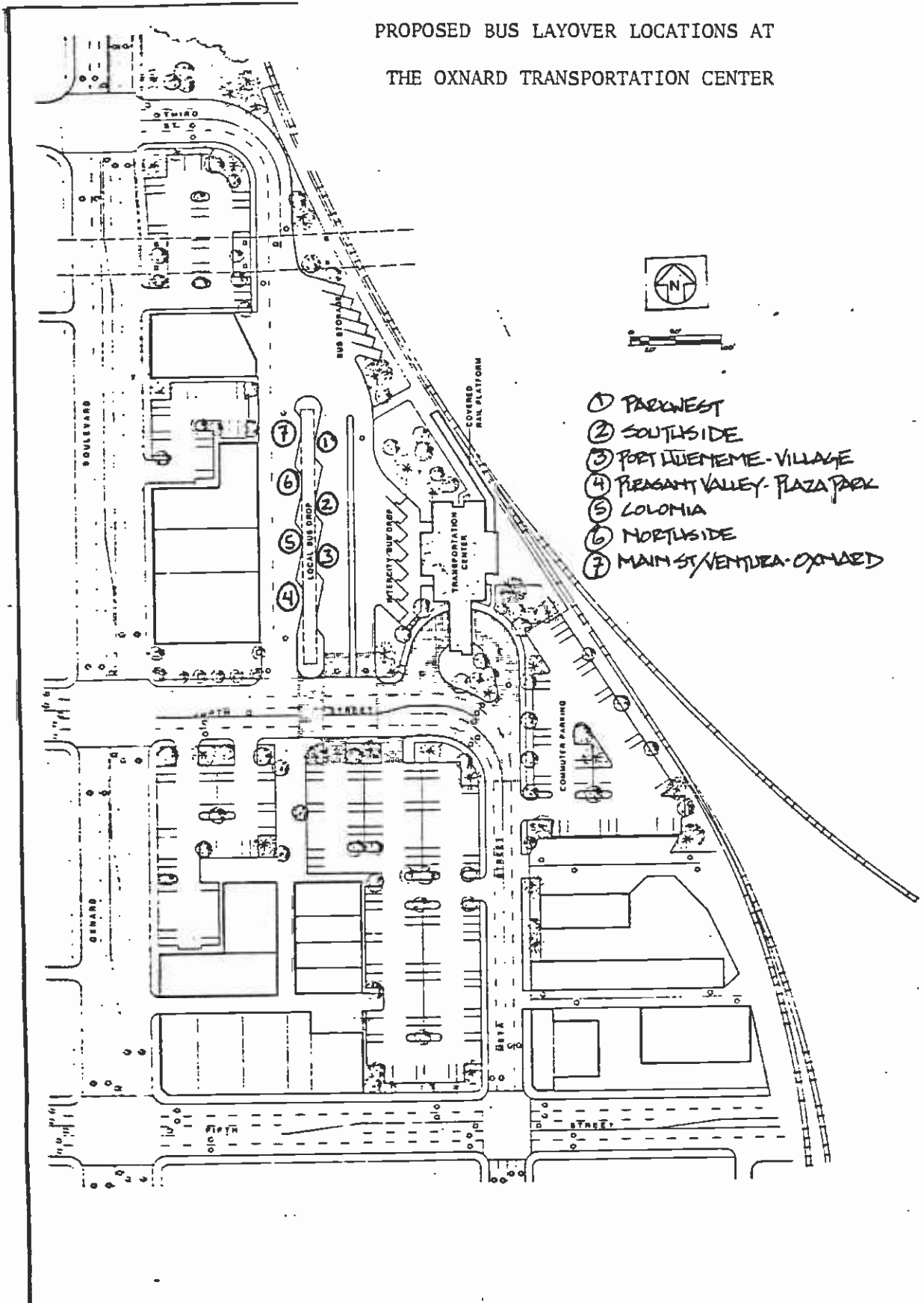
NORTHSIDE-PARKWEST

Current Route

Proposed Route



PROPOSED BUS LAYOVER LOCATIONS AT  
THE OXNARD TRANSPORTATION CENTER



- ① PADWEST
- ② SOUTHSIDE
- ③ FORT WENEME-VILLAGE
- ④ PLEASANT VALLEY-PLAZA PARK
- ⑤ LOLOMIA
- ⑥ NORTHSIDE
- ⑦ MAIN ST/VENTURA-OXNARD

PROPOSED CONCEPT PLAN  
Oxnard Transportation Center

IV. PROPOSALS FOR SELECTED  
SERVICE REDUCTIONS IN FY 83/84



Service Proposal: ELIMINATION OF ALL SUNDAY SERVICES  
AND THE COLONIA ONLY BUS

- A) Description of the Proposed Service: In order to provide a full range of service alternatives to the SCAT Board of Directors, staff has developed a proposal calling for the elimination of selected transit operations in FY 83/84. Proposed for termination is the remaining portion of SCAT's Sunday service program, which was previously reduced by 33% in the July 1982 service changes. Additionally, the existing bus operating only on the Colonia segment of the Colonia-Southside route would be eliminated. These actions would produce significant cost savings in the 1983/84 fiscal year.
- B) Proposed Route Changes: This proposal would result in the termination of the following Sunday operations: Port Hueneme-Village, Colonia-Southside and Ojai/Main St/Oxnard. In addition, the Colonia only bus currently running on weekdays would be cut, resulting in a doubling of headways to 30 minutes on this route. These service changes would mean the loss of all public transportation services in western Ventura County on Sundays.
- C) Proposed Schedule Changes: The elimination of the Colonia only bus and all Sunday operations would produce significant reductions in annual vehicle service hours and bus operator pay hours. Termination of Sunday services would reduce annual service hours by 3,462.5, while operator pay hours would decline by 3,878. Elimination of the Colonia only bus would mean 2,977 fewer service hours and 3,334 bus operator pay hours. The proposed service eliminations would collectively reduce service and operator hours by 6,439 and 7,212, respectively for the 1983/84 fiscal year.
- D) Projected Service Mileage: Termination of Sunday operations would mean a reduction of 47,530 annual service miles in FY 83/84. The elimination of the Colonia only bus would cause an additional loss of 28,964 service miles. Collectively, the proposed service cuts would result in 76,494 fewer service miles in the 1983/84 fiscal year.
- E) Projected Marginal Cost: The projected annual savings produced by the proposed service reductions is approximately \$164,546. Of this figure \$92,843 is attributable to the termination of Sunday operations, with the remaining \$71,703 resulting from the loss of the Colonia only bus.
- F) Comments: The 20% service reduction of July 1982 eliminated all non-policy based services exhibiting unacceptably low levels of operational performance. SCAT has already "trimmed the fat" from its service program, leaving only a minimal transit operation for the people of western Ventura County. Therefore, any further service reductions made at this time would seriously impair the mobility of those who must depend upon public transportation.

In the past three years SCAT has raised fares on two occasions and reduced services by approximately 20%. These actions resulted in massive ridership losses, and as of this writing the system has yet to recover even a small portion of these former patrons. In light of this situation, it is the definite opinion of staff that another service reduction in FY 83/84 would only accelerate the trend toward declining ridership. Such an action would deliver a crippling blow to the transit system and cause irreparable harm to relations with an already disgruntled group of bus users. Therefore, staff cannot emphasize too strongly the need to hold service levels intact for the 1983/84 fiscal year.

SUMMARY OF THE  
SERVICE PROPOSALS

## SUMMARY OF THE SERVICE PROPOSALS

The alternative service proposals presented in this report may be divided into four sections: 1) status quo service; 2) reinstatement of selected operations terminated in July 1982; 3) modifications to existing services; and 4) elimination of selected services.

The status quo alternative represents a continuation of existing transit services in FY 83/84 with no route or schedule modifications. Proposals for the reestablishment of terminated operations examine the costs associated with the resumption of operations on the El Rio-Northmont and Pierpont-Loma Vista routes as well as various weekend services. The third group of proposals analyzes a number of modifications to existing routes designed to increase operational efficiency and attract a larger commuter ridership. Finally, the service reduction proposals project the potential cost savings resulting from the elimination of several lines operating on Sundays.

Accompanying the service proposals are staff comments analyzing the merits of each activity. Staff feels it inappropriate to offer recommendations on several of the proposals due to the fact that policy issues are involved. However, it is strongly suggested that consideration be given to the following service modifications:

- 1) Establishment of direct peak hour service between Santa Paula and Ventura via Telegraph Road
- 2) Modification of the Telegraph-Saticoy route to provide peak hour service on Telephone Road (This proposal can be implemented only if the Santa Paula-Ventura service via Telegraph Road is established.)
- 3) Realignment of the Santa Paula-Wells Center route in the City of Santa Paula
- 4) Realignment of Oxnard routes at such time as the Transportation Center is complete

The table presented on the following page summarizes the projected marginal costs of the proposed service alternatives.

MARGINAL COST ANALYSIS  
OF ALTERNATIVE FY 83/84 SERVICE MODIFICATIONS

PROPOSED SERVICE MODIFICATION	PROJECTED MARGINAL COST	ADDITIONAL COST/(COST SAVINGS) AS COMPARED TO STATUS QUO SERVICE LEVEL
1) REINSTITUTION OF THE EL RIO-NORTHMONT ROUTE	\$ 92,551	\$ 92,551
2) REINSTITUTION OF THE PIERPONT-LOMA VISTA ROUTE	85,870	85,870
3) REINSTITUTION OF SATURDAY SANTA PAULA-WELLS CENTER SERVICE	19,226	19,226
4) REINSTITUTION OF SUNDAY PLEASANT VALLEY-BEACH SERVICE	16,908	16,908
5) REINSTITUTION OF SUNDAY BRISTOL-TELEPHONE SERVICE	16,264	16,264
6) REINSTITUTION OF SUNDAY NORTHSIDE-PARKWEST SERVICE	15,022	15,022
7) MODIFICATION OF SANTA PAULA-WELLS CENTER TO PROVIDE AM/PM PEAK HOUR EXPRESS SERVICE TO VENTURA VIA 126 FREEWAY	97,048	(769)
8) MODIFICATION OF SANTA PAULA-WELLS CENTER TO PROVIDE AM/PM PEAK HOUR EXPRESS SERVICE TO VENTURA VIA TELEGRAPH ROAD	93,904	(3,913)
9) MODIFICATION OJAI-THOMPSON TO EXTEND SERVICE IN CITY OF OJAI	213,971	(17,483)
10) REALIGNMENT SANTA PAULA-WELLS CENTER WITHIN CITY OF SANTA PAULA	100,218	2,401
11) REALIGNMENT TELEGRAPH-SATICOY IN EASTERN PORTION CITY OF VENTURA	101,406	1,071
12) MODIFICATION OF TELEGRAPH-SATICOY TO PROVIDE AM/PM PEAK HOUR EXPRESS SERVICE ALONG TELEPHONE ROAD	102,708	2,373
13) ESTABLISHMENT OF WEEKDAY PEAK PERIOD SERVICE TO EL RIO AREA INCLUDING ESPLANADE, WAGON WHEEL PLAZA & RIO MESA HIGH SCHOOL	47,660	47,660
14) REALIGNMENT OF MAIN ST/VENTURA-OXNARD, PT HUENEME-VILLAGE, COLONIA-SOUTHSIDE, NORTHSIDE-PARKWEST & PLEASANT VALLEY-PLAZA PK ROUTES TO SERVE OXN TRANSPORTATION CENTER (6-1 TO 6-30-84 ONLY)	567	567
15) ELIMINATION OF ALL SUNDAY OPERATIONS	(92,843)	(92,843)
16) ELIMINATION OF THE COLONIA ONLY SERVICE	(71,703)	(71,703)

APPENDIX A  
WORKSHEETS FOR  
MARGINAL COST  
PROJECTIONS

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: PORT HUENEME-VILLAGE STATUS QUO SERVICE LEVEL

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								10,931.64
Pay Hours								12,732.67
Vehicle Miles								121,843.1

1. <u>12,732.67</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	<u>\$ 126,435.41</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>39,511.07</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>121,843.1</u> miles	<u>73,836.92</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>121,843.1</u> miles	<u>8,967.65</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>3</u> )	<u>35,896.41</u>
6. _____ Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on <u>3</u> holidays)	<u>                    </u>
GRAND TOTAL	<u>\$ 284,647.46</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	_____
Saturdays	<u>52</u>	6-Day Week Annualized	_____
Sundays	<u>50</u>	7-Day Week Annualized	_____

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT  
FY 83/84 Operations

PROJECT: PLEASANT VALLEY-BEACH STATUS QUO SERVICE LEVEL

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								3,619
Pay Hours								3,948.7
Vehicle Miles								54,507.6

1. <u>3,948.7</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>39,210.59</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>12,253.31</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>54,507.6</u> miles	<u>33,031.61</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>54,507.6</u> miles	<u>4,011.76</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>1</u> )	<u>10,298.97</u>
6. _____ Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (for work performed on 3 holidays)	
GRAND TOTAL	\$ <u>98,806.24</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	_____
Saturdays	<u>52</u>	6-Day Week Annualized	_____
Sundays	<u>-</u>	7-Day Week Annualized	_____



INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: COLONIA-SOUTHSIDE STATUS QUO SERVICE LEVEL

DATE 12/20/82

	Daily Except Sat. & Sun.							Annual Total
	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	
Vehicle Hours								11,204.01
Pay Hours								12,340.17
Vehicle Miles								113,775.9

1. <u>12,340.17</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>122,537.89</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>38,293.09</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>113,775.9</u> miles	<u>68,948.20</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>113,775.9</u> miles	<u>8,373.91</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>3</u> )	<u>35,896.41</u>
6. _____ Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on <u>3</u> holidays)	<u>                    </u>
GRAND TOTAL	\$ <u>274,049.50</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	_____
Saturdays	<u>52</u>	6-Day Week Annualized	_____
Sundays	<u>50</u>	7-Day Week Annualized	_____

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: NORTHSIDE-PARKWEST STATUS QUO SERVICE LEVEL

DATE 12/20/82

	Daily Except Sat. & Sun.							Annual Total
	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	
Vehicle Hours								6,555.97
Pay Hours								7,251.33
Vehicle Miles								75,509.6

- |   |                             |
|---|-----------------------------|
| 1. <u>7,251.33</u> Operator Pay Hours @ \$ <u>9.93</u> per hour   | \$ <u>72,005.71</u>         |
| 2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1   | <u>22,501.78</u>            |
| 3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>75,509.6</u> miles  | <u>45,758.82</u>            |
| 4. Liability Insurance @ <u>7.36</u> ¢ x <u>75,509.6</u> miles  | <u>5,557.51</u>             |
| 5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>2</u> )                   | <u>20,597.94</u>            |
| 6. _____ Operator Pay Hours @ \$ <u>24.83</u> per hour<br>(For work performed on 3 holidays (Included in #1)) | _____                       |
| <b>GRAND TOTAL</b>  | <b>\$ <u>166,421.76</u></b> |

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	_____
Saturdays	<u>52</u>	6-Day Week Annualized	_____
Sundays	<u>-</u>	7-Day Week Annualized	_____

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: PLEASANT VALLEY-PLAZA PARK STATUS QUO SERVICE LEVEL

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual .. Total
Vehicle Hours								3,117.41
Pay Hours								3,391.52
Vehicle Miles								34,181

1. <u>3,391.52</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>33,677.79</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>10,524.31</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>34,181</u> miles	<u>20,713.69</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>34,181</u> miles	<u>2,515.72</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>1</u> )	<u>8,565.81</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (For work performed on <u>3</u> holidays (Included in #1))	<u>                        </u>
GRAND TOTAL	\$ <u>75,997.32</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>                </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>                </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>                </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: MAIN ST/VENTURA-OXNARD STATUS QUO SERVICE LEVEL

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								22,894.88
Pay Hours								24,980.62
Vehicle Miles								294,786

1. <u>24,980.62</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>248,057.56</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>77,517.99</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>294,786</u> miles	<u>178,640.32</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>294,786</u> miles	<u>21,696.25</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>6</u> )	<u>61,793.82</u>
5. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on <u>3</u> holidays)	<u>                        </u>
GRAND TOTAL	\$ <u>587,705.94</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>                </u>
Saturdays	<u>52</u>	6-Day Week Annualized	<u>                </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>                </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

DATE 12/20/82

PROJECT: BRISTOL-TELEPHONE STATUS QUO SERVICE LEVEL

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								3,748.36
Pay Hours								4,319
Vehicle Miles								66,373.2

1. <u>4,319</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>42,887.67</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>13,402.40</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>66,373.2</u> miles	<u>40,222.16</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>66,373.2</u> miles	<u>4,885.07</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ <u>12,000.00</u> /yr. per bus (No. of buses <u>1</u> )	<u>10,298.97</u>
6. _____ Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on <u>3</u> holidays)	<u>                    </u>
GRAND TOTAL	<u>11,696.27</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>          </u>
Saturdays	<u>52</u>	6-Day Week Annualized	<u>          </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>          </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT  
FY 83/84 Operations

PROJECT: TELEGRAPH-SATICOY STATUS QUO SERVICE LEVEL

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								3,671.36
Pay Hours								4,240
Vehicle Miles								51,170.4

1. <u>4,240</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>42,103.20</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>13,157.25</u>
3. Direct Maintenance Cost: <u>60.60¢</u> x <u>51,170.4</u> miles	<u>31,009.26</u>
4. Liability Insurance @ <u>7.36¢</u> x <u>51,170.4</u> miles	<u>3,766.14</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ <u>12,000.00/yr.</u> per bus (No. of buses <u>1</u> )	<u>10,298.97</u>
6. _____ Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on 3 holidays)	<u>                    </u>
GRAND TOTAL	\$ <u>100,334.82</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	_____
Saturdays	<u>52</u>	6-Day Week Annualized	_____
Sundays	<u>-</u>	7-Day Week Annualized	_____

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: OJAI-THOMPSON STATUS QUO SERVICE LEVEL

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								8,085.92
Pay Hours								9,248.53
Vehicle Miles								132,900.9

1. <u>9,248.53</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>91,837.90</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>28,699.34</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>132,900.9</u> miles	<u>80,537.95</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>132,900.9</u> miles	<u>9,781.51</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>2</u> )	<u>20,597.94</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on <u>3</u> holidays)	<u>                    </u>
GRAND TOTAL	\$ <u>231,454.64</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>          </u>
Saturdays	<u>52</u>	6-Day Week Annualized	<u>          </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>          </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: SANTA PAULA-WELLS CENTER STATUS QUO SERVICE LEVEL

DATE 12/20/82

	Daily Except Sat. & Sun.							Annual Total
	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	
Vehicle Hours								3,418.5
Pay Hours								3,812.67
Vehicle Miles								58,210.5

1. <u>3,812.67</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>37,859.81</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>11,831.19</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>58,210.5</u> miles	<u>35,275.56</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>58,210.5</u> miles	<u>4,284.29</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>1</u> )	<u>8,565.81</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on 3 holidays)	<u>        </u>
GRAND TOTAL	\$ <u>97,816.66</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>        </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>        </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>        </u>



INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: OJAI/MAIN ST/OXNARD STATUS QUO SERVICE LEVEL (SUNDAYS ONLY)

DATE 12/20/82

	Daily Except Sat. & Sun.							Annual Total
	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	
Vehicle Hours								1,755.27
Pay Hours								1,937
Vehicle Miles								28,230

1. <u>1,937</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>19,234.41</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>6,010.75</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>28,230</u> miles	<u>17,107.38</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>28,230</u> miles	<u>2,077.73</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>3</u> )	<u>4,999.50</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on 3 holidays)	<u>                        </u>
GRAND TOTAL	\$ <u>49,429.77</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>        </u>	5-Day Week Annualized	<u>        </u>
Saturdays	<u>        </u>	6-Day Week Annualized	<u>        </u>
Sundays	<u>50</u>	7-Day Week Annualized	<u>        </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: SCHS SPECIAL STATUS QUO SERVICE LEVEL (175 School Days Only)

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								172.02
Pay Hours								510.42
Vehicle Miles								2,240

1. <u>510.42</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>5,068.47</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>1,583.90</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>2,240</u> miles	<u>1,357.44</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>2,240</u> miles	<u>164.86</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>1</u> )	<u>5,832.75</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (For work performed on 3 holidays) N/A	<u>                        </u>
GRAND TOTAL	\$ <u>14,007.42</u>

Indicate Number of Annual:

Weekdays	<u>175</u>	5-Day Week Annualized	<u>        </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>        </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>        </u>

Check Below:

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: REINSTATEMENT OF MON-SAT. EL RIO-NORTHMONT SERVICE AS OPERATED DURING FY81/82

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								3,757.44
Pay Hours								4,208.33
Vehicle Miles								40,324.5

1. <u>4,208.33</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>41,788.72</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>13,058.98</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>40,324.5</u> miles	<u>24,436.65</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>40,324.5</u> miles	<u>2,967.88</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>1</u> )	<u>10,298.97</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (Including #1) (For work performed on <u>3</u> holidays)	<u>                    </u>
GRAND TOTAL	\$ <u>92,551.20</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>          </u>
Saturdays	<u>52</u>	6-Day Week Annualized	<u>          </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>          </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT  
FY 83/84 Operations

PROJECT: REINSTATEMENT OF MON-FRI. PIERPONT-LOMA VISTA SERVICE AS OPERATED DURING FY 81/82

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								2,933.9
Pay Hours								3,285.97
Vehicle Miles								50,731.8

1. <u>3,285.97</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>32,629.68</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>10,196.78</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>50,731.8</u> miles	<u>30,743.47</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>50,731.8</u> miles	<u>3,733.86</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>1</u> )	<u>8,565.81</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on <u>3</u> holidays)	<u>                    </u>
GRAND TOTAL	\$ <u>85,869.60</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>        </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>        </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>        </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: REINSTATEMENT OF SATURDAY SERVICE ON SANTA PAULA-WELLS CENTER ON CURRENT  
FY 82/83 ROUTE

DATE 12/20/82

	Daily Except Sat. & Sun.							Annual Total
	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	
Vehicle Hours								650.0
Pay Hours								728.0
Vehicle Miles								11,778.0

1. 728 Operator Pay Hours @ \$ 9.93 per hour \$ 7,229.04
  2. Operators' Fringe Benefits - 31.25 % of Item #1 2,259.08
  3. Direct Maintenance Cost: 60.60 ¢ x 11,778 miles 7,137.47
  4. Liability Insurance @ 7.36¢ x 11,778 miles 866.86
  5. Depreciation: \$ 33.33 a day or \$ 12,000.00/yr. per bus (No. of buses 1) 1,733.16
  6.          Operator Pay Hours @ \$ 24.83 per hour (N/A)  
 (For work performed on 3 holidays)
- GRAND TOTAL \$ 19,225.61

Indicate Number of Annual: Check Below:

Weekdays	<u>        </u>	5-Day Week Annualized	<u>        </u>
Saturdays	<u>52</u>	6-Day Week Annualized	<u>        </u>
Sundays	<u>        </u>	7-Day Week Annualized	<u>        </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: REINSTATEMENT OF SUNDAY SERVICE ON PLEASANT VALLEY-BEACH AS OPERATED DURING FY81/82

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								633.5
Pay Hours								709.5
Vehicle Miles								8,820

1. <u>709.5</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>7,045.34</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>2,201.67</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>8,820</u> miles	<u>5,344.92</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>8,820</u> miles	<u>649.15</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>1</u> )	<u>1,666.50</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour N/A (For work performed on <u>3</u> holidays)	<u>                    </u>
GRAND TOTAL	\$ <u>16,907.58</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>        </u>	5-Day Week Annualized	<u>        </u>
Saturdays	<u>        </u>	6-Day Week Annualized	<u>        </u>
Sundays	<u>    50    </u>	7-Day Week Annualized	<u>        </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: REINSTATEMENT OF SUNDAY SERVICE ON BRISTOL-TELEPHONE AS OPERATED DURING FY81/82  
 (Except for inclusion of Mervyn's service)

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								500
Day Hours								560
Vehicle Miles								10,740

a. <u>560</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>5,560.80</u>
b. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>1,737.75</u>
c. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>10,740</u> miles	<u>6,508.44</u>
d. Liability Insurance @ <u>7.36</u> ¢ x <u>10,740</u> miles	<u>790.46</u>
e. Depreciation: \$ <u>33.33</u> a day or \$ <u>12,000.00</u> /yr. per bus (No. of buses <u>1</u> )	<u>1,666.50</u>
f. <u>          </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (For work performed on <u>3</u> holidays) N/A	<u>                  </u>
GRAND TOTAL	<u>\$ 16,263.95</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>-</u>	5-Day Week Annualized	<u>          </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>          </u>
Sundays	<u>50</u>	7-Day Week Annualized	<u>          </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: REINSTATEMENT OF SUNDAY SERVICES ON NORTHSIDE-PARKWEST AS OPERATED DURING FY81/82

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								604.15
Pay Hours								676.65
Vehicle Miles								6,675

1. <u>676.65</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>6,719.13</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>2,099.73</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>6,675</u> miles	<u>4,045.05</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>6,675</u> miles	<u>491.28</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>1</u> )	<u>1,666.50</u>
5. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour <sup>N/A</sup> (For work performed on 3 holidays)	<u>                    </u>
GRAND TOTAL	\$ <u>15,021.69</u>

Indicate Number of Annual:

Check Below:

Weekdays	_____	5-Day Week Annualized	_____
Saturdays	_____	6-Day Week Annualized	_____
Sundays	<u>50</u>	7-Day Week Annualized	_____



INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: ELIMINATION OF THE COLONIA ONLY BUS

DATE 12/27/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								2,976.83
Pay Hours								3,334.05
Vehicle Miles								28,963.9

1. <u>3,334.05</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>33,107.12</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>10,345.98</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>28,963.9</u> miles	<u>17,552.12</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>28,963.9</u> miles	<u>2,131.74</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ <u>12,000.00/yr.</u> per bus (No. of buses <u>1</u> )	<u>8,565.81</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (For work performed on <u>3</u> holidays) (Included in #1)	<u>                    </u>
GRAND TOTAL	\$ <u>71,702.77</u>

Indicate Number of Annual:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>          </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>          </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>          </u>

Check Below:

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT  
FY 83/84 Operations

PROJECT: MODIFICATION OF THE SANTA PAULA- WELLS CENTER ROUTE TO ESTABLISH AM/PM EXPRESS SERVICE TO VENTURA VIA 126 FREEWAY

DATE 12/22/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								3,418.5
Pay Hours								3,812.67
Vehicle Miles								57,079.7

1. <u>3,812.67</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>37,859.81</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>11,831.19</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>57,079.7</u> miles	<u>34,590.30</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>57,079.7</u> miles	<u>4,201.07</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ <u>12,000.00</u> /yr. per bus (No. of buses <u>1</u> )	<u>8,565.81</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (Included in #1) (For work performed on <u>3</u> holidays)	<u>                        </u>
GRAND TOTAL	\$ <u>97,048.18</u>

Indicate Number of Annual: Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>                </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>                </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>                </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT  
FY 83/84 Operations

PROJECT: MODIFICATION OF THE SANTA PAULA-WELLS CENTER ROUTE TO ESTABLISH AM/PM EXPRESS SERVICE TO VENTURA VIA TELEGRAPH ROAD

DATE 12/22/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								3,418.5
Pay Hours								3,812.67
Vehicle Miles								52,453.7

1. <u>3,812.67</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>37,859.81</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>11,831.19</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>52,453.7</u> miles	<u>31,786.94</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>52,453.7</u> miles	<u>3,860.59</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ <u>12,000.00</u> /yr. per bus (No. of buses <u>1</u> )	<u>8,565.81</u>
6. _____ Operator Pay Hours @ \$ <u>24.83</u> per hour (For work performed on 3 holidays (Included in #1))	<u>                    </u>
GRAND TOTAL	\$ <u>93,904.34</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	_____
Saturdays	<u>-</u>	6-Day Week Annualized	_____
Sundays	<u>-</u>	7-Day Week Annualized	_____

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: MODIFICATION OF SANTA PAULA-WELLS CENTER ROUTE TO REINSTATE SERVICE TO SANTA BARBARA ST. AND DEAN DRIVE

DATE 12/20/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								3,418.5
Pay Hours								3,812.67
Vehicle Miles								61,744.25

1. <u>3,812.67</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>37,859.81</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>11,831.19</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>61,744.25</u> miles	<u>37,417.02</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>61,744.25</u> miles	<u>4,544.38</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>    </u> )	<u>8,565.81</u>
6. <u>    </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (For work performed on <u>3</u> holidays)	<u>    </u>
GRAND TOTAL	\$ <u>100,218.21</u>

Indicate Number of Annual:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>    </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>    </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>    </u>

Check Below:

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: MODIFICATION OF THE TELEGRAPH-SATICOY ROUTE

DATE 12/21/82

	Daily Except Sat. & Sun.							Annual Total
	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	
Vehicle Hours								3,671.36
Pay Hours								4,240
Vehicle Miles								52,746.3

1. <u>4,240</u> Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ <u>42,103.20</u>
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	<u>13,157.25</u>
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>52,746.3</u> miles	<u>31,964.26</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>52,746.3</u> miles	<u>3,882.13</u>
5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>1</u> )	<u>10,298.97</u>
6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour (For work performed on <u>3</u> holidays (Included in #1))	<u>                        </u>
GRAND TOTAL	\$ <u>101,405.81</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>        </u>
Saturdays	<u>52</u>	6-Day Week Annualized	<u>        </u>
Sundays	<u>        </u>	7-Day Week Annualized	<u>        </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: MODIFICATION OF TELEGRAPH-SATICOY TO ESTABLISH AM/PM PEAK HOUR ROUTE DEVIATION  
SERVICE ALONG TELEPHONE ROAD

DATE 12/24/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								3,671.36
Pay Hours								4,240
Vehicle Miles								54,662.1

1. 4,240 Operator Pay Hours @ \$ 9.93 per hour \$ 42,103.20
  2. Operators' Fringe Benefits - 31.25 % of Item #1 13,157.25
  3. Direct Maintenance Cost: 60.60 ¢ x 54,662.1 miles 33,125.23
  4. Liability Insurance @ 7.36 ¢ x 54,662.1 miles 4,023.13
  5. Depreciation: \$ 33.33 a day or \$ 12,000.00/yr. per bus (No. of buses       ) 10,298.97
  6.        Operator Pay Hours @ \$ 24.83 per hour  
 (For work performed on 3 holidays (Included in #1)
- GRAND TOTAL \$ 102,707.78

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>          </u>
Saturdays	<u>52</u>	6-Day Week Annualized	<u>          </u>
Sundays	<u>          </u>	7-Day Week Annualized	<u>          </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT  
 FY 83/84 Operations

PROJECT: MODIFICATION OF OJAI-THOMPSON TO EXTEND SERVICE IN THE CITY OF OJAI

DATE 12/22/82

	Daily Except Sat. & Sun.			Saturday	Annual	Sunday	Annual	Annual Total
	School Days	School Holidays	Annual					
Vehicle Hours								8,085.92
Pay Hours								9,248.53
Vehicle Miles								129,471

- |  |                      |
|--|----------------------|
| 1. <u>8,085.92</u> Operator Pay Hours @ \$ <u>9.93</u> per hour  | \$ <u>80,293.19</u>  |
| 2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1  | 25,091.62            |
| 3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>129,571</u> miles                                      | <u>78,459.43</u>     |
| 4. Liability Insurance @ <u>7.36</u> ¢ x <u>129,471</u> miles  | <u>9,529.07</u>      |
| 5. Depreciation: \$ <u>33.33</u> a day or \$ 12,000.00/yr. per bus (No. of buses <u>2</u> )            | <u>20,597.94</u>     |
| 6. <u>        </u> Operator Pay Hours @ \$ <u>24.83</u> per hour<br>(For work performed on 3 holidays) | <u>        </u>      |
| GRAND TOTAL  |                      |
|  | <u>\$ 213,971.25</u> |

Indicate Number of Annual:

Check  
Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>        </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>        </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>        </u>

INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: ESTABLISHMENT OF WEEKDAY PEAK HOUR SERVICE TO EL RIO, WAGON WHEEL PLAZA, THE ESPLANADE  
AND RIO MESA HIGH SCHOOL

DATE 12/27/82

Daily Except Sat. & Sun.

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								1,285
Pay Hours								1,927.5
Vehicle Miles								20,560

1. 1,927.5 Operator Pay Hours @ \$ 9.93 per hour \$ 19,140.08
  2. Operators' Fringe Benefits - 31.25 % of Item #1 5,981.28
  3. Direct Maintenance Cost: 60.60¢ x 20,560 miles 12,459.36
  4. Liability Insurance @ 7.36¢ x 20,560 miles 1,513.22
  5. Depreciation: \$ 33.33 a day or \$ 12,000.00/yr. per bus (No. of buses 1) 8,565.81
  6.            Operator Pay Hours @ \$ 24.83 per hour  
(For work performed on 3 holidays (Included in #1)
- GRAND TOTAL \$ 47,659.75

Indicate Number of Annual:

Check Below:

Weekdays	<u>257</u>	5-Day Week Annualized	<u>          </u>
Saturdays	<u>-</u>	6-Day Week Annualized	<u>          </u>
Sundays	<u>-</u>	7-Day Week Annualized	<u>          </u>



INCREMENTAL COST OPERATION

SOUTH COAST AREA TRANSIT

FY 83/84 Operations

PROJECT: MODIFICATION OF MAIN ST./VENTURA-OXNARD, PORT HUENEME-VILLAGE, PLEASANT VALLEY-PLAZA PARK, COLONIA-SOUTHSIDE AND NORTHSIDE-PARKWEST TO RELOCATE TRANSFER POINT TO Daily Except Sat. & Sun. OXNARD TRANSPORTATION CENTER (6/1/84 - 6/30/84 ONLY)

DATE 12/22/82

	School Days	School Holidays	Annual	Saturday	Annual	Sunday	Annual	Annual Total
Vehicle Hours								NO CHANGE
Pay Hours								NO CHANGE
Vehicle Miles								834.9

1. _____ Operator Pay Hours @ \$ <u>9.93</u> per hour	\$ _____
2. Operators' Fringe Benefits - <u>31.25</u> % of Item #1	_____
3. Direct Maintenance Cost: <u>60.60</u> ¢ x <u>834.9</u> miles	<u>505.95</u>
4. Liability Insurance @ <u>7.36</u> ¢ x <u>834.9</u> miles	<u>61.45</u>
5. Depreciation: \$ 33.33 a day or \$ 12,000.00/yr. per bus (No. of buses _____).	_____
6. _____ Operator Pay Hours @ \$ <u>24.83</u> per hour (For work performed on <u>3</u> holidays)	_____
GRAND TOTAL	<u>\$ 567.40</u>

Indicate Number of Annual:

Check Below:

Weekdays	<u>21</u>	5-Day Week Annualized	_____
Saturdays	<u>5</u>	6-Day Week Annualized	_____
Sundays	<u>4</u>	7-Day Week Annualized	_____