

From Public Transit Metrics to Sustainability

James (Jim) Hunter

*Golden Empire Transit District
Chair, Board of Directors
Bakersfield, CA*



Bus & Paratransit Conference



Outline

- A Board Member's View
 - Organization & Community
 - Organizational Performance
 - Environmental & Economic Community Impact
 - Sustainability
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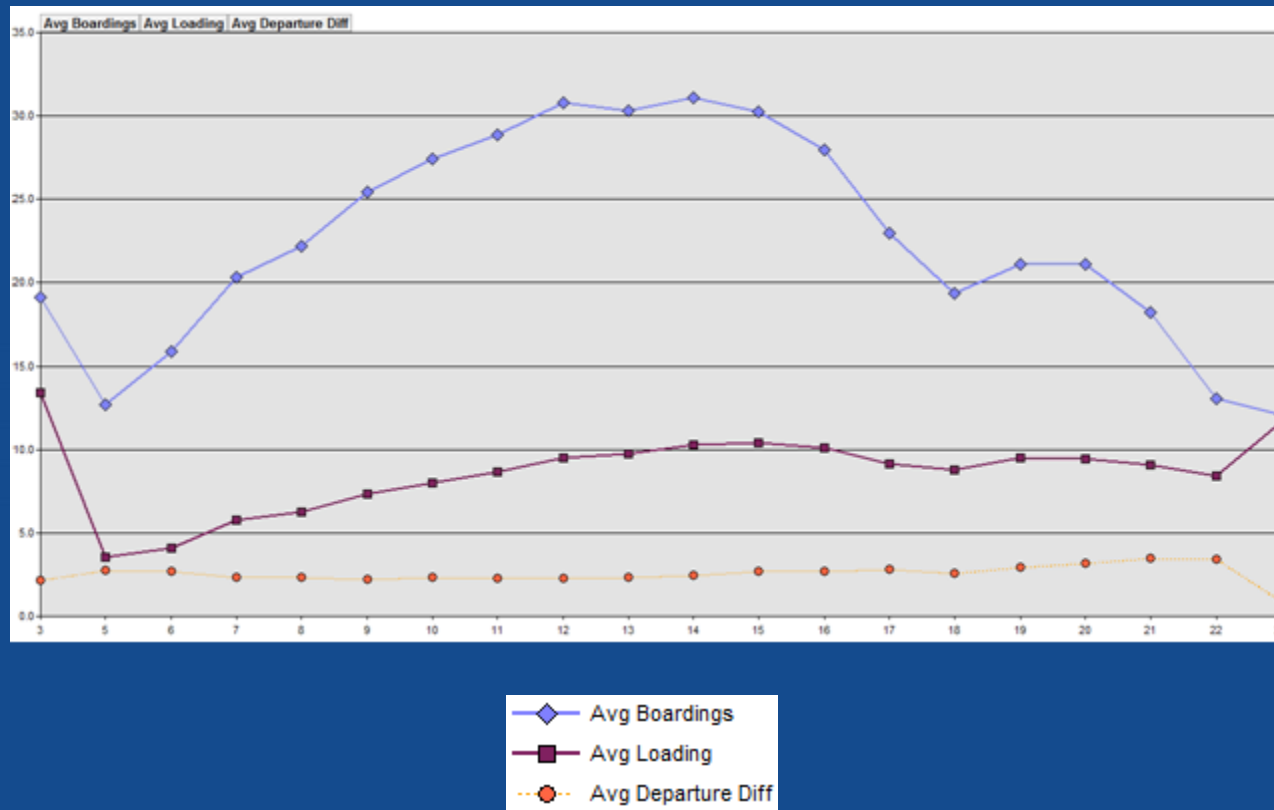
Ridership & Metrics

Quarterly Report- Motor Bus								
Golden Empire Transit								
<div><div><div><div><div><div></div><div></div><div></div><div></div><div></div></div><div></div></div><div>3rd Quarter Jan/Feb/Mar</div></div><div><div><div></div><div></div><div></div><div></div><div></div></div><div>WINTER</div></div></div><div><div><div></div><div></div><div></div><div></div><div></div></div><div>2016-17</div></div></div>								
	3rd Quarter Current Year	3rd Quarter Previous Year	% Change	FY Total To Date	Benchmark	FY Total To Date Previous Year	% Change	
RIDERSHIP								
Revenue Unlinked Passenger Trips	1,235,461	1,293,491	-4.5%	3,754,993		3,965,586	-5.3%	
Total Unlinked Passenger Trips	1,281,037	1,352,099	-5.3%	3,921,164		4,155,250	-5.6%	
MILEAGE								
Total Scheduled Vehicle Revenue Miles	984,440	960,225	2.5%	2,959,435		2,890,433	2.4%	
Total Scheduled Vehicle Miles	1,049,079	1,023,036	2.5%	3,154,037		3,079,496	2.4%	
Total Actual Vehicle Revenue Miles	977,423	959,085	1.9%	2,940,957		2,886,341	1.9%	
Total Actual Vehicle Miles	1,042,062	1,021,896	2.0%	3,135,559		3,075,404	2.0%	
HOURS								
Vehicle Revenue Hours	77,671	76,080	2.1%	233,606		229,036	2.0%	
Total Vehicle Hours	80,205	78,525	2.1%	241,236		236,424	2.0%	
OPERATING DAYS (Service Level)								
#Weekdays	65	64	1.6%	193		193	0.0%	
# Saturdays	12	14	-14.3%	41		41	0.0%	
# Sundays	13	13	0.0%	38		39	-2.6%	
TOTAL	90	91	-1.1%	272		273	-0.4%	
REVENUE								
Farebox	\$571,346	\$631,585	-9.5%	\$1,738,005		\$1,906,510	-8.8%	
Passes	\$536,085	\$527,369	1.7%	\$1,479,769		\$1,619,777	-8.6%	
IKEA	\$26,180	\$25,630	2.1%	\$79,145		\$79,805	-0.8%	
Advertising	\$0	\$16,184	-100.0%	\$145,000		\$68,093	112.9%	
TOTAL REVENUE	\$1,133,611	\$1,200,768	-5.6%	\$3,441,919		\$3,674,186	-6.3%	
ID Cards	\$209	\$149	40.3%	\$527		\$486	8.4%	
NET OPERATING EXPENSES								
Administrative	\$1,222,152	\$1,019,670	19.9%	\$3,427,386		\$2,841,184	20.6%	
Operations	\$2,898,501	\$2,812,184	3.1%	\$8,658,392		\$8,486,983	2.0%	
Vehicle Maintenance	\$1,785,183	\$1,188,771	50.2%	\$5,047,107		\$4,452,650	13.4%	
Marketing	\$279,999	\$231,427	21.0%	\$748,727		\$781,280	-4.2%	
Non-Vehicle Maintenance	\$351,259	\$251,070	39.9%	\$919,097		\$830,050	10.7%	
TOTAL	\$6,537,094	\$5,503,122	18.8%	\$18,800,709		\$17,392,147	8.1%	

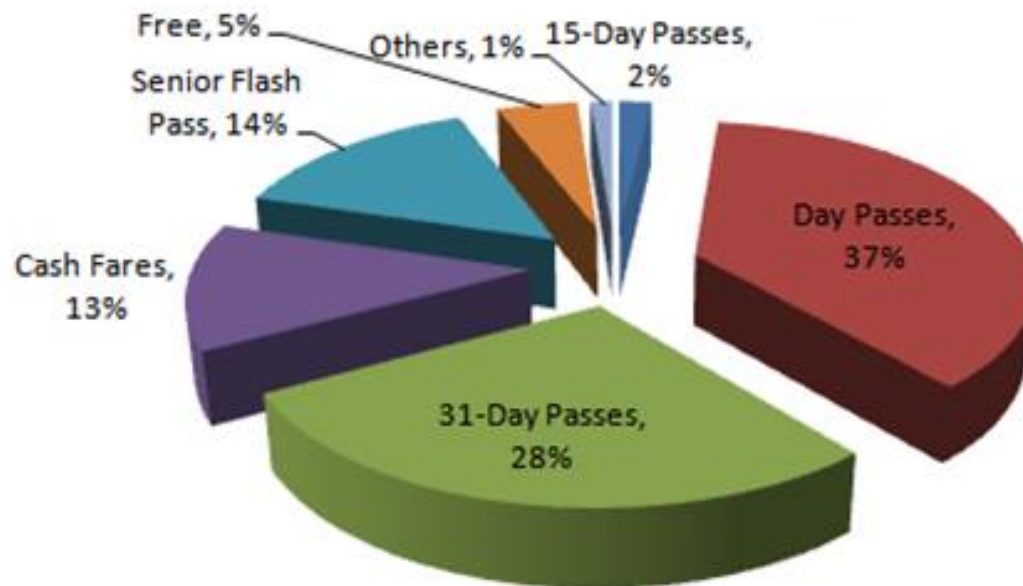
Ridership & Metrics, cont'd

PERFORMANCE METRICS	3rd Quarter Current Year	3rd Quarter Previous Year	% Change	FY Total To Date	Benchmark	FY Total To Date Previous Year	% Change
Revenue/Vehicle Revenue Mile	\$1.16	\$1.25	-7.2%	\$1.17		\$1.27	-7.9%
Revenue/Vehicle Revenue Hour	\$14.60	\$15.78	-7.5%	\$14.73		\$16.04	-8.2%
Revenue/Unlinked Passenger Trip	\$0.88	\$0.89	-1.1%	\$0.88		\$0.88	0.0%
Revenue/Cost Ratio	17.34%	21.82%	-20.5%	18.31%	20%+	21.13%	-13.3%
Passenger Trips/Mile-All Days	1.31	1.41	-7.1%	1.33	1.83	1.44	-7.6%
Unlinked Pass Trips/Rev Mile-Wkdys	1.37	1.48	-7.4%	1.40		1.51	-7.3%
Unlinked Pass Trips/Rev Mile-Sat	1.17	1.25	-6.4%	1.19		1.30	-8.5%
Unlinked Pass Trips/Rev Mile-Sun	0.90	0.99	-9.1%	0.94		1.02	-7.8%
Unlinked Pass Trips/ Rev Hour-Wkdys	17	19	-10.5%	18		19	-5.3%
Unlinked Pass Trips/ Rev Hour-Sat	14	15	-6.7%	15		16	-6.3%
Unlinked Pass Trips/ Rev Hour-Sun	11	12	-8.3%	12		13	-7.7%
Unlinked Pass Trips/Rev Hour-All Days	16	18	-11.1%	17	24	18	-5.6%
Unlinked Pass Trips/Weekday	16,880	17,780	-5.1%	17,170		18,105	-5.2%
[Unlinked Pass Trips/Weeknight]	1,088	1,118	-2.7%	1,156		1,199	-3.6%
Unlinked Pass Trips/Saturday	8,506	8,836	-3.7%	8,527		9,143	-6.7%
Unlinked Pass Trips/Sunday	6,291	6,957	-9.6%	6,783		7,337	-7.6%
Unlinked Revenue Pass Trips/Day	13,727	14,214	-3.4%	13,805		14,526	-5.0%
Unlinked Rev Trips/Unlinked Total Trips	0.96	0.96	0.0%	0.96		0.95	1.1%
Cost /Passenger Mile	\$1.42	\$1.13	25.7%	\$1.34	\$1.11	\$1.17	14.5%
Oper. Expense/Total Vehicle Mile	\$6.27	\$5.39	16.3%	\$6.00		\$5.66	6.0%
Oper. Expense/Vehicle Revenue Mile	\$6.69	\$5.74	16.6%	\$6.39	\$8.62	\$6.03	6.0%
Oper. Expense/Vehicle Revenue Hour	\$81.50	\$70.08	16.3%	\$77.93	\$111.76	\$73.56	5.9%
Oper. Expense/Unlinked Passenger Trip	\$5.10	\$4.07	25.3%	\$4.79	\$5.11	\$4.19	14.3%
Subsidy/Unlinked Passenger Trip	\$4.22	\$3.18	32.7%	\$3.92		\$3.30	18.8%
Collisions/1000 Vehicle Miles	0.026	0.036	-27.8%	0.025		0.028	-10.7%
Passenger Incidents/1000 Vehicle Miles	0.065	0.067	-3.0%	0.067		0.071	-5.6%
% Missed Trips	0.285	0.263	8.4%	0.267	.75 or less	0.314	-15.0%
Complaints/1000 Unlinked PassTrips	0.04	0.00	0.0%	0.036		0.00	0.0%
Average Speed (MPH)	13	13	0.0%	13		13	0.0%
Miles/Major Mechanical Failures	13,711	16,752	-18.2%	15,295		14,107	8.4%
Miles/Total System Failures	9,924	14,393	-31.0%	11,159	10,000+	11,103	0.5%

Average Boardings & Loadings By Hour



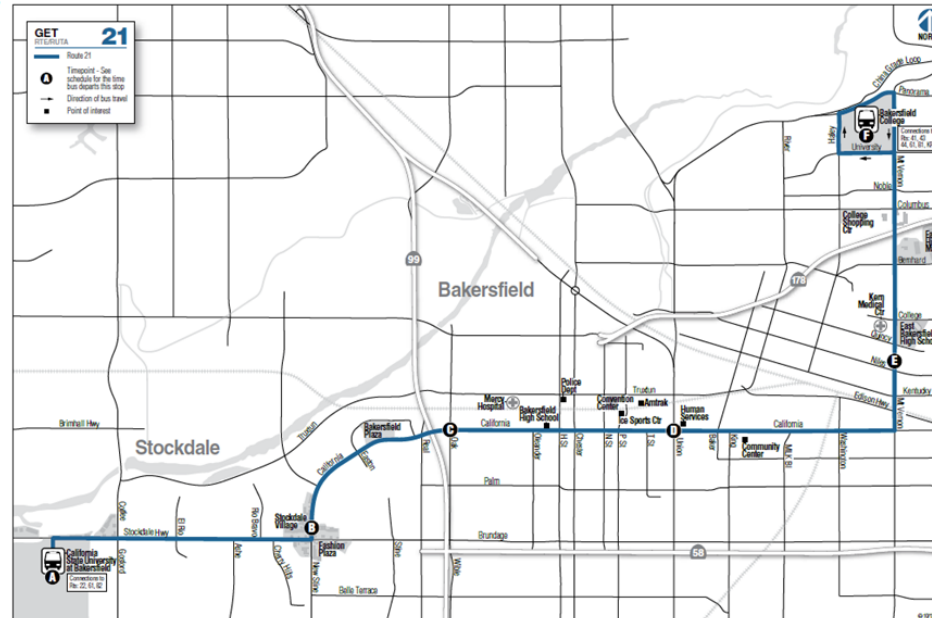
Boardings By Fare Type



Data generated by farebox software

Route Snapshot

ROUTE 21 CSUB/Bakersfield College



ROUTE FACTS

LENGTH: 12.6
WKDY RV MLS: 1428.8
SAT RV MILES: 607.6
SUN RV MILES: 607.6
PSNGRS/WKDY: 2297
PSNGRS/SAT: 948

PSNGRS/SUN: 743
WKDY RV HRS: 114.40
SAT RV HRS: 50.05
SUN RV HRS: 50.05
AV WKDY SPEED: 12.5
WKDY HEADWAY: 15/30
SAT HEADWAY: 30
SUN HEADWAY: 30
MAX # BUSES
 Mon-Fri: 8
 Sat/Sun: 4

SPAN OF SERVICE

Wkdys: 557-2255
Sat: 630-1926
Sun: 630-1926
Holidays: 642-1926

ROUTE DESCRIPTION

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

PRODUCTIVITY

PASSGRS PER MILE
 Wkdys: 1.6
 Sat: 1.6
 Sun: 1.4
PASSGRS PER HOUR
 Wkdys: 20
 Sat: 19
 Sun: 15

SUBSIDY PER PSGR
 Wkdys: \$3.24
 Sat: \$3.44
 Sun: \$4.24

OP. RATIO
 Wkdys: 0.19
 Sat: 0.18
 Sun: 0.16

MISSED TRIPS

TOTAL:
 Mech: 42
 Driver: 2
 Wrg Way: 2
 Traffic: 0
 Train: 9
 Passgr: 14
 Accdnt: 2
 Drop Off: 23
 Behind: 20
 Misc: 7
Total Trips: 27,357

PASSENGER LOADING

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

Avg trip length: 3.04

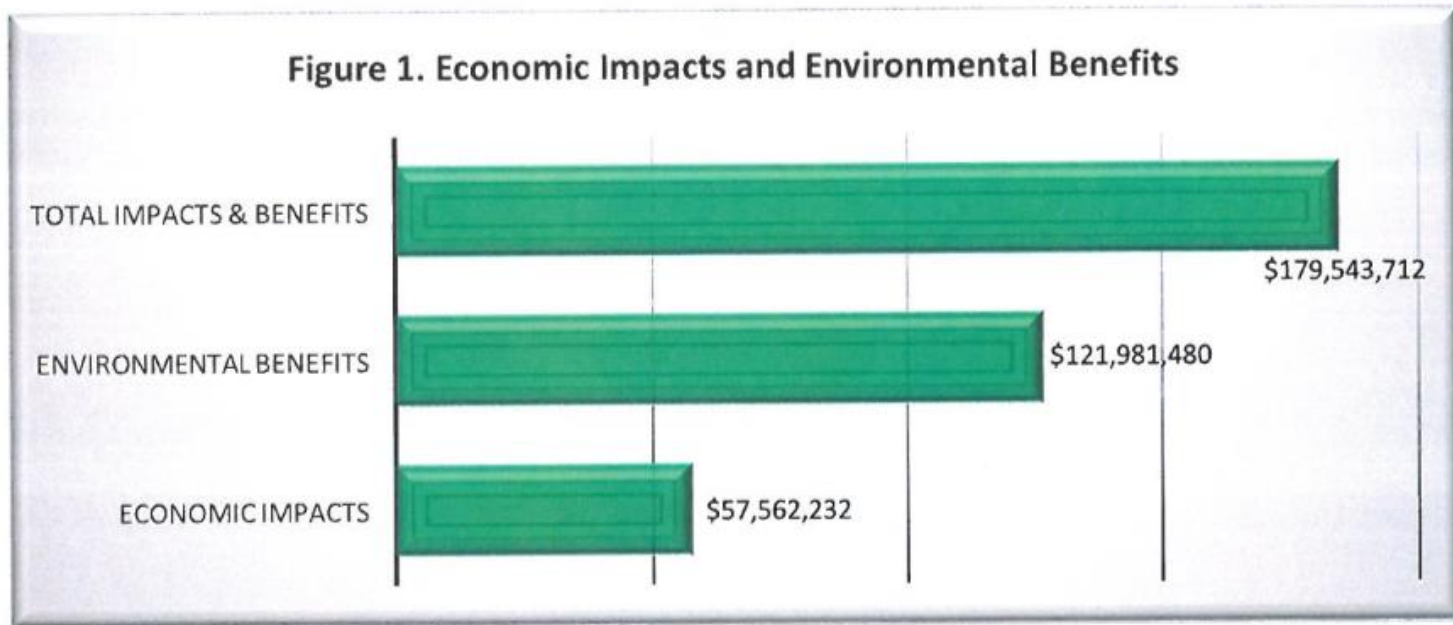
Economic & Environmental Contributions of Golden Empire Transit District

Executive Summary

This study quantifies economic impacts and environmental benefits of the Golden Empire Transit District (hereafter, GET) serving the Bakersfield Metropolitan Area (hereafter, BMA), which covers an area of 160 square miles and has a population 473,348. The GET operates with a labor force of 332 full-time equivalent, an active fleet of 88 buses plus 19 GET-A-Lift buses, which are all fueled with clean burning, compressed natural gas. Analyzing the most recent published data, this study concludes that the GET makes significant contributions to the local economy.

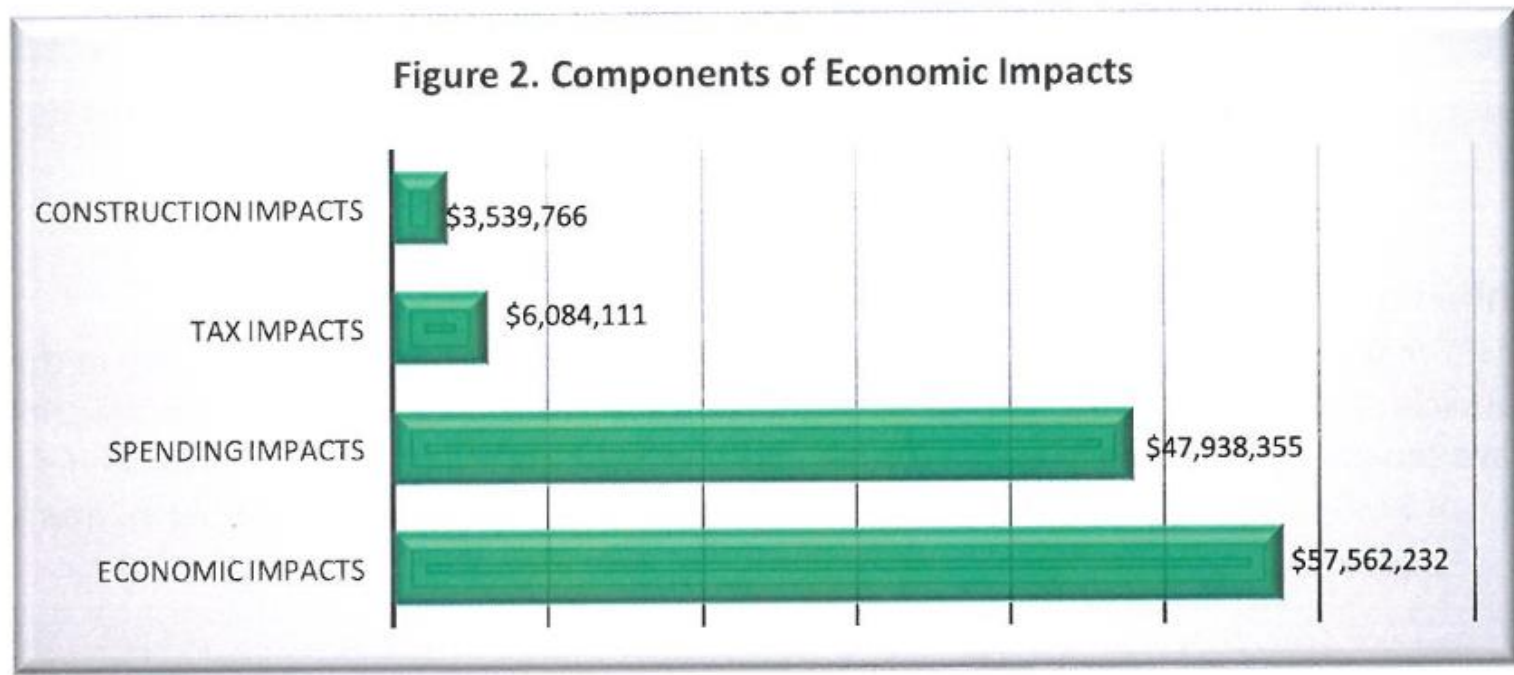
Economic Impacts & Environmental Benefits

- ✓ Altogether, GET's \$31 million in operating expenses and construction outlays generate \$58 million of economic impacts and \$122 million of environmental benefits for a total of \$180 million. Thus, for every \$1.00 the GET spends and invests, the BMA gains \$5.79 in return.



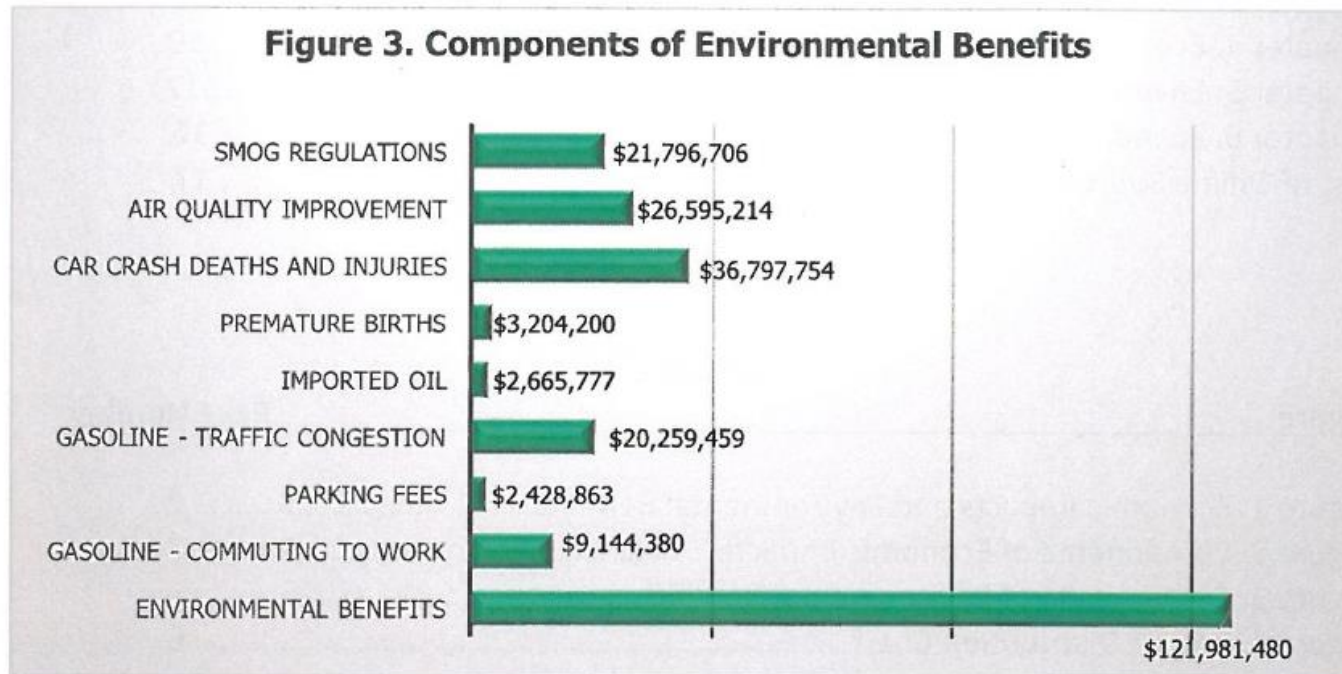
Components of Economic Impact

- ✓ GET's economic impacts of \$58 million consist of \$48 million of spending impacts, \$6 million of tax impacts, and \$4 million of construction impacts.



Components of Environmental Benefits

- ✓ GET's environmental benefits of \$122 million consist of \$9.1 million of saving gasoline from commuting to work, \$2 million of saving parking fees from commuting to work, \$20 million of saving gasoline from traffic congestion, \$3 million of saving from oil imports, \$3 million of saving from premature births, \$37 million of saving from car crash deaths and injuries, \$27 million of saving from air quality improvement, and \$22 million of saving from smog regulations



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Contact: Jhunter@GETBus.org



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