SHORT RANGE TRANSIT PLAN

FY 23/24 - FY 27/28

September 2023

v2 2/2024

Golden Empire Transit District Board of Directors

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A five-member Board of Directors governs Golden Empire Transit District. Two members are appointed by the Bakersfield City Council, two members are appointed by the Kern County Board of Supervisors, and one member is appointed at-large by the four other Board members. GET coordinates with City of Bakersfield, the County of Kern, and the Kern Council of Governments.

GET bus
GOLDEN EMPIRE TRANSIT DISTRICT

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GET was formed in July 1973 and is the primary public transportation provider for the Bakersfield Urbanized Area. It is the largest public transit system within a 110 mile radius. The District's legal boundary includes all of the area within the Bakersfield city limits as well as adjacent unincorporated areas.

GET serves 16 routes, operating 7 days a week and transporting more than 6 million passengers each year with its fixed-route buses. In addition, GET operates 21 compressed natural gas GET-A-Lift buses.

For more information, visit
www.getbus.org or call 661-324-9874

EXECUTIVE SUMMARY

INTRODUCTION

The Short Range Transit Plan (SRTP) is the primary planning document which guides the routine decisions associated with operating a public transit system. This document is updated annually to chart the course of the agency over a five-year period. Updating the plan annually reveals deficiencies in the current service and suggests improvements to the public transit service. In the midst of these planning efforts, the COVID-19 pandemic of 2020 caused major national and global disruption with the closures of businesses, schools, and entertainment venues and the enforcement of national and statewide public health policies. In March 2020, the adverse effects of COVID-19 on GET's ridership peaked. The COVID-19 pandemic and the resulting secondary impacts on the Bakersfield urbanized area's economy, employment, and day-to-day life warranted GET to change course to immediately support the region's post COVID-19 pandemic recovery efforts. Moreover, the objective of the Plan is to achieve the District's goals by following the Mission Statement, which appears below.

MISSION STATEMENT:

We make life better by connecting people to places one ride at a time.

This SRTP has seven chapters:

- Chapter 1 provides an overview of the system
- Chapter 2 outlines standards for system performance and service evaluation
- Chapter 3 describes route performance and existing service
- Chapter 4 summarizes previous service revisions
- Chapter 5 provides the recommended service plan
- Chapter 6 covers the financial and capital plans
- Chapter 7 contains a glossary of terms for reference.

OVERVIEW OF THE SYSTEM

The Golden Empire Transit District (GET) was formed in July 1973 and is the primary public transportation provider for the Bakersfield Urbanized Area. (The Kern County Transit system, operated by the County of Kern serves the community of Lamont, which is part of the Bakersfield Urbanized Area, as defined by the Census Bureau.) It is the largest public transit system within a 110-mile radius. The District's legal boundary includes all of the area within the Bakersfield city limits as well as adjacent unincorporated areas. The area within the District's legal boundaries is 160 square miles. According to 2020 ACS, the population of the District is approximately 554,569. The area within .75 miles of a fixed route is approximately 111 square miles.

The District operates 14 fixed routes, 1 limited route, and 1 express route. Service is provided from approximately 6:00AM to 11:00PM Monday through Friday, 7:00AM to 7:00PM on Saturdays, and 7:00AM to 7:00PM on Sundays. Twelve routes provide weekday evening service. Sunday service is provided on

fourteen routes. Weekday headways range from 15 minutes to 60 minutes, except for route 92, which operates every two hours. District also provides a variety of On-Demand services including, paratransit transportation for ADA-eligible persons, general microtransit service, and non-emergency medical transport (NEMT). Starting July 2022, GET has been designated the Consolidated Transportation Service Agency (**CTSA**) and provides demand response service for low-income seniors and persons with disabilities in the greater Bakersfield area.

SERVICE & PERFORMANCE STANDARDS

Standards for service evaluation provide an objective basis to make the requisite decisions for sustained operation. The District uses performance analysis to: a) determine where service expansion would be most productive, b) make service adjustments when necessary, and c) develop the annual budget and budget management. Performance standards for fixed routes are discussed under the following three categories: Service Design, Operating, and Economic/Social/Environmental. Additionally, Special Services are those that do not conform to the characteristics of the regular services provided and require separate evaluation criteria.

The following guidelines are utilized to make decisions regarding service planning:

- Services should be designed in a manner which maximizes the seamless connectivity between all routes, modes and systems. In this context seamless means that the passenger should not be discouraged from making a trip because of perceived barriers related to: 1) physical connections, 2) timed transfers, 3) fare payment, or 4) information services.
- The system-wide transit operating speed (as measured by total Annual Revenue Miles divided by Total Annual Revenue Hours) should increase each year or at the very least should never drop below the 2010 baseline.
- Transit service should be designed in a manner that allows it to have a meaningful impact on regional air quality and support achievement toward greenhouse gas-reduction targets.
- Transit should be designed in a manner that supports healthy lifestyles by fostering a pedestrian and bicycle - friendly environment.
- Transit service should be financially sustainable over all time periods.
- Transit planning should be conducted in collaboration with cities and the County in order to integrate transit and land use planning decisions.

SERVICE ANALYSES

Fixed Route Service Analysis

FY 2022-23 was the tenth fiscal year for the route system that was implemented in October 2012. Beginning in FY 2017-18 data from Automatic Passenger Counters (APC's) was used as the official source of ridership. The District received approval from the Federal Transit Administration (FTA) to use this source when reporting ridership and passenger mile data for the National Transit Database (NTD). The District must apply for re-certification every three years. The previous source of ridership data was from the Genfare GFI fareboxes. Data from the fareboxes will continue to be used to review ridership by fare category. APC units typically report higher ridership than farebox data and have shown to be more accurate. Therefore, ridership data for FY 2017-18 is significantly higher than previous years. Fixed route ridership as reported by the APC units in FY 2022-23 was 3.13 million boardings compared to 3.09 million boardings as reported in FY 2021-22. Total boardings since FY 75/76 are shown on the following pages.

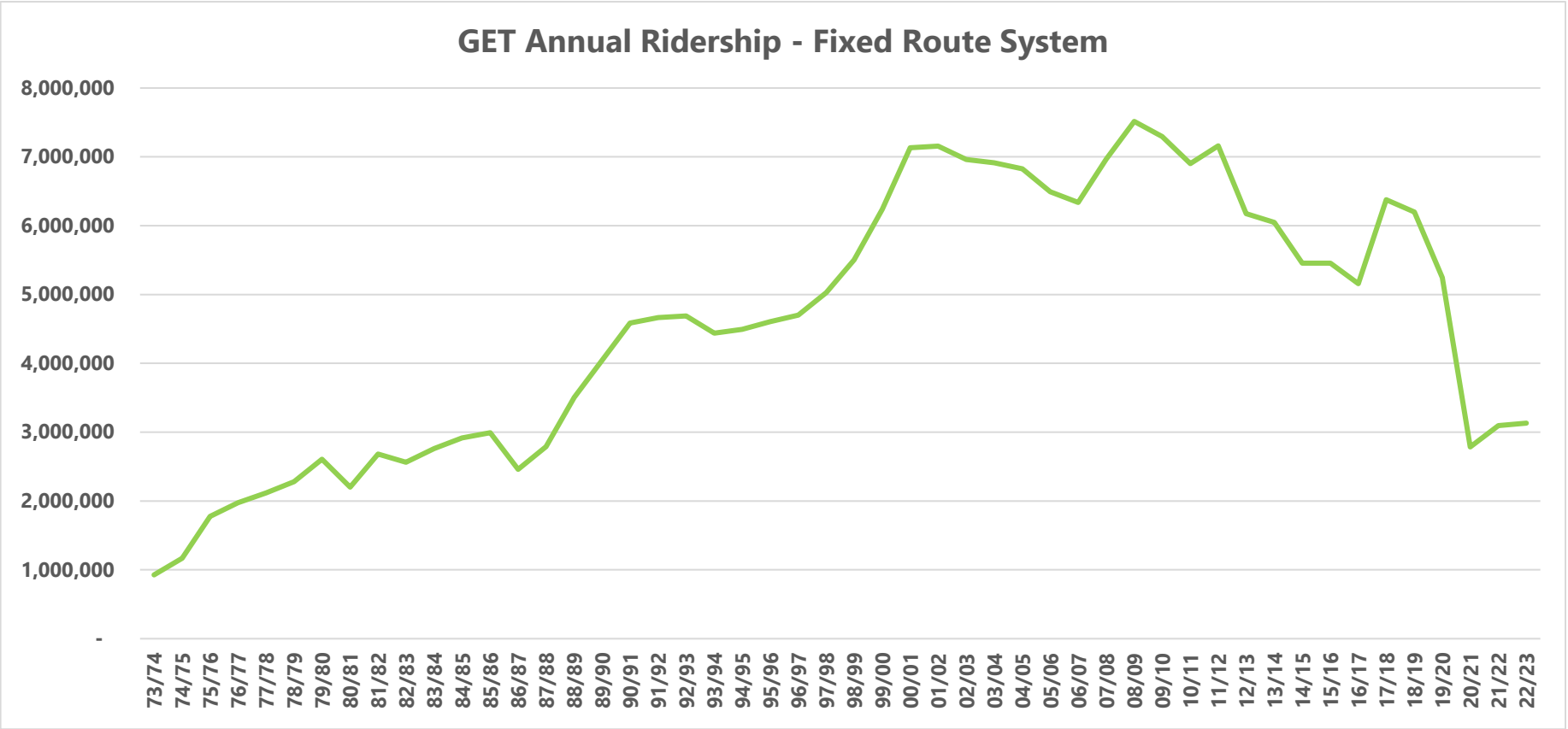


Figure ES- 1 GET Historical Total Ridership. Data reported from APC units beginning in FY 2017-2018.

Weekdays averaged 9,734 riders per day and Saturday ridership averaged 7,261 per day. Sunday service averaged 6,364 boardings per day. As of February 6, 2022, the District has been unable to provide evening service (e.g. service past 7PM).

Almost 1.03 million boardings were related to Passes, which accounts for 33% of total boardings. Full fare ($1.65) cash rides increased 2%, accounting for 6% of all boardings. The Reduced cash fare ($.80) increased by 3%. The Regular 31-Day Pass category accounts for 8% of total ridership and was introduced at the beginning of FY 2010-11. Free boardings were 3% of the total. The proportion of revenue passenger boardings was 95%.

Comparison data for FY 2022-23 and FY2021-22 are shown in the follow tables.

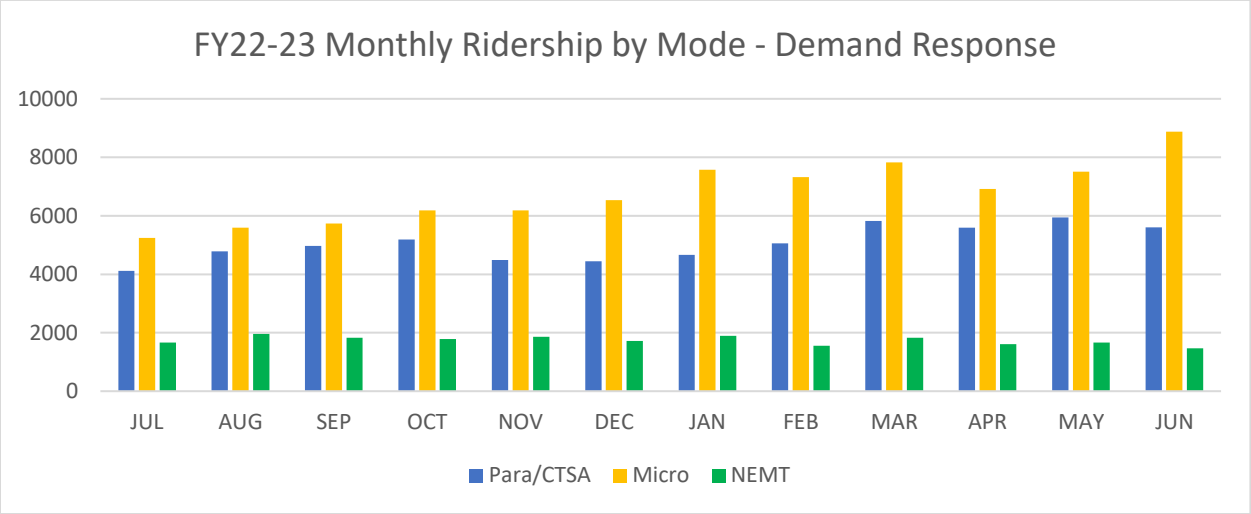
Fixed Route	FY 2022-23	FY 2021-22	% Change
RIDERSHIP			
Revenue Unlinked Passenger Trips	2,980,936	2,587,152	15%
Total Unlinked Passenger Trips	3,142,449	3,094,249	2%
MILEAGE			
Total Scheduled Vehicle Revenue Miles	2,769,388	3,026,459	-8%
Total Scheduled Vehicle Miles	2,971,613	3,243,216	-8%
Total Actual Vehicle Revenue Miles	2,739,056	2,913,459	-6%
Total Actual Vehicle Miles	2,941,282	3,115,251	-6%
HOURS			
Actual Vehicle Revenue Hours	216,767	234,887	-8%
Actual Total Vehicle Hours	224,620	243,337	-8%
OPERATING DAYS (Service Level)			
# Weekdays	255	257	-0.4%
# Saturdays	58	54	0.0%
# Sundays	50	52	0.0%
TOTAL	363	363	-0.3%
REVENUE			
Farebox	$1,434,903	$1,660,649	-14%
Passes	$1,250,582	$1,002,235	25%
IKEA	$118,418	$107,959	10%
Advertising	$906,637	$1,401,921	-35%
Fixed Route REVENUE (Farebox, Passes, IKEA, Advertising)	$3,710,539	$4,172,764	-11%
Misc. Income	$7,236,317	$21,456,567	-66%
TOTAL REVENUE	$10,946,856	$25,629,331	-57%
NET OPERATING EXPENSES			
Administrative	$6,526,059	$8,353,742	-22%
Operations	$12,613,518	$12,906,879	-2%
Vehicle Maintenance	$8,519,731	$7,276,446	17%
Marketing	$1,387,275	$1,245,494	11%
Non-Vehicle Maintenance	$1,933,649	$1,927,725	0%
TOTAL	$30,980,232	$31,710,286	-2%
INCIDENTS			
Vandalism	24	16	50%
Misc. Incidents	739	816	-9%
Collisions	83	79	5%
[Preventable Collisions]	35	33	6%
Passenger Incidents	144	161	-11%
[Preventable Passenger Incidents]	29	7	314%
COMPLAINTS			
# Complaints	237	153	55%
MISSED SERVICE			
# Reports	419	359	17%
SYSTEM FAILURES			
Major Mechanical System Failures	201	351	-43%
Other Mechanical System Failures	282	257	10%
TOTAL	483	608	-21%
SCHEDULE ADHERENCE			
% On-Time	83%	83%	-

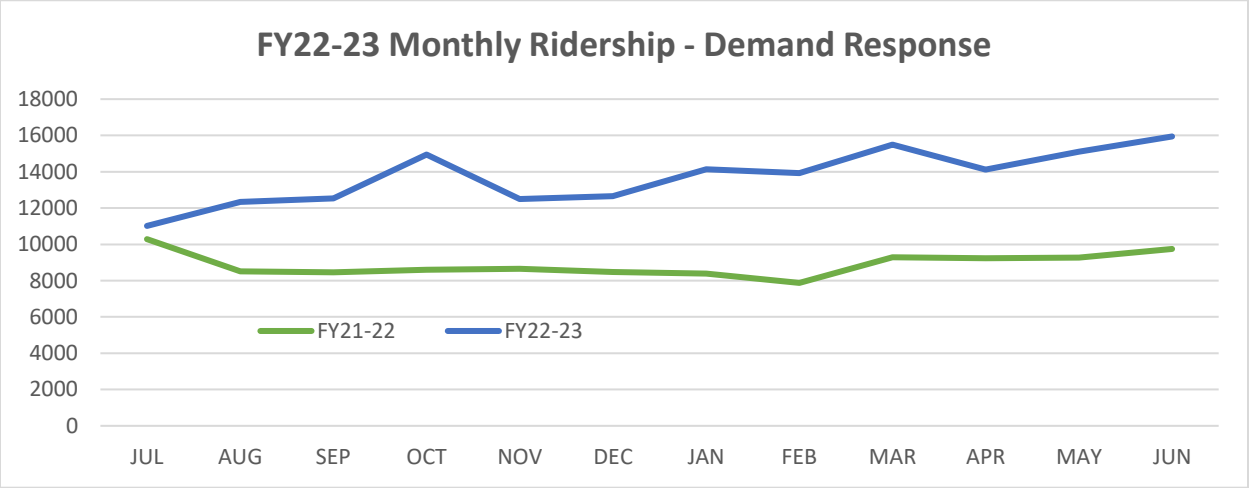
PERFORMANCE METRICS	FY 2022-23	Benchmark	FY 2018-19	% Change
Revenue/Vehicle Revenue Mile	$4.00		1.44	45%
Revenue/Vehicle Revenue Hour	$50.50		18.04	48%
Revenue/Unlinked Passenger Trip	$3.48		0.9	61%
Revenue/Cost Ratio	35%	20%+	0.2022	29%
Unlinked Pass Trips/Rev Mile-All Days	1.15	1.83	1.59	-9%
Unlinked Pass Trips/Rev Mile-Wkdys	1.3		1.64	-9%
Unlinked Pass Trips/Rev Mile-Sat	0.9		1.53	-13%
Unlinked Pass Trips/Rev Mile-Sun	0.8		1.3	-7%
Unlinked Pass Trips/ Rev Hour-Wkdys	16		21	-10%
Unlinked Pass Trips/ Rev Hour-Sat	11		19	-11%
Unlinked Pass Trips/ Rev Hour-Sun	9		16	-6%
Unlinked Pass Trips/Rev Hour-All Days	14	24	20	-10%
Unlinked Pass Trips/Weekday	9726		20058	-17%
[Unlinked Pass Trips/Weeknight]			1393	-99%
Unlinked Pass Trips/Saturday	6357		10805	-11%
Unlinked Pass Trips/Sunday	5637		9375	-9%
Unlinked Revenue Pass Trips/Day	8657		16286	-26%
Unlinked Rev Trips/Unlinked Total Trips	0.95		0.95	-12%
Oper. Expense/Passenger Mile	$2.74	$ 1.11	$ 1.24	38%
Oper. Expense/Total Vehicle Mile	$10.53		$ 6.66	14%
Oper. Expense/Vehicle Revenue Mile	$11.31	$ 8.62	$ 7.10	13%
Oper. Expense/Vehicle Revenue Hour	$142.92	$ 111.76	$ 86.42	15%
Oper. Expense/Unlinked Passenger Trip	$9.86	$ 5.11	$ 4.46	25%
Subsidy/Unlinked Passenger Trip	$8.68		$ 3.71	27%
Collisions/1000 Vehicle Miles	0.030		0.048	-23%
Passenger Incidents/1000 Vehicle Miles	0.053		0.072	-24%
% Missed Trips	0.002	.75 or less	0.221	-5%
Complaints/1000 Unlinked PassTrips	0.075		0.19	-11%
Average Speed (MPH)	13		13	-8%
Miles/Major Mechanical Failures			11804	63%
Miles/Total System Failures	13,809	10,000+	6814	17%

On Demand Service Analysis

GET operates four types of demand response service under one brand called On Demand. These include paratransit, microtransit and non-emergency medical transport (NEMT). Additionally, in June 2022 the District was designated the Consolidated Transportation Service Agency (CSTA). The District operates these as one comingled service.

For FY2022-2023, paratransit and CTSA ridership was 60,676; microtransit total ridership was 81,505; NEMT total ridership was 23,732.





The following tables show paratransit comparison data from FY 2022-23 and FY 2021-22. Please note: the services are comingled which means all demand response performance metrics are combined.

Demand Response Performance Report	YTD FY 2022-23	YTD FY 2021-22	YTD Change
RIDERSHIP			
Paratransit/CTSA	60,676	34,444	76%
Microtransit	81,505	49,110	66%
NEMT	20,819	23,732	-12%
Total Unlinked Passenger Trips	164,715	106,797	54%
MILEAGE			
Total Vehicle Revenue Miles	1,185,123	841,666	41%
Total Vehicle Miles	1,367,003	983,512	39%
HOURS			
Total Vehicle Revenue Hours	72,571	56,032	30%
Total Vehicle Hours	87,031	71,071	22%
REVENUE			
Total Revenue	$1,168,285	$3,248,491	-64%
COST			
Operating Expenses	$5,300,924	$4,153,779	28%
OPERATING DAYS (Service Level)			
# Weekdays	253	257	-0.4%
# Saturdays	59	55	0.0%
# Sundays	51	51	0.0%
TOTAL	363	363	-0.3%
COMPLAINTS			
TOTAL	237	52	356%
INCIDENTS			
Passenger Incidents	36	31	16%
[Preventable Passenger Incidents]	11	1	0%
Vandalism	0	0	0%
Misc. Incidents	119	102	17%
Collisions	30	16	88%
[Preventable Collisions]	28	6	367%
SYSTEM FAILURES			
Major Mechanical System Failures	39	16	144%
Other Mechanical System Failures	11	17	-35%
TOTAL	50	33	52%

PERFORMANCE METRICS	FY 2021-22	FY 2021-22	Change
Revenue/Vehicle Revenue Mile	$0.99	$3.86	-74%
Revenue/Vehicle Revenue Hour	$16.10	$57.98	-72%
Revenue/Unlinked Pass Trip	$7.09	$30.42	-77%
Revenue/Cost Ratio	22.04%	78.21%	-72%
Unlinked Pass Trips/Rev Mile	0.16	0.16	0%
Unlinked Pass Trips/Rev Hour	2.27	1.91	19%
Unlinked Pass Trips/Weekday	343	343	0%
Unlinked Pass Trips/Saturday	171	171	0%
Unlinked Pass Trips/Sunday	194	194	0%
Oper. Expense/Passenger Mile	$5.36	$6.48	-17%
Oper. Expense/Vehicle Rev Hour	$73.04	$74.13	-1%
Oper. Expense/Total Vehicle Mile	$3.88	$4.22	-8%
Oper. Expense/Vehicle Rev Mile	$4.47	$4.94	-9%
Oper. Expense/Total Vehicle Hour	$60.91	$58.45	4%
Oper. Expense/Unlinked Pass Trip	$32.18	$38.89	-17%
Subsidy/Unlinked Pass Trip	$25.09	$8.48	196%
Miles/Major Mechanical Failures	35,051.36	61,469.50	-100%
Miles/Total System Failures	27,340.06	29,803.39	-9%

RECOMMENDED SERVICE PLAN

The service recommendations and policies presented in the SRTP are intended to be supportive of the Kern Regional Blueprint Program, the Regional Transportation Plan, SB 375 emissions reductions, and move the region forward in providing a sustainable transportation system. Alternative mobility options were largely considered as part of this plan, primarily microtransit service expansion.

Following a significant downturn in ridership in March 2020 related to the COVID-19 pandemic, GET expects it may take several years for ridership to rebound. The staff recommendation is to adopt the plan as a precursor to future public outreach efforts and preparation of the implementation plan and schedule. The schedule of this plan is contingent on the region reaching a level of post COVID-19 normalcy. The adoption of these recommendations in principle will open the door for future outreach efforts.

Whether planning for long-term growth or addressing the immediate COVID-19 crisis, GET's plan is aimed at improving transit service to increase ridership. These recommendations include:

- Streamline route structure to focus resources on the system's most productive bus corridors
- Continue developing a microtransit service model that can replace traditional fixed route bus service in sparsely populated and/or low-transit demand areas

As part of its COVID-19 recovery plan, GET is evaluating microtransit as a stopgap measure to provide lifeline service. As transit demand and recovery allow, GET will consider deploying microtransit to improve access to fixed route bus service. GET may use microtransit to eventually replace fixed route bus service on Routes 46 and 47. Operating as a circulator or as an on-demand service, microtransit would connect riders to GET's fixed route bus service.

Following is the recommended Five-Year Service Plan. Implementation of these recommendations is contingent on transit demand, funding availability.

Five-Year Service Plan Recommendation FY23-24 through 27-28

Year 1	FY23-24	• Explore extending microtransit span service to approximately 9:30PM
		• Replace evening trips with microtransit and/or shuttle circulator service
		• Restore evening service to 9:30PM contingent on realizing sufficient staff levels and proper funding
		• Explore and program service changes from 2022 Operational Analysis:
		  • Modify RT 43 Truxtun to Northwest Promenade
		  • Extend RT 47 to Downtown Transit Center
		  • Consolidate Routes 82 and 84 if vehicle savings are realized
		• Complete Long Range Transit Plan, tentatively early Spring 2024

Year 2	FY24-25	• Prepare for implementation of Long Transit Range Plan recommendations • North-South Express Line (RT 81 Express – 15-minute frequencies during peak periods, extend south to Panama), when feasible • Explore implementation of Downtown Circulator, contingent on funding
Year 3	FY25-26	• Explore and program additional Bus Rapid Transit (BRT) and/or Rapid Routes where feasible • Begin exploring service to Hard Rock Hotel & Casino Tejon
Year 4	FY26-27	• Southwest Restructuring from Operational Analysis • Westside Restructuring from Operational Analysis
Year 5	FY27-28	• Program additional Bus Rapid Transit (BRT) service during peak periods • Additional Night Service Restoration, where feasible

FINANCIAL PLAN

The financial core to subsidize the District's public transit service is the Transportation Development Act (TDA) Local Transportation Fund (LTF). Between 60% to 75% of LTF funds received by the District subsidize the cost to operate service. Funds for the LTF are derived from one quarter of one percent that comes from the local sales and use tax attributed to Kern County, (the combined state sales and use tax rate 7.50% includes the County's 1%). Kern Council of Governments apportions these taxes to public transit throughout Kern County. GET's allocation includes both Bakersfield and a portion of Kern County. In addition, the TDA authorized the State legislature to budget for State Transit Assistance Fund (STAF), by means of allocating a portion of the state's sales tax on diesel fuel. The fund has contributed a steady source of funds to both operating and capital assistance. In past years STAF was more unreliable given the vagaries of past state budgetary problems. In recent years, this fund has grown substantially.

In order to receive TDA funding, the District must meet some basic financial performance criteria. First, the District must collect sufficient farebox revenues to pay at least 20% of operating expenses. The constraint does not allow for cost inflation or unfunded government mandates. Consequently, fare rates may be adjusted to meet this obligation. Second, this constraint applies to paratransit service but the farebox revenues collected must pay a minimum of 10%. These two conditions have at times limited subsidies and service expansion.

In addition to TDA, the District is a recipient of federal funding. GET is a designated grantee and qualifies for capital funding through Congressional appropriation and budget processes administered by the Federal Transit Administration (FTA). Funding may be used for capital items only and not transit service expenses. Funding is obtained for specific projects by grant agreements.

Table 6.1 Revenues & Expenses					
	Budget 2023 - 24	Forecast 2024 - 25	Forecast 2025-26	Forecast 2026-27	Forecast 2027-28
Farebox Revenue:					
Fixed Route	$ 2,919,932	$ -	$ -	$ 3,053,310	$ 3,099,110
Demand Response	$ 1,213,147	$ 1,231,344	$ 1,249,814	$ 1,268,562	$ 1,287,590
Other	$ 2,348,678	$ 2,383,908	$ 2,419,667	$ 2,455,962	$ 2,492,801
Interest	$ 90,000	$ 92,250	$ 94,556	$ 96,920	$ 99,343
Total	$ 6,571,757	$ 3,707,502	$ 3,764,037	$ 6,874,754	$ 6,978,844
Operating Expense:					
Fixed Route and Other	$ 36,546,687	$ 37,643,088	$ 38,739,488	$ 39,835,889	$ 41,030,966
Demand Response	$ 7,184,443	$ 7,399,976	$ 7,615,509	$ 7,831,043	$ 8,065,974
Total	$ 43,731,130	$ 45,043,064	$ 46,354,998	$ 47,666,932	$ 49,096,940
Operating Deficit	$ (37,159,373)	$ (41,335,562)	$ (42,590,960)	$ (40,792,178)	$ (42,118,096)
Operations Funding Subsidies:					
FTA Preventive Maintenance	$ 7,590,469	$ 7,894,088	$ 8,209,851	$ 8,538,245	$ 8,879,775
TDA Operations Funding Subsidy	$ 29,568,904	$ 5,319,146	$ 6,258,781	$ 32,253,933	$ 33,238,321
TIRCP Operations Funding	$ -	$ 28,122,328	$ 28,122,328		
Net Operations Deficit	$ 0	$ 0	$ 0	$ 0	$ 0
Ratio	32.38%	25.76%	25.83%	32.33%	32.30%

Table 6.2 Capital Funding Sources and Projects

	Budget 2023 - 24	Forecast 2024 - 25	Forecast 2025-26	Forecast 2026-27	Forecast 2027-28
Capital Funding Sources					
Lo No	$ 5,750,351				
FTA 5307 (net of P.M. + grant)	$ 9,616,004	$ 6,000,000	$ 6,000,000	$ 6,000,000	$ 6,000,000
FTA 5339	$ 212,000	$ 500,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
LCTOP	$ 1,470,425				
HVIP	$ 1,032,000				
SGR	$ 947,705				
SJVAPCD	$ 2,750,135				
CHSRA		$ 45,000,000			
ZETCP		$ 3,061,463	$ 1,700,084	$ 1,700,084	$ 1,700,084
Total	**$ 21,778,620**	**$ 54,561,463**	**$ 8,700,084**	**$ 8,700,084**	**$ 8,700,084**
Capital Programs					
Modification to Body Shop	$ 60,000				
Maintenance Scaffolding	$ 80,000				
Replacement CNG Para-transit buses	$ 625,000		$ 1,250,000		
Primary and Secondary Firewall	$ 45,000				
Computer Replacement 21-22	$ 25,000				
Computer Replacement 22-23	$ 30,000				
Electronic Signs	$ 300,000				
16 Gas Vehicles	$ 1,737,312				
5 Hydrogen Buses	$ 4,405,840				
Replacement for vehicle #42 2011 F450 Flat Bed	$ 75,000				
Replacement for vehicle #130 2013 Ford Fusion	$ 42,000				
Environmental, Preliminary Engineering & Design for New Facility	$ 4,403,955				
Collision Avoidance Technology	$ 1,192,600				
Portable Fueling Infrastructure	$ 5,500,269	$ 5,500,269			
150 Solar Lamps	$ 285,000				
Fare Collection System	$ 5,626,876				
Pre-Trip Sofware	$ 200,000				
Technology Upgrade for Downtown Facility	$ 150,000				
Gutter to Sump	$ 15,000				
Steam Lift Vehicle	$ 250,000				
Replacement of 40ft. CNG Buses	$ 7,187,939	$ 4,640,000		$ 5,220,000	
Fence Replacement for Southwest Facility	$ 70,000				
Kaizen Foundation Driveway	$ 300,000				
Route Planning	$ 413,005				
2 Vehicle Lifts / 4 Post Lifts	$ 60,000				
Electric Charging Stations	$ 764,517				
Bus Facility	$ 1,128,960				
Miscellaneous Equipment	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000
Operations and Administration Facility		$ 50,000,000	$ 55,000,000		
Cybersecurity Infrastructure	$ 661,864	$ 87,757	$ 87,757		
Southeast Mobility Project (TCC -> EPA) / Hydrogen Buses	$ 5,500,000				
Electric GAL Vehicles		$ 275,000	$ 1,136,000	$ 1,160,000	$ 2,100,000
	$ 41,165,137	$ 60,533,026	$ 57,503,757	$ 6,410,000	$ 2,130,000

Table 6.3 Funding Projections					
Transportation Development					
Funding Forecast					
	Budget	**Forecast**	**Forecast**	**Forecast**	**Forecast**
	2023 - 24	**2024 - 25**	**2025-26**	**2026-27**	**2027-28**
GETD Capital Reserve Account	$ 28,637,181	$ 23,030,702	$ 49,572,634	$ 32,908,995	$ 41,830,870
Est TDA Receipts	$ 37,187,079	$ 37,744,885	$ 38,311,058	$ 38,885,724	$ 39,469,010
Used In Operations	$ (29,568,904)	$ (5,319,146)	$ (6,258,781)	$ (32,253,933)	$ (33,238,321)
Used In Capital Projects	$ (13,224,654)	$ (5,883,806)	$ (48,715,916)	$ 2,290,084	$ 6,570,084
TDA Capital Reserve	**$ 23,030,702**	**$ 49,572,634**	**$ 32,908,995**	**$ 41,830,870**	**$ 54,631,643**

Revenue Fleet Information

Prior to COVID-19, a maximum of 68 buses were operated on weekdays, 50 on Saturdays and 50 on Sundays. There are 58 vehicles for the GET's On-Demand services. All vehicles in the fixed route and On-Demand fleets are wheelchair accessible, and most are equipped with bicycle racks. While a large majority of the fleet is powered by compressed natural gas (CNG), GET's Zero-Emission Bus (ZEB) Rollout Plan is designed to transition the agency's bus fleet to 100% zero-emission by 2040 in accordance with the Innovative Clean Transit (ICT) regulation. The ZEB Rollout Plan was approved by the GET Board of Directors on August 18, 2020 under Resolution 2020-13.

GET is taking steps to begin the transition earlier than required by the regulation. This will enable the agency to generate bonus credits, reducing the number of ZEBs that are required to be purchased between 2023 and 2029. The final composition of the fixed route fixed route fleet will 100% fuel cell battery electric (FCEBs). The final composition of the On-Demand fleet will be 100% battery electric buses (BEBs). The following tables outline the current active vehicles in both fixed route and On-Demand services, and detail the fleet replacement schedule, respectively.

Current Active Fleet as of FY22-23

Year of Manufacture	Fuel Type	Seating Capacity	No. of Active Vehicles
2010 New Flyer	CNG	38	5
2011 New Flyer	CNG	38	2
2012 New Flyer	CNG	38	12
2013 New Flyer	CNG	38	5
2014 New Flyer	CNG	38	10
2018 New Flyer	CNG	38	24
2016 MCI	CNG	57	2
2014 Elkhart ECII	CNG	8	5
2017 Elkhart ECII	CNG	8	2
2017 Startrans Senator	CNG	8	5
2018 Elkhart Allstar	CNG	12	1
2018 Startrans	CNG	8	8
2018 Transit Vans	Gasoline	6	11
2019 Transit Vans	Gasoline	6	4
2020 MCI	CNG	57	1
2021 Gillig	CNG	38	21
2021 New Flyer	Hydrogen	38	5

Fleet Replacement Schedule

Number of Buses	Replacement Year	Type	Fuel Source
20	2021	Paratransit	CNG
18	2021	40'	CNG
10	2021	35'	CNG
5	2022	Paratransit	Electric
5	2022	35'	CNG
5	2024	Paratransit	Electric
10	2024	40'	Electric
11	2025	40'	Electric
10	2025	Paratransit	Electric
4	2029	Coaches	Electric

Chapter 1 System Description

1.1 Overview of the System

The southern gateway to the Central Valley, Bakersfield is California's ninth largest city and one of the fastest growing regions in the nation. Bakersfield is a dynamic and diverse community and is the seat of Kern County - the Golden Empire, which generates 76 percent of the state's oil supply and ranks third among all counties in the United States in agriculture-related production. Graced with a wealth of natural wonderlands, recreational playgrounds, and offering a wide array of entertainment, shopping, and dining experiences, the Heart of the Golden Empire is a strategic crossroads, attracting a substantial tourism market annually.

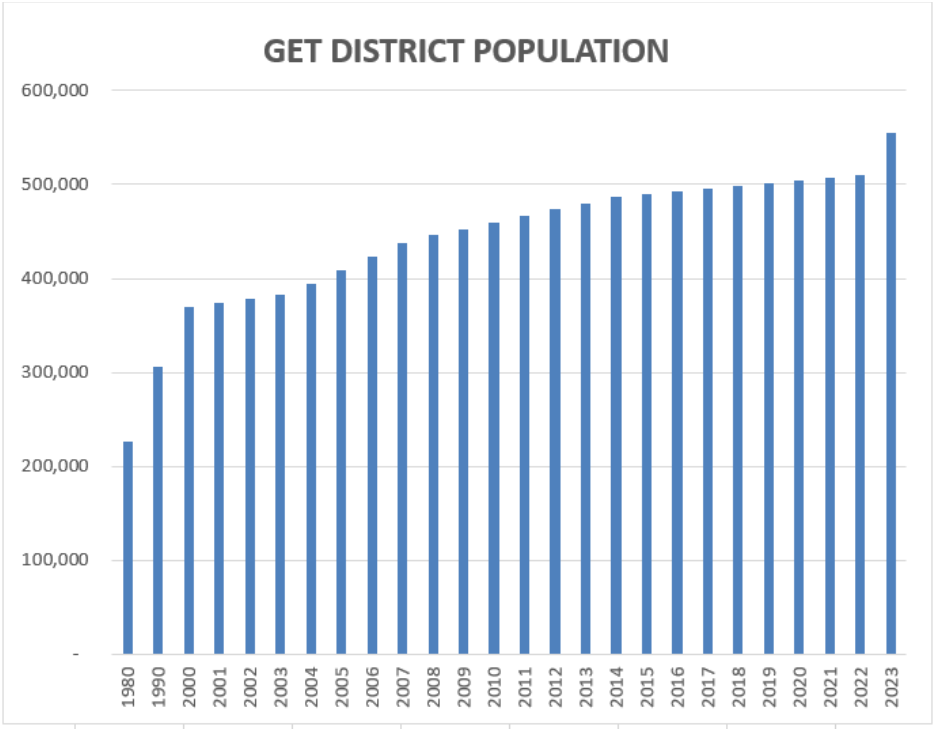
Public transportation had its beginnings in Bakersfield in 1874 with the operation of a stage coach line known as the H.H. Fish Omnibus Line, operating from 19th & Chester to the railroad depot two miles east at Baker & Sumner. A horse drawn streetcar line began operation in 1888 and it was electrified in 1901. The first buses began operation in 1916. The system transitioned from private to public ownership in 1956 when the City of Bakersfield assumed operation of the transit system. In 1972 voters approved formation of a transit district.

The Golden Empire Transit District (GET) was formed in July 1973 and is the primary public transportation provider for the Bakersfield Urbanized Area. (The Kern Transit system service area, operated by the County of Kern, includes the community of Lamont, which is part of the Bakersfield Urbanized Area, as defined by the Census Bureau. Kern Transit shares approximately 35 bus stops with GET.) GET is the largest public transit system within a 110 mile radius. The District's legal boundary includes all of the area within the Bakersfield city limits as well as adjacent unincorporated areas. The area within the District's legal boundaries is 187 square miles. The area within .75 miles of a fixed route is 111 square miles.

The population of the District is 503,983. Population trends are shown in the following graph and table:

Seventy-eight percent of the District's population resides within the Bakersfield City limits and the remainder is in the unincorporated Kern County areas, including Oildale, Greenfield, Fruitvale, Greenacres, and Rosedale.

YEAR	POPULATION
1980	226,038
1990	305,675
2000	369,417
2001	373,850
2002	378,336
2003	382,876
2004	394,362
2005	408,165
2006	422,450
2007	437,236
2008	445,981
2009	452,671
2010	459,461
2011	466,353
2012	473,348
2013	479,501
2014	486,214
2015	489,132
2016	492,067
2017	495,019
2018	497,989
2019	500,977
2020	503,983
2021	507,007
2022	510,049
2023	554,569



The Golden Empire Transit District is governed by a five-member Board of Directors. Two members are appointed by the Bakersfield City Council, two members are appointed by the Kern County Board of Supervisors, and one member is appointed at-large by the four other Board members.

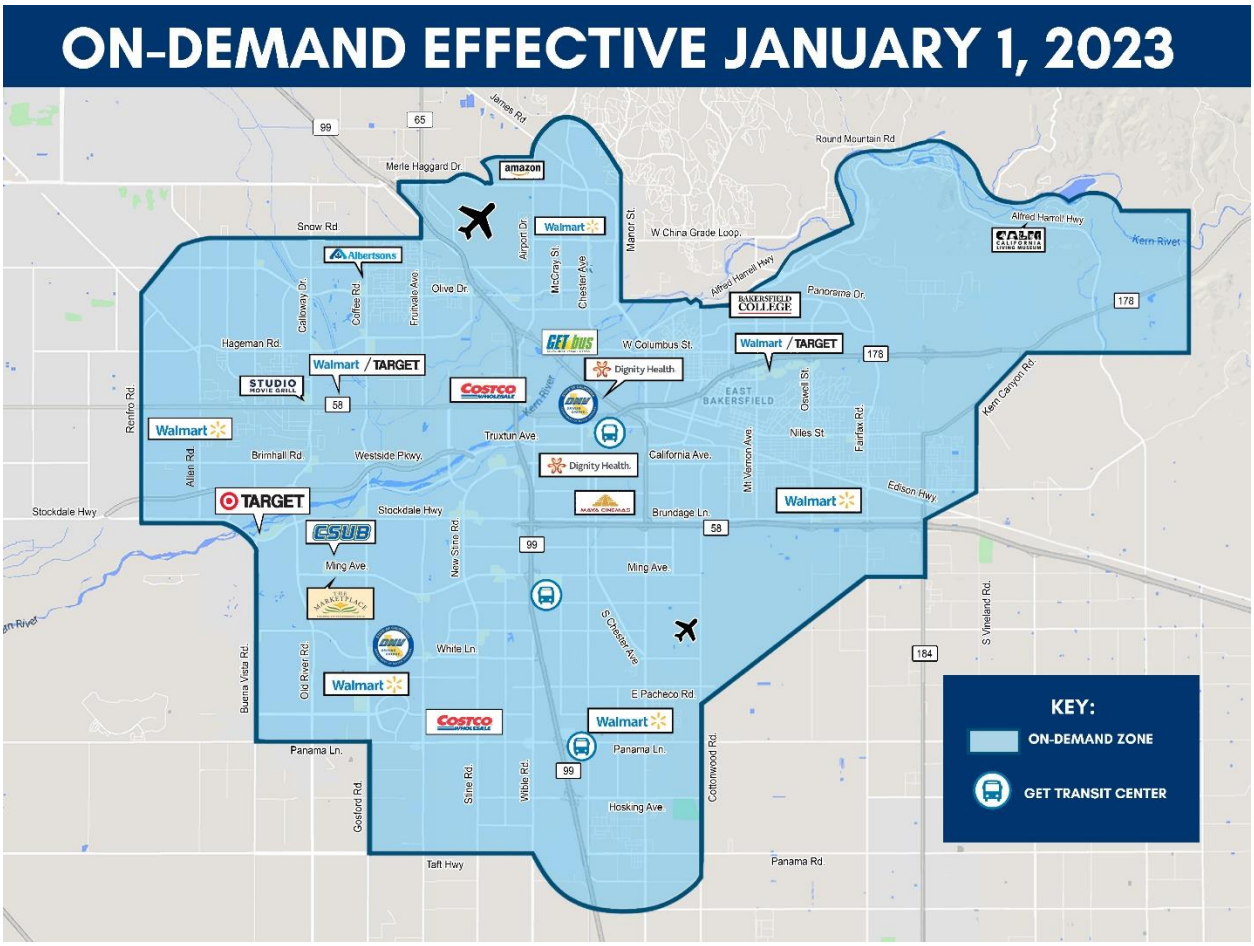
GET operates 14 fixed routes, 1 limited route, and 1 express route.

Prior to COVID, service was provided from approximately 6:00AM to 11:00PM Monday through Friday, 7:00AM to 7:00PM on Saturdays, and 7:00AM to 7:00PM on Sundays. Twelve routes provide weekday evening service. Sunday service is provided on fourteen routes. Weekday headways range from 15 minutes to 60 minutes, except for route 92, which operates every two hours.

Since February 6, 2022, GET reverted to Saturday schedule. All routes operate this schedule Monday through Friday. X-92 continues operating it's weekday schedule and does not operate Saturday, Sunday or Holidays.

The District operates demand response services called On-Demand. This includes paratransit transportation for ADA-eligible persons; curb-to-curb microtransit service (formerly **RYDE**); Non-Emergency Medical Transport (contractual agreement with Kern Health Systems). Since June 2022, GET has been designated as the Consolidated Transportation Service Agency (**CTSA**), providing provides dial-a-ride service for seniors and persons with disabilities in the greater Bakersfield area.

The On Demand fleet primarily consists of CNG vehicles and gas powered vehicles. These vehicles are all wheelchair accessible.



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1.2 Fleet

A maximum of 68 buses are operated on weekdays, 50 on Saturdays, and 50 on Sundays. There are 21 active GET A Lift vehicles. All vehicles are wheelchair accessible and most non-paratransit vehicles are equipped with bicycle racks. The first bicycle racks were installed in 1998. The entire fleet is powered by compressed natural gas. The following is the District's active fleet inventory:

Year of Manufacture	Fuel Type	Seating Capacity	No. of Active Vehicles
2010 New Flyer	CNG	38	5
2011 New Flyer	CNG	38	2
2012 New Flyer	CNG	38	12
2013 New Flyer	CNG	38	5
2014 New Flyer	CNG	38	10
2018 New Flyer	CNG	38	24
2016 MCI	CNG	57	2
2014 Elkhart ECII	CNG	8	5
2017 Elkhart ECII	CNG	8	2
2017 Startrans Senator	CNG	8	5
2018 Elkhart Allstar	CNG	12	1
2018 Startrans	CNG	8	8
2018 Transit Vans	Gasoline	6	11
2019 Transit Vans	Gasoline	6	4
2020 MCI	CNG	57	1
2021 Gillig	CNG	38	21
2021 New Flyer	Hydrogen	38	5

1.2.1 Zero Emission Bus Rollout Plan

The GET Zero-Emission Bus (ZEB) Rollout Plan is designed to transition the agency's bus fleet to 100% zero-emission by 2040 in accordance with the Innovative Clean Transit (ICT) regulation. Completing this transition results in significant air quality and health benefits for local residents and GET staff.

GET is taking steps to begin the transition earlier than required by the regulation. This will enable the agency to generate bonus credits, reducing the number of ZEBs that are required to be purchased between 2023 and 2029. Since there is uncertainty about whether, where, and when GET will have to relocate, keeping the ZEB fleet relatively small during this time will reduce the amount of fueling and support infrastructure that would need to be moved if the facility is relocated. It will also reduce the financial burden to the agency.

Fleet Replacement Schedule

Number of Buses	Replacement Year	Type	Fuel Source
20	2021	Paratransit	CNG
18	2021	40'	CNG
10	2021	35'	CNG
5	2022	Paratransit	Electric
5	2022	35'	CNG
5	2024	Paratransit	Electric
10	2024	40'	Electric
11	2025	40'	Electric
10	2025	Paratransit	Electric
4	2029	Coaches	Electric

1.3 Fare Structure

The current fare structure (Effective Oct. 1, 2019) is as follows:

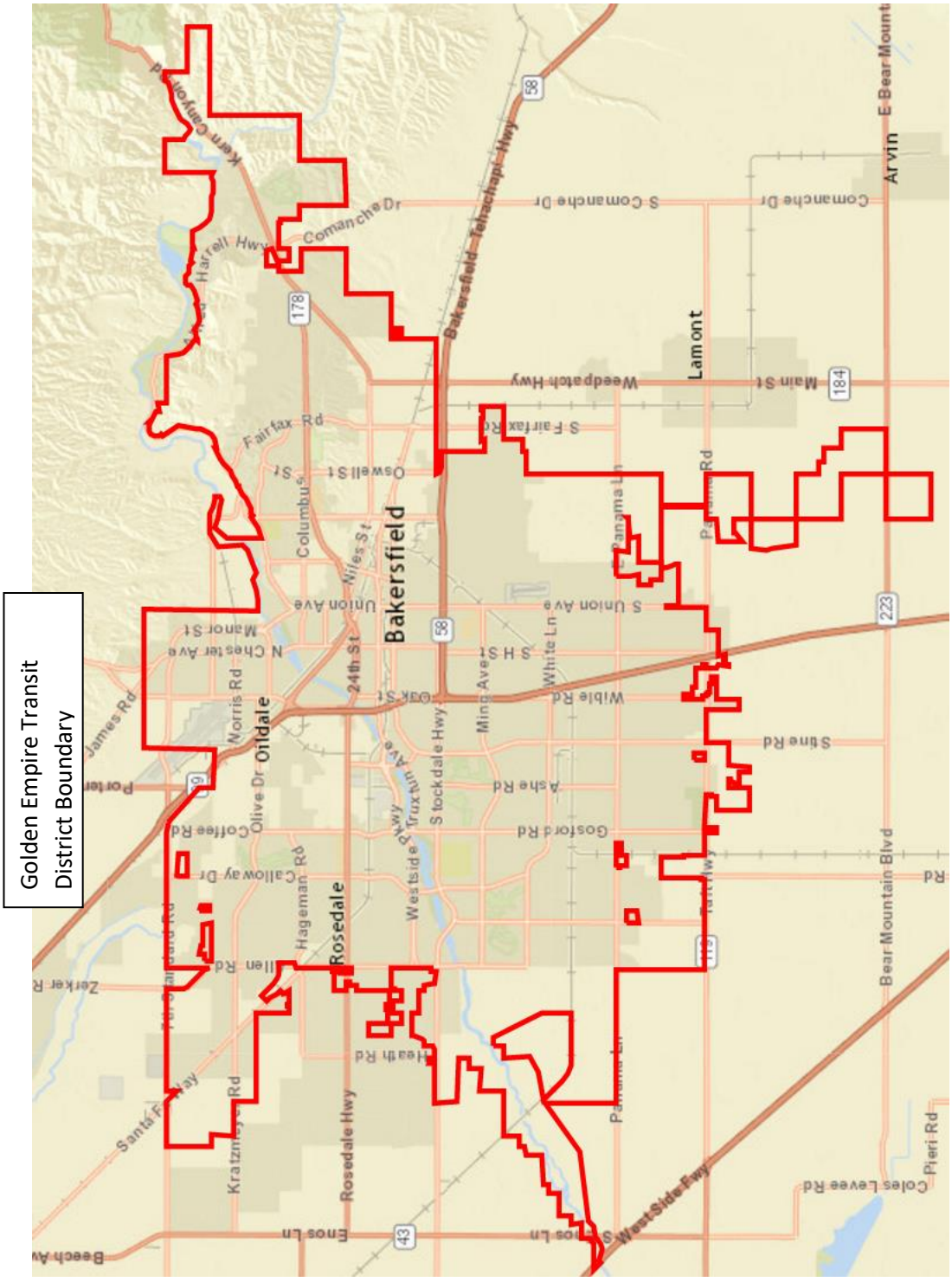
Single Ride	$1.65
Reduced Fare Single Ride	$0.80
Children (Age 5 & under)	Free
Express Single Ride	$3.50
Regular Day Pass	$3.55
Reduced Fare Day Pass	$1.80
Express Day Pass	$7
15 Day Pass	$30
15 Day Reduced Fare Pass	$13.75
31-Day Pass	$45
Monthly Reduced Fare Pass	$22
Summer Youth Pass	$20
GET-A-Lift Single Ride	$3
GET-A-Lift 10-Ride Pass	$30
RYDE Single Ride	$3.50

1.4 Facilities

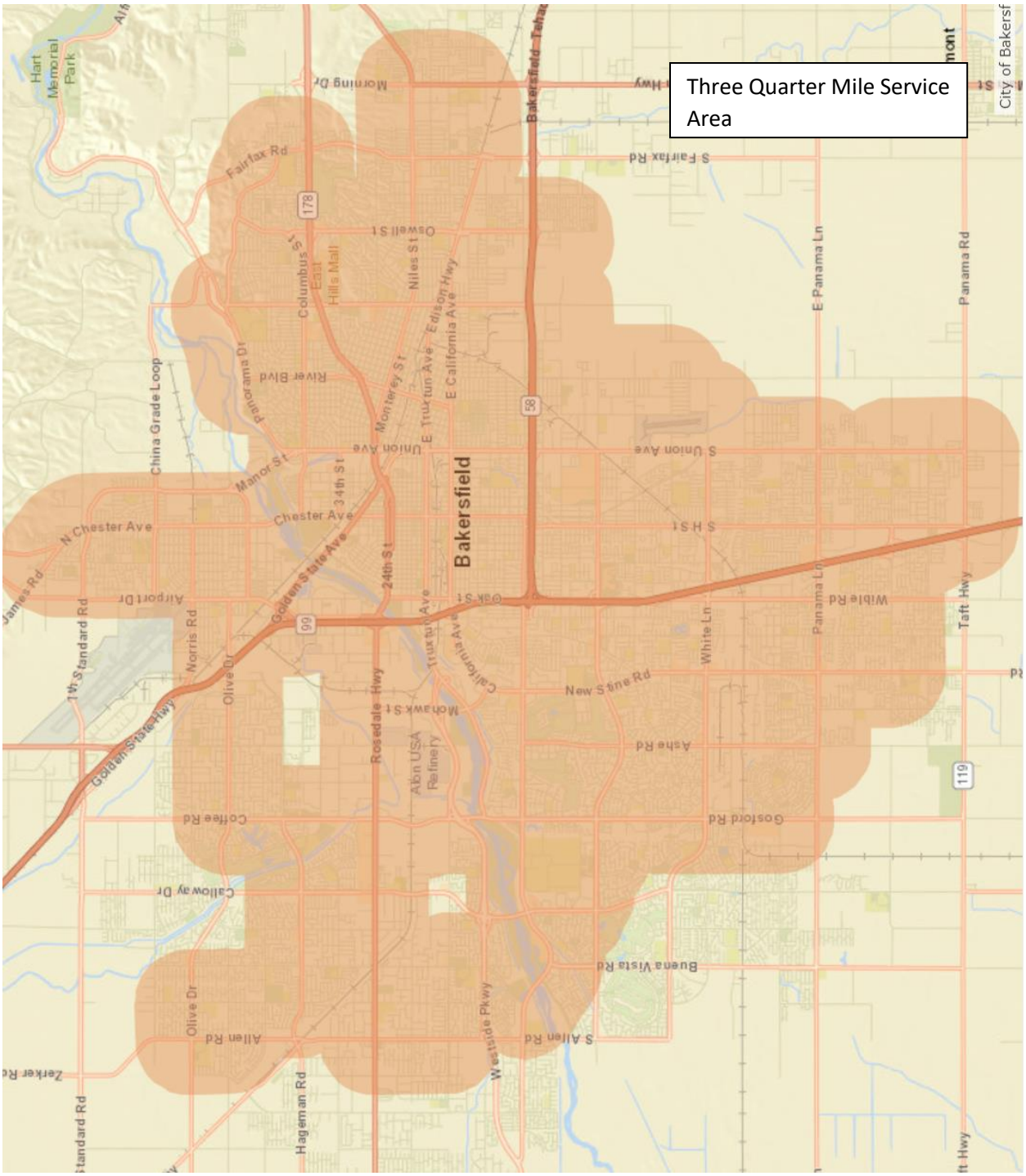
The system includes 1,027 bus stops and three transit centers (Downtown, Southwest & Bakersfield College),with 1,019 bus stop signs, 175 shelters, 126 transit tubes, 84 solar lights, and 434 benches. The operations/maintenance/administrative facility is located at 1830 Golden State Avenue in Bakersfield. The construction of a new maintenance and shop facility is in the planning stages. A transit center study was completed to evaluate the current transit centers as well as future needs. A map of the District boundary, demographic maps, and a route system map appear on the following pages.

GET makes significant economic and environmental contributions to the economy of the Bakersfield Metropolitan area. Every $1.00 the District spends and invests creates $5.79 in return.

Golden Empire Transit District Yard



Online Map Link: http://arcg.is/1Gm0q1



Online Map link: http://arcg.is/09DbbD1

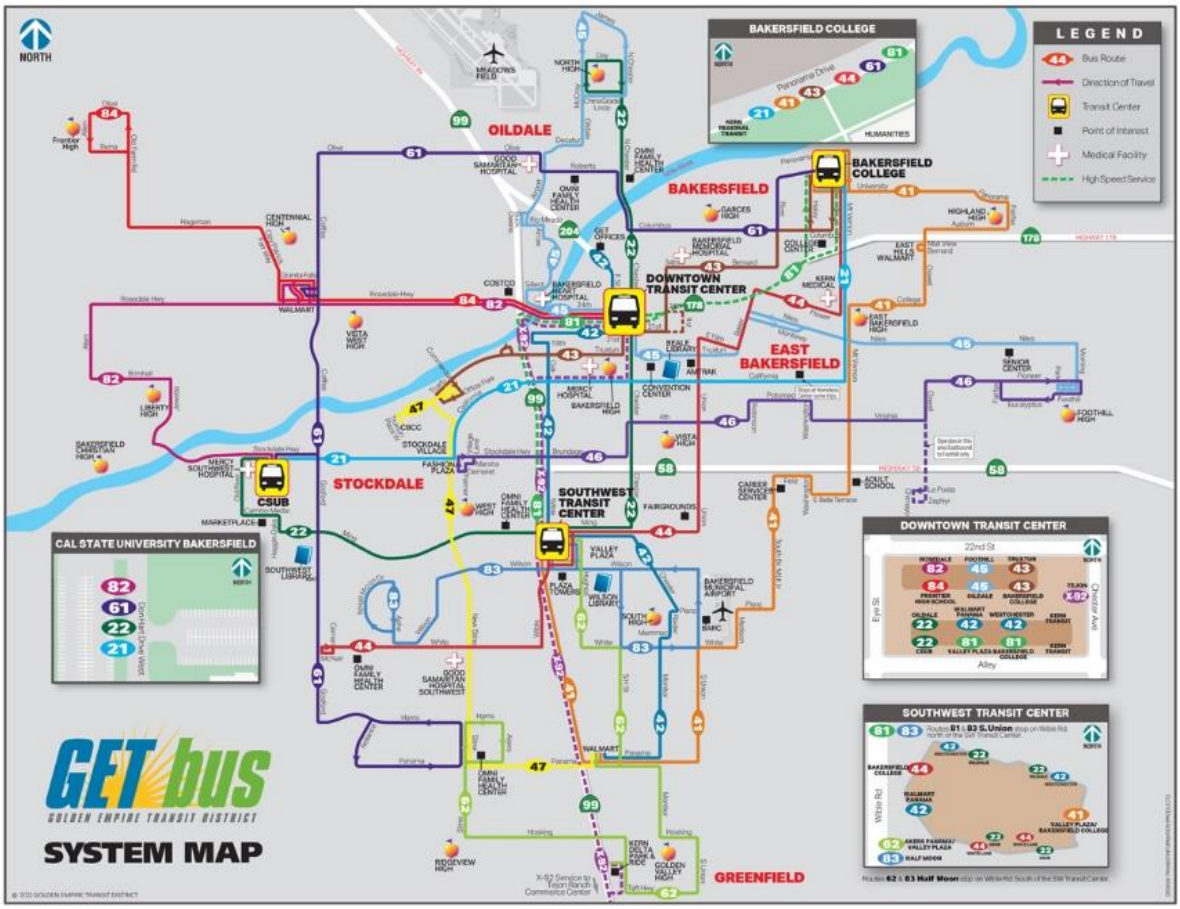
1.5 Map Data used in Service Analysis

Designing transit service in the District provides challenges that are unique due to the diverse needs of our community. GET encourages the public to provide input on how to better serve the needs of the community. Before making changes, GET staff analyze ridership data, on-board surveys, public and employee input and county-wide demographic data to design quality bus service. Additionally, GET partners with the Kern Council of Governments and local jurisdictions to provide transit service to the community.

Population growth, changes in demographics, and transportation choices available to those in GET's service area provide the framework for planning a system that can meet the increasing need for a sustainable public transit system. Understanding population demographics and trends is essential when identifying necessary actions to upgrade service and mobility options. These are factors that GET staff have considered when developing service scenarios for this SRTP.

The following table contains web links to online maps that display demographic data for GET's service area. Demographic indicators include seniors, households with no automobile and median household income. In addition to the web links below, snapshots of these maps are in the Reference section located at the end of this SRTP.

Black Population: http://arcg.is/5rTOv	This map shows the percentage of the population that is Black in the service area.
Hispanic Population: http://arcg.is/0y4SSr	This map shows the percentage of the population that is Hispanic in the service area.
White Non Hispanic Population: http://arcg.is/1Tfu8L	This map shows the percentage of the population that is white.
Median Household Income: http://arcg.is/1b51HP	This map shows the median household income. The median divides the distribution of household income into 2 equal parts..
Population Age Over 64: http://arcg.is/1XGLz9	This population shows the population age 65 and older.
Average Household Size: http://arcg.is/1ivSTv	This map shows the average household size. Average household size is the household population divided by total households.
Population Density: http://arcg.is/CqmOO	Population density is calculated by dividing the total population count by the geographic area, in square miles.
Projected Growth 2020-2025: http://arcg.is/11eW8u	This map shows the estimated annual growth rate of population from 2020 to 2025. (pending an update)
Average Commute Time to Work (2010): http://arcg.is/yHyGO	Presents the average number of minutes spend traveling to work for workers age 16 and over who do not work from home.
Language Spoken at Home: http://arcg.is/1LPjPX	This map helps to show the most common language spoken at home at a local level.
Daytime Population: http://arcg.is/110m9q	Daytime population refers to the population which works or resides in an area during the day.
Percent of Households with No Vehicle Available: https://arcg.is/1Cb4bW	Shows household size by number of vehicles available, symbolized to show the percentage of households with no vehicle available.



1.6 Customer Services

Quality Statement

GET is committed to a consistent level of quality, customer satisfaction, and continuous improvement in everything we do. We use our skills, talents and ideas to respond to our customers' needs. Our success is evaluated through customer feedback and by an objective measurement process.


GET is committed to enhancing mobility options in the Greater Bakersfield area. The following customer services are provided:

Internet - The District maintains a web page on the Internet (www.getbus) which includes maps and schedules of the transit system as well as Google Transit Trip Planner. A new web page was created in March 2017. In addition, GET maintains social media feeds such as Facebook, Instagram, You Tube, and Twitter with important information and service updates.

Information Services - Transit information and trip planning services are provided by phone, web page, mail or in person. Bus Books are available on buses and at various locations citywide, such as businesses and public buildings. Transit Information tubes have been installed at key bus stops. Passes are also sold at various locations, such as schools and businesses. A GPS system has been installed and customers are able to receive real time information at each bus stop. A mobile app is also available. This system also provides on-board stop announcements. Data is also available from automatic passenger counters (APC's).

Downtown Information Center - GET operates a customer information center in the Downtown Transit Center. The center offers route information, trip planning, and pass sales. Real time arrival screens have been installed.

Outreach and Partnership Programs - GET provides public outreach to groups in the area including seniors, students and disabled groups. Outreach also includes providing information at various community events. Customer surveys, as well as focus groups, are also used to provide input. Surveys allow public transit operators to include human aspects of service in the evaluation process. Measurements of satisfaction, friendliness, and opinions about services provided are most appropriately collected through customer surveys. Additionally, customer surveys provide an effective way to measure customer expectations and needs, and provide valuable information for quality decision making.

GET is represented at various events, including the following.

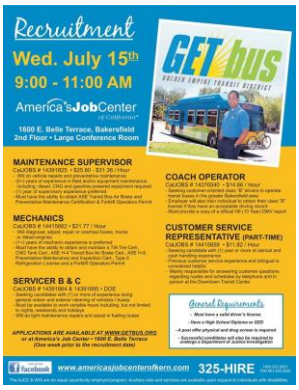
- Tejon Outlets Outreach
- Rideshare Events
- Senior Housing Health Fairs
- Veterans Event
- Safe Halloween

- Bakersfield Burrito Event project
- GET Food Distribution Event- Every quarter GET and several community partners hold a food distribution at 22nd and Eye Streets from 9 AM until 300 bags of groceries, fresh food and bread are distributed. Partners include Self Help Federal Credit Union and Community Action Partnership of Kern Food Bank (CAPK Food Bank). There is also a resource fair with a dozen organizations that participate.
- Service Providers Events at various locations

There are over 60 other outreach events annually and most events, including those listed below, include significant numbers of minority and low income populations.

- BPD National Night Out Event
- Urgent Outreach Event Gleaners
- Homeless Center Outreach
- Outreach Events at Martin Luther King, Jr. Park

Real time display Downtown Transit Center



Multi-cultural & LEP Programs - GET provides bilingual materials and use of bilingual advertisements to reach, educate, and promote ridership among its multi-cultural and Limited English Proficiency (LEP) communities (see examples below).

Media Relations - GET interacts with local media to promote existing and new services, programs and issues involving transit. Information is provided in English and Spanish.

1.7 Security & Safety Program, Emergency Response Plan

Transit Security Plan - Highly visible security presence is provided at both transit centers. City of Bakersfield Police Dept. and the Kern County Sheriff's Dept. also assist to provide system-wide protection.

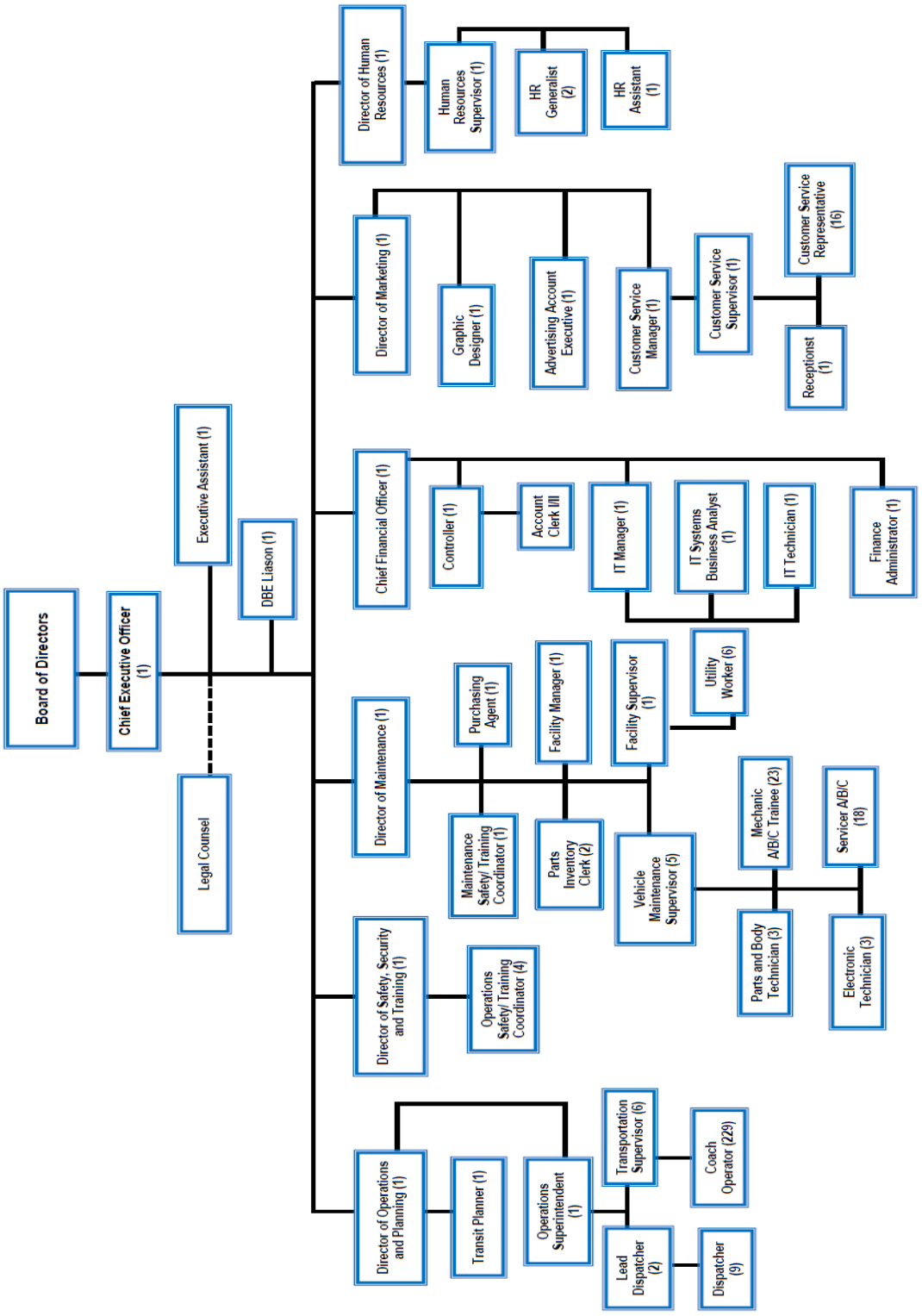
Video Surveillance System – On- board video surveillance cameras are installed on all buses and at both transit centers. Video surveillance cameras serve as a deterrent to vandalism and other crimes and also assist in incident review.

Emergency Response Plan – An update of this Plan is in progress.

1.8 Organization

Organizational Chart

The District has more than three hundred employees. Following is the District's organizational chart.



1.9 Metropolitan Transportation Planning

Kern Council of Governments, better known as Kern COG, is an association of city and county governments created to address regional transportation issues. Its Member Agencies include the County of Kern and the 11 incorporated cities within Kern County.

The Kern COG Board of Directors is comprised of one elected official from each of the 11 incorporated cities in Kern County, two Kern County Supervisors and ex-officio members representing Caltrans and Golden Empire Transit District. Monthly board meetings provide the public forum for discussion and collaborative decision-making on significant issues of regional transportation and mobility.

As the federally-designated Metropolitan Planning Organization and the state-designated Regional Transportation Planning Agency for Kern County, Kern COG is responsible for developing and updating a variety of transportation plans and for allocating the federal and state funds to implement them. An integral element of the planning process is the Overall Work Program's (OWP) annual adoption. The OWP contains a detailed narrative of all Kern COG planning activities, as well as related planning responsibilities of local, state and federal governments. The OWP is designed to clarify the planning process and serves as the basis for applications for state and federal funding. The OWP contains a detailed narrative of all Kern COG planning activities, as well as related planning responsibilities of local, state and federal governments. The OWP is designed to clarify the planning process and serves as the basis for applications for state and federal funding. At the center of the transportation planning process is the **Regional Transportation Plan** (*RTP*). Updated on a 4-year cycle, the RTP is a long-term (20+ year) blueprint for the region's transportation system, and encompasses projects for all types of travel, including freight, intermodal and aviation. The plan includes the **Sustainable Community Strategy** (*SCS*) designed to help reduce emissions from passenger vehicle travel. The plan is accompanied by a program level environmental document that analyzes cumulative impacts, and the regional air quality conformity analysis required by federal regulations. Use of any state or federal funds by local agencies must conform with the RTP.

Kern COG's responsibilities in relation to the Golden Empire Transit (GET) District, as cited in the Federal Register, Vol. 40, No. 151 / Thursday, Aug. 6, 1981, are as follows:

1. Kern COG, in cooperation with the state of California and GET (a publicly owned operator of mass transportation), shall be responsible for carrying out the urban transportation planning process.
2. Kern COG, in cooperation with the state of California and GET, shall develop work programs;
3. Kern COG shall be the forum for cooperative decision making by principal elected officials of general purpose local government; and
4. Kern COG shall annually endorse the transportation plan and programs required in the Federal Register.

1.10 Environmental Management System (EMS)

The District no longer participates in a formal EMS certification program. However, here is a statement that still applies.

Sustainability Statement

Golden Empire Transit District is committed to environmental wellness. Sustainability practices are integrated into all aspects of our operations through clean technologies, renewable resources and recycling. It is our goal to preserve the health of our planet and the well-being of our community.

1.11 Service Data

Data for FY 2017-18 and FY 2019-20 are shown in the following tables. Note that the source of fixed route ridership data changed from Farebox data in FY 2016-17 to Automatic Passenger Counter data in FY 2017-18. Therefore, caution should be used when comparing all ridership data since different sources were used in the two fiscal years**.**

Fixed Route	FY 2022-23	FY 2021-22	% Change
RIDERSHIP			
Revenue Unlinked Passenger Trips	2,980,936	2,587,152	15%
Total Unlinked Passenger Trips	3,142,449	3,094,249	2%
MILEAGE			
Total Scheduled Vehicle Revenue Miles	2,769,388	3,026,459	-8%
Total Scheduled Vehicle Miles	2,971,613	3,243,216	-8%
Total Actual Vehicle Revenue Miles	2,739,056	2,913,459	-6%
Total Actual Vehicle Miles	2,941,282	3,115,251	-6%
HOURS			
Actual Vehicle Revenue Hours	216,767	234,887	-8%
Actual Total Vehicle Hours	224,620	243,337	-8%
OPERATING DAYS (Service Level)			
# Weekdays	255	257	-0.4%
# Saturdays	58	54	0.0%
# Sundays	50	52	0.0%
TOTAL	363	363	-0.3%
REVENUE			
Farebox	$1,434,903	$1,660,649	-14%
Passes	$1,250,582	$1,002,235	25%
IKEA	$118,418	$107,959	10%
Advertising	$906,637	$1,401,921	-35%
Fixed Route REVENUE (Farebox, Passes, IKEA, Advertising)	$3,710,539	$4,172,764	-11%
Misc. Income	$7,236,317	$21,456,567	-66%
TOTAL REVENUE	$10,946,856	$25,629,331	-57%
NET OPERATING EXPENSES			
Administrative	$6,526,059	$8,353,742	-22%
Operations	$12,613,518	$12,906,879	-2%
Vehicle Maintenance	$8,519,731	$7,276,446	17%
Marketing	$1,387,275	$1,245,494	11%
Non-Vehicle Maintenance	$1,933,649	$1,927,725	0%
TOTAL	$30,980,232	$31,710,286	-2%
INCIDENTS			
Vandalism	24	16	50%
Misc. Incidents	739	816	-9%
Collisions	83	79	5%
[Preventable Collisions]	35	33	6%
Passenger Incidents	144	161	-11%
[Preventable Passenger Incidents]	29	7	314%
COMPLAINTS			
# Complaints	237	153	55%
MISSED SERVICE			
# Reports	419	359	17%
SYSTEM FAILURES			
Major Mechanical System Failures	201	351	-43%
Other Mechanical System Failures	282	257	10%
TOTAL	483	608	-21%
SCHEDULE ADHERENCE			
% On-Time	83%	83%	-

PERFORMANCE METRICS	FY 2022-23	Benchmark	FY 2018-19	% Change
Revenue/Vehicle Revenue Mile	$4.00		1.44	45%
Revenue/Vehicle Revenue Hour	$50.50		18.04	48%
Revenue/Unlinked Passenger Trip	$3.48		0.9	61%
Revenue/Cost Ratio	35%	20%+	0.2022	29%
Unlinked Pass Trips/Rev Mile-All Days	1.15	1.83	1.59	-9%
Unlinked Pass Trips/Rev Mile-Wkdys	1.3		1.64	-9%
Unlinked Pass Trips/Rev Mile-Sat	0.9		1.53	-13%
Unlinked Pass Trips/Rev Mile-Sun	0.8		1.3	-7%
Unlinked Pass Trips/ Rev Hour-Wkdys	16		21	-10%
Unlinked Pass Trips/ Rev Hour-Sat	11		19	-11%
Unlinked Pass Trips/ Rev Hour-Sun	9		16	-6%
Unlinked Pass Trips/Rev Hour-All Days	14	24	20	-10%
Unlinked Pass Trips/Weekday	9726		20058	-17%
[Unlinked Pass Trips/Weeknight]			1393	-99%
Unlinked Pass Trips/Saturday	6357		10805	-11%
Unlinked Pass Trips/Sunday	5637		9375	-9%
Unlinked Revenue Pass Trips/Day	8657		16286	-26%
Unlinked Rev Trips/Unlinked Total Trips	0.95		0.95	-12%
Oper. Expense/Passenger Mile	$2.74	$ 1.11	$ 1.24	38%
Oper. Expense/Total Vehicle Mile	$10.53		$ 6.66	14%
Oper. Expense/Vehicle Revenue Mile	$11.31	$ 8.62	$ 7.10	13%
Oper. Expense/Vehicle Revenue Hour	$142.92	$ 111.76	$ 86.42	15%
Oper. Expense/Unlinked Passenger Trip	$9.86	$ 5.11	$ 4.46	25%
Subsidy/Unlinked Passenger Trip	$8.68		$ 3.71	27%
Collisions/1000 Vehicle Miles	0.030		0.048	-23%
Passenger Incidents/1000 Vehicle Miles	0.053		0.072	-24%
% Missed Trips	0.002	.75 or less	0.221	-5%
Complaints/1000 Unlinked PassTrips	0.075		0.19	-11%
Average Speed (MPH)	13		13	-8%
Miles/Major Mechanical Failures			11804	63%
Miles/Total System Failures	13,809	10,000+	6814	17%

1.12 On Demand Service Analysis

GET operates four types of demand response service under one brand called On Demand. These include paratransit, microtransit and non-emergency medical transport (NEMT). Additionally, in June 2022 the District was designated the Consolidated Transportation Service Agency (CSTA). The District operates these as one comingled service.

For FY2022-2, paratransit and CTSA ridership was 60,676; microtransit total ridership was 81,505; NEMT total ridership was 23,732.

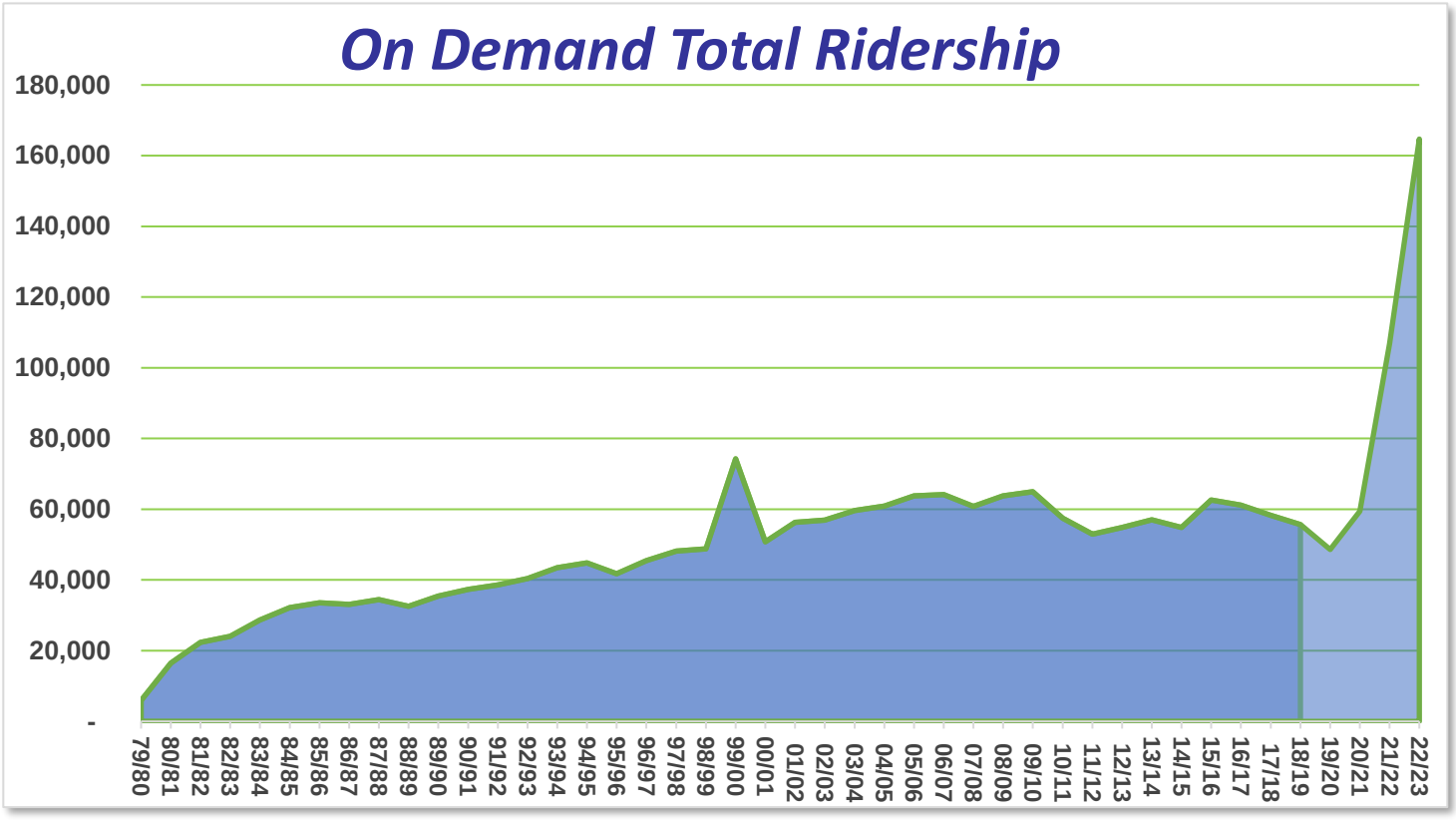


Figure ES- 2 GET A LIFT Historical Total Ridership.

The following tables show paratransit comparison data from FY 2019-20 and FY 2018-19:

On Demand Table Here

1.14 Ridership Profile

The following tables and graphs collected from the Spring 2019 passenger survey will be used in future service and fare equity analyses:

For future service and fare equity analyses, data from the Spring 2019 passenger survey will be used.

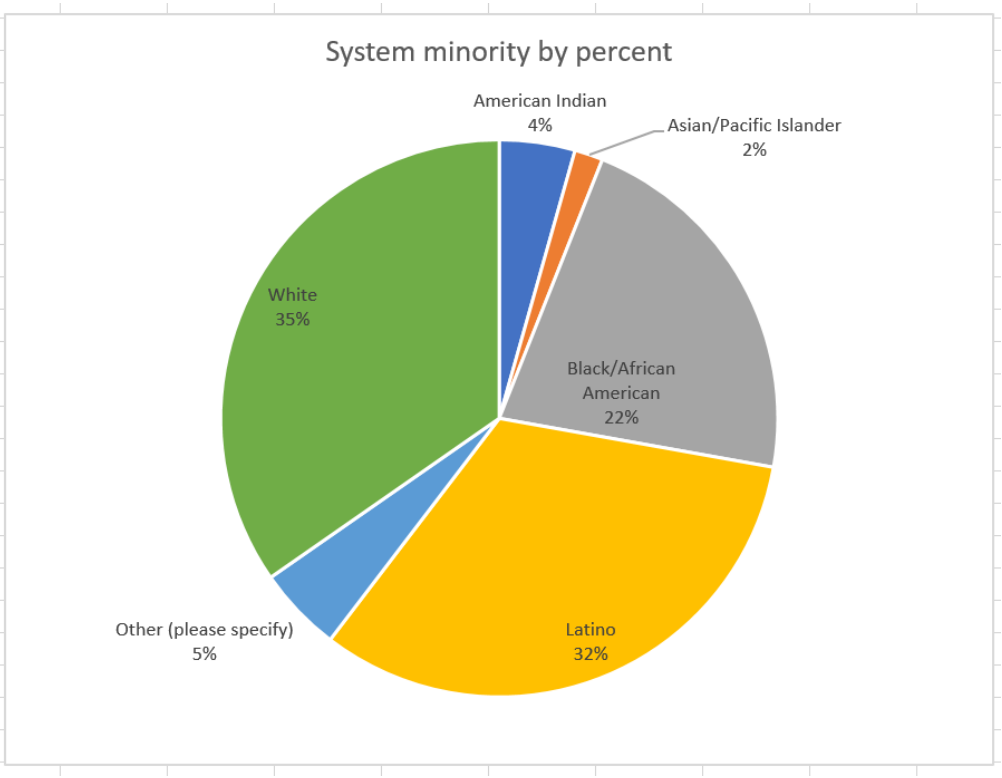


Figure ES- 3 System minority by percent

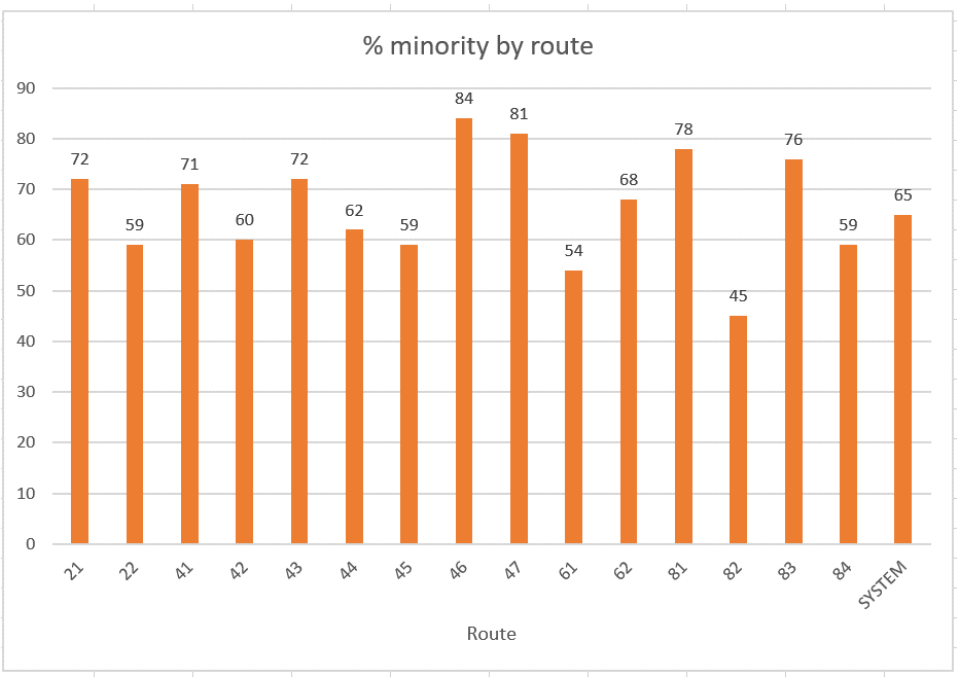


Figure ES- 4 Percent Minority by route

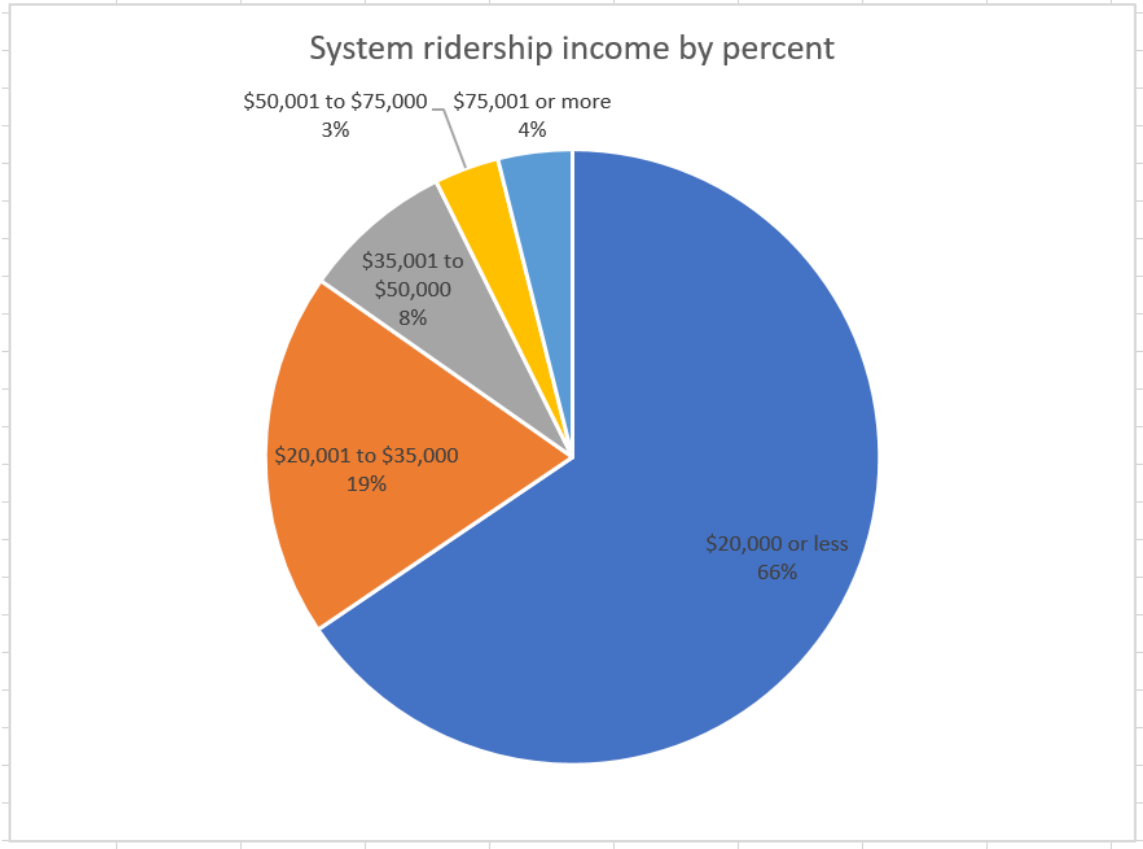


Figure ES- 5 System ridership income by percent

RACIAL BREAKDOWN BY ROUTE								
Route	Latino	Black	White	Asian/Pacific Islander	American Indian	Other	Total	% Minority
21	23	10	16	1	5	2	57	
% of rt. total	40	18	28	2	9	4		72
22	44	40	73	2	8	10	177	
% of rt. total	25	23	41	1	5	6		59
41	14	12	13	1	3	2	45	
% of rt. total	31	27	29	2	7	4		71
42	20	20	35	1	8	3	87	
% of rt. total	23	23	40	1	9	3		60
43	56	26	37	0	6	9	134	
% of rt. total	42	19	28	0	4	7		72
44	34	19	35	0	1	2	91	
% of rt. total	37	21	38	0	1	2		62
45	41	30	58	0	5	8	142	
% of rt. total	29	21	41	0	4	6		59
46	14	10	5	0	1	1	31	
% of rt. total	45	32	16	0	3	3		84
47	4	8	3	0	0	1	16	
% of rt. total	25	50	19	0	0	6		81
61	29	12	42	2	3	4	92	
% of rt. total	32	13	46	2	3	4		54
62	7	7	9	1	2	2	28	
% of rt. total	25	25	32	4	2	7		68
81	41	18	20	5	3	5	92	
% of rt. total	45	20	22	5	3	5		78
82	6	2	12	0	1	1	22	
% of rt. total	27	9	55	0	5	5		45
83	12	14	10	3	1	2	42	
% of rt. total	29	33	24	7	2	5		76
84	7	3	7	0	0	0	17	
% of rt. total	41	18	41	0	0	0		59
Total	352	231	375	16	47	52	1073	
% of total	33	22	35	1	4	5		65

Figure ES- 6 Racial Breakdown by Route

INCOME BREAKDOWN BY ROUTE						
Route	Less than $20,000	$20,001-35,000	$35,001-$50,000	$50,001-$75,000	$75,001 or more	Total
21	22	8	4	3	1	38
% of rt. total	58	21	11	8	3	
22	85	31	5	3	7	131
% of rt. total	65	24	4	2	5	
41	21	3	6	1	1	32
% of rt. total	66	9	19	3	3	
42	54	7	8	4	0	73
% of rt. total	74	10	11	5	0	
43	64	20	5	3	3	95
% of rt. total	67	21	5	3	3	
44	45	19	3	2	5	74
% of rt. total	61	26	4	3	7	
45	68	16	9	3	2	98
% of rt. total	69	16	9	3	2	
46	16	3	0	2	0	21
% of rt. total	76	14	0	10	0	
47	6	0	2	0	0	8
% of rt. total	75	0	25	0	0	
61	34	19	4	3	4	64
% of rt. total	53	30	6	5	6	
62	14	2	1	1	1	19
% of rt. total	74	11	5	5	5	
81	42	12	10	2	4	70
% of rt. total	60	17	14	3	6	
82	12	2	1	0	1	16
% of rt. total	75	13	6	0	6	
83	26	6	2	0	0	34
% of rt. total	76	18	6	0	0	
84	6	3	1	0	1	11
% of rt. total	55	27	9	0	9	
Total	515	151	61	27	30	784
% of total	66	19	8	3	4	

Figure ES- 7 Income breakdown by route

INCOME BREAKDOWN BY PAYMENT METHOD						
Payment Method	Less than $20,000	$20,001-35,000	$35,001-$50,000	$50,001-$75,000	$75,001 or more	Total
Cash fare	192	51	22	11	11	287
% of total	67	18	8	4	4	
Day Pass	92	27	11	5	2	137
% of total	67	20	8	4	1	
15-Day Pass	18	12	3	0	1	34
% of total	53	35	9	0	3	
31-Day Pass	208	60	25	10	16	319
Total	65	19	8	3	5	
Total	492	138	58	26	29	743
% of total	66	19	8	3	4	

Figure ES- 8 Income breakdown by payment method

RACIAL BREAKDOWN BY PAYMENT METHOD										
Payment Method	Latino	Black	White	Asian/Pacific Islander	American Indian	Other	Total	% Minority	% of minorities paying this fare	% of non-minorities paying this fare
Cash fare	144	88	121	3	14	18	388			
% of total	37	23	31	1	4	5		69	39	33
Day Pass	59	54	64	3	7	12	199			
% of total	30	27	32	2	4	6		68	20	17
15-Day Pass	12	8	16	2	2	2	42			
% of total	29	19	38	5	5	5		62	4	4
31-Day Pass	134	78	168	8	21	20	429			
% of total	31	18	39	2	5	5		61	38	46
Total	349	228	369	16	44	52	1058			
% of total	33	22	35	2	4	5				

Figure ES- 9 Racial breakdown by payment method

INCOME BREAKDOWN BY FARE CATEGORY						
Payment Method	Less than $20,000	$20,001-35,000	$35,001-$50,000	$50,001-$75,000	$75,001 or more	Total
Regular fare	362	113	48	19	28	570
% of total	64	20	8	3	5	
Senior/Disabled/ Medicare	148	37	13	8	2	208
% of total	71	18	6	4	1	
Total	510	150	61	27	30	778
% of total	66	19	8	3	4	

Figure ES- 10 Income breakdown by fare category

RACIAL BREAKDOWN BY FARE CATEGORY										
Fare Category	Latino	Black	White	Asian/Pacific Islander	American Indian	Other	Total	% Minority	% of minorities paying this fare	% of non-minorities paying this fare
Regular fare	300	174	246	11	34	36	801			
% of total	37	22	31	1	4	4		69	81	66
Senior/Disabled/ Medicare	50	52	124	5	11	16	258			
% of total	19	20	48	2	4	6		52	19	34
Total	350	226	370	16	45	52	1059			
% of total	33	21	35	2	4	5				

Figure ES- 11 Racial breakdown by fare category

Race By Payment Method	White	Latino	Black	Asian/Pacific Islander	Native American	Other	% Minority	% of minorities paying this fare	% of non-minorities paying this fare
Cash fare									
2013 % of total	21	47	15	2	2	13	79	41	30
2015 % of total	24	49	15	4	4	3	76	36	29
2017 % of total	27	42	17	1	3	10	73	38	35
2019 % of total	31	37	23	1	4	5	69	39	33
Day Pass									
2013 % of total	26	39	17	1	4	13	714	22	20
2015 % of total	28	40	19	4	4	5	72	22	21
2017 % of total	32	30	20	1	3	15	68	16	19
2019 % of total	32	30	27	2	4	6	68	20	17
15-Day Pass									
2017 % of total	20	39	20	0	0	22	80	4	3
2019 % of total	29	19	38	5	5	5	62	4	4
31-Day Pass									
2013 % of total	33	34	17	3	2	12	68	38	49
2015 % of total	33	37	18	3	6	4	67	42	50
2017 % of total	29	34	15	3	3	15	71	42	44
2019 % of total	39	31	18	2	5	5	61	38	46

Race By Fare Category	White	Latino	Black	Asian/Pacific Islander	Native American	Other	% Minority	% of minorities paying this fare	% of non-minorities paying this fare
Regular fare									
2013 % of total	23	44	16	2	2	13	77	82	69
2015 % of total	26	45	17	4	4	4	74	81	70
2019 % of total	31	37	22	1	4	4	69	81	66
Senior/Disabled/Medicare									
2013 % of total	43	23	17	3	4	11	57	15	31
2015 % of total	45	26	17	3	7	3	55	15	30
2019 % of total	35	33	21	2	4	5	52	19	34

A significant proportion of riders speak Spanish at home. Therefore, Spanish-speaking persons are the most significant group of Limited English Proficiency (LEP) persons served, as shown in census data, community, and onboard surveys.

The frequency with which LEP persons come into contact: Since the onboard survey showed that 33% of all riders are Latino, it can be concluded that a significant number of LEP persons come into contact with

the transit system service. Data from the onboard survey reveal that a significant number of Latino riders account for the fare payment methods and categories as shown on page 34.

Chapter 2 Service & Performance Standards

2.1 Introduction

Standards for service evaluation provide an objective basis to make the requisite decisions for sustained operation. Performance analysis is used to: 1) Guide the District in determining where service expansion would be most productive, 2) Make service adjustments when necessary, and 3) Develop the annual budget and budget management. Performance standards for fixed routes are discussed under the following three categories: 1) Service Design, 2) Operating Performance, and 3) Economic/Social/Environmental.

In addition to the Vision Statement, the Board also adopted a number of Planning Guidelines:

• Services should be designed in a manner which maximizes the seamless connectivity between all routes, modes and systems. In this context seamless means that the passenger should not be discouraged from making a trip because of perceived barriers related to: 1) physical connections, 2) timed transfers, 3) fare payment, or 4) information services.

• The system-wide transit operating speed (as measured by total Annual Revenue Miles divided by Total Annual Revenue Hours) should increase each year or at the very least should never drop below the 2010 baseline.

• Transit service should be designed in a manner that allows it to have a meaningful impact on regional air quality and support achievement toward greenhouse gas-reduction targets.

• Transit should be designed in a manner that supports healthy lifestyles by fostering a pedestrian and bicycle - friendly environment.

• Transit service should be financially sustainable over all time periods.

• Transit planning should be conducted in collaboration with cities and the County in order to integrate transit and land use planning decisions.

In the Short-Term, GET's fixed-route bus network – which had not been substantially altered in 25 years – was reconfigured to reflect population and employment growth since the 1980s and to improve customer service and cost-effectiveness. In the Medium and Long-Terms, it will be revised yet again to accommodate projected growth and construction of a California High- Speed Rail station, additional changes would be made to Kern Regional Transit (KRT) intercity express bus service, and new modes of transit service including commuter rail would be introduced.

The Short-Term Plan (implemented on Oct. 7, 2012) called for a complete reconfiguration of GET's fixed-route network. Prominent features of the Plan include:

- A decreased emphasis on timed connections at transit centers.
- A new transit center at CSU Bakersfield.
- Increased service to CSU Bakersfield and Bakersfield College.
- Faster cross-town trips using:
  - New Express routes
  - New "Rapid" routes making only limited stops
  - More direct routes
  - Wider spacing of stops
  - A more straightforward and understandable route system

2.2 Performance Standards

2.2.1 Service Design

Route Coverage: One- mile spacings are required in built-up areas. This allows for 1/2 mile distance to a route. Spacings of one mile or more are acceptable for routes that serve less densely populated suburban areas. This standard ensures that routes do not overlap covered areas and that transit services are well distributed throughout the District's jurisdiction.

Street Characteristics: It is preferable for conventional fixed routes to operate on collector or arterial streets.

Directness of Travel: Routes should be designed to provide direct travel wherever possible. Deviations, branches, and one-way loops should be avoided if at all possible. An exception is for any future checkpoint deviation routes where the nature of this service is to deviate.

Express and Limited Stop Service: Express services, usually separate routes, are designed to move people as fast as possible from one area to a major activity center or Central Business District. These routes normally have a long segment of nonstop operation, usually on a freeway. The establishment of new express service is based on the following criteria:

* Travel time advantage of 15 minutes over local service.

* Minimum of three miles of nonstop operation.

* Potential demand to support off-peak as well as peak service.

Limited stop service will stop only at transfer points or major trip generators.

Residential Density: Small-lot single family housing of 5 dwelling units per acre can generally support local bus service and is therefore required for intermediate (30 min. headways) levels of service. Medium density residential between 7 to 15 dwelling units per acre can support more frequent service. For minimum level of service, there must be at least 5 dwelling units per acre. Services other than conventional fixed route (i.e. checkpoint deviation and dial-a-ride) should be considered for areas with 3.5 to 5 dwelling units per acre.

Bus Stop Spacing: Bus stops shall be placed at an average of two-thirds of a mile apart for rapid routes, one-sixth to one-quarter of a mile apart (850-1,300 feet) for crosstown routes, one-quarter of a mile apart for circulator routes, and for circulator/express routes one-quarter to one-third of a mile apart (1,300 to 1,750 feet) in circulator segments and only at major destinations in express segments.

Bus Stop Siting: The key practice for bus stop siting is to properly designate the length, signage, and enforcement of encroachments. Stops should be located at the far side of intersections so that transit vehicles do not impede traffic flow. This standard is to be followed with the exception of special cases where traffic conditions or other circumstances require other configurations. The District's *Transit Facilities Manual* shall be used for specifications.

Loading Standard: The objective of scheduled transit service is to provide a seat for every passenger. However, this may not be economically feasible in peak periods. Vehicle loading standards specify the acceptable average number of passengers per vehicle passing the peak load point of a given route during the hour of highest passenger loadings during the day. The standards, which are based on the practical capacities of the vehicles as defined by the equipment specifications, are designed to ensure safety, passenger comfort, and operating efficiency. "Load factor" is the number of passengers on board a vehicle divided by the vehicle's seating capacity. The maximum load factor shall not exceed 140% of vehicle seating capacity. For express service, the maximum load factor shall not exceed 100% at all times. Since the load factor is an average, individual trips may exceed the average during a particular operating period. Load factors greater than 100% on particular trips should not be tolerated for more than 20 minutes. When more than two consecutive trips on a route consistently exceed a seated load, service should be adjusted to reduce passenger crowding. Adjustments include adding a trip, adjusting trip times, or using larger or additional buses, depending on District resources.

Headways: Headways (the time between buses on a route) are based on population densities, major activity centers served, actual or potential route usage, schedule design considerations, timed transfer considerations, and District resources. Sixty minutes (weekdays) shall be the maximum amount of time between buses on all routes with the exception of express service. Clock headways (those divisible by 60 minutes) will be used wherever feasible, since schedules are easier to understand and remember if buses leave at the same times each hour.

Passenger Shelters: Shelters should be installed at stop locations where: 1) passenger volumes exceed 40 boardings per day, 2) bus stops are located at major transfer points, or 3) bus stops are located adjacent to schools, shopping, medical facilities, senior citizen housing, community and recreation centers, and disabled residents. Shelters may also be installed at existing or proposed bus stops adjacent to specific

developments by the developer/owner as a transit amenity and air quality mitigation measure. Such installations must be coordinated with GET.

Benches: Benches should be provided at bus stops where 20 or more passengers board per day. A bench should be provided where 10 or more senior citizens or disabled persons board per day.

Transit Centers: The following criteria will apply to a transit center:

* Transit centers will be strategically located to enhance the operation of a timed-transfer system. Priority will be given to placing centers at major traffic generator sites.

* Transit centers must be large enough to accommodate the maximum number of buses that may be there at one time. This is usually greater than the number of routes serving the center since it must account for buses going different directions on the same route and terminating routes where more than one bus may be laying over at the same time.

* The centers shall provide for shelter and sufficient space to allow passengers to board and transfer comfortably. Other desirable amenities include pay phones, and schedule and route information. Each transit center will be well lighted to ensure the safety of drivers and passengers.

* Transit centers at major commercial centers will be located as close to the entrance as feasible. Conflicts between buses, autos, and pedestrians shall be minimized.

Vehicle Assignment Procedure: Fixed route coaches in the active fleet are rotated on a monthly basis.

2.2.2 Operating Performance

Incidents: Safety is the highest priority in all departments of the District. No operating requirement or other activity will take precedence. It is District policy that every incident involving vehicles, passengers, or District personnel be reported immediately. All incidents are analyzed to determine possible remedial and follow-up actions as necessary.

On-Time Performance: Schedules should be constructed so that sufficient time is available under normal traffic conditions to complete the trip on time. Where street traffic varies by day of the week or hour of the day, schedules should be adjusted accordingly. In instances where schedule adherence becomes difficult in peaks by reason of general traffic congestion, schedules for that particular situation should be modified or traffic officials should be urged to remedy the problems causing the congestion. Eighty-five percent of all trips on each route shall run zero minutes early to five minutes late. Under no circumstances should buses run ahead of schedule.

Missed Trips: At least 99.25% of all scheduled trips should be completed.

System Failures: There should be at least 10,000 miles between calls due to system failures.

2.2.3 Economic/Social/Environmental

Passengers Per Revenue Vehicle Hour: Each route shall perform at no less than 100% of the system average for rapid and express routes, 80% for crosstown routes, and 60% for circulator and circulator/express routes.

Revenue/Cost: The system should achieve a net revenue/cost ratio of at least 20%.

Vehicle Cleanliness: The complete interior of each bus shall be cleaned daily and the exterior shall be cleaned once a week to conserve water during the present drought.

Heating/Cooling: One hundred percent of the daily active fleet shall have functioning heaters when the temperature is less than 60 degrees Fahrenheit and functioning air conditioners when the temperature exceeds 85 degrees Fahrenheit.

2.2.4 Special Services

Special services are those which do not conform to the characteristics of the regular services provided by the District and therefore require separate evaluation criteria. Included in this category are: 1) Existing service requiring additional vehicle hours in order to serve a special event or purpose; 2) Service that requires deviating from a regular route in order to serve a special event; and 3) Special purpose routes. Special services will be considered and evaluated based on the following criteria:

Serving the Public Interest: Certain community events require the movement of large groups of people during certain hours of the day. These are events that would otherwise seriously restrict traffic movement unless public transit took an expanded role. Historically, these have been annual events although one-time-only events of sufficient magnitude will be considered as well. A decision to provide such services will be based on an evaluation of available resources and the need for the service.

Cost Effectiveness: The special service must be evaluated on the basis of both operations and system cost, and on the availability of operators and equipment. Advertising trade-out and promotional benefits will be considered.

Patronage Potential: The special service must be evaluated on the basis of expected patronage on the service.

Service That Could Be Provided By Others: Service that could be provided by other transportation providers, such as charter providers, taxis, carpools, vanpools, or other dial-up services must be in compliance with federal charter regulations. Service that warrants alternative modes to buses based on cost, geographic limitations, and potential market penetration will be evaluated.

2.3 Performance Standards Applications to Existing Routes

Correcting major service inadequacies within the current service area takes precedence over providing service to new areas. The public, as the primary customer and beneficiary of transit service, shall have input into the planning, design, and implementation of new service and the modification of existing service.

The major criterion for continuation/discontinuation of service should be productivity in terms of ridership. Each route in the transit system is judged as a separate entity. However, individual routes must be evaluated with the understanding that routes are interrelated with respect to transfer passengers and the success of the system as a whole. Therefore, a system average is established against which the performance of each route is measured.

Service standards are applied annually as part of the Annual Five-Year Plan Update, which also identifies potential service changes. Implementation of major service changes takes place semiannually concurrent with the issuance of new timetables/maps and the start of a new sign-up. Service changes are made only when there is a demonstrable benefit to the public or when it is necessary to reduce operating costs or solve a particular problem. Schedule changes of up to three minutes later and route alignments of no more than 2 blocks may be implemented as necessary between sign-ups and without the reprinting of public timetables/maps.

1) If passengers per hour falls between 80% and 90% of the system average, a review shall be conducted to determine if there are any segments or trips of the route for which corrective action should be taken.

2) If passengers per hour falls between 60% and 80% of the system average, a formal report will be prepared recommending possible courses of action to be taken to improve performance. The corrective actions will include:

a.) **Improved Marketing and Information**: Poor performance can be a function of inadequate public information. If a new effort is undertaken in this area, at least three months should be allowed before judging its effect.

b.) **Needs Analysis**: Staff should study the travel desires of the community and collect detailed information to identify ways of making the service more attractive. This may include realignment or schedule adjustments.

3) If passengers per hour falls below 60% of the system average, the following actions will be considered:

a.) **A reduction in the service level**. Frequency and service span adjustments are preferable to elimination of a route, though the requirements of timed transfers must be considered.

b.) **Service alternatives other than conventional fixed route** will be explored (i.e. demand-response, checkpoint deviation).

c.) If it is determined that the particular service requires relatively minimal resources and that the overall system can "carry" the substandard ridership, it might be continued on a six-month review basis by a directive of management.

d.) If continuation would require an unacceptable allocation of the system's resources (i.e. 10% decrease in revenue/cost ratio), and other alternatives are not feasible, the route should be terminated.

4.) If passengers per hour performs above the system average, the following actions shall be taken:

a.) Consider frequency improvements.

b.) Analyze weak and strong segments for any adjustments, such as headway improvements and deletion of weak segments.

2.4 Evaluation Standards for New Service & Extensions

For new routes as well as trips added to existing routes, a period of 1-2 years should be provided during which less than normal ridership is to be expected. If new service fails to perform at 60% of the system average in passengers per hour after one year, a decision will be made to extend the trial period for up to one additional year, modify the service, or discontinue service. An exception to this rule is when a community or group is willing to participate in sharing the ongoing cost of the new service. However, a substantial need for the service would still have to be demonstrated because resources could be reallocated to other routes and areas which show a greater need.

2.4.1 Standards for Provision of Service to New Areas

The provision of transit service to a development depends on: 1) the availability of resources to provide the service; 2) actual market demand; and 3) the design of the development. District staff will review tentative tract maps and site plans for input. This input will be used to ensure adequate transit access to new facilities or to allow the District to take advantage of joint development opportunities.

New service to a development will be based on the following transit-friendly characteristics:

Density and Compactness: Higher densities and compact patterns of development lead to higher usage of transit (see prior discussion on residential densities). Transit cannot be efficient if origins and destinations are thinly spread throughout a region. Small-lot single family housing of 5 dwelling units per acre can generally support local bus service and is therefore required for intermediate (30 min. headways) levels of service. Medium density residential between 7 to 15 dwelling units can support more frequent service. For minimum level of service, there must be at least 5 dwelling units per acre. Services other

than conventional fixed route (i.e. checkpoint deviation and dial-a-ride) should be considered for areas with 3.5 to 5 dwelling units per acre.

Land Use Diversity: Incorporate mixed, compatible land uses into all zoning districts. Permit the combining of complementary office, service, residential, and retail uses. Mixed land uses can reduce the need for and the number of auto trips, encourage walking between land uses, and encourage public transportation usage. Service will be provided to all major commercial centers, hospitals, and major employers. However, size alone may not be sufficient to justify service. The nature of the commercial activity, availability of free or low cost parking, and the distance of the facility from housing or other commercial centers are all important factors in determining the future success of transit services to any given site. Service to all other major activity centers will be provided if sufficient demand exists.

Pedestrian Access: Physical barriers, such as walls, berms, and landscaping between the development and bus stops should be avoided. Parking should be in the rear. Gridlike street patterns are encouraged instead of culs-de-sac and serpentine streets because they create circuitous walks and force buses to meander. Developments and facilities that are improperly designed will not be served.

Site Access: Facilities, such as turnouts, should be considered in the initial design of a road network. High occupancy vehicle lanes and preferential signals should be considered where necessary. Service cannot be provided to facilities which prevent safe and easy access to transit.

Building Location: Locate buildings as close to streets and bus stops as possible, arrange buildings on a site to reduce the walking distance between each building and the nearest transit facility, and cluster buildings around a central pedestrian space to reduce auto driving between buildings.

Parking: Reduce the amount of parking required by developing programs that encourage ridesharing, transit usage, and walking. Locate parking to the side and rear of buildings. Bus stops should be located at major entrances to buildings instead of across parking lots. The Bakersfield Municipal Code includes the following transit credit:

Except for the “central district” and properties zoned C-B and C-C, which already receive a fifty percent reduction under Section 17.58.120, required parking may be reduced by ten percent if there exists a transit facility as defined in Section 17.04.624 within one thousand feet of the front or main customer door of the building that is linked with an improved and paved pedestrian way. (Ord. 4521 § 10, 2008) (Section 17.58.055)
Transit facility is defined as a covered structure (bus shelter).

Passenger Amenities: Provide shelters, benches, proper lighting, wheelchair accessibility, and information displays (see prior discussion on passenger shelters).

The District’s *Transit Facilities Manual* will be used to assist with the selection, design, and placement of various bus facilities and amenities in areas where new bus service is proposed as well as where modifications or improvements to existing service are necessary.

2.4.2 Equity Policies for Major Service Changes and Fare Changes

Definition of Major Service Change

The following is considered a major service change (unless otherwise noted under Exemptions), and will be evaluated in accordance with the regulatory requirements set forth in FTA Circular 4702.1B:

1) New Routes: the establishment of a new transit route, or

2) Route Length: increases or decreases of more than 25 percent in the length (in directional miles) of an existing transit route, or

3) Revenue Vehicle Miles: increases or decreases of more than 25 percent in the transit revenue vehicle miles per weekday, Saturday, or Sunday operated on a route, or

4) Revenue Vehicle Hours: increases or decreases of more than 25 percent in the number of revenue vehicle hours per weekday, Saturday, or Sunday scheduled on a route.

"Major Service Changes" shall exclude any changes to service which are caused by:

1) Temporary Services: the discontinuance of a temporary or demonstration service change which has been in effect for less than 12 months, or

2) New Line "Break-In" Period: an adjustment to service levels for new transit lines which have been in revenue service for less than 1 year (allowing GET to respond to actual ridership levels observed on those new transit lines), or

3) Forces of Nature: forces of nature such as earthquakes, or

4) Competing Infrastructure Failures: failures of competing infrastructure like bridges, tunnels, or highways, or

5) Overlapping Services: a reduction in transit revenue vehicle miles on one line which is offset equally by an increase in transit revenue vehicle miles on the overlapping section of another line where there is a timed-transfer at the intersection point of the two lines.

Minority Disparate Impact Policy (Service Equity Analysis)

An adverse effect related to a major service change that may result in a disparate impact is defined as:

1) Elimination of a route, or

2) Shortline a route, or

3) Reroute an existing route, or

4) Increase in headways of a route, or

5) Span of service changes, or

6) Additions to service that come at the expense of reductions in service on other routes.

When conducting a service change equity analysis, the following thresholds will be used to determine when a service change would have a disparate impact on minority populations:

A disparate impact occurs when the minority population adversely affected by a major service change is greater than ten percentage points more than the average minority population of the Golden Empire Transit District service area.

If Golden Empire Transit District finds a potential impact, the agency will take steps to avoid, minimize, or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Golden Empire Transit District chooses not to alter the proposed changes, the agency may implement the service change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on the minority population and would still accomplish the agency's legitimate program goals.

Low-Income Disproportionate Burden Policy (Service Equity Analysis)

When conducting a service change equity analysis, the following thresholds will be used to determine when a service change would have a disproportionate burden on low income populations:

1) A disproportionate burden occurs when the low-income population adversely affected by a major service change is greater than ten percentage points more than the average low-income population of the Golden Empire Transit District service area.

2) If Golden Empire Transit District finds a potential disproportionate burden, the agency will take steps to avoid, minimize, or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Golden Empire Transit District chooses not to alter the proposed changes, the agency may implement the service change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on low-income population and would still accomplish the agency's legitimate program goals.

Minority Disparate Impact Policy (Fare Equity Analysis)

A disparate impact occurs when the minority population adversely affected by a fare change is greater than ten percentage points more than the average minority population of the Golden Empire Transit District service area.

If Golden Empire Transit District finds a potential impact, the agency will take steps to avoid, minimize, or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Golden Empire Transit District chooses not to alter the proposed changes, the agency may implement the fare change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on the minority population and would still accomplish the agency's legitimate program goals.

Low-Income Disproportionate Burden Policy (Fare Equity Analysis)

A disproportionate burden occurs when the low-income population adversely affected by a fare change is greater than ten percentage points more than the average low-income population of the Golden Empire Transit District service area.

If Golden Empire Transit District finds a potential disproportionate burden, the agency will take steps to avoid, minimize, or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Golden Empire Transit District chooses not to alter the proposed changes, the agency may implement the fare change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on low-income population and would still accomplish the agency's legitimate program goals.

Equity Analysis Data Sources

Category	Action	Evaluation Data
Fare	Adjustment	Passenger survey data of affected fare category
Service Span	Reduction or Expansion	Passenger survey data of affected route
Service Headway	Reduction or Expansion	Passenger survey data of affected route
Route Length	Reduction or Expansion	Passenger survey data of affected route
Route Alignment	Eliminate Segment(s) Segment(s) to new areas	Passenger survey data Census Data
New Route	New Route	Census Data

Public Participation Procedures

For all proposed major service changes, Golden Empire Transit District will hold at least one public hearing, with a public notice prior to the hearing in order to receive public comments on the potential service changes. The meeting notice will occur at least 30 days prior to the scheduled hearing date. Public materials will be produced in English and Spanish (the metropolitan area's two primary languages), in

order to ensure Limited English Proficient (LEP) populations within the transit service area are informed of the proposed service changes and can participate in community discussions. Golden Empire Transit District will conduct a service/fare equity analysis prior to any public hearings associated with the proposed service changes.

Chapter 3 Service Analysis

3.1 SYSTEMWIDE RIDERSHIP REVIEW FOR FY 2018-19

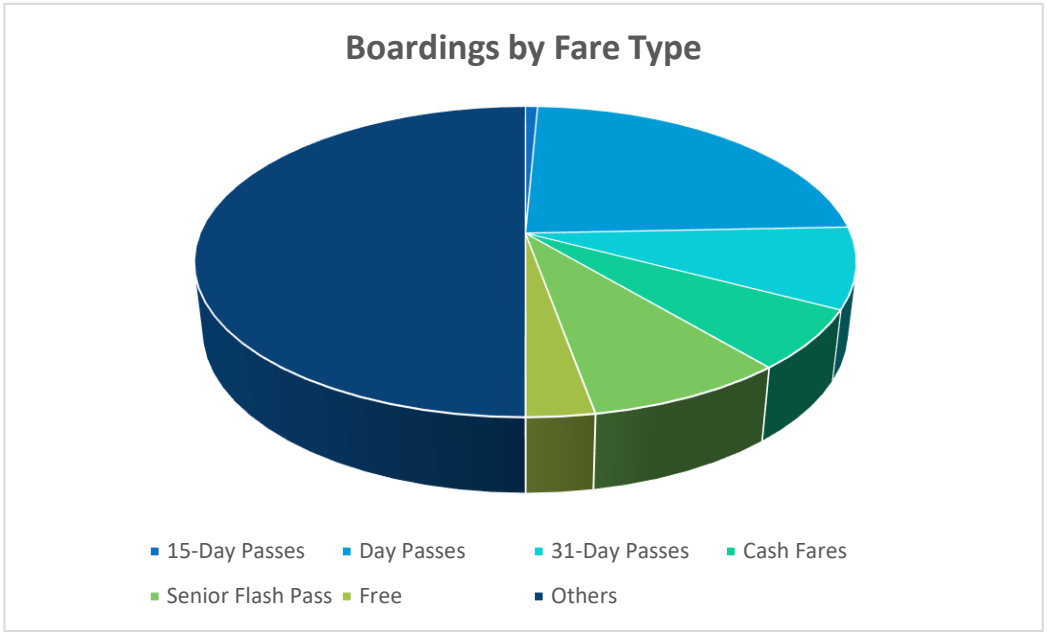
YEAR	TOT RIDERSHIP	% CHANGE	FIXED ROUTE RIDERSHIP HISTORY
73/74	927,000		
74/75	1,169,300	26%	
75/76	1,775,228	52%	
76/77	1,977,205	11%	
77/78	2,116,636	7%	
78/79	2,282,000	8%	
79/80	2,605,600	14%	
80/81	2,203,264	-15%	9-Week Operators' Strike & Fare Increase-Base fare from .25 to .35,Sun. service begins
81/82	2,683,528	22%	District annexes Northwest & Greenfield, Fare Increase base from .35 to .40
82/83	2,564,424	-4%	Fare Increases-Base Fare .40 to .50,Sunday service ends.
83/84	2,763,264	8%	First lift-equipped buses (14) placed in service, new office/shop complex opens
84/85	2,917,477	6%	
85/86	2,993,305	3%	
86/87	2,460,488	-18%	Crosstown route system begins, Downtown Transit Center opens,Peak service begins
87/88	2,789,384	13%	
88/89	3,506,745	26%	
89/90	4,043,581	15%	
90/91	4,584,521	13%	
91/92	4,662,975	2%	
92/93	4,690,421	1%	
93/94	4,440,036	-5%	Fare Increase-Base fare from .50 to .75, S.West Transit Center opens
94/95	4,494,912	1%	Monthly Pass increases from $20 to $25
95/96	4,607,173	2%	Elimination of Youth Fares
96/97	4,701,669	2%	
97/98	5,027,993	7%	
98/99	5,504,441	9%	
99/00	6,238,271	13%	Sunday & Evening service initiated in January 2000.
00/01	7,130,711	14%	Day Pass initiated. Transfers eliminated. First full year of Sunday & evening service.
01/02	7,157,418	0%	
02/03	6,962,266	-3%	
03/04	6,915,502	-1%	
04/05	6,825,690	-1%	
05/06	6,492,706	-5%	Fare Increase Jan. 06-Base fare from .75 to .90, increases in all passes.
06/07	6,336,753	-2%	
07/08	6,968,593	10%	
08/09	7,514,503	8%	Highest ridership in District history.
09/10	7,294,493	-3%	Fare increases in August 2009 and February 2010
10/11	6,902,502	-5%	Fare increases in August 2010
11/12	7,158,537	4%	Bakersfield College Transit Center opened.
12/13	6,174,932	-14%	New route system began Oct. 7, 2012
13/14	6,046,195	-2%	
14/15	5,454,224	-10%	Strike from July 15-Aug 18.
15/16	5,457,266	0%	
16/17	5,157,702	-5%	Fare increase Oct 1, 2017 Pt. 1 of 2
17/18	6,377,043	24%	APC's used as a new source of ridership data instead of farebox data.
18/19	6,196,795	-3%	
19/20	5,245,726	-15%	Fare increase Oct 1, 2019 Pt 2 of 2; Service reduced to Saturday due to COVID March 2023
20/21	2,783,880	-47%	Jul 2021: Evening service restored on RTs 21, 22, 44, and 61
21/22	3,094,249	11%	February 2022: Service reduced back to Saturday
22/23	3,130,678	1%	Fare Increase on 31 day (regular and reduced) Free Rides for Students

3.2 RIDERSHIP BY FARE CATEGORY

Over 1.38 million boardings were related to Day Passes, which accounts for 44% of total boardings. Full fare ($1.65) cash rides increased 2%, accounting for 6% of all boardings. The Reduced cash fare ($.85)

increased by 3%. The Regular 31-Day Pass category accounts for 16% of total ridership and was introduced at the beginning of FY 2010-11. The following tables provide a detail of fare boardings.

RIDERSHIP BY FARE CATEGORY							
	FY 22-23	FY22-23			FY 21-22	FY 21-22	% DIFFERENCE 21/22
		% OF				% OF	
ALL DAYS	# BOARDINGS	TOTAL		ALL DAYS	# BOARDINGS	TOTAL	22/23
Issue Reg Day Pass	107,313	3		Issue Reg Day Pass	118,743	4	-10%
Issue Reduced Fare Day Pass	87,244	3		Issue Reduced Fare Day Pass	82,846	3	5%
Regular Cash Single Ride	160,536	5		Regular Cash Single Ride	157,828	5	2%
Reduced Fare Cash Single Ride	32,564	1		Reduced Fare Cash Single Ride	31,710	1	3%
Reduced 31-Day Pass	258,968	8		Reduced 31-Day Pass	257,201	8	1%
Free	87,960	3		Free	449,750	15	-80%
Field Trips	977	0		Field Trips	1,524	0	-36%
Youth Pass	-	0		Youth Pass	2,032	0	-100%
Express Cash Single Ride	399	0		Express Cash Single Ride	133	0	200%
Board With Regular Day Pass	249,740	8		Board With Regular Day Pass	246,516	8	1%
Board With Reduced Fare Day Pass	191,271	6		Board With Reduced Fare Day Pass	181,427	6	5%
Precoded Regular Day Pass	74,048	2		Precoded Regular Day Pass	63,281	2	17%
Precoded Reduced Fare Day Pass	20,856	1		Precoded Reduced Fare Day Pass	18,703	1	12%
Special	-	0		Special	-	0	
Board With Regular Express Day Pass	98	0		Board With Regular Express Day Pass	93	0	5%
Issue Regular Express Day Pass	94	0		Issue Regular Express Day Pass	35	0	169%
Odyssey Ticket	73	0		Odyssey Ticket	97	0	-25%
1 Reduced Ride Pass	-	0		1 Reduced Ride Pass	0	0	0%
Regular 31-Day Pass	255,175	8		Regular 31-Day Pass	224,134	7	14%
Regular 15-Day Pass	15,474	0		Regular 15-Day Pass	18165	1	-15%
Reduced 15-Day Pass	6,743	0		Reduced 15-Day Pass	8278	0	-19%
Express Regular 31-Day Pass	7,132	0		Express Regular 31-Day Pass	3,399	0	110%
1 Regular Ride Pass	7,470	0		1 Regular Ride Pass	5,799	0	29%
Mobile Pass	230,219	7		Mobile Pass	181,189	6	27%
TOTAL BOARDINGS (Includes unclassified fare boardings)	3,130,678			TOTAL BOARDINGS	3,094,249		1%
EVENUE BOARDINGS (Includes unclassified fare boardings)	2,969,539	95		REVENUE BOARDINGS	2,587,192	84	15%



RIDERSHIP/REVENUE DATA-Golden Empire Transit District														%
2022/23													YEAR TO	OF
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	DATE	TOTAL
REVENUE														
Advertising	$91,320	$85,595	$70,190	$77,975	$43,435	$41,120	$53,942	$70,182	$97,112	$0	$0	$0	$630,871	8
Farebox	$70,776	$104,861	$135,580	$148,409	$89,868	$84,658	$125,529	$134,935	$143,307	$0	$0	$0	$1,037,923	13
Passes	$84,470	$115,930	$103,542	$91,430	$86,591	$182,027	$112,382	$85,973	$94,862	$0	$0	$0	$957,207	12
IKEA	$2,472	$17,553	$11,803	$11,803	$11,663	$11,407	$9,575	$11,358	$9,575	$0	$0	$0	$97,209	1
Misc. Income	$461,804	$526,659	$778,433	$727,529	$552,186	$662,895	$388,513	$639,177	$583,602	$0	$0	$0	$5,320,798	66
TOTAL	$710,842	$850,598	$1,099,548	$1,057,146	$783,743	$982,107	$689,941	$941,625	$928,458	$0	$0	$0	$8,044,008	100
RIDERSHIP														
Unclassified	143,252	149,133	154,073	90,244	70,824	74,766	83,328	95,076	111,512	107,417	129,655	125,296	1,334,576	
Issue Reg Day Pass	6,621	7,451	6,213	11,449	11,117	10,788	10,932	10,628	11,004	11,197	5,386	4,527	107,313	6
Issue Reduced Fare Day Pass	4,603	5,103	4,410	8,231	8,122	7,477	7,832	8,101	8,464	8,713	8,278	7,910	87,244	5
Regular Cash Single Ride	8,334	9,788	9,746	17,107	16,530	14,696	14,868	14,052	14,402	14,408	13,405	13,200	160,536	9
Reduced Fare Cash Single Ride	1,788	1,866	1,732	3,140	2,769	2,951	2,963	2,747	3,161	3,353	3,011	3,083	32,564	2
Reduced 31-Day Pass	15,073	15,950	13,405	24,777	23,805	21,350	24,711	22,536	24,444	25,424	24,674	22,819	258,968	14
Free	2,292	6,414	16,498	10,488	7,355	15,624	4,755	4,337	4,483	4,616	5,135	5,963	87,960	5
Field Trips	49	39	74	173	158	118	98	49	45	68	61	45	977	0
Youth Pass	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Express Cash Single Ride	19	25	26	27	32	19	68	35	33	74	25	16	399	0
Board With Regular Day Pass	14,237	16,068	13,516	24,193	22,743	21,951	22,748	22,827	23,155	23,558	22,672	22,072	249,740	14
Board With Reduced Fare Day Pass	10,550	11,066	9,471	18,390	17,689	15,761	16,991	17,645	18,620	18,954	18,559	17,575	191,271	11
Precoded Regular Day Pass	3,951	4,913	4,335	6,953	6,411	6,375	6,400	6,627	7,180	6,626	7,693	6,584	74,048	4
Precoded Reduced Fare Day Pass	948	1,023	929	1,881	1,818	1,925	2,176	2,097	2,050	2,029	2,054	1,926	20,856	1
Board With Regular Express Day Pass	3	1	7	10	21	11	8	11	7	15	0	4	98	0
Promo Single Ride	1	0	1	1	1	1	0	1	0	0	0	0	6	0
Issue Regular Express Day Pass	4	1	10	10	21	9	8	8	9	9	2	3	94	0
Free Veterans	0	0	0	0	1,738	1	0	0	0	0	1	2	1,742	0
Odyssey Ticket	5	5	3	13	5	3	5	5	6	14	5	4	73	0
Cents A Bill Ticket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Reduced Ride Pass	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Regular 31-Day Pass	12,507	15,357	16,405	32,295	29,155	24,141	20,869	20,466	22,022	20,317	21,910	19,731	255,175	14
Regular 15-Day Pass	894	1,125	1,125	2,187	1,674	1,404	1,310	1,112	1,043	1,137	1,165	1,298	15,474	1
Reduced 15-Day Pass	369	366	352	860	882	914	724	405	611	553	391	316	6,743	0
Express Regular 31-Day Pass	479	414	482	721	628	604	839	561	602	612	686	504	7,132	0
1 Regular Ride Pass	350	475	478	792	826	766	626	589	517	724	571	756	7,470	0
7 Day Free Pass	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mobile Pass	10,360	12,669	12,865	24,525	25,177	20,570	20,444	19,888	20,147	20,735	20,807	22,032	230,219	13
TOTAL BOARDINGS	236,689	259,252	266,156	278,467	249,501	242,225	242,703	249,803	273,517	270,553	286,146	275,666	3,130,678	100
REVENUE BOARDINGS	231,531	243,890	226,546	262,563	236,866	219,870	235,448	242,613	265,689	262,714	277,120	264,689	2,969,539	95
CHARTER														
Revenue													$0.00	
Ridership													0	
OTHER REV														
ID Cards	$25	$26	$9	$17	$14	$11	$13	$13	$7	$0	$0	$0	$135	
# OP DAYS	31	31	30	31	29	30	31	28	31	30	31	30	363	
MISC DATA														
Revenue Per Day	$22,930	$27,439	$36,652	$34,101	$27,026	$32,737	$22,256	$33,629	$29,950	$0	$0	$0	$22,160	
Total Boardings Per Day	7,635	8,363	8,872	8,983	8,603	8,074	7,829	8,922	8,823	9,018	9,231	9,189	8,624	
Revenue Boardings Per Day	7,469	7,867	7,552	8,470	8,168	7,329	7,595	8,665	8,571	8,757	8,939	8,823	8,181	
Revenue Boardings/Total Boardings	0.98	0.94	0.85	0.94	0.95	0.91	0.97	0.97	0.97	0.97	0.97	0.96	0.95	
ID Cards Per Day	1	1	0	1	0	0	0	0	0	0	0	0	0	
Total Revenue Per Ride	$3.00	$3.28	$4.13	$3.80	$3.14	$4.05	$2.84	$3.77	$3.39	$0.00	$0.00	$0.00	$2.57	
Revenue/Revenue Ride	$3.07	$3.49	$4.85	$4.03	$3.31	$4.47	$2.93	$3.88	$3.49	$0.00	$0.00	$0.00	$2.71	

Revenue Per Day	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
20/21	$14,185	$7,687	$17,961	$11,173	$8,808	$21,375	$8,302	$8,721	$11,455	$9,848	$13,128	$21,769
21/22	$71,648	$75,439	$94,775	$84,959	$81,716	$92,635	$75,847	$96,391	$72,896	$52,149	$23,444	$28,088
22/23	$22,930	$27,439	$36,652	$34,101	$27,026	$32,737	$22,256	$33,629	$29,950	$0	$0	$0

Boardings Per Weekday	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
20/21	8,394	7,848	8,947	8,325	7,946	8,325	7,745	7,722	7,602	8,751	8,527	8,780
21/22	8,450	9,263	13,198	9,907	9,228	7,938	9,528	8,935	8,869	9,565	9,016	8,750
22/23	8,274	8,974	9,756	9,886	9,342	8,677	8,968	9,993	9,544	11,479	11,989	9,922

Boardings Per Saturday	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
20/21	6,098	6,708	7,021	7,310	5,995	6,830	5,933	6,385	6,511	6,896	6,500	6,604
21/22	5,987	7,855	9,828	7,076	6,294	6,635	5,707	6,548	6,609	7,140	6,499	6,968
22/23	6,410	6,947	7,101	7,426	7,033	6,711	5,567	6,302	7,391	4,597	3,946	7,743

Boardings Per Sunday	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
20/21	5,768	5,895	6,275	6,324	6,035	6,113	5,831	5,882	5,818	6,245	6,290	5,945
21/22	5,958	4,954	7,986	6,388	5,361	5,583	5,750	6,097	5,869	5,730	6,180	6,262
22/23	6,121	6,264	6,444	6,746	6,295	5,922	5,988	7,107	6,109	3,596	667	6,602

3.3 WEEKDAY RIDERSHIP

Route 22 ranks first in boardings (1,621 per day) and is followed by route 21. Route 22 accounts for 17% of total system daily boardings. Routes 21, 22, 44, and 45 carry 25% of all weekday ridership. Routes 82 and 84 are among the lowest weekday boardings. Route 92 averaged 145 boardings per day. Route 92 serves the Tejon Commerce Center with a limited number of trips. The following tables show detailed route data.

WEEKDAYS PASSENGERS PER DAY							Golden Empire Transit District						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	894	990	1085	978	949	949	948	1107	1033	1040	1098	1071	1,012
22	1434	1558	1637	1656	1594	1594	1484	1705	1617	1709	1758	1709	1,621
41	694	745	845	870	796	796	801	881	824	916	915	862	829
42	668	707	699	728	678	678	678	729	694	732	724	751	706
43	680	679	787	814	737	737	723	761	730	758	770	776	746
44	1071	1099	1201	1223	1154	1154	1108	1219	1161	1229	1259	1205	1,174
45	1005	1127	1211	1247	1168	1168	1141	1233	1175	1272	1326	1251	1,194
46	438	503	601	635	581	581	555	621	624	627	684	576	586
47	113	105	123	119	107	107	100	113	107	119	133	120	114
61	448	512	538	571	548	548	484	560	559	559	539	517	532
62	275	272	279	279	270	270	249	261	264	289	289	306	275
81	123	136	189	192	172	172	153	188	180	172	155	140	164
82	189	210	211	219	219	219	190	230	220	226	218	232	215
83	182	188	200	222	204	204	197	213	200	209	211	223	204
84	92	86	88	88	91	91	88	101	94	112	116	121	97
92	78	69	82	78	75	75	72	69	64	70	73	64	72
SYSTEM	8,274	8,986	9,776	9,919	9,343	9,343	8,971	9,991	9,546	10,039	10,268	9,924	9,541

WEEKDAYS PASSENGERS PER DAY								Comparison From Previous Year						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR	% CHG
21	(67)	(186)	(944)	(473)	(266)	(50)	(303)	122	(23)	48	104	129	(159)	-14%
22	(261)	(383)	(1,178)	(413)	(309)	(159)	(457)	237	142	199	174	182	(186)	-10%
41	43	80	(79)	113	53	195	124	120	51	147	150	128	94	13%
42	131	119	(96)	132	129	193	85	130	47	95	49	78	91	15%
43	52	(20)	(85)	137	162	214	99	151	79	77	82	96	87	13%
44	3	(65)	(438)	14	141	149	(11)	163	76	122	185	108	38	3%
45	177	178	(40)	281	90	360	197	252	129	182	201	158	181	18%
46	(2)	26	(26)	143	50	185	43	124	103	111	145	110	85	17%
47	31	9	21	27	22	37	6	34	9	21	29	18	22	24%
61	(79)	(67)	(261)	(48)	(40)	55	(111)	38	26	36	29	17	(34)	-6%
62	57	41	(12)	22	8	50	3	34	18	25	19	41	25	10%
81	24	(1)	11	27	13	74	31	52	36	40	36	18	30	22%
82	22	23	(16)	11	51	48	12	45	15	3	17	18	20	10%
83	(24)	(40)	(73)	22	(1)	40	0	11	(17)	0	2	36	(4)	-2%
84	4	(1)	(14)	(5)	0	9	15	17	(3)	5	32	46	8	9%
92	11	(8)	2	8	11	(4)	9	(6)	(12)	0	(1)	(24)	(2)	-3%
SYSTEM	(176)	(277)	(3,422)	12	115	1,405	(557)	1,056	677	474	1,252	1,174	170	170

Routes 21, 22, 42, 43, 44, 45, 61 and 81 are the system's most productive routes, measured in passengers per hour. These routes perform at over 100% of the system average in passengers per hour. Routes 82, 83 and 84 (excluding route 92) are the lowest performing, averaging 11, 10, and 11 per hour, respectively. It should be noted that Route 83 currently operates at Saturday level, which has 90-minute headways

WEEKDAYS PASSENGERS/HOUR								Golden Empire Transit District							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	STANDARD	% OF AVG	YR TO DATE
21	20	22	24	22	21	21	21	25	23	23	25	24	16	144	23
22	26	28	29	29	28	28	26	30	28	30	31	30	16	181	29
41	11	12	14	14	13	13	13	14	13	15	15	14	13	81	13
42	15	16	16	16	15	15	15	16	16	17	16	17	13	100	16
43	16	16	18	19	17	17	17	18	17	18	18	18	13	106	17
44	17	17	19	19	18	18	17	19	18	19	19	19	13	113	18
45	18	20	21	22	21	21	20	22	21	22	23	22	13	131	21
46	11	12	15	15	14	14	13	15	15	15	16	14	13	88	14
47	12	10	13	12	11	11	10	11	11	12	13	12	13	75	12
61	13	15	16	17	16	16	14	16	16	17	16	15	10	100	16
62	13	12	13	13	12	12	11	12	12	13	13	14	10	81	13
81	12	13	18	19	17	17	15	19	18	17	15	14	16	100	16
82	9	10	10	11	11	11	9	11	11	11	11	11	10	69	11
83	9	9	9	11	10	10	9	10	9	10	10	10	10	63	10
84	9	9	9	9	9	9	9	10	9	11	11	12	10	63	10
92	6	5	6	5	5	5	5	5	5	5	5	5	10	31	5
SYS AVG	14	15	16	16	15	14	15	16	16	19	20	16			16

WEEKDAYS PASSENGERS PER HOUR									Comparison From Previous Year				
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	8	8	2	6	7	10	7	3	(1)	1	3	3	5
22	11	11	5	11	11	13	9	4	2	3	3	3	8
41	0	1	(1)	2	1	3	2	2	0	2	3	2	1
42	3	3	(2)	3	2	4	1	2	1	3	1	2	2
43	0	(2)	(3)	3	4	5	3	4	2	2	2	2	1
44	2	1	(3)	3	4	4	2	3	1	2	2	2	2
45	3	3	(1)	5	2	7	3	5	3	3	3	3	3
46	0	0	0	3	1	4	0	3	2	2	3	3	2
47	3	0	3	3	2	4	0	3	1	2	2	2	3
61	1	2	(2)	3	3	5	1	1	0	1	1	0	2
62	3	1	0	2	0	2	(1)	1	1	1	1	2	2
81	3	0	2	4	1	7	3	6	4	4	3	2	3
82	1	1	(1)	1	3	3	0	2	1	0	1	1	2
83	(1)	(2)	(3)	2	0	2	0	0	(1)	0	0	1	0
84	1	1	0	0	0	1	2	2	0	1	3	5	2
92	1	(1)	1	0	0	(1)	0	(1)	(1)	0	(1)	(2)	(1)
SYS AVG	2	2	(2)	3	2	3	2	2	1	3	5	2	2

WEEKDAYS PASSENGERS/MILE									Golden Empire Transit District				
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	1.5	1.6	1.8	1.6	1.6	1.6	1.6	1.8	1.7	1.7	1.8	1.8	1.7
22	2.0	2.1	2.3	2.2	2.2	2.2	2.0	2.3	2.2	2.3	2.4	2.3	2.2
41	0.7	0.8	0.9	0.9	0.8	0.8	0.8	0.9	0.9	1.0	1.0	0.9	0.9
42	1.2	1.3	1.3	1.4	1.3	1.3	1.3	1.4	1.3	1.4	1.4	1.4	1.3
43	1.7	1.7	1.9	2.0	1.8	1.8	1.8	1.9	1.8	1.8	1.9	1.9	1.8
44	1.5	1.5	1.7	1.7	1.6	1.6	1.5	1.7	1.6	1.7	1.8	1.7	1.6
45	1.4	1.6	1.7	1.7	1.6	1.6	1.6	1.7	1.6	1.8	1.8	1.7	1.7
46	0.8	1.0	1.2	1.2	1.1	1.1	1.1	1.2	1.2	1.2	1.3	1.1	1.1
47	0.9	0.8	1.0	0.9	0.8	0.8	0.8	0.9	0.8	0.9	1.1	0.9	0.9
61	0.9	1.0	1.0	1.1	1.0	1.0	0.9	1.1	1.1	1.1	1.0	1.0	1.0
62	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.8	0.8	0.8	0.9	0.8
81	0.6	0.6	0.9	0.9	0.8	0.8	0.7	0.9	0.8	0.8	0.7	0.6	0.8
82	0.6	0.7	0.7	0.7	0.7	0.7	0.6	0.7	0.7	0.7	0.7	0.7	0.7
83	0.6	0.7	0.7	0.8	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.8	0.7
84	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.8	0.6
92	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
SYS AVG	1.1	1.2	1.3	1.3	1.2	1.1	1.2	1.3	1.2	1.3	1.4	1.3	1.3

3.4 SATURDAY RIDERSHIP

Route 22 ranks highest in Saturday ridership, averaging 1,185 per day. Route 44 follows at 1,009 per day. These two routes carry nearly one-third of all Saturday ridership. Both routes serve Valley Plaza. Routes 47 and 84 are lowest. Route 22 has the highest productivity (30 per hr.) while routes 47, 82, 83, and 84 are lowest

performing at one-third or less of the system average. Route 22 performs at 150% of the system average. Route 22 is also the highest in passengers per mile (2.4) while routes 81, 82 and 84 are the lowest.

The following tables show Saturday ridership data for each route.

SATURDAYS PASSENGERS PER DAY							Golden Empire Transit District						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	727	709	778	656	613	613	589	627	683	737	685	718	678
22	1093	1109	1243	1173	1138	1138	1111	1175	1233	1322	1212	1271	1,185
41	627	568	731	732	701	701	624	652	680	763	703	732	685
42	544	581	621	632	607	607	575	614	633	676	659	673	619
43	475	454	512	532	462	462	443	510	508	481	478	525	487
44	979	997	1138	988	979	979	990	948	1007	1073	997	1038	1,009
45	773	867	923	964	862	862	827	886	879	954	915	969	890
46	383	433	407	444	448	448	412	449	461	438	452	471	437
47	79	86	89	93	81	81	75	81	81	90	66	100	84
61	412	433	471	417	404	404	358	396	410	449	435	436	419
62	237	223	245	260	249	249	204	224	257	252	233	236	239
81	91	84	92	94	89	89	86	86	98	90	102	89	91
82	179	162	163	193	180	180	184	214	191	208	178	205	186
83	175	167	180	163	144	144	169	179	175	193	166	186	170
84	79	73	79	87	77	77	74	71	94	95	88	94	82
92													
SYSTEM	6,853	6,946	7,672	7,428	7,034	7,034	6,721	7,112	7,390	7,821	7,369	7,743	7,261

SATURDAYS PASSENGERS PER DAY								Comparison From Previous Year						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR	% CHG
21	140	83	134	(12)	67	(108)	2	6	43	64	8	110	45	7%
22	(141)	(121)	(195)	(90)	189	55	124	123	205	131	22	148	38	3%
41	46	(34)	74	63	84	58	32	138	50	153	79	130	73	12%
42	88	112	88	161	176	156	123	166	118	181	156	203	144	30%
43	41	(12)	14	22	85	47	30	69	79	21	23	54	40	9%
44	76	50	75	(83)	114	(26)	99	(5)	49	68	16	81	42	4%
45	101	148	149	237	266	131	171	213	204	210	153	259	187	27%
46	28	80	23	(29)	42	(13)	39	(30)	22	7	27	62	21	5%
47	0	1	(10)	(11)	7	6	9	21	33	25	(2)	34	10	14%
61	(55)	(31)	25	(73)	15	(31)	(34)	(35)	(4)	23	(7)	20	(15)	-3%
62	39	3	18	(7)	24	10	(39)	(2)	28	(19)	(35)	(22)	0	0%
81	13	10	(3)	(2)	(7)	(12)	15	24	18	12	20	22	9	11%
82	22	(34)	(12)	4	13	(8)	0	21	(8)	21	(7)	26	3	2%
83	20	(6)	(10)	(53)	(26)	(26)	10	29	26	12	(31)	(5)	(5)	-3%
84	7	(12)	(7)	(11)	(10)	(35)	(14)	(11)	15	15	(4)	17	(5)	-6%
92														
SYSTEM	755	238	651	118	1,039	204	788	727	879	925	869	1,139	705	11%

SATURDAYS PASSENGERS/HOUR									Golden Empire Transit District						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	STANDARD	% OF AVG	YR TO DATE
21	17	16	18	15	14	14	13	15	16	17	16	17	11	100	16
22	20	20	23	21	21	21	20	21	22	24	22	23	11	138	22
41	10	9	12	12	12	12	10	11	11	12	12	12	13	69	11
42	13	14	14	14	14	14	13	14	15	16	15	16	13	88	14
43	11	11	12	13	11	11	10	12	12	11	11	12	13	69	11
44	15	16	18	16	15	15	15	15	16	17	16	16	13	100	16
45	14	16	17	17	16	16	15	16	16	17	16	17	13	100	16
46	10	11	10	11	11	11	10	11	11	11	11	11	13	69	11
47	8	9	9	10	9	9	8	8	9	9	7	10	13	56	9
61	12	13	14	13	12	12	11	12	12	13	13	13	10	81	13
62	11	10	11	12	11	11	9	10	12	12	11	11	10	69	11
81	10	9	10	10	10	10	9	9	10	9	10	9	11	63	10
82	9	8	8	10	9	9	9	10	9	10	9	10	10	56	9
83	8	8	8	8	7	7	8	9	8	9	8	9	10	50	8
84	8	7	9	9	8	8	7	7	9	9	9	9	10	50	8
92															
SYS AVG	12	12	13	13	12	11	11	12	13	8	7	13			11

SATURDAYS PASSENGERS PER HOUR									Comparison From Previous Year				
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	3	(1)	(6)	(2)	(1)	(3)	(2)	0	0	(1)	(1)	1	(1)
22	(1)	2	(4)	(1)	1	1	1	1	2	3	0	2	1
41	0	(2)	(1)	1	2	2	0	2	1	2	1	1	0
42	3	4	(1)	2	3	3	1	1	3	4	3	4	2
43	1	2	(3)	1	0	0	1	2	2	(1)	(1)	1	0
44	0	0	(3)	0	(2)	0	1	0	1	1	1	1	0
45	1	4	(1)	4	2	2	3	2	2	1	2	2	2
46	(1)	0	(3)	1	1	1	1	2	2	1	1	1	1
47	#NULL!	3	(1)	1	#NULL!	0	0	1	3	1	0	1	1
61	0	(1)	(2)	0	1	1	0	0	(1)	(1)	1	1	0
62	1	0	0	1	0	1	(1)	1	1	2	0	2	1
81	#NULL!	1	0	0	#NULL!	2	2	0	3	0	1	0	1
82	2	1	(3)	3	#NULL!	0	2	1	1	0	0	0	0
83	(2)	0	(1)	0	3	(1)	2	2	(1)	0	0	2	0
84	3	#NULL!	0	2	#NULL!	2	0	#NULL!	2	1	1	1	1
92													
SYS AVG	0	(1)	(6)	1	1	0	0	1	2	(4)	(5)	1	(1)

SATURDAYS PASSENGERS/MILE									Golden Empire Transit District				
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	1.2	1.2	1.3	1.1	1.0	1.0	1.0	1.0	1.1	1.2	1.1	1.2	1.1
22	1.5	1.5	1.7	1.6	1.5	1.5	1.5	1.6	1.7	1.8	1.6	1.7	1.6
41	0.6	0.6	0.8	0.8	0.7	0.7	0.7	0.7	0.7	0.8	0.7	0.8	0.7
42	1.0	1.1	1.2	1.2	1.1	1.1	1.1	1.2	1.2	1.3	1.2	1.3	1.2
43	1.2	1.1	1.3	1.3	1.1	1.1	1.1	1.3	1.2	1.2	1.2	1.3	1.2
44	1.4	1.4	1.6	1.4	1.4	1.4	1.4	1.3	1.4	1.5	1.4	1.4	1.4
45	1.1	1.2	1.3	1.3	1.2	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.2
46	0.7	0.8	0.8	0.9	0.9	0.9	0.8	0.9	0.9	0.8	0.9	0.9	0.9
47	0.6	0.7	0.7	0.7	0.6	0.6	0.6	0.6	0.6	0.7	0.5	0.8	0.6
61	0.8	0.8	0.9	0.8	0.8	0.8	0.7	0.8	0.8	0.9	0.8	0.8	0.8
62	0.7	0.6	0.7	0.7	0.7	0.7	0.6	0.6	0.7	0.7	0.7	0.7	0.7
81	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.4	0.4
82	0.6	0.5	0.5	0.6	0.6	0.6	0.6	0.7	0.6	0.7	0.6	0.6	0.6
83	0.6	0.6	0.6	0.6	0.5	0.5	0.6	0.6	0.6	0.7	0.6	0.7	0.6
84	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.5
92													
SYS AVG	0.9	1.0	1.1	1.0	1.0	0.9	0.9	0.9	1.0	1.1	1.1	1.1	0.9

SATURDAYS PASSENGERS PER MILE							Comparison From Previous Year						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	0.2	0.1	(0.2)	(0.1)	(0.1)	(0.2)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	0.0	(0.1)
22	(0.1)	0.2	(0.4)	(0.1)	0.0	0.0	0.0	0.1	0.2	0.2	(0.1)	0.1	0.0
41	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.2	0.0	0.1	0.0
42	0.2	0.3	0.0	0.2	0.2	0.2	0.2	0.1	0.3	0.3	0.2	0.3	0.2
43	0.2	0.2	(0.2)	0.1	0.0	(0.1)	0.1	0.3	0.1	0.0	0.0	0.1	0.1
44	0.1	0.0	(0.3)	0.0	(0.1)	0.1	0.2	(0.1)	0.0	0.1	0.1	0.1	0.0
45	0.1	0.3	(0.1)	0.3	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1
46	(0.2)	(0.1)	(0.3)	0.1	0.1	0.1	0.1	0.2	0.2	0.0	0.1	0.1	0.1
47	#NULL!	0.3	0.0	0.0	#NULL!	(0.1)	0.0	0.1	0.1	0.1	0.0	0.1	0.0
61	0.0	0.0	(0.1)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
62	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.1
81	#NULL!	0.0	0.0	(0.1)	#NULL!	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0
82	0.1	0.1	(0.2)	0.1	#NULL!	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1
83	(0.2)	(0.1)	(0.1)	0.0	0.2	(0.1)	0.1	0.1	0.0	0.1	0.0	0.2	0.0
84	0.2	#NULL!	(0.1)	0.1	#NULL!	0.1	0.1	#NULL!	0.2	0.1	0.1	0.2	0.1
92													
SYS AVG	0.2	0.1	(0.3)	0.6	0.7	0.6	0.6	0.5	0.6	0.2	0.1	#DIV/0!	#REF!

3.5 SUNDAY RIDERSHIP

Route 22 carries the most passengers (1,363) and is closely followed by route 44 (1,267). These two routes carry nearly one-third of total Sunday ridership. Routes 21, 22 and 44 rank highest in passengers per hour (over 100% of the system average) and routes 22 and 44 are highest in passengers per mile (21.9 and 1.8). Routes 47 and 84 have the lowest boardings (96 and 103 per day). Routes 82, 83, and 84 and are the lowest performers, averaging 52% of the system average.

The following tables show Sunday ridership data for each route.

SUNDAYS PASSENGERS PER DAY							Golden Empire Transit District						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	635	646	659	599	521	521	560	588	553	648	611	599	595
22	880	952	997	1036	970	970	913	1001	990	1003	1043	1028	982
41	578	596	613	625	611	611	582	616	565	635	618	676	611
42	464	492	493	536	465	465	479	499	489	523	516	507	494
43	402	403	418	464	437	437	400	396	399	436	453	425	423
44	966	978	968	1021	1015	1015	949	994	940	961	999	1002	984
45	696	770	764	856	784	784	707	741	697	809	772	799	765
46	381	375	403	429	398	398	392	388	346	389	359	402	388
47	74	61	76	77	75	75	61	85	76	98	79	72	76
61	360	325	390	364	362	362	351	405	358	373	348	370	364
62	251	224	202	233	210	210	190	204	220	225	206	210	215
81	81	73	60	85	51	51	68	79	76	79	83	84	73
82	146	167	177	196	192	192	134	173	178	172	173	166	172
83	131	139	145	168	151	151	140	162	143	150	143	178	150
84	75	63	80	57	54	54	63	72	80	95	92	84	72
92													
SYSTEM	6,120	6,264	6,445	6,746	6,296	6,296	5,989	6,403	6,110	6,596	6,495	6,602	6,364

SUNDAYS PASSENGERS PER DAY								Comparison From Previous Year						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR	% CHG
21	83	64	62	10	(51)	(58)	18	30	4	70	28	74	28	5%
22	(161)	(94)	(168)	(44)	34	(3)	7	87	144	(49)	59	110	(6)	-1%
41	15	32	12	10	16	68	23	106	(5)	64	15	146	42	7%
42	90	90	67	152	43	50	72	61	57	79	55	94	76	18%
43	22	33	20	82	95	97	16	23	45	47	52	24	47	13%
44	32	81	16	(18)	33	23	32	27	(45)	(68)	(19)	32	10	1%
45	122	152	151	240	173	102	80	146	112	162	111	139	141	23%
46	61	62	56	11	(34)	(28)	(55)	(18)	(65)	(44)	(78)	17	(10)	-3%
47	8	(32)	(27)	(5)	(7)	(2)	5	40	23	41	(1)	11	5	7%
61	0	(42)	28	(50)	16	(4)	(33)	29	18	21	2	4	(1)	0%
62	78	26	(6)	1	13	(18)	(1)	10	17	(16)	(36)	(49)	1	0%
81	7	6	(14)	5	(29)	(47)	(11)	(13)	1	25	29	27	(1)	-1%
82	(3)	17	(10)	20	3	24	(54)	(38)	(22)	9	5	4	(4)	-2%
83	(1)	(20)	(16)	37	(6)	11	(1)	19	2	(16)	(41)	(10)	(4)	-3%
84	(2)	(5)	(4)	(29)	(38)	(32)	(20)	10	6	26	26	33	(3)	-4%
92														
SYSTEM	352	369	170	422	261	183	158	521	292	351	205	657	331	5%

SUNDAYS PASSENGERS/HOUR								Golden Empire Transit District							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	STANDARD	% OF AVG	YR TO DATE
21	15	15	15	14	12	12	13	14	13	15	14	14	9	88	14
22	16	18	18	19	17	17	17	18	18	18	19	19	9	113	18
41	9	10	10	10	10	10	9	10	9	10	10	11	13	63	10
42	11	12	12	12	11	11	11	12	11	12	12	12	13	75	12
43	10	10	10	11	11	11	9	9	9	10	11	10	13	63	10
44	15	16	15	16	16	16	15	16	15	15	16	16	13	100	16
45	13	14	14	15	14	14	13	13	12	14	14	14	13	88	14
46	10	9	10	11	10	10	10	10	9	10	9	10	13	63	10
47	8	6	8	9	8	8	7	9	8	11	8	7	13	50	8
61	11	10	12	11	11	11	10	12	10	11	10	11	10	69	11
62	11	10	9	11	10	10	9	9	10	10	9	10	10	63	10
81	9	8	7	9	6	6	7	8	8	8	8	9	9	50	8
82	8	8	9	10	10	10	7	9	9	8	8	8	10	56	9
83	6	7	7	8	7	7	6	8	7	7	7	9	10	44	7
84	8	7	9	6	6	6	6	7	8	9	9	8	10	44	7
92															
SYS AVG	10	11	11	12	11	10	10	12	10	6	1	11			9

SUNDAYS PASSENGERS PER HOUR									Comparison From Previous Year				
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	0	1	(3)	(1)	(1)	(1)	1	(1)	0	(1)	0	0	0
22	(1)	0	(6)	0	(3)	0	0	0	1	0	1	1	0
41	(1)	0	(2)	0	2	2	1	1	0	1	1	1	1
42	2	1	(2)	2	1	2	0	2	1	1	1	1	1
43	(1)	(1)	(2)	1	2	3	1	0	0	0	2	1	0
44	(1)	(2)	(5)	0	1	2	1	0	0	(1)	1	1	0
45	3	2	(2)	3	2	3	2	1	0	2	1	0	2
46	(1)	(1)	(3)	1	2	1	1	1	0	0	(1)	1	0
47	#NULL!	#NULL!	1	2	0	1	2	2	0	4	0	0	1
61	1	(2)	(2)	0	#NULL!	0	(2)	0	(1)	(1)	(1)	(1)	(1)
62	1	2	(2)	2	#NULL!	1	0	(1)	1	1	(1)	2	1
81	3	1	(3)	0	#NULL!	(2)	(2)	1	1	(2)	1	(1)	0
82	1	0	(1)	4	2	3	(1)	3	2	0	(1)	0	1
83	(3)	0	(1)	1	0	0	0	1	0	(2)	0	2	0
84	2	0	3	(1)	(2)	0	(1)	0	#NULL!	2	2	(1)	0
92													
SYS AVG	0	3	(3)	1	2	1	0	2	0	(5)	(9)	0	(1)

SUNDAYS PASSENGERS/MILE									Golden Empire Transit District				
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	1.1	1.1	1.1	1.0	0.9	0.9	0.9	1.0	0.9	1.1	1.0	1.0	1.0
22	1.2	1.3	1.4	1.4	1.3	1.3	1.2	1.4	1.3	1.4	1.4	1.4	1.3
41	0.6	0.6	0.6	0.7	0.6	0.6	0.6	0.6	0.6	0.7	0.6	0.7	0.6
42	0.9	0.9	0.9	1.0	0.9	0.9	0.9	0.9	0.9	1.0	1.0	0.9	0.9
43	1.0	1.0	1.0	1.1	1.1	1.1	1.0	1.0	1.0	1.1	1.1	1.0	1.0
44	1.3	1.4	1.4	1.4	1.4	1.4	1.3	1.4	1.3	1.3	1.4	1.4	1.4
45	1.0	1.1	1.1	1.2	1.1	1.1	1.0	1.0	1.0	1.1	1.1	1.1	1.1
46	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.8	0.7	0.8	0.8
47	0.6	0.5	0.6	0.6	0.6	0.6	0.5	0.7	0.6	0.8	0.6	0.6	0.6
61	0.7	0.6	0.7	0.7	0.7	0.7	0.7	0.8	0.7	0.7	0.7	0.7	0.7
62	0.7	0.6	0.6	0.7	0.6	0.6	0.5	0.6	0.6	0.6	0.6	0.6	0.6
81	0.4	0.3	0.3	0.4	0.2	0.2	0.3	0.4	0.3	0.4	0.4	0.4	0.3
82	0.5	0.5	0.6	0.6	0.6	0.6	0.4	0.5	0.5	0.5	0.5	0.5	0.5
83	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.6	0.5
84	0.5	0.4	0.5	0.4	0.3	0.3	0.4	0.5	0.5	0.6	0.6	0.5	0.5
92													
SYS AVG	0.8	0.9	0.9	0.9	0.9	0.8	0.8	1.0	0.8	0.9	0.9	0.9	0.8

SUNDAYS PASSENGERS PER MILE						Comparison From Previous Year							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YR TO DATE
21	0.2	0.2	(0.1)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	(0.1)	0.0	(0.4)	(0.1)	(0.2)	0.0	(0.1)	0.1	0.0	0.1	0.0	0.1	(0.1)
41	0.0	0.0	(0.1)	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0
42	0.2	0.0	(0.2)	0.2	0.1	0.2	0.0	0.1	0.1	0.1	0.1	0.0	0.0
43	0.0	0.0	(0.3)	0.1	0.2	0.2	0.1	0.1	0.0	0.1	0.1	0.0	0.0
44	(0.1)	(0.1)	(0.4)	0.0	0.0	0.2	0.0	0.0	0.0	(0.1)	0.1	0.1	0.0
45	0.2	0.2	(0.2)	0.2	0.2	0.3	0.1	0.0	0.1	0.1	0.1	0.0	0.1
46	(0.1)	(0.1)	(0.2)	0.0	0.2	0.1	0.1	0.1	0.0	0.0	(0.1)	0.1	0.0
47	#NULL!	#NULL!	0.1	0.0	0.0	0.1	0.1	0.2	0.0	0.3	0.1	0.1	0.1
61	0.1	(0.1)	(0.2)	0.0	#NULL!	0.0	(0.1)	0.1	0.0	0.0	0.0	0.0	0.0
62	0.1	0.1	(0.1)	0.1	#NULL!	0.1	(0.1)	0.0	0.0	0.0	0.0	0.0	0.0
81	0.1	0.0	(0.2)	(0.1)	#NULL!	(0.2)	(0.1)	0.1	0.0	0.0	0.1	0.0	(0.1)
82	0.1	0.0	0.0	0.2	0.1	0.2	(0.1)	0.1	0.1	0.0	(0.1)	0.0	0.0
83	(0.2)	0.0	(0.1)	0.0	0.0	0.0	0.0	0.1	0.0	(0.2)	0.0	0.1	(0.1)
84	0.1	(0.1)	0.1	(0.1)	(0.2)	(0.1)	0.0	0.0	#NULL!	0.1	0.2	0.0	0.0
92													
SYS AVG	0.1	0.4	(0.1)	0.5	0.6	0.5	0.5	0.6	0.5	0.1	(0.2)	(0.5)	#REF!

3.6 AVERAGE BOARDINGS AND LOADING BY ROUTE

The following tables show average weekday boardings and loading data for July 2022 through June 2023. The highest boardings per trip occur on routes 22, 44, and 45. The highest loading per trip occurs on routes 22 and 44. Routes 47, 84, and 92 have the lowest boardings per trip and routes 47 and 83 have the lowest average loads.

	Avg. Riders Per Trip	Avg MAX Load
21	20	10
22	32	13
41	18	9
42	15	7
43	15	8
44	25	10
45	24	9
46	13	6
47	7	4
61	20	9
62	11	5
81	7	5
82	8	5
83	6	3
84	6	4
92	4	3

		0 - 5 MAX LOAD		6 - 10 MAX LOAD		11 - 15 MAX LOAD		16 - 20 MAX LOAD		21 - 25 MAX LOAD		26 - 30 MAX LOAD		31 - 35 MAX LOAD	
		Count	Row N %	Count	Row N %	Count	Row N %	Count	Row N %	Count	Row N %	Count	Row N %	Count	Row N %
ROUTE	21	1	2.0%	16	31.4%	32	62.7%	2	3.9%	0	0.0%	0	0.0%	0	0.0%
	22	1	2.0%	6	12.0%	31	62.0%	12	24.0%	0	0.0%	0	0.0%	0	0.0%
	41	0	0.0%	36	80.0%	9	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	42	3	6.3%	44	91.7%	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	43	7	14.0%	42	84.0%	1	2.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	44	0	0.0%	25	53.2%	22	46.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	45	3	6.0%	32	64.0%	14	28.0%	1	2.0%	0	0.0%	0	0.0%	0	0.0%
	46	8	17.4%	35	76.1%	2	4.3%	1	2.2%	0	0.0%	0	0.0%	0	0.0%
	47	13	81.3%	3	18.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	61	2	7.7%	17	65.4%	7	26.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	62	6	25.0%	17	70.8%	1	4.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	81	14	58.3%	10	41.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	82	10	41.7%	14	58.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	83	33	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	84	13	81.3%	3	18.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	92	16	88.9%	0	0.0%	2	11.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Total	130	22.9%	300	52.8%	122	21.5%	16	2.8%	0	0.0%	0	0.0%	0	0.0%

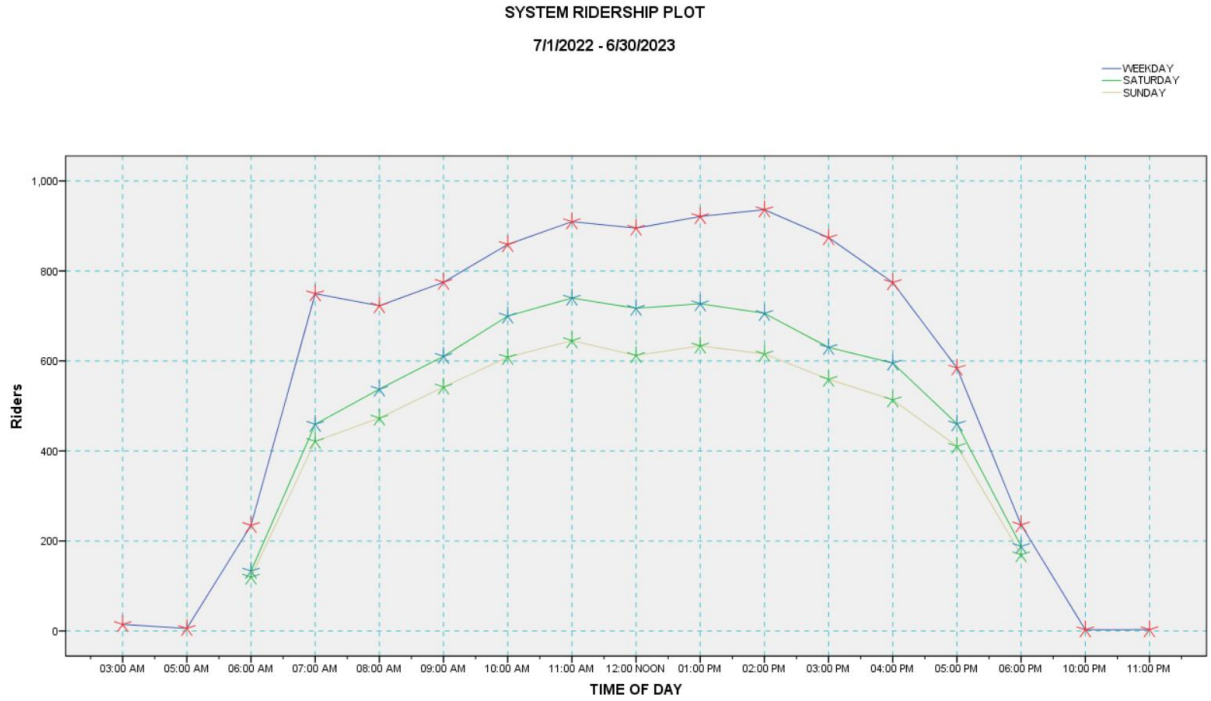
The table above shows the number of trips per route for each maximum load category. For example, 2% (5 trips) of all trips on route 21 have an average maximum load on weekdays from 0-5 passengers. The table below shows maximum load trip data for the entire system on weekdays.

Golden Empire Transit
**
TRIP MAX LOAD SUMMARY TABLE
7/1/2022 - 6/30/2023
Weekday
**

		DAY TYPE WEEKDAY	
MAX LOAD CATEGORIES	0 - 5 MAX LOAD	130	22.9%
	6 - 10 MAX LOAD	300	52.8%
	11 - 15 MAX LOAD	122	21.5%
	16 - 20 MAX LOAD	16	2.8%
	21 - 25 MAX LOAD	0	0.0%
	26 - 30 MAX LOAD	0	0.0%
	31 - 35 MAX LOAD	0	0.0%
	36 - 40 MAX LOAD	0	0.0%
	41 - 45 MAX LOAD	0	0.0%
	46 - 50 MAX LOAD	0	0.0%
	51 - 55 MAX LOAD	0	0.0%
	56 - 60 MAX LOAD	0	0.0%
	61 - 65 MAX LOAD	0	0.0%
	66 - 70 MAX LOAD	0	0.0%
	Total	568	100.0%

3.7 RIDERSHIP BY TIME OF DAY

Weekday boardings are highest during the midday between 11AM and 4PM. Ridership experiences a gradual hourly decrease after 4PM. On Saturdays and Sundays, midday is also highest.



3.8 EVENING RIDERSHIP

As of February 6, 2023, the District has been unable to sufficient employ coach operators for weekday evening service. With the exception of Route X-92, all routes follow a Saturday schedule on Monday through Friday.

3.9 ON TIME PERFORMANCE

The District has a standard for on-time performance, which states that 85% of all trips should run zero minutes early to five minutes late. An Automated Vehicle Location (AVL) system tracks schedule adherence on all routes. On-time performance is averaging 81%. The following graph and tables show percent departure type by route for FY 18-19. On time is defined in the tables as 1 minute early to 5.5 minutes late in order to adjust for minor time variations.

Golden Empire Transit
**
ALL TIME POINTS
SCHEDULE ADHERENCE SUMMARY TABLE
NO EOL OBSERVATIONS
Rt -
7/1/2018 - 6/30/2019
ON-TIME= Between -1.0 Min Early and 5.5 Min Late
**

SCHEDULE STATUS		DAYOFWK									
		WKDY		SAT		SUN		HOL		Total	
STATUS	EARLY	55363	5.3%	8108	6.0%	8123	6.0%	287	3.7%	71881	5.4%
	ON TIME	887488	84.2%	114067	84.9%	117055	87.0%	6275	81.6%	1124885	84.5%
	LATE	111026	10.5%	12258	9.1%	9346	6.9%	1132	14.7%	133762	10.1%
	Total	1053877	100.0%	134433	100.0%	134524	100.0%	7694	100.0%	1330528	100.0%

Golden Empire Transit

**

WEEKDAY

SCHEDULE ADHERENCE SUMMARY TABLE - BY ROUTE

NO EOL OBSERVATIONS

7/1/2018 - 6/30/2019

ON-TIME= Between -1.0 Min Early and 5.5 Min Late

		STATUS							
		EARLY		ON TIME		LATE		Total	
ROUTE		Count	Row N %	Count	Row N %	Count	Row N %	Count	Row N %
ROUTE	21	6248	4.8%	109851	84.5%	13943	10.7%	130042	100.0%
	22	4987	3.1%	134990	84.8%	19195	12.1%	159172	100.0%
	41	8474	8.7%	76983	79.0%	12017	12.3%	97474	100.0%
	42	1759	2.5%	54566	78.8%	12883	18.6%	69208	100.0%
	43	3497	6.5%	47756	88.1%	2946	5.4%	54199	100.0%
	44	4705	4.9%	83696	86.3%	8549	8.8%	96950	100.0%
	45	3246	3.9%	67829	81.6%	12016	14.5%	83091	100.0%
	46	3080	4.8%	55423	86.9%	5264	8.3%	63767	100.0%
	47	3182	9.2%	28937	83.8%	2424	7.0%	34543	100.0%
	61	4240	4.6%	76757	84.1%	10304	11.3%	91301	100.0%
	62	5318	11.3%	38734	82.3%	2995	6.4%	47047	100.0%
	81	325	1.3%	22922	94.5%	999	4.1%	24246	100.0%
	82	1429	4.3%	30442	92.1%	1178	3.6%	33049	100.0%
	83	842	2.7%	27246	88.2%	2819	9.1%	30907	100.0%
	84	2975	9.6%	25653	82.9%	2308	7.5%	30936	100.0%
	92	1056	13.3%	5703	71.8%	1186	14.9%	7945	100.0%
	Total	55363	5.3%	887488	84.2%	111026	10.5%	1053877	100.0%

Golden Empire Transit

**

SATURDAY

SCHEDULE ADHERENCE SUMMARY TABLE - BY ROUTE

NO EOL OBSERVATIONS

7/1/2018 - 6/30/2019

ON-TIME= Between -1.0 Min Early and 5.5 Min Late

		STATUS							
		EARLY		ON TIME		LATE		Total	
ROUTE		Count	Row N %	Count	Row N %	Count	Row N %	Count	Row N %
ROUTE	21	672	5.7%	10177	85.7%	1024	8.6%	11873	100.0%
	22	599	4.3%	11181	79.8%	2237	16.0%	14017	100.0%
	41	1650	11.2%	11900	81.0%	1139	7.8%	14689	100.0%
	42	834	7.1%	9813	84.0%	1037	8.9%	11684	100.0%
	43	412	4.7%	7770	87.8%	669	7.6%	8851	100.0%
	44	841	5.4%	13525	87.3%	1133	7.3%	15499	100.0%
	45	855	6.4%	11164	83.7%	1312	9.8%	13331	100.0%
	46	605	6.2%	8719	88.9%	483	4.9%	9807	100.0%
	47	172	7.6%	1966	87.0%	123	5.4%	2261	100.0%
	61	409	4.8%	6942	81.6%	1152	13.5%	8503	100.0%
	62	386	5.6%	5986	86.5%	548	7.9%	6920	100.0%
	81	11	0.5%	2318	95.4%	101	4.2%	2430	100.0%
	82	271	4.7%	5145	90.1%	293	5.1%	5709	100.0%
	83	233	4.0%	4756	82.2%	794	13.7%	5783	100.0%
	84	158	5.1%	2705	87.9%	213	6.9%	3076	100.0%
	Total	8108	6.0%	114067	84.9%	12258	9.1%	134433	100.0%

Golden Empire Transit

**

SUNDAY

SCHEDULE ADHERENCE SUMMARY TABLE - BY ROUTE

NO EOL OBSERVATIONS

7/1/2018 - 6/30/2019

ON-TIME= Between -1.0 Min Early and 5.5 Min Late

**

		STATUS							
		EARLY		ON TIME		LATE		Total	
ROUTE		Count	Row N %	Count	Row N %	Count	Row N %	Count	Row N %
ROUTE	21	809	7.1%	9679	85.5%	834	7.4%	11322	100.0%
	22	488	3.4%	12924	90.5%	870	6.1%	14282	100.0%
	41	1673	11.3%	12339	83.3%	792	5.3%	14804	100.0%
	42	534	4.7%	9701	84.6%	1236	10.8%	11471	100.0%
	43	428	4.9%	7793	88.3%	601	6.8%	8822	100.0%
	44	767	4.9%	13817	88.0%	1109	7.1%	15693	100.0%
	45	988	7.3%	11303	83.7%	1210	9.0%	13501	100.0%
	46	552	5.6%	8803	89.6%	468	4.8%	9823	100.0%
	47	284	12.5%	1873	82.1%	123	5.4%	2280	100.0%
	61	327	3.7%	7910	88.5%	704	7.9%	8941	100.0%
	62	510	7.4%	5939	86.5%	417	6.1%	6866	100.0%
	81	23	1.0%	2269	95.9%	73	3.1%	2365	100.0%
	82	319	5.6%	5175	90.4%	233	4.1%	5727	100.0%
	83	153	2.6%	5172	88.3%	534	9.1%	5859	100.0%
	84	268	9.7%	2358	85.2%	142	5.1%	2768	100.0%
	Total	8123	6.0%	117055	87.0%	9346	6.9%	134524	100.0%

3.10 AVERAGE PASSENGER DISTANCE

The following table shows average distance travelled by passengers while on board each route. Route 83 has the shortest distance (1.77 miles) and route 92 has the longest distance (21.22 miles).

DAY OF WEEK	ROUTE	TRIP LENGTH
WEEKDAY		
	21	3.61
	22	2.72
	41	6.08
	42	3.03
	43	2.37
	44	3.44
	45	2.69
	46	2.62
	47	3.07
	61	4.97
	62	4.15
	81	5.60
	82	5.32
	83	2.02
	84	3.95
	92	22.21

DAY OF WEEK	SYSTEM TRIP LENGTH
WEEKDAY	3.60
SATURDAY	3.53
SUNDAY	3.59
HOLIDAY	3.41

3.11 WHEELCHAIR LIFT, BIKE RACK, AND BUS ACTIVITY

The following tables and graphs show wheelchair lift and bike rack activity for weekdays during the fiscal year. Thirty eight percent of all trips reported wheelchair lift activity. Bike rack activity increased by 5% from the previous year.

Golden Empire Transit

****

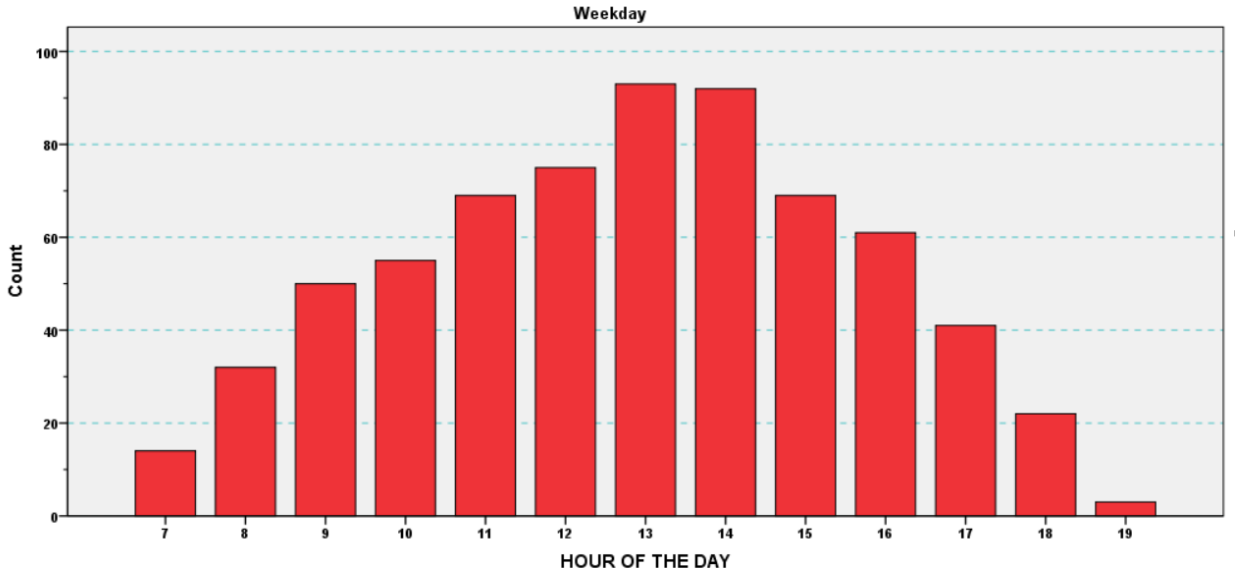
WHEELCHAIR LIFT UTILIZATION TABLE
Weekday
7/1/2022 - 6/30/2023

****

		WHEELCHAIR					
		TRIPS WITH NO W/C ACTIVITY		TRIPS WITH W/C ACTIVITY		Total	
STATUS		Count	Row N %	Count	Row N %	Count	Row N %
ROUTE	21	9571	83.6%	1877	16.4%	11448	100.0%
	22	7693	72.0%	2998	28.0%	10691	100.0%
	41	7995	83.2%	1620	16.8%	9615	100.0%
	42	8514	86.6%	1316	13.4%	9830	100.0%
	43	9185	82.5%	1946	17.5%	11131	100.0%
	44	7903	78.4%	2171	21.6%	10074	100.0%
	45	8726	79.5%	2246	20.5%	10972	100.0%
	46	8837	87.3%	1286	12.7%	10123	100.0%
	47	3311	91.4%	313	8.6%	3624	100.0%
	61	4681	80.6%	1127	19.4%	5808	100.0%
	62	4841	90.8%	492	9.2%	5333	100.0%
	81	4789	91.4%	451	8.6%	5240	100.0%
	82	4842	90.3%	522	9.7%	5364	100.0%
	83	6468	93.2%	469	6.8%	6937	100.0%
	84	3278	93.3%	235	6.7%	3513	100.0%
	92	2808	99.2%	22	0.8%	2830	100.0%
	Total	103442	84.4%	19091	15.6%	122533	100.0%

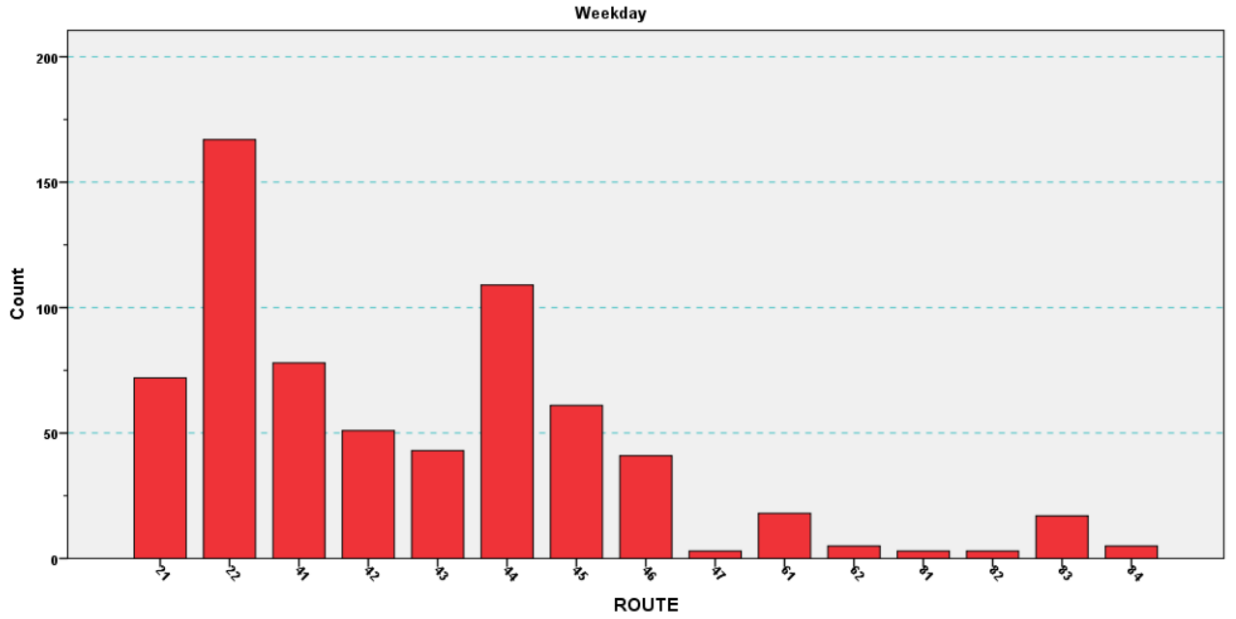
URBAN TRANSPORTATION ASSOCIATES

WHEELCHAIR LIFT USAGE - BY HOUR



7/1/2022 - 6/30/2023

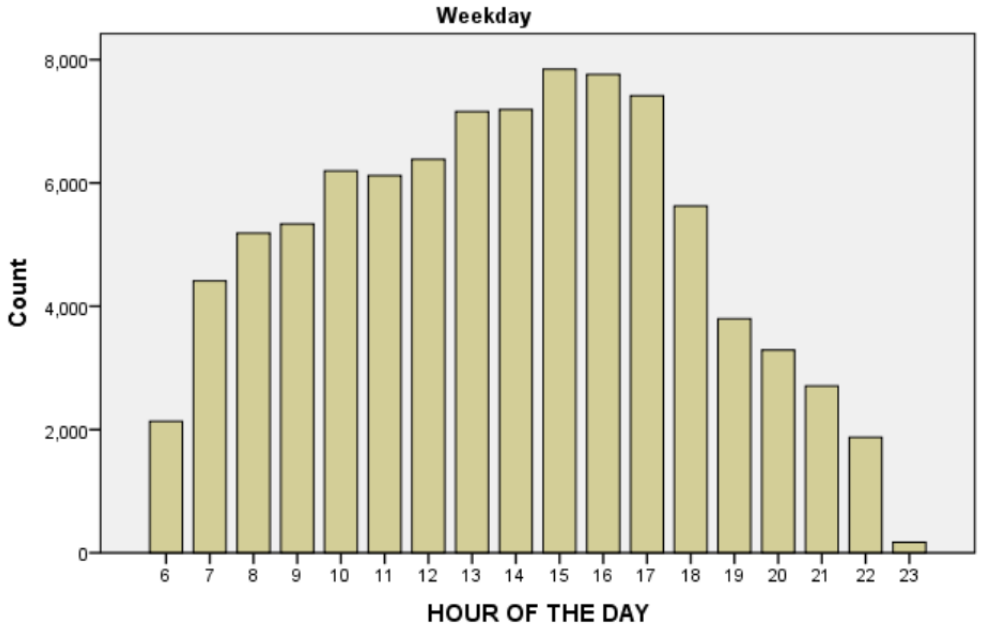
WHEELCHAIR LIFT USAGE - BY ROUTE



7/1/2022 - 6/30/2023

BICYCLE RACK USAGE

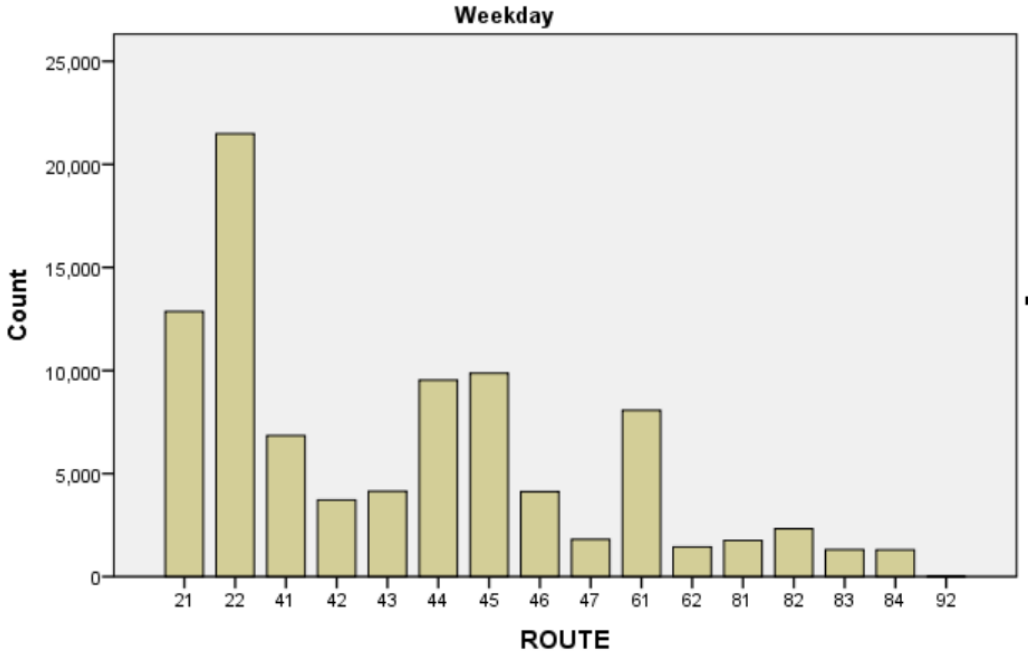
BY HOUR



7/1/2018 - 6/30/2019

BICYCLE RACK USAGE

BY ROUTE



7/1/2018 - 6/30/2019

Golden Empire Transit

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BICYCLE RACK REPORT

OBSERVATIONS PER ROUTE

Weekday

7/1/2018 - 6/30/2019

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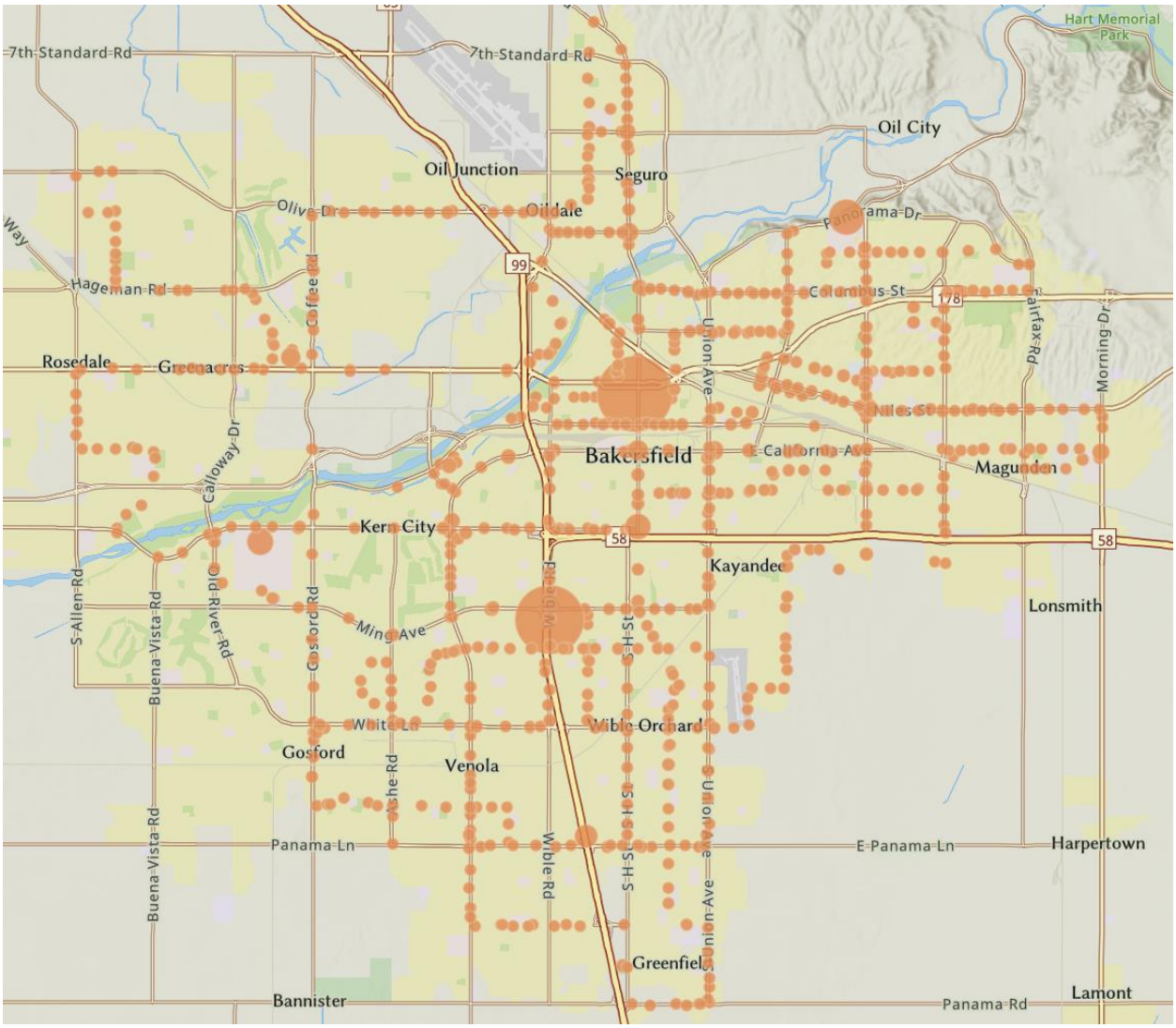
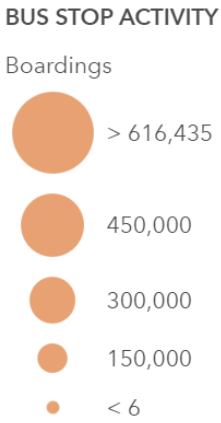
DAY OF WEEK	DIR	BIKE RACK CYCLES	ROUTE
WEEKDAY			
	WEST	6201	21
	EAST	6662	21
	SOUTH	10506	22
	NORTH	10973	22
	SOUTH	2712	41
	NORTH	4131	41
	SOUTH	1679	42
	NORTH	2037	42
	WEST	2034	43
	EAST	2110	43
	WEST	4454	44
	EAST	5079	44
	WEST	5325	45
	EAST	4549	45
	WEST	1880	46
	EAST	2242	46
	SOUTH	675	47
	NORTH	1129	47
	SOUTH	4578	61
	NORTH	3498	61
	SOUTH	1082	62
	NORTH	361	62
	SOUTH	826	81
	NORTH	935	81
	WEST	1253	82
	EAST	1073	82
	WEST	737	83
	EAST	569	83
	WEST	1029	84
	EAST	274	84
	SOUTH	1	92
	NORTH	1	92
TOTAL		90595	

BUS STOP ACTIVITY FY 2018-19 TOTAL BOARDINGS BY BUS STOP LOCATION

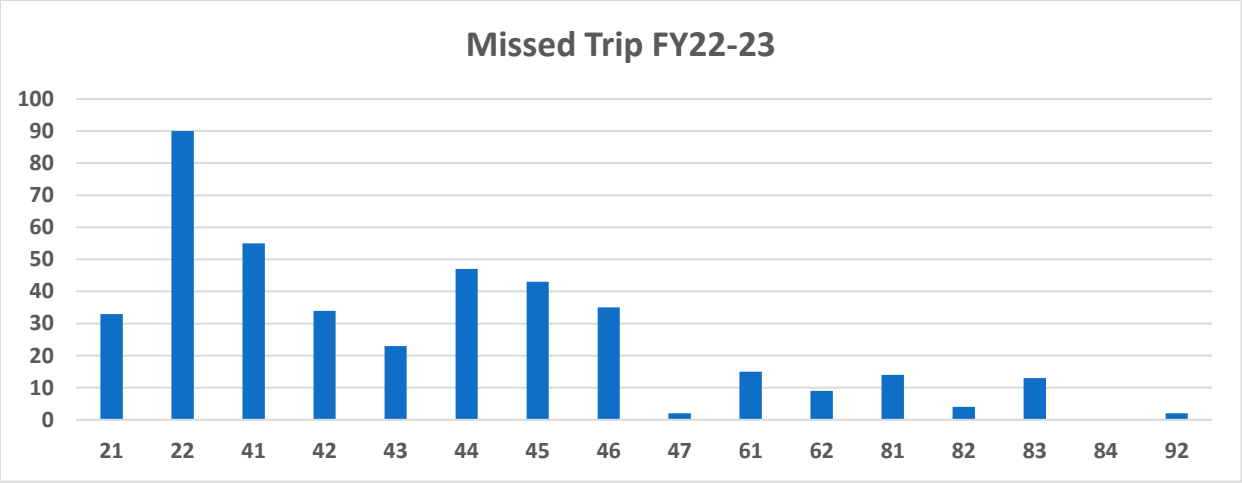


Map Web Link:
https://www.arcgis.com/home/webmap/viewer.html?webmap=4251b12628b44455901bfe6b60faa328



3.12 MISSED TRIPS

The District has a standard, which states that no more than 0.75% of all scheduled complete or partial trips should be missed. During the year, 419 reports of missed trips were recorded, which is 0.21% of all scheduled trips (203,821) for the year. This was a 29% decrease in missed trips from the previous year. "Mechanical" and "Driver" were the major causes of missed trips, accounting for 69% of the total. Route 22 experienced more missed trips than any other route (21% of all missed trips). The following graphs and table show detailed data.



3.13 FINANCIAL PERFORMANCE BY ROUTE

The financial performance of each route is listed in the following tables. Performance varies greatly by route. Routes 21, 22, 43, 44, 45, and 92 have the highest operating ratios. The lowest ratios occur on routes 47, 82, 83, and 84.

OPERATING RATIO			
RT	WEEKDAYS	SATURDAYS	SUNDAYS
21	0.52	0.35	0.31
22	0.68	0.50	0.41
41	0.32	0.27	0.24
42	0.39	0.34	0.27
43	0.42	0.27	0.24
44	0.43	0.37	0.36
45	0.53	0.39	0.34
46	0.33	0.25	0.22
47	0.25	0.18	0.17
61	0.38	0.30	0.26
62	0.29	0.26	0.23
81	0.36	0.20	0.16
82	0.23	0.20	0.19
83	0.22	0.18	0.16
84	0.22	0.18	0.16
92	0.57		
SYSTEM	0.41	0.32	0.28

SYSTEMWIDE	
YTD PSGRS	3,094,249
YTD COSTS	$30,980,232
YTD REV	$10,947,418
YTD MLS	2,913,459
YTD HRS	234,887
COST/PSGR	$10.01
COST/ML	$10.63
COST/HR	$131.89
REV/ML	$3.76
REV/HR	$46.61
REV/PSGR	$3.54
SUBSDY/PSG	$6.47

	SUBSIDY PER PASSENGER			% OF SYSTEM AVERAGE		
RT	WEEKDAYS	SATURDAYS	SUNDAYS	WEEKDAYS	SATURDAYS	SUNDAYS
21	$3.25	$6.59	$8.00	63%	87%	88%
22	$1.64	$3.54	$5.00	32%	47%	55%
41	$7.47	$9.79	$11.40	145%	129%	125%
42	$5.51	$6.78	$9.39	107%	90%	103%
43	$4.92	$9.42	$11.38	95%	124%	124%
44	$4.68	$6.03	$6.27	91%	80%	69%
45	$3.17	$5.46	$6.93	62%	72%	76%
46	$7.19	$10.85	$12.66	140%	143%	139%
47	$10.73	$15.82	$17.86	208%	209%	195%
61	$5.80	$8.32	$10.11	113%	110%	111%
62	$8.47	$10.28	$11.82	164%	136%	129%
81	$6.38	$14.33	$18.74	124%	189%	205%
82	$11.59	$13.95	$15.37	225%	184%	168%
83	$12.63	$15.86	$18.44	245%	209%	202%
84	$12.89	$15.89	$18.59	250%	210%	203%
92	$18.71			363%		
SYSTEM	$5.15	$7.57	$9.14			

3.14 ROUTE RANKINGS

The following tables show route rankings based on ridership, passengers per hour, passengers per mile, and load factor for weekdays. Routes 22, 21, and 45 rank highest. Routes 92, and 84, rank lowest. Routes 47 and 84 rank lowest on Saturdays and Sundays.

□

PAGE 1 Golden Empire Transit DATE 02 Oct 23

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OVERALL ROUTE RIDERSHIP/PRODUCTIVITY RANKING

7/1/2022 - 6/30/2023

Weekday

****

OVERALL PRODUCTIVITY RANKING	ROUTE	TOTAL DAILY RIDERS	RIDERSHIP RANKING	PASS PER HOUR	RANK PASS PER HOUR	ROUTE LOAD FACTOR	LOAD FACTOR RANKING	PASS PER MILE	RANK PASS PER MILE
1	22	1613	1	26.1	1	.149	2	2.18	1
2	21	1005	4	19.9	2	.149	1	1.66	4
3	45	1194	2	19.8	3	.112	6	1.66	3
4	44	1166	3	16.6	4	.139	3	1.62	5
5	43	740	6	15.3	5	.107	7	1.81	2
6	42	706	7	14.8	6	.100	9	1.32	6
8	41	831	5	12.4	10	.131	4	.860	10
8	61	525	9	14.4	7	.123	5	.991	8
9	46	585	8	12.8	9	.074	12	1.12	7
10	81	161	13	13.4	8	.102	8	.729	12
11	62	272	10	11.5	11	.080	11	.776	11
12	82	214	11	9.0	13	.088	10	.664	14
13	47	114	14	9.5	12	.068	14	.886	9
14	83	203	12	8.4	14	.036	16	.707	13
15	84	97	15	8.1	15	.061	15	.618	15
16	92	71	16	5.0	16	.069	13	.125	16

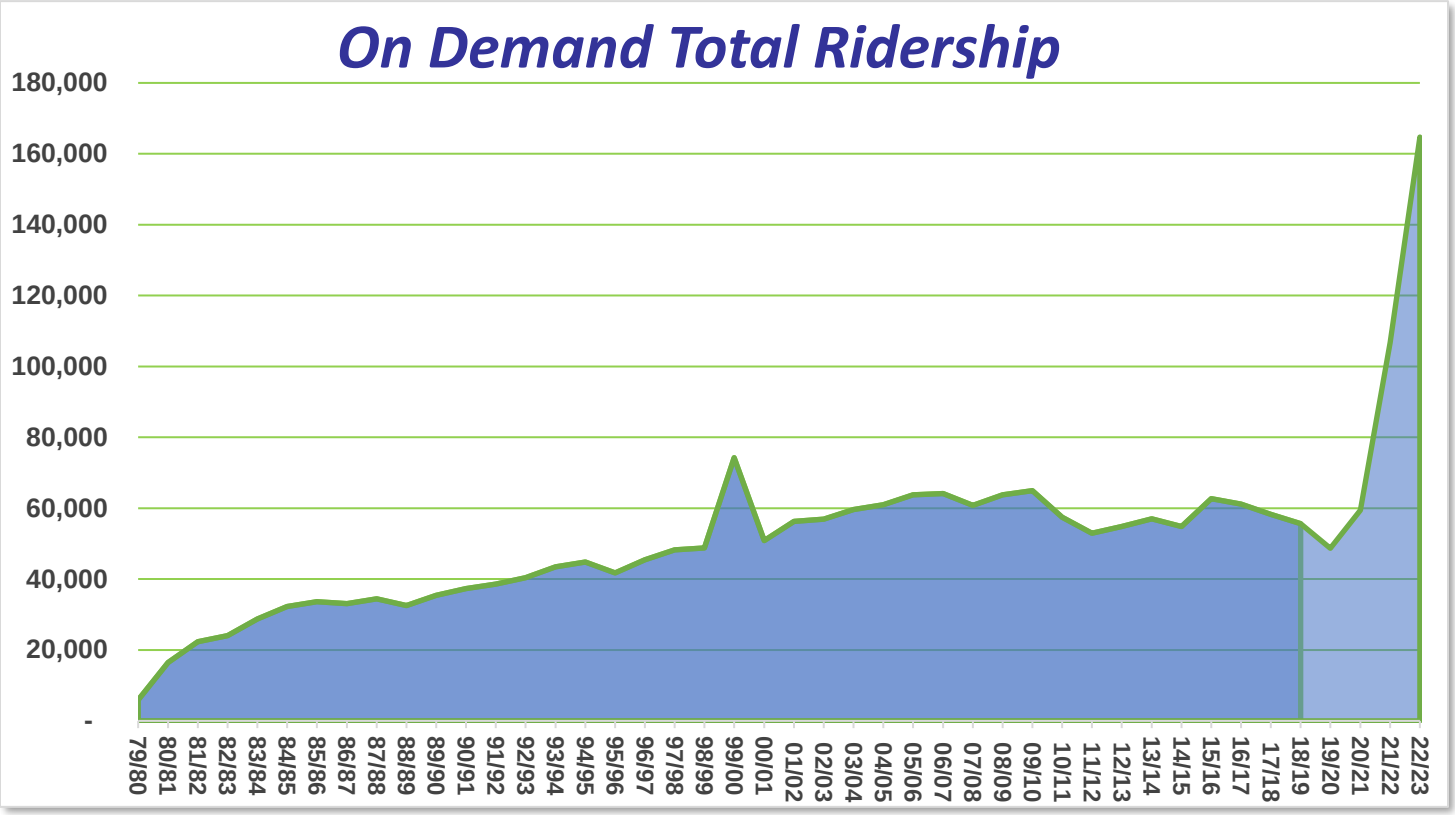
TOTAL

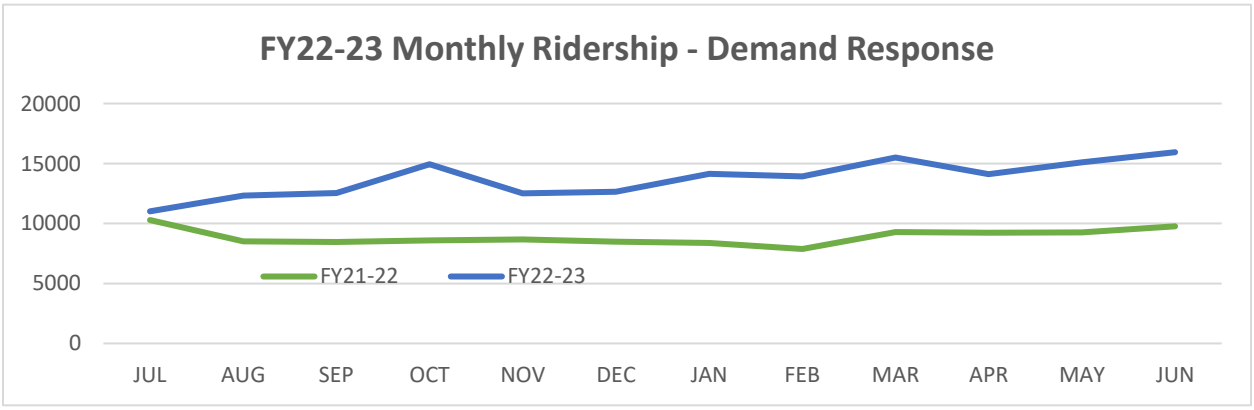
9497

3.15 ON DEMAND

GET operates four types of demand response service under one brand called On Demand. These include paratransit, microtransit and non-emergency medical transport (NEMT). Additionally, in June 2022 the District was designated the Consolidated Transportation Service Agency (CSTA). The District operates these as one comingled service.

For FY2022-2023, paratransit and CTSA ridership was 60,676; microtransit total ridership was 81,505; NEMT total ridership was 23,732.





		% CHANGE	DEMAND RESPONSE RIDERSHIP HISTORY
79/80	5,930		Service initiated in November 1979
80/81	16,441	177%	
81/82	22,320	36%	
82/83	24,082	8%	Fare increased from $.75 to $1.00 8/1/82.
83/84	28,711	19%	
84/85	32,231	12%	
85/86	33,587	4%	
86/87	33,075	-2%	
87/88	34,469	4%	
88/89	32,566	-6%	
89/90	35,455	9%	
90/91	37,339	5%	
91/92	38,629	3%	
92/93	40,391	5%	
93/94	43,495	8%	
94/95	44,828	3%	
95/96	41,755	-7%	
96/97	45,477	9%	
97/98	48,212	6%	
98/99	48,808	1%	
99/00	74,263	52%	Combined with CTSA service 7/99 through 3/00
00/01	50,833	-32%	No combined CTSA service for the full year.
01/02	56,275	11%	
02/03	56,909	1%	
03/04	59,666	5%	
04/05	60,945	2%	
05/06	63,766	5%	Fare increased from $1.00 to $1.50 Jan. 1, 2006
06/07	64,122	1%	
07/08	60,827	-5%	
08/09	63,820	5%	
09/10	64,939	2%	Fare increased to $2.00 August 1, 2009
10/11	57,449	-12%	Fare increased to $2.50 August 1, 2010
11/12	52,941	-8%	
12/13	54,863	4%	
13/14	56,983	4%	
14/15	54,856	-4%	Operated on limited service level during stike.
15/16	62,660	14%	Fare increased to $3.00
16/17	61,148	-2%	
17/18	58,241	-5%	
18/19	55,655	-4%	RYDE Pilot in Southwest Bakersfield
19/20	48,665	-13%	COVID-19 service reduction starting 3/2020
20/21	59,448	22%	On Demand re-brand; microtransit expanded to Downtown core area
21/22	106,797	80%	
22/23	164,715	54%	On Demand expanded city wide; GET designated CTSA

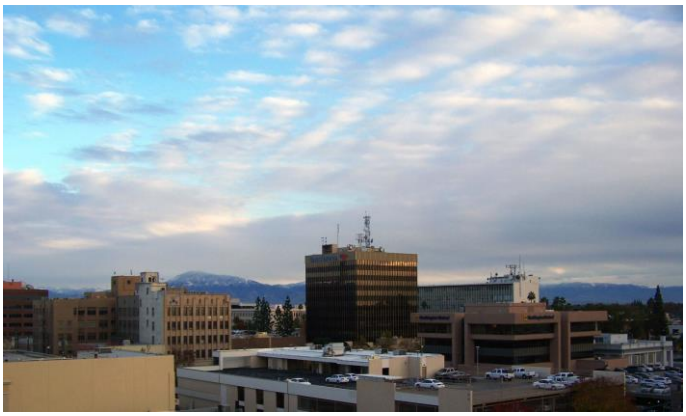
DEMAND RESPONSE SUMMARY FY 22/23	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR
	65,762	75,667	74,185	80,208	73,000	75,286	87,411	88,849	105,262	93,745	99,449	106,616	-
TOTAL PASSGRS	11,015	12,336	12,537	14,952	12,500	12,654	14,132	13,926	15,488	14,126	15,106	15,943	164,715
[NON-ADA]	-	-	-	-	-	-	-	-	-	-	-	-	-
REV MILES	81,681	91,882	94,174	97,583	92,109	95,233	105,561	98,767	109,682	98,472	108,063	111,916	1,185,123
TOT MILES	96,403	107,259	109,804	113,030	107,607	111,852	121,027	111,563	124,584	111,858	124,103	127,913	1,367,003
REV HOURS	5,194	5,673	5,797	5,969	5,752	5,890	6,261	5,884	6,650	5,968	6,612	6,921	72,571
TOT HOURS	6,433	6,946	7,046	7,196	7,011	7,231	7,434	6,826	7,788	7,003	7,881	8,236	87,031
# WEEKDAYS	21	23	21	21	21	22	21	19	23	20	22	20	253
# SATURDAYS	6	4	5	5	4	5	6	5	4	5	5	5	59
# SUNDAYS	5	4	4	5	4	3	4	4	4	5	4	5	51
PASSGRS/REV MILE	0.13	0.13	0.13	0.15	0.14	0.13	0.13	0.14	0.14	0.14	0.14	0.14	0.14
PASSGRS/REV HR	2.1	2.2	2.2	2.5	2.2	2.1	2.3	2.4	2.3	2.4	2.3	2.3	2.3
REV MILES/TOT MLS	0.85	0.86	0.86	0.86	0.86	0.85	0.87	0.89	0.88	0.88	0.87	0.87	0.87
REV HRS/TOT HRS	0.81	0.82	0.82	0.83	0.82	0.81	0.84	0.86	0.85	0.85	0.84	0.84	0.83
SATURDAYS													
PASSENGERS	1,217	950	1,240	1,314	1,019	1,362	1,800	1,716	1,181	1,542	1,564	2,995	17,900
REV MILES	9,470	6,970	10,077	9,463	7,525	10,040	13,455	11,942	8,076	10,340	11,539	20,677	129,574
TOT MILES	11,171	8,131	11,868	11,033	8,772	11,524	15,556	13,482	9,239	11,718	13,439	23,687	149,620
REV HOURS	602	431	634	587	478	603	798	679	483	611	690	1,270	7,866
TOT HOURS	743	523	790	704	581	708	946	785	574	709	834	1,512	9,409
PASS/DAY	203	238	248	263	255	272	300	343	295	308	313	599	303
PASS/REV MILE	0.13	0.14	0.12	0.14	0.14	0.14	0.13	0.14	0.15	0.15	0.14	0.14	0.14
PASS/REV HR	2.0	2.2	2.0	2.2	2.1	2.3	2.3	2.5	2.4	2.5	2.3	2.4	2.3
REV MILES/DAY	1578	1742	2015	1893	1881	2008	2242	2388	2019	2068	2308	4135	2196
TOT MILES/DAY	1862	2033	2374	2207	2193	2305	2593	2696	2310	2344	2688	4737	2536
REV HRS/DAY	100	108	127	117	119	121	133	136	121	122	138	254	133
TOT HRS/DAY	124	131	158	141	145	142	158	157	143	142	167	302	159
SUNDAYS	567	731	606	818	608	668	665	562	605	663	769	689	
PASSENGERS	880	756	817	1,042	915	706	1,021	1,130	1,070	1,331	1,125	3,180	13,973
REV MILES	6,676	5,667	6,702	8,513	7,076	5,601	7,922	8,191	7,957	9,937	8,726	21,781	104,749
TOT MILES	8,115	6,861	7,973	9,994	8,287	6,506	9,039	9,287	9,062	11,408	10,176	24,800	121,508
REV HOURS	445	374	425	520	412	312	441	462	460	568	509	1,329	6,257
TOT HOURS	577	473	537	645	513	388	525	545	537	680	631	1,541	7,592
PASS/DAY	176	189	204	208	229	235	255	283	268	266	281	636	274
PASS/REV MILE	0.13	0.13	0.12	0.12	0.13	0.13	0.13	0.14	0.13	0.13	0.13	0.15	0.13
PASS/REV HR	2.0	2.0	1.9	2.0	2.2	2.3	2.3	2.4	2.3	2.3	2.2	2.4	2.2
REV MILES/DAY	1335	1417	1675	1703	1769	1867	1981	2048	1989	1987	2182	4356	2054
TOT MILES/DAY	1623	1715	1993	1999	2072	2169	2260	2322	2265	2282	2544	4960	2383
REV HRS/DAY	89	93	106	104	103	104	110	115	115	114	127	266	123
TOT HRS/DAY	115	118	134	129	128	129	131	136	134	136	158	308	149
WEEKDAYS													
PASSENGERS	8,918	10,630	10,480	12,596	10,566	10,586	11,311	11,080	13,237	11,253	12,417	9,768	132,842
REV MILES	65,535	79,245	77,396	79,607	77,507	79,592	84,184	78,635	93,650	78,196	87,797	69,458	950,802
TOT MILES	77,117	92,267	89,962	92,004	90,547	93,822	96,432	88,794	106,284	88,732	100,488	79,426	1,095,875
REV HOURS	4,147	4,868	4,739	4,862	4,862	4,976	5,022	4,743	5,708	4,789	5,413	4,322	58,451
TOT HOURS	5,112	5,950	5,720	5,846	5,917	6,135	5,964	5,496	6,677	5,615	6,416	5,183	70,031
PASS/DAY	425	462	499	600	503	481	539	583	576	563	564	488	525
PASS/REV MILE	0.14	0.13	0.14	0.16	0.14	0.13	0.13	0.14	0.14	0.14	0.14	0.14	0.14
PASS/REV HR	2.2	2.2	2.2	2.6	2.2	2.1	2.3	2.3	2.3	2.3	2.3	2.3	2.3
REV MILES/DAY	3121	3445	3686	3791	3691	3618	4009	4139	4072	3910	3991	3473	3758
TOT MILES/DAY	3672	4012	4284	4381	4312	4265	4592	4673	4621	4437	4568	3971	4332
REV HRS/DAY	197	212	226	232	232	226	239	250	248	239	246	216	231
TOT HRS/DAY	243	259	272	278	282	279	284	289	290	281	292	259	277

Chapter 4 PREVIOUS SERVICE REVISIONS

The following table provides a description of the service changes implemented after October 6, 2012.

SERVICE CHANGES EFFECTIVE 10-6-13						
		REV MLS CHANGE PER DAY	% CHANGE PER DAY		REV HRS CHANGE PER DAY	% CHANGE PER DAY
ROUTE	DESCRIPTION OF CHANGE					
21	30 minutes round trip run time added on weekday daytime trips	-179.9	-11%		14.54	15%
	Weeknight headways changed from 15 to 30 minutes after 7PM					
	2 buses added during weekdays daytime					
22	45 minutes round trip run time added on weekday daytime trips	-225.0	-11%		22.95	17%
	Weeknight headways changed from 15 to 30 minutes after 7PM					
	3 buses added during weekdays daytime					
45	Alignment revised from Brittan to Rio Mirada	-	-		-	-
47	Segment added from Truxtun Plaza West to Office Park Drive	27.9	6%		0	0
	TOTAL	-377.0			37.49	

Route 44 serves Baker Street



A view of Downtown Bakersfield

SERVICE CHANGES EFFECTIVE 10-5-14

RT	DESCRIPTION OF CHANGE	REV MLS CHANGE PER DAY	% CHANGE PER DAY	REV HRS CHANGE PER DAY	% CHANGE PER DAY
21	Extend to Homeless Center on selected trips (Mon.-Fri.)	12.8	1%	0.20	0.10%
21	Extend to Homeless Center on selected trips (Sat.)	7.6	1%	0.10	0.30%
21	Extend to Homeless Center on selected trips (Sun.)	7.6	1%	0.10	0.30%
22	Add one bus on Saturdays	111.0	15%	7.43	15%
22	Add one bus on Sundays	111.0	15%	7.43	15%
41	Revise to operate on Hwy 99 instead of Akers segment (Mon.-Fri.)	(88.4)	-6%	(0.18)	-0.2%
41	Revise to operate on Hwy 99 instead of Akers segment (Sat.)	(68.3)	-6%	(0.23)	-0.3%
41	Revise to operate on Hwy 99 instead of Akers segment (Sun.)	(68.3)	-6%	(0.23)	-0.3%
43	Extend to CBCC on Saturdays	39.1	10%	0.00	0%
46	Revise to operate on Robinson, Potomac, & Washington (Mon.-Fri.)	30.5	5%	0.00	0%
46	Revise to operate on Robinson, Potomac, & Washington (Sat.)	23.0	5%	0.00	0%
46	Revise to operate on Robinson, Potomac, & Washington (Sun.)	23.0	5%	0.00	0%
47	Eliminate weeknight service	(91.2)	-18%	(7.67)	-17%
47	Eliminate Saturday service	(403.2)	-100%	(35.72)	-100%
47	Eliminate Sunday service	(403.2)	-100%	(35.72)	-100%
61	Revise route to operate on Panama Ln westbound to Ashe Rd. Eliminate service to Wal-Mart Panama Ln. (Mon.-Fri.)	(57.2)	9%	0.00	0%
61	Revise route to operate on Panama Ln westbound to Ashe Rd. Eliminate service to Wal-Mart Panama Ln. (Sat.)	(52.8)	9%	0.00	0%
61	Revise route to operate on Panama Ln westbound to Ashe Rd. Eliminate service to Wal-Mart Panama Ln. (Sun.)	(52.8)	9%	0.00	0%
81	Weeknight service eliminated.	(80.0)	13%	(4.00)	13%
81	Saturday service reduced from 30 to 60 minute headways	(240.0)	-50%	(12.00)	-50%
81	Sunday service reduced from 30 to 60 minute headways	(240.0)	-50%	(12.00)	-50%
83	Eliminate Downtown-S.West; add Wilson-S. Union Mon.-Fri.	39.1	16%	(0.27)	-1%
83	Eliminate Downtown-S.West; add Wilson-S. Union Saturdays	41.2	18%	0.23	1%
83	Eliminate Downtown-S.West; add Wilson-S. Union Sundays	41.2	18%	0.23	1%
	TOTAL CHANGE PER WEEKDAY	(234.4)		(11.9)	
	TOTAL CHANGE PER SATURDAY	(542.4)		(40.2)	
	TOTAL CHANGE PER SUNDAY	(581.5)		(40.2)	
	TOTAL CHANGE PER WEEK	(2295.9)		(139.98)	
	TOTAL CHANGE PER YEAR (52 WEEKS)	(119386.8)		(7278.96)	

SERVICE CHANGES EFFECTIVE 1-4-15

RT	DESCRIPTION OF CHANGE
21	Run time added to first AM trips from Homeless Center to Bakersfield College.
83	Alignment revised to operate from Half Moon eastbound on Wilson Rd.
	adjacent to Plaza Towers, northbound on Hughes Ln., and westbound on Ming Ave.

SERVICE CHANGES EFFECTIVE 2-1-15

RT	DESCRIPTION OF CHANGE
45	Route extended north on McCray north of Merle Haggard to
	James Rd.

SERVICE CHANGES JULY 2015

RT	DESCRIPTION OF CHANGE
21	Add 30 minutes run time on Saturdays
21	Add 30 minutes run time on Sundays
22	Add 30 minutes run time on Saturdays
22	Add 30 minutes run time on Sundays
44	Add 30 minutes run time weekdays during daytime
44	Add 30 minutes run time Saturdays
44	Add 30 minutes run time Sundays
61	Add hourly weeknight service
62	Add hourly weeknight service
82	Add hourly weeknight service between Downtn & NW Pr
	Eliminate Thanksgiving Service All Routes
	Eliminate Christmas Service All Routes

	DESCRIPTION OF SERVICE CHANGES EFFECTIVE JULY 3, 2016
ROUTE	**DESCRIPTION**
21	Calif./Oak timepoint (to BC) departure time was revised to be be 1 minute earlier, except for night trips.
	Calif./Oak timepoint (to CSUB) departure time was revised to be 2 minutes earlier, except for night trips.
	Stockdale/Calif. timepoint (to CSUB) departure time was revised to be 3 minutes earlier, except for night trips.
22	Ming/Ashe timepoint (to Oildale) departure time was revised to be 1 minute earlier weekdays, except for night trips.
	Ming/Ashe timepoint (to CSUB) departure time was revised to be 2 minutes earlier weekdays, except for night trips.
	Ming/Ashe timepoint (to CSUB) departure time was revised to be 1 minute earlier Saturdays & Sundays.
42	S. Chester/Planz timepoint was eliminated.
	Oak/Chester Ln timepoint (to Walmart) departure time was revised to be 2 minutes earlier .
	Monitor/Pacheco timepoint (to Walmart) departure time was revised to be 3 minutes earlier .
	Work runs that relieve at Downtown Transit Center were changed to relieve at GET Office.
43	Was be extended to operate on Bahamas Drive and Empire Drive from Downtown to Office Park Drive only.
46	Pioneer/Sterling timepoint (to Foothill) departure time was revised to be 2 minutes earlier on all trips except for last weeknight trip.
61	Was revised to operate on 30 minute headways on weekdays from 9:17AM to 5:35PM.
	Was revised to depart CSUB to Stine/Harris 5 minutes earlier, allowing for 5 additional minutes travel time to Harris/Gosford, which gave 14 minutes travel time from CSUB to Harris/Gosford.
62	The timepoint location on White Lane east of Hughes Lane was moved to be on Hughes Lane at Patti.
	The route was be extended to operate on McKee Rd. west of South H and stop at the Kern Delta Park and Ride. The bus stop on South H at McKee, NE corner was removed .

SERVICE CHANGES JULY 2017	
RT	**DESCRIPTION OF CHANGE**
43	Eliminate CBCC segment on Saturdays
44	Revise timepoint to BC on Union/E Calif northbound to depart 1 min. earlier except evening and Holiday times
46	Extend eastbound trips to S.Oswell
47	Operate on Saturdays & Sundays 90 min headways
84	Reduce Sat & Sun trips to 90 min headways

MARCH 2020: Greatly reduced service during weekdays. Operated a Saturday schedule until July 2021.
JULY 2021: Evening service restored until 11PM on Routes 21, 22, 44 and 61
FEBRUARY 2022: Service reduced back to Saturday schedule
OCTOBER 2022: Minor Route Adjustments – RT 22 Oildale operates on W. Day instead of Universe; Route 43 Truxtun operates on R Street instead of Q Street; Route 45 operates on Baker instead of Beale; Route 61 reverse Stine/Harris loop to operate west on Panama instead of east.

Chapter 5 RECOMMENDED SERVICE PLAN

5.1 Introduction

Three factors within the District's control influence ridership: *service design, service promotion, and service delivery.*

Service design is the most important initial factor in determining whether a person will use transit. If service is not designed to be reasonably frequent, convenient, and fast, people will not use transit regardless of how well it is promoted or how clean and reliable the buses are. Research has shown that *service design is more* important than external factors in determining transit usage. In all the external factors that affect ridership: population density, the prosperity of the economy, and the number of geographical constraints, transit operators who have experienced dramatic ridership growth vary greatly. Yet certain characteristics of service design were prevalent in all of them: frequent service throughout the day, multi-destinational route networks, and an effort to accommodate many different trip purposes. This echos the results of many marketing surveys, which show that frequency, convenience, and the ability to use transit throughout the day are the major factors influencing transit usage.

Another consideration in developing the Five-Year Service Plan is how the District can contribute to the quality of life in the Bakersfield area. Effective alternatives to the private auto are needed. Automobile dependency is the source of numerous area problems, including congestion, poor air quality, and inefficient use of land. Higher transit usage helps support development and land use decisions that encourage transit access, generating a positive growth away from total dependency on the automobile.

It is likely that widely dispersed destinations and varied trip purposes will continue to be the norm in the District's service area. A multi-destinational network of grid and timed-transfer systems can respond to changing travel patterns without a massive restructuring of service. Given such a network, the District can respond to most changes in market conditions by adjusting service levels and fine-tuning established routes. New routes can follow this service design.

The best designed system is useless if the day-to-day service is not operated on schedule. If the public perceives that the buses cannot be depended upon, no amount of marketing will overcome this perception. Therefore, maintaining schedule reliability is a key factor in this plan.

In summary, the District is pursuing the Five-Year Service Plan to increase ridership, implement alternative mobility options, increase market share, and improve system reliability and productivity. The plan strives to design a product which is more competitive with the auto and more responsive to individual travel needs. Growing problems, such as congestion and air quality, make it imperative that transit capture a much bigger share of the urban travel market. This plan is an effort to offer an attractive alternative to the automobile for all kinds of local trips.

GET will be monitoring route level and system-wide performance indicators to evaluate the effectiveness of the service improvements. Refinements in running time, coordinated transfers, on-time performance, and headway enhancements will be developed and implemented as funding allows.

The recommended service plan incorporates current planning issues and activities which impact the District's service area. These activities affect the District's planning efforts for effective and efficient service and are discussed below.

5.2 Sustainable Communities Strategy (SCS)

The Sustainable Communities Strategy (SCS) strives to reduce air emissions from passenger vehicle and light duty truck travel by better coordinating transportation expenditures with forecasted development patterns and, if feasible, help meet California Air Resources Board (CARB) greenhouse gas targets for the region. The Kern Regional Blueprint (2008), San Joaquin Valley Regional Blueprint (2009), and Kern SB 375 Framework (2012) laid much of the groundwork for the SCS. The SCS seeks to:

- Improve economic vitality
- Improve air quality
- Improve communities' health
- Increase transportation and public safety
- Promote the conservation of natural resources and undeveloped land
- Increase access to community services
- Increase regional and local energy independence
- Increase the opportunities to help shape our community's future

The framework for the Kern region SCS is established by two key California laws: Assembly Bill (AB) 32 and Senate Bill (SB) 375. AB 32 codifies the Executive Order (EO) S-3-05 goal to reduce statewide emissions to 1990 levels by 2020. SB 375, adopted in 2008, represents the latest in a series of actions at the state level to address California's contributions to global climate change. Building on AB 32, SB 375 seeks to coordinate land use decisions made at the local (city and county) level with regional transportation planning. By coordinating these efforts, it is envisioned that vehicle congestion and travel can be reduced resulting in a corresponding reduction in emissions. One of the key components of the SCS is a sustainable regional forecasted development pattern that when integrated with the transportation network enables the region to accommodate future growth in a manner that reduces passenger vehicle emissions, enhances economic vitality, promotes housing affordability, and encourages resource land conservation while preserving private property rights and local land use decision making authority. The Golden Empire Transit Long Range Transit Plan was developed in anticipation of Kern COG's SCS.

The purpose of SB 375 is to implement the state's emissions reduction goals for cars and light-duty trucks. This mandate requires CARB to determine per capita emissions reduction targets for each Metropolitan Planning Organization (MPO) in the state at two points in the future: 2020 and 2035. The 2014 Regional Transportation Plan (RTP) must achieve emissions reductions of 5% per capita in 2020 and 10% per capita in 2035. A detailed discussion of SCS appears in the 2014 RTP.

5.3 Directions to 2050

Directions to 2050 is a regional plan to achieve long-term quality of life through transportation, land use, air quality, and energy efficiency goals. It builds on the Kern Regional Blueprint program to shape our region's future.
Relevant to local communities and the broader Kern region, Directions to 2050 will:

- Revisit communities' visions and guiding principles
- Consider the full range of choices and associated trade-offs
- Brainstorm locally relevant strategies
- Identify and prioritize next steps
- Incorporate appropriate steps into regional plans to achieve our mutual vision

5.4 Making Downtown Bakersfield

Making Downtown Bakersfield, the Downtown Bakersfield High-Speed Rail (HSR) Station Area Plan, promotes:

1.) Increased population and economic density in the urban core;
2.) Supports residential and commercial activity;
3.) Develops under-utilized or vacant properties;
4.) Connects existing activity and cultural centers;
5.) Creates an efficient, reliable and effective multi-modal transportation system;
6.) Enhances sustainability, livability and a unique sense of place; and
7.) Secures funding for identified implementation actions.

The Plan serves as a vision document that will guide the future development of the HSR station area and greater Downtown Bakersfield. The vision plan will be used to pursue and leverage public and private sector funding for implementation actions, as well as create a baseline document for future planning efforts.

5.5 Recommendations

The service recommendations and policies presented in the SRTP are intended to be supportive of the Kern Regional Blueprint Program, the Regional Transportation Plan, and SB 375 emissions reductions, and move the region forward in providing a sustainable transportation system. In addition to these recommendations, the following have been considered in this plan:

Bicycle Facilities: To promote bicycling as an active mode of transportation, the City of Bakersfield has created a bicycle transportation network that interconnects miles of bike paths, lanes, and routes. Riders can embark upon a journey and meander through various neighborhoods and commercial districts while gaining a new perspective of Bakersfield. Essentially, riders can access nearly all areas within Bakersfield by using designated routes.

Integration of bicyclists with transit services enhances travel potential for both modes of travel by offering a number of advantages that each mode alone cannot provide:

- Bike-on-transit service enables bicyclists to travel farther distances and overcome topographical barriers.
- Bike-on-transit services to recreational destinations during off-peak periods can increase overall transit ridership and increase efficient use of capacity.
- Bicycle-to-transit services (trails, on-road bike lanes, and bike parking) enlarge transit's catchment area by making it accessible to travelers who are beyond walking distances from transit stations.

Bicycle storage facilities, such as bike racks, may be provided at bus stops for the convenience of bicyclists using transit. Designated storage facilities discourage bicycle riders from locking bikes onto the bus facilities or on an adjacent property. Proper storage of bicycles can reduce the amount of visual clutter and ensure a clear pathway.

Bicycle repair stations (fix-it stations) provide basic bicycle repair capability. They feature a stand to mount a bicycle and contain the basic tools needed to perform do-it-yourself bicycle repair including, screwdrivers, wrenches, and hex tools. Repair stations also feature a bicycle pump.

A bike rack is located at the Downtown Transit Center and a fix-it station (funded by the City of Bakersfield) was recently installed but there are currently no bike storage facilities at bus stops. Potential bike storage areas and bike racks are being identified for transit centers and key transfer locations. A minimum of 4 bike lockers or lids could be accommodated at the Downtown and Southwest Transit Centers. Various potential bike facilities for the future include:

Bike & Ride Facility (Transit center with bike parking facility): Access with a Key Card. Park bike for pennies per hour.

Bike Hubs: provide short-term secure bike parking 24/7 access. Consecutive parking limit is 72 hours to maximize availability of space. $1 charge of every 24 hours parked in excess of 72 hours. Pass discounts (approx. 50%) available for Seniors (62+), Disabled, Medicare and K-12 Students with valid ID. Self-Repair and Assisted repair provided.

Bike stations: Offer 24-hour indoor bicycle parking (free during regular business hours), bike rentals, professional repair services, a retail bike shop, free air, and more.

The following pictures show various types of facilities.

Bike Depot Shelter

Dero Bike Locker

Pocket Shelter

Bike Lid

Fix-it Station at Downtown Transit Center

The City of Bakersfield has received an Active Transportation Program grant which provides funding for the development of a bike share project. The bicycle sharing program would include 180 docking points at 20 to 25 stations for 100 smart bicycles. The project is focused primarily within the boundaries of Panorama Drive to Brundage Lane and east of Highway 99 to Mt. Vernon Ave. The City is interested in GET to be a Partnering Agency for the project and they have proposed that GET may desire to assume operations of the bike share facilities and system after the first two years. The estimated cost of maintenance/management of the system is $150.00 per bicycle per month, or about $180,000 annually. There may be future Active Transportation grants that may be able to provide funding. The bike share program could eventually be self-sustaining through fares for bike use as well as revenue generated through advertising at kiosks and on the bicycles. Funds for the project are programmed to be available in FY2019.

Bus Lanes: Currently, the District has no designated bus lanes. The potential exists for bus lanes to be planned in future highway projects. This will initiate the opportunity for future Bus Rapid Transit (BRT) service.

Bus Rapid Transit (BRT) Plan: BRT has been defined by the Federal Transit Administration as "a rapid mode of transportation that can provide the quality of rail transit and the flexibility of buses." BRT combines stations, vehicles, services, running ways, and Intelligent Transportation System (ITS) elements into an integrated system with a strong identity. The Long Range Plan identifies rapid routes 21 and 22 as future candidates for BRT since they operate through major corridors. The District intends to develop a plan for implementation of BRT in Bakersfield that would provide the foundation for seeking funding and community support for BRT.

Bus Stop Improvements: The District will continue to coordinate with community groups and local jurisdictions to improve bus stop accessibility, especially for those with disabilities. The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the $19.925 billion available to Transportation, $3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds ($600,000 locally) have been used to improve bus stops by creating paved waiting areas, accessible pathways, and shelter pads.

In addition to the improvements funded by PTMISEA, the District passed $1,500,000 of Transportation Development Act (TDA) funds to the City of Bakersfield and County of Kern to improve pavement and accessibility at bus stops. An additional $500,000 is being passed to the City of Bakersfield in 2019 for improvements at 37 locations.

The City of Bakersfield used remaining PTMISEA funds to realign lanes on Wible Rd. near the Southwest Transit Center to accommodate for a bus stop and concrete pad for a shelter, which eliminated the need to share two bus bays with two buses each in the transit center. A turnout will also be constructed on Ming Ave near Castro Lane adjacent to Valley Plaza.

Curb cut constructed at Bernard/Magnolia Bus Stop

Coordinate With Local Transit Operators: The District will work with area transit operators so that service is coordinated among the many issues that each operator shares. Common issues include the sharing of bus stops, coordination of schedules, urban sprawl, and facilities improvements.

CSUB Bus Stop: The on campus bus stop area will be redesigned and constructed in a major improvement project in partnership with California State University, Bakersfield.

Downtown Shuttle: The feasibility of a downtown shuttle service was reviewed in a study of alternatives to fixed route service. For reasons of equity, lack of potential demand and market, and compactness of the downtown core, the Study recommended that the operation of a circulator be considered only if the service is subsidized by broader downtown interests.

Enlarge the Catchment Area for Public Transit: The distance travelled (catchment area) for access to a bus stop can be enlarged even if service is not actually extended. Strategies include efforts to facilitate bicycle-transit integration, additional park and ride lots, and improving pedestrian-specific infrastructure (path, trails, overpasses).

GET-A-Lift: The productivity of GET-A-Lift has remained relatively the same during the past years. The District has struggled to achieve the mandated 10% recovery ratio. It is recommended that efforts be made to improve efficiency and to maintain existing service levels. These efforts include reduction of no-shows and continual improvements in scheduling.

Long Range Plan Update: In 2010, Kern Council of Governments (Kern COG) and Golden Empire Transit District (GET) undertook a long-range transit planning effort. It reviewed the near-term, mid-term (15 year) and long-range (25-year) planning horizons in developing a plan that could be both implemented in the near-term and guide development of the transit system over the long term. On February 19, 2019, the GET Board of Directors adopted a strategic work plan for 2019. Included in their initiatives is the intent to update the long-range plan to reflect today's realities and to better project the coming years' mobility challenges. As the Regional Transportation Planning Agency, GET is requesting that COG collaborate with the District in this effort and include such a study in the 2019-2010 Overall Work Program. The long-range transit plan update for will assess the transportation needs of GET and set forth improvements necessary to address those needs with phased interim years and a long-range horizon year consistent with the 2022 Regional Transportation Plan (RTP) out to the year 2047. The completed Study will be updated annually to be consistent with the Short-Range Transit Plan. Kern COG will apply for $300,000 from available grant resources such as the Federal Transportation Administration (FTA) Section 5304 administered by Caltrans' Sustainable Communities Grant Application Program. If the grant application is successful, GET willl reimburse Kern COG in an amount not less than $19,184 to cover the FTA Section 5304 required matching local funds (50 percent of the required 11.47 percent local match). KERN COG will complete all work on this study no later than two years from the award of a consulting contract unless a written extension of time is agreed to by Kern COG and the Consultant, in consultation with GET. An oversight committee will be created and public forums with representation from KERN COG and GET staff will be conducted to assist in the development of the Study.

New Growth Areas: Many of the new areas within the District are developing beyond existing transit routes and are characterized by low density and sprawl. The SRTP provides for limited extension to some of these areas. However, GET cannot guarantee additional expansion of service over the next five years in order to meet this growth. Additional service to new areas will be evaluated and implemented when warranted, and as funding allows.

Park and Ride Lots: A need has been identified for official Park and Ride lots before additional express service is implemented. The District will work to identify potential sites. The District currently has only one official Park and Ride lot- Kern Delta Park and Ride. The Tejon Ranch Commerce Center Express (Rt. 92) stops here (338 parking spaces) as well as Route 62 (Akers Panama/Valley Plaza).

Service to Employment Clusters: Partnership with major employment clusters will be pursued. Potential employers include County of Kern, City of Bakersfield, Frito-Lay, Target Distribution Center, Lerdo facility, Grimmway Farms, Tejon Commerce Center, Amazon, and Bolthouse.

Southwest Transit Center: There is limited space and no room for expansion. A larger site would allow for expansion and ease operation of buses. A new location would require the revision of at least some route alignments. The City of Bakersfield realigned lanes in 2018 on Wible Rd. adjacent to the transit center to allow for additional space (funded by PTMISEA). Transit Center issues are addressed in the *Metropolitan Bakersfield Transit Center Study, June 2015*.

Study of Best Practices Regarding Alternatives to Traditional Fixed Route Transit Services: The District contracted with Stantec Consultants in 2018 to look at best practices regarding alternatives to traditional fixed route service. The objective was to learn about alternative mobility options that might have application in GET's service area. The transportation strategies that are most successful are those that personalize the travel experience. Much of the success of ride hailing services like Uber and Lyft is that these services are customer-focused, allowing for the collection of data from each trip that helps make the service more effective and efficient.

Technology and changing lifestyles has also influenced transportation choice resulting in the popularity of active transportation. Bicycling and walking are supportive of public transit use and must be considered part of the total family of services that transit agencies such as GET promote to the areas they service.

Stantec Consulting Services, Inc. (Stantec) reviewed best practices for alternative service delivery from across North America. Based on this review and supplemented by the analysis of service performance of GET fixed-route and GET-A-Lift services, Stantec identified areas of opportunity for alternative service delivery methods for GET to improve financial sustainability, while also aimed at right-sizing service based on demand.

For alternative service delivery methods, technology plays a crucial role in enabling multimodal travel prevalent in these methods. Stantec found that agencies are piloting different methods with varying degrees of success, including:

- On-demand ride sharing
- Car sharing

• Bike sharing and public transit
• Autonomous vehicles
• Other means like electric scooters, Lyft shuttle and downtown circulators.

The study reviewed barriers, risks, and legal restrictions of alternative service delivery models. It was determined that no major obstacles are anticipated for an implementation and that the opportunity is ripe in the Bakersfield context.

Among other scope items, the consultant team outlined strategies for implementing alternative service delivery models and achieving community acceptance of them. Specifically, Stantec determined that there are four or five fixed routes that currently have extremely low productivity and would be ideal candidates for home to hub and microtransit strategies. If implemented, these strategies could save GET upwards of $1,000,000 per annum in operating costs while increasing mobility options for residents, employees, and visitors of Bakersfield.

As a result of this study, the **RYDE** microtransit six-month pilot project began operation on April 7, 2019. In [blank year], the pilot was extended to allow additional time to study the impacts of microtransit in the Bakersfield context. Performance of the service will be monitored closely during the six month pilot period.

Service Plan for Years 1 through 5

Transit can take many shapes, and the more flexible the offerings, the greater variety of travelers they will benefit and serve. Recent technological advances have created transportation breakthroughs that are significantly altering how people travel. Development patterns have changed immensely and transit must change too in order to keep meeting the needs of residents, businesses, and travelers.

Following a significant downturn in ridership in March 2020 related to the COVID-19 pandemic, GET expects it may take several years for ridership to rebound. The staff recommendation is to adopt the plan as a precursor to future public outreach efforts and preparation of the implementation plan and schedule. The schedule of this plan is contingent on the region reaching a level of post COVID-19 normalcy. The adoption of these recommendations in principle will open the door for an outreach effort.

Whether planning for long-term growth or addressing the immediate COVID-19 crisis, GET's plan is aimed at improving transit service to increase ridership. These recommendations include:

- Streamline route structure to focus resources on the system's most productive bus corridors
- Continue developing a microtransit service model that can replace traditional fixed route bus service in sparsely populated and/or low-transit demand areas

As part of its COVID-19 recovery plan, GET is evaluating microtransit as a stopgap measure to provide lifeline service. As transit demand and recovery allow, GET will consider deploying microtransit to improve access to fixed route bus service. GET may use microtransit to eventually replace fixed route bus service on Routes 46 and 47. Operating as a circulator or as an on-demand service, microtransit would connect riders to GET's fixed route bus service.

Following is the recommended service plan for Years 1 through 5. Implementation of these recommendations is contingent on transit demand and recovery from the COVID-19 pandemic.

Five-Year Service Plan Recommendation FY21-22 through 25-26

Year 1	FY23-24	• Explore extending microtransit span service to approximately 9:30PM
		• Replace evening trips with microtransit and/or shuttle circulator service
		• Restore evening service to 9:30PM contingent on realizing sufficient staff levels and proper funding
		• Explore and program service changes from 2022 Operational Analysis:
		  • Modify RT 43 Truxtun to Northwest Promenade
		  • Extend RT 47 to Downtown Transit Center
		  • Consolidate Routes 82 and 84 if vehicle savings are realized
		• Complete Long Range Transit Plan, tentatively early Spring 2024

Year 2	FY24-25	• Prepare for implementation of Long Transit Range Plan recommendations • North-South Express Line (RT 81 Express – 15-minute frequencies during peak periods, extend south to Panama), when feasible • Explore implementation of Downtown Circulator, contingent on funding
Year 3	FY25-26	• Explore and program additional Bus Rapid Transit (BRT) and/or Rapid Routes where feasible • Begin exploring service to Hard Rock Hotel & Casino Tejon
Year 4	FY26-27	• Southwest Restructuring from Operational Analysis • Westside Restructuring from Operational Analysis
Year 5	FY27-28	• Program additional Bus Rapid Transit (BRT) service during peak periods • Additional Night Service Restoration, where feasible

The Service Projections below show two scenarios. The first scenario shows what the service projections will be if the District operates on a modified Saturday schedule all year. The second scenario illustrates the total possible service projections in a full schedule.

FY 2022-23 PROJECTIONS	Modified Saturday	Full Schedule
Revenue Miles Per Weekday	7845.4	12396.0
Revenue Miles Per Saturday	7284.4	7284.4
Revenue Miles Per Sunday	7284.4	7284.4
Revenue Miles Per Holiday	4300.6	4604.4
Total Miles Per Weekday	8411.4	13147.9
Total Miles Per Saturday	7834.1	7834.1
Total Miles Per Sunday	7834.1	7834.1
Total Miles Per Holiday	4604.4	4604.4
Revenue Hours Per Weekday	607.36	968.93
Revenue Hours Per Saturday	590.53	590.53
Revenue Hours Per Sunday	590.53	590.53
Revenue Hours Per Holiday	319.13	319.13
Total Hours Per Weekday	629.35	999.05
Total Hours Per Saturday	611.77	611.77
Total Hours Per Sunday	611.77	611.77
Total Hours Per Holiday	331.03	331.03

ANNUAL PROJECTION FY 2020-21	Modified Saturday	Full Schedule	% Change
Revenue Miles	2,780,219	3,946,691	58%
Total Miles	2,983,253	4,195,797	56%
Revenue Hours	217,904	310,466	60%
Total Hours	225,781	320,424	59%

FY 2022-23	No. of Weekdays	No. of Saturdays	No. of Sundays	No. of Holidays
7/1/2019-6/30/20	255	52	51	5
Total # Days	255	52	51	5

Strategic Initiatives 2023

The GET Board of Directors has identified a number of strategic initiatives for the District to focus on during the next three to five years. For 2023, the strategic initiatives of the Golden Empire Transit District (GET) Board of Directors focus on improving the regional transportation network by delivering capital projects, offering modern transit solutions, and emphasizing fiscal responsibility. The five initiatives act as a guide for the upcoming year and outline specific targeted projects for completion by the end of 2019. The GET board initiatives for 2023 include:

Recruitment and Retention: retain current team members and attract qualified applicants by being the employer of choice

Safety and Accessibility for Riders and Team Members: provide a safe, accessible, and secure environment for both team members and riders

Succession Planning: provide a stable organizations and opportunity for employee growth and advancement

Develop Creative and Innovative Solutions to Increase Ridership: provide a safe, accessible and secure environment for both team members and riders

Capital Projects: strategically plan and address capital needs to meet the service commitment including facilities, technology, and equipment now and in the future.

5.5.1 Zero Emissions

The Advanced Clean Transit (ACT) initiative is a proposed measure with a combination of incentives, and/or other methods that would result in transit fleets purchasing advanced technology buses during normal replacement and using renewable fuels when contracts are renewed. The concept would phase in cleaner technology over the next two decades and would consider flexibility to allow transit fleets to implement advanced technology in ways that are synergistic with their existing operations and would enhance passenger mobility. The concept would potentially recognize early actions to reduce emissions, alternative modes of zero emission transportation (e.g., light-rail), and other innovative methods to transport passengers more efficiently to their final destination (like car sharing vouchers, or bicycle sharing programs). A key goal is to ensure the emissions benefits are realized in disadvantaged communities while maintaining or expanding transit service. The goals would be consistent with and complementary to regional sustainable community plans and existing requirements for low carbon transportation fuels. Zero emission battery electric and fuel cell electric buses, hybrid buses, and clean combustion engines that operate on renewable fuels may all play a role.

The ACT regulation would seek to transition 100% of transit fleet purchases to zero emission bus technology by 2040 and efforts are being made to identify new funding to offset the costs associated. Possible funding sources include SB1 funds and the Volkswagen emissions settlement funds received by

the state. The District is currently securing funds for the purchase of four electric buses. With transportation representing nearly half of all greenhouse gas emissions in the Kern County region, GET aims to demonstrate its commitment to exceptional customer service, environmental promise, and technological innovation, by committing to replace its current fleet with zero-emission vehicles.

GET has received funds to purchase three 40ft electric buses from the Low Carbon Transit Operations Program (LCTOP), which was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. GET has also received FTA CMAQ 5339 funds for 2 electric buses.

A New Flyer 40-ft. heavy duty zero emissions electric demonstration bus (shown above) was operated on Route 42 on August 1, 2017.

Chapter 6 FINANCIAL PLAN

6.1 Introduction

The District's budgets have increased annually as the system responds to changes to fixed route service, labor agreements, parts maintenance, and employee health benefits, as well as maintaining an aging main office and maintenance facility.

The entire fixed route service was redesigned in October 2012 to enhance system efficiency by avoiding congested areas, remaining on arterials and beltways to provide faster more direct service. Before implementation the community and customer response for the redesign appeared supported with little passenger concern or interest. Unfortunately, the customer response after service began and for some time later was unfavorable, resulting in almost one million less trips in the first year. In October 2014 and July 2015 GET launched new changes to resolve customer issues and surveys have shown a steady increase in customer satisfaction.

The financial core to subsidize the District's public transit service is the Transportation Development Act (TDA) Local Transportation Fund (LTF). Between 60% to 75% of LTF funds received by the District subsidize the cost to operate service. Funds for the LTF are derived from one quarter of one percent that comes from the local sales and use tax attributed to Kern County, (the combined state sales and use tax rate 8.25% includes the County's 1%). Kern Council of Governments apportions these taxes to public transit throughout Kern County. GET's allocation includes both Bakersfield and a portion of Kern County. In addition, the TDA authorized the State legislature to budget for State Transit Assistance Fund (STAF), by means of allocating a portion of the state's sales tax on diesel fuel. The fund has contributed a steady source of funds to both operating and capital assistance. In past years STAF was more unreliable given the vagaries of past state budgetary problems. In recent years, this fund has grown substantially.

In order to receive TDA funding, the District must meet some basic financial performance criteria. First, the District must collect sufficient farebox revenues to pay at least 20% of operating expenses. The constraint does not allow for cost inflation or unfunded government mandates. Consequently, fare rates may be adjusted to meet this obligation. Second, this constraint applies to paratransit service but the farebox revenues collected must pay a minimum of 10%. These two conditions have at times limited subsidies and service expansion.

In addition to TDA, the District is a recipient of federal funding. GET is a designated grantee and qualifies for capital funding through Congressional appropriation and budget processes administered by the Federal Transit Administration (FTA). Funding may be used for capital items only and not transit service expenses. Funding is obtained for specific projects by grant agreements. Funding projections are shown in Table 6.3.

In April, 2017, SB1 was signed into law. This landmark legislation provides $355 million in additional funding to public transit in California annually during the 10-year life of the law. The funding is allocated $250 million to the State Transit Assistance (STA) Program and $105 million to the State of Good Repair

(SGR) Program. STA funds may be used for either capital infrastructure or operational costs and are allocated to agencies within California based on a funding formula that considers agency revenue and population. SGR funds are eligible to maintain or repair existing transit services, purchase new vehicles or facilities that improve existing transit services, or for transit services that complement local efforts to repair and improve local transportation infrastructure.

The District received various specialty grants from various sources usually for capital improvements. Usually, funding is project-specific with no continuation agreements.

Table 6.1 depicts a five-year forecast of revenues from various sources and related operating costs of service. As shown, revenues will a struggle to meet the TDA farebox revenue requirements and actions must be taken to correct the ratio. The District implemented fare rate changes in 2017 and will increase fares again in October 2019 in anticipation of revenue shortfalls. However, either fare rates changes or changes in service must be taken in order to meet minimum TDA requirements in the future.

Currently there is no local dedicated funding source for GET. The conservative nature of the community indicates that there will not be any new dedicated taxes, fees and/or financing for public transit in the near future.

6.2 Capital Program

Table 6.2 summarizes costs and funding sources for currently identified capital projects from FY 2020 through FY2024. GET is proposing some significant capital improvements over the next five years. The largest capital project is a new operations, administrative, and maintenance facility. The California High Speed Rail Authority project re-alignment may require the District to relocate.

The total five-year Capital Improvement Program (CIP) for FY2019 through FY2023 is included in the following and projected to cost more than $140 million as identified in Table 6.2. Capital expenditures.

* Operations, Maintenance, and Administrative Facility
* Bus Replacements
* Transit Centers
* Bus Stop Improvements

6.2.1 Revenue & Non-Revenue Vehicles

GET's revenue service vehicles include 88 buses and 19 paratransit vehicles. The non-revenue fleet includes maintenance trucks and support vehicles. Replacement of existing vehicles, when due, is one of the District's highest capital priorities (Table 6.4).

6.2.2 Passenger Facilities Expansion and Rehabilitation

GET's passenger facility capital improvement program includes transit center improvements and replacement of transit passenger amenities such as information signs, benches and shelters.

As previously noted, GET plans to construct a new Administration, Operations and Maintenance facility. The new facilities are expected to service the District for the next 25 to 30 years.

6.3 Transit Revenues

State TDA and STA – In past years, the State Local Transportation Fund (LTF) has been relatively stable. The passage of Proposition SB1 enhanced funding available under STA. Transit operators must rely on the availability and reliability of STA funds from year to year.

Farebox and Other Revenues from Operations – The SRTP envisions an increase in transit service with mild gains in ridership and farebox revenues. Fares were increased in October, 2019.

6.4 Projections

Table 6.1 reflects GET's overall operating budget for both fixed-route and demand-responsive service. The SRTP projects an annual operating budget of $ 37.3 million in FY 2020-21 increasing 12.6% to $42 million in FY 2024-25. As shown, fixed-route service is 85 percent of the overall operating budget. Funding projections are shown in Table 6.2.

Table 6.1 Revenues & Expenses

	Budget 2023 - 24	Forecast 2024 - 25	Forecast 2025-26	Forecast 2026-27	Forecast 2027-28
Farebox Revenue:					
Fixed Route	$ 2,919,932	$ -	$ -	$ 3,053,310	$ 3,099,110
Demand Response	$ 1,213,147	$ 1,231,344	$ 1,249,814	$ 1,268,562	$ 1,287,590
Other	$ 2,348,678	$ 2,383,908	$ 2,419,667	$ 2,455,962	$ 2,492,801
Interest	$ 90,000	$ 92,250	$ 94,556	$ 96,920	$ 99,343
Total	$ 6,571,757	$ 3,707,502	$ 3,764,037	$ 6,874,754	$ 6,978,844
Operating Expense:					
Fixed Route and Other	$ 36,546,687	$ 37,643,088	$ 38,739,488	$ 39,835,889	$ 41,030,966
Demand Response	$ 7,184,443	$ 7,399,976	$ 7,615,509	$ 7,831,043	$ 8,065,974
Total	$ 43,731,130	$ 45,043,064	$ 46,354,998	$ 47,666,932	$ 49,096,940
Operating Deficit	$ (37,159,373)	$ (41,335,562)	$ (42,590,960)	$ (40,792,178)	$ (42,118,096)
Operations Funding Subsidies:					
FTA Preventive Maintenance	$ 7,590,469	$ 7,894,088	$ 8,209,851	$ 8,538,245	$ 8,879,775
TDA Operations Funding Subsidy	$ 29,568,904	$ 5,319,146	$ 6,258,781	$ 32,253,933	$ 33,238,321
TIRCP Operations Funding	$ -	$ 28,122,328	$ 28,122,328		
Net Operations Deficit	$ 0	$ 0	$ 0	$ 0	$ 0
Ratio	32.38%	25.76%	25.83%	32.33%	32.30%

Table 6.2 Capital Funding Sources and Projects

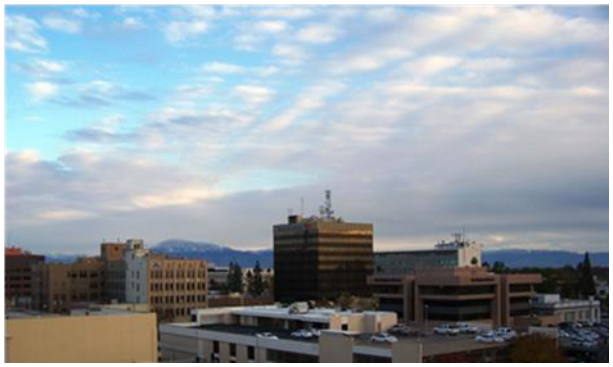
	Budget 2023 - 24	Forecast 2024 - 25	Forecast 2025-26	Forecast 2026-27	Forecast 2027-28
Capital Funding Sources					
Lo No	$ 5,750,351				
FTA 5307 (net of P.M. + grant)	$ 9,616,004	$ 6,000,000	$ 6,000,000	$ 6,000,000	$ 6,000,000
FTA 5339	$ 212,000	$ 500,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
LCTOP	$ 1,470,425				
HVIP	$ 1,032,000				
SGR	$ 947,705				
SJVAPCD	$ 2,750,135				
CHSRA		$ 45,000,000			
ZETCP		$ 3,061,463	$ 1,700,084	$ 1,700,084	$ 1,700,084
Total	**$ 21,778,620**	**$ 54,561,463**	**$ 8,700,084**	**$ 8,700,084**	**$ 8,700,084**
Capital Programs					
Modification to Body Shop	$ 60,000				
Maintenance Scaffolding	$ 80,000				
Replacement CNG Para-transit buses	$ 625,000		$ 1,250,000		
Primary and Secondary Firewall	$ 45,000				
Computer Replacement 21-22	$ 25,000				
Computer Replacement 22-23	$ 30,000				
Electronic Signs	$ 300,000				
16 Gas Vehicles	$ 1,737,312				
5 Hydrogen Buses	$ 4,405,840				
Replacement for vehicle #42 2011 F450 Flat Bed	$ 75,000				
Replacement for vehicle #130 2013 Ford Fusion	$ 42,000				
Environmental, Preliminary Engineering & Design for New Facility	$ 4,403,955				
Collision Avoidance Technology	$ 1,192,600				
Portable Fueling Infrastructure	$ 5,500,269	$ 5,500,269			
150 Solar Lamps	$ 285,000				
Fare Collection System	$ 5,626,876				
Pre-Trip Sofware	$ 200,000				
Technology Upgrade for Downtown Facility	$ 150,000				
Gutter to Sump	$ 15,000				
Steam Lift Vehicle	$ 250,000				
Replacement of 40ft. CNG Buses	$ 7,187,939	$ 4,640,000		$ 5,220,000	
Fence Replacement for Southwest Facility	$ 70,000				
Kaizen Foundation Driveway	$ 300,000				
Route Planning	$ 413,005				
2 Vehicle Lifts / 4 Post Lifts	$ 60,000				
Electric Charging Stations	$ 764,517				
Bus Facility	$ 1,128,960				
Miscellaneous Equipment	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000
Operations and Administration Facility		$ 50,000,000	$ 55,000,000		
Cybersecurity Infrastructure	$ 661,864	$ 87,757	$ 87,757		
Southeast Mobility Project (TCC -> EPA) / Hydrogen Buses	$ 5,500,000				
Electric GAL Vehicles		$ 275,000	$ 1,136,000	$ 1,160,000	$ 2,100,000
	$ 41,165,137	$ 60,533,026	$ 57,503,757	$ 6,410,000	$ 2,130,000

Table 6.3 Funding Projections					
Transportation Development					
Funding Forecast					
	Budget	**Forecast**	**Forecast**	**Forecast**	**Forecast**
	2023 - 24	**2024 - 25**	**2025-26**	**2026-27**	**2027-28**
GETD Capital Reserve Account	$ 28,637,181	$ 23,030,702	$ 49,572,634	$ 32,908,995	$ 41,830,870
Est TDA Receipts	$ 37,187,079	$ 37,744,885	$ 38,311,058	$ 38,885,724	$ 39,469,010
Used In Operations	$ (29,568,904)	$ (5,319,146)	$ (6,258,781)	$ (32,253,933)	$ (33,238,321)
Used In Capital Projects	$ (13,224,654)	$ (5,883,806)	$ (48,715,916)	$ 2,290,084	$ 6,570,084
TDA Capital Reserve	**$ 23,030,702**	**$ 49,572,634**	**$ 32,908,995**	**$ 41,830,870**	**$ 54,631,643**

Fleet Replacement Schedule

The GET ZEB Rollout Plan is designed to transition the agency's bus fleet to 100% zero-emission in accordance with the Innovative Clean Transit (ICT) regulation. GET is taking steps to begin the transition earlier than required by the regulation. This will enable the agency to generate bonus credits, reducing the number of ZEBs that are required to be purchased between 2023 and 2029. The following table outlines the fleet replacement schedule, which may be contingent on funding availability.

Number of Buses	Replacement Year	Type	Fuel Source
20	2021	Paratransit	CNG
18	2021	40'	CNG
10	2021	35'	CNG
5	2022	Paratransit	Electric
5	2022	35'	CNG
5	2024	Paratransit	Electric
10	2024	40'	Hydrogen
11	2025	40'	Hydrogen
10	2025	Paratransit	Electric
4	2029	Coaches	Electric



Chapter 7 GLOSSARY

A

Accessible Service — Buses operating in regular service with wheelchair lifts, kneeling functions or other devices that permit disabled passengers to use the service.

Accessibility — (1) The extent to which facilities are barrier free and useable by disabled persons, including wheelchair users. (2) A measure of the ability or ease of all people to travel among various origins and destinations.

Activity Center — An area with high population and concentrated activities which generate a large number of trips (e.g., CBD, shopping centers, business or industrial parks, recreational facilities (also known as trip generator).

ADA (Americans with Disabilities Act of 1990) — The law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

Alight — To get off a transit vehicle. Plural: *"alightings"*.

Alignment — The horizontal and vertical ground plan of a roadway, railroad, transit route or other facility.

APC (Automatic Passenger Counters) — A technology installed on transit vehicles that counts the number of boarding and alighting passengers at each stop while also noting the time. Passengers are counted using either pulse beams or step treadles located at each door. Stop location is generally identified through use of either global positioning systems (GPS) or signpost transmitters in combination with vehicle odometers.

Arterial Street — A major thoroughfare, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity and continuity of movement.

Synonyms: Smart Counters

Average Speed — Refers to the total miles of revenue service divided by the total hours of revenue service. Average speed includes time traveling and time waiting for passengers plus any other delays. Operating without vehicle traffic, heavy rail generally has the fastest average speed. Light rail usually operates in some vehicle traffic. Urban buses are the slowest.

AVL (Automatic Vehicle Location) — A system that senses, at intervals, the monitors the real-time location of transit vehicles carrying special electronic equipment that communicates a signal back to a central control facility, locating the vehicle and providing other information about its operations or about its mechanical condition.

B

Base Service — Refers to the number of buses that remain in service on a line for the entire day. Base service is determined by the frequency of buses that must run from the beginning to the end of a line to adequately service riders during off-peak periods.

Bid — The selection process by which operators are allowed to select new work assignments.

Synonyms:, Mark-up, Pick, Line-up, Shake-up, Sign-up

Block — Refers to a vehicle schedule, the daily assignment for an individual bus. One or more runs can work a block. A driver schedule is known as a "run."

Board — To go onto or into a transit vehicle. Plural: *"Boardings"*.

BRT (Bus Rapid Transit)— Refers to a concept that seeks to achieve a high quality transit service similar to light rail but at a lower cost using buses. BRT vehicles are generally low-floor, high capacity, low-emission buses, with exclusive rights-of-way, rapid fare collection, and infrastructure development.

Bus Bay — Bus berthing area in a facility such as a transit center or rail station.

Bus Hours — The total hours of travel by bus, including both revenue service and deadhead travel.

Synonyms: Vehicle Hours

Bus Lane — A lane of roadway intended primarily for use by buses, either all day or during specified periods.

Synonyms: Transit Priority Lane

Bus Shelter — Refers to a shelter for riders to wait for the bus, a canopy area with bench seating. In addition, most shelters include solar lighting.

Bus Stop — A curbside place where passengers board or alight transit. Bus stops are located at the near side or far side of an intersection or midblock.

Bus Miles — The total miles of travel by bus, including both revenue and deadhead travel.

Synonyms: Vehicle Miles

Bus Shelter — A structure installed near a bus stop to provide seating and protection from the weather for the convenience of waiting passengers.

Bus Turnout — Cutout in the roadside to permit a transit vehicle to dwell at a curb.

Busway — A special roadway designed for exclusive use by buses. It may be constructed at, above, or below grade and may be located in separate rights-of-way or within highway corridors.

C

Capital — Long-term assets, such as property, buildings, roads, rail lines, and vehicles.

Capital Costs — Costs of long-term assets of a public transit system such as property, buildings, vehicles, etc.

Capital Improvement Program — The list of capital projects for a five to seven year programming period.

CARB (California Air Resources Board) — A state regulatory agency charged with regulating air quality in California.
Central Business District (CBD) — An area of a city that contains the greatest concentration of commercial activity, the "Downtown". The traditional downtown retail, trade, and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels and services.
CEQA (California Environmental Quality Act) — A state law intended to protect the California environment. CEQA established mandatory ways by which governmental decision makers are informed about the potential significant environmental effects of proposed projects and identifies ways to avoid or significantly reduce damage to the environment.
CNG (Compressed Natural Gas) — All of the vehicles used for revenue service for GET are fueled by CNG.
Commuter Rail — Local and regional passenger train service between a central city, its suburbs and/or another central city, operating primarily during commutes hours. Designed to transport passengers from their residences to their job sites. Differs from rail rapid transit in that the passenger cars generally are heavier, the average trip lengths are usually longer, and the operations are carried out over tracks that are part of the railroad system.
Corridor — A broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and many transit lines and routes.
Crush Load — The maximum passenger capacity of a vehicle, in which there is little or no space between passengers (i.e., the passengers are touching one another) and one more passenger cannot enter without causing serious discomfort to the others.

D

Deadhead — There are two types of deadhead or non-revenue bus travel time:
(1) Bus travel to or from the garage and a terminus point where revenue service begins or ends;
(2) A bus' travel between the end of service on one route to the beginning of another.
Synonyms: Non-Revenue Time
Deboard — To get on or into a transit vehicle.
Disabled — With respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of such an individual; a record of such an impairment; or being regarded as having such an impairment.
E
EMS (Environmental Management System) — A set of management processes and procedures that allows an organization to analyze, control, and reduce the environmental impact of its activities, products, and services and

operate with greater efficiency and control. The District is committed to environmental stewardship and is participating in the development of an EMS program. The International Organization for Standardization (ISO) has prepared standards for an EMS program and ISO 14001 standard is being used.

Express Service — Express service is deployed in one of two general configurations:
(1) A service generally connecting residential areas and activity centers via a high speed, non-stop connection, e.g., a freeway, or exclusive right-of-way such as a dedicated busway with limited stops at each end for collection and distribution. Residential collection can be exclusively or partially undertaken using park-and-ride facilities.
(2) Service operated non-stop over a portion of an arterial in conjunction with other local services. The need for such service arises where passenger demand between points on a corridor is high enough to separate demand and support dedicated express trips.

Exclusive Right-of-Way — A right-of-way that is fully grade separated or access controlled and is used exclusively by transit.

Extra Board — Refers to operators who have no specific run but are used to cover unassigned runs or runs left open because of an absence of assigned operators.

F

Farebox Recovery Ratio — A measure of the proportion of transit operating expenses covered by passenger fares. It is calculated by dividing a transit operator's fare box revenue by its total operating expenses.

Synonyms: Fare Recovery Ratio

Fare Collection System — The method by which fares are collected and accounted for in a public transportation system.

Fare Elasticity — The extent to which ridership responds to fare increases or decreases.

Fare Structure — The system set up to determine how much is to be paid by various passengers using the system at any given time.

Federal Transit Administration (FTA, formerly UMTA, Urban Mass Transit Administration) — A part of the U.S. Department of Transportation (DOT) which administers the federal program of financial assistance to public transit.

Feeder Service — Service that picks up and delivers passengers to a regional mode at a rail station, express bus stop, transit center, terminal, Park-and-Ride, or other transfer facility.

Fixed Cost — An indirect cost that remains relatively constant irrespective of the level of operational activity.

Fix-It Station — A bicycle repair station that includes all the tools necessary to perform basic bike repairs and maintenance, from changing a flat to adjusting brakes and derailleurs. The tools are securely attached to the stand with

stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin freely while making adjustments.

Fixed-Guideway System — A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley buses, and ferryboats as "fixed-guideway" transit.

Fixed Route — Transit service provided on a repetitive, fixed-schedule basis along a specific route, with vehicles stopping to pick up passengers at and deliver passengers to specific locations.

Frequency — The amount of time scheduled between consecutive buses or trains on a given route segment; in other words, how often the bus or train comes (also known as Headway).

FTIP (Federal Transportation Improvement Program) — A federally required document produced by the metropolitan planning organization that states the investment priorities for transit and transit-related improvements, mass transit guide ways, general aviation and highways.

FY (Fiscal Year) — A yearly accounting period designated by the calendar year in which it ends (e.g. FY 2015). The fiscal year for the federal government runs from October 1 to September 30. The fiscal year for both the state of California and GET runs from July 1 to June 30.

G

Garage — The place where revenue vehicles are stored and maintained and from where they are dispatched and recovered for the delivery of scheduled service.

Synonyms: Barn, Base, Depot, District, Division, O/M Facility (ops/maint), Yard

Grade Separated — A crossing of two forms of transportation paths (e.g., light rail tracks and a highway) at different levels to permit unconstrained operation.

Grid Network — Refers to a type of route structure. In a typical grid network, high-frequency routes operate along the length of east-west and north-south corridors, intersecting each other to form a grid pattern. This allows a passenger to travel between two points with one transfer.

H

Headway — The scheduled time interval between any two revenue vehicles operating in the same direction on a route. Headways may be LOAD driven, that is, developed on the basis of demand and loading standards or, POLICY based, i.e., dictated by policy decisions such as service every 30 minutes during the peak periods and every 60 minutes during the base period.

Synonyms: Frequency, Schedule, Vehicle Spacing

Heavy Rail — An electric railway with capacity for a "heavy volume" of traffic, and characterized by exclusive rights-of-way, high speed and rapid acceleration. Heavy rail is different from commuter rail and light rail.
Synonyms: Subway, elevated railway, rapid transit
High Occupancy Vehicle (HOV) — Vehicles that can carry more than two persons. Examples of high occupancy vehicles are a bus, vanpool and carpool.
HOV — See High Occupancy Vehicle.
HOV Lane — A traffic lane in a street or highway reserved for high occupancy vehicles, which may include two person vehicles in some applications.

I

Incident — Traffic or passenger accident that include collisions with other vehicles, pedestrians or fixed object, and passenger accidents while boarding, on-board, or disembarking the transit vehicle.
Intercity Rail — A long distance passenger rail transportation system between at least two central cities that, in California, traditionally has been provided by AMTRAK either directly or through a local Joint Powers Authority.
Interlining — Interlining is used in two ways: Interlining allows the use of the same revenue vehicle and/or operator on more than one route without going back to the garage. Interlining is often considered as a means to minimize vehicle requirements as well as a method to provide transfer enhancement for passengers. For interlining to be feasible, two (or more) routes must share a common terminus or be reasonably proximate to each other (see DEADHEAD).
Synonyms: Through Routes, Interlock Routes, Interlocking
Intermodal — Switching from one form of transportation to another.
Intermodal Facility — A building or site specifically designed to accommodate the meeting of two or more transit modes of travel.
ISTEA (Intermodal Surface Transportation Efficiency Act) — The Act presented an overall intermodal approach to highway and transit funding with collaborative planning requirements, giving significant additional powers to metropolitan planning organizations. Of those programs, the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) have been used locally. Signed into law on December 18, 1991 by President George H. W. Bush, it expired in 1997. It was preceded by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and followed by the Transportation Equity Act for the 21st Century (TEA-21) in 1998, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, and the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012.
K
Kern COG — Kern Council of Governments is an association of city and county governments created to address regional transportation issues. As the federally-designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Agency for Kern County, Kern

COG is responsible for developing and updating a variety of transportation plans and for allocating the federal and state funds to implement them.

Kiss and Ride — A place where commuters are driven and left at a station to board a public transportation vehicle.

Kneeling Bus — A bus that not only has no steps between the door and the bus floor, but also has an air-adjustable suspension. This feature allows the driver to actually lower the bus to the curb to make entering and exiting the bus much easier.

L

LAFCo (Local Area Formation Commission)— LAFCos review proposals for the formation of new local governmental agencies and for changes in the organization of existing agencies. There are LAFCos in all 58 California counties working with nearly 3,500 governmental agencies (400+ cities, and 3,000+ special districts). LAFCos regulate, through approval or denial, the boundary changes proposed by public agencies or individuals. The Golden Empire Transit District must work through LAFCo for boundary changes for annexations that are outside the City of Bakersfield (unincorporated Kern County areas).

Layover — Layover time serves two major functions: recovery time for the schedule to ensure on-time departure for the next trip and, in some systems, operator rest or break time between trips. Layover time is often determined by labor agreement, requiring "off-duty" time after a certain amount of driving time.

Synonyms: *Recovery*

Light Rail Transit (LRT) — An electric railway with a “light volume” traffic capacity compared with heavy rail.

Synonyms: Streetcar, trolley car and tramway

Light Rail Vehicle (LRV) — Modern-day term for a streetcar type of transit vehicle, e.g., tram or trolley car.

Limited Service — Higher speed train or bus service where designated vehicles stop only at transfer points or major activity centers, usually about every 1/2 mile. Limited stop service is usually provided on major trunk lines operating during a certain part of the day or in a specified area in addition to local service that makes all stops. As opposed to express service, there is not usually a significant stretch of non-stop operation.

Linked Passenger Trips — A linked passenger trip is a trip from origin to destination on the transit system. Even if a passenger must make several transfers during a one way journey, the trip is counted as one linked trip on the system. Unlinked passenger trips count each boarding as a separate trip regardless of transfers.

Load Factor — The ratio of passengers actually carried versus the total passenger seating capacity of a vehicle. A load factor of greater than 1.0 indicates that there are standees on that vehicle.

Local Service — A type of operation that involves frequent stops and consequent low speeds, the purpose of which is to deliver and pick up transit passengers as close to their destinations or origins as possible.

LTF (Local Transportation Fund) — A major source of state funding for public transportation under the Transportation Development Act (TDA). Revenues to the LTF are derived from ¼ cent of the 7.50 cent retail sales tax collected statewide. The LTF is locally administered by Kern COG. The Golden Empire Transit District (GET) receives the entire allotment for the City of Bakersfield and that portion of the County's apportionment that falls within the GET boundary.

M

Maximum Load Point — The location(s) along a route where the vehicle passenger load is the greatest. The maximum load point(s) generally differ by direction and may also be unique to each of the daily operating periods. Long or complex routes may have multiple maximum load points.

Microtransit — Microtransit is a form of Demand Responsive Transit (DRT). This technology-enabled transit service offers flexible routing and/or flexible scheduling of smaller vehicles.

Minibus — A rubber-tired road vehicle designed to carry a small number of passengers (i.e., 12 or less), commonly operated on streets and highways for public transportation service.

Missed Trip — A schedule trip that did not operate for a variety of reasons including operator absence, vehicle failure, dispatch error, traffic, accident or other unforeseen reason.

Mode — A particular form of travel (e.g., bus commuter tail, train, bicycle, walking or automobile.

Mode Split — The proportion of people that use each of the various modes of transportation. Also describes the process of allocating the proportion of people using modes. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

Model — An analytical tool (often mathematical) used by transportation planners to assist in making forecasts of land use, economic activity, and travel activity.

Monthly Pass — A prepaid farecard or ticket, valid for unlimited riding within for one-month period.

MPO (Metropolitan Planning Organization) — A metropolitan planning organization (MPO) is a federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. The United States Congress passed the Federal-Aid Highway Act of 1962, which required the

formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. Federal funding for transportation projects and programs are channeled through this planning process. The Kern Council of Governments (Kern COG) is the local MPO.

N

National Transit Database (NTD) — NTD is the nation's primary source for information and statistics on the transit systems of the United States. All recipients or beneficiaries of grants from the Federal Transit Administration are required to submit data.

Network — The configuration of streets or transit routes and stops that constitutes the total system.

Nub — A stop where the sidewalk is extended into the parking lane, which allows the bus to pick up passengers without leaving the travel lane.

Synonyms: Bus bulb, curb extension

O

Operating Expense — Monies paid in salaries and wages; settlement of claims, maintenance of equipment and buildings, and rentals of equipment and facilities.

Operating Ratio — A measure of transit system expense recovery obtained by dividing total operating revenues by total operating expenses.

Operating Speed — The rate of speed at which a vehicle in safely operated under prevailing traffic and environmental conditions.

Operator — An employee of a transit system who spends his or her working day in the operation of a vehicle, e.g., bus driver, streetcar motorman, trolley coach operator, cablecar gripman, rapid transit train motorman, conductor, etc.

Origin — The location of the beginning of a trip or the zone in which a trip begins. Also known as a "Trip End".

Origin-Destination Study — A study of the origins and destinations of trips made by vehicles or passengers.

Owl — Service that operates during the late night/early morning hours or all night service, usually between 10:00 p.m. and 6:00 a.m.

Synonyms: *Hawk*

P

Paddle — Refers to the schedule for each work run, including arrival and departure times. Bus operators use the paddle to help maintain their schedule.

Paratransit — Transportation service required by ADA for individuals with disabilities who are unable to use fixed-route transit systems. The service must be comparable to the fixed-route service.

Park-and-Ride — A parking area for automobile drivers who then board vehicles, shuttles or carpools from these locations.

Pass — A means of transit prepayment, usually a card that carries some identification that is displayed to the driver or conductor in place of paying a cash fare.

Passenger — A person who rides a transportation vehicle, excluding the driver.

Passenger Check — A check (count) made of passengers arriving at, boarding and alighting, leaving from, or passing through one or more points on a route. Checks are conducted by riding (ridecheck) or at specific locations (point check). Passenger checks are conducted in order to obtain information on passenger riding that will assist in determining both appropriate directional headways on a route and the effectiveness of the route alignment. They are also undertaken to meet FTA National Transit database (NTD) reporting requirements.

Synonyms: *Tally*

Passenger Miles — A measure of service utilization which represents the cumulative sum of the distances ridden by each passenger. It is normally calculated by summation of the passenger load times the distance between individual bus stops. For example, ten passengers riding in a transit vehicle for two miles equals 20 passenger miles.

Synonyms: Farebox Revenue

Peak Hour/Peak Period — The period with the highest ridership during the entire service day, generally referring to either the peak hour or peak several hours (peak period).

Synonyms: Commission Hour

Platform Hours — The total scheduled time a bus spends from pull-out to pull-in. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.

PTMISEA (Public Transportation Modernization, Improvement, and Service Enhancement Account) — Through the State Department of Finance from Proposition 1B, this financing includes a 4 billion dollar transit feature for capital projects.

Pull-In Time — The non-revenue time assigned for the movement of a revenue vehicle from its last scheduled terminus or stop to the garage.

Synonyms: Turn-In Time, Deadhead Time, Run-off Time

Pull-Out Time — The non-revenue time assigned for the movement of a revenue vehicle from the garage to its first scheduled terminus or stop.

Synonyms: Deadhead Time, Run-on Time

Q

Queue Jumper — A queue jumper is a type of roadway geometry used to provide preference to buses at intersections, often found in bus rapid transit systems (BRT). Queue jumper lanes are a way to minimize the travel time delays through special priority lanes, often right hand turn lanes that permit transit through movements. Queue jumper lanes are typically installed at

heavily congested intersections, with priority given to those intersections offering the greatest benefits to transit. A queue jumper lane is accompanied by a signal which provides a phase specifically for vehicles within the queue jump. Vehicles in the queue jumper lane get a "head-start" over other queued vehicles and can therefore merge into the regular travel lanes immediately beyond the signal.

R

Radial Service — Local or express service designed primarily to connect the Central Business District with outlying areas.

Revenue — Receipts derived from or for the operation of transit service including farebox revenue, revenue from other commercial sources, and operating assistance from governments. Farebox revenue includes all fare, transfer charges, and zone charges paid by transit passengers.

Recovery Time — Recovery time is distinct from layover, although they are usually combined together. Recovery time is a planned time allowance between the arrival time of a just completed trip and the departure time of the next trip in order to allow the route to return to schedule if traffic, loading, or other conditions have made the trip arrive late. Recovery time is considered as reserve running time and typically, the operator will remain on duty during the recovery period.

Synonyms: Layover Time

Relief Point — A list of locations where bus operators begin their respective run assignments when scheduled to relieve an operator who is already in service on a route.

Revenue Vehicle Hour — The measure of scheduled hours of service available to passengers for transport on the routes, equivalent to one transit vehicle traveling in one hour in revenue service, excluding deadhead hours but including recovery/layover time. Calculated for each route.

Revenue Service — When a revenue vehicle is in operation over a route and is available to the public for transport.

Revenue Miles — Miles operated by vehicles available for passenger service.

Revenue Passenger — A passenger from whom a fare is collected.

Synonyms: Revenue trip

Reverse Commute — Movement in a direction opposite to the main flow of travel, such as from the Central City to a suburb during the morning commute hour.

Ridesharing — A form of transportation, other than public transit, in which more than one person shares in the use of the vehicle, such as a van or car, to make a trip.

Ridership — The number of rides taken by people using a public transportation system in a given time period.

Right-of-Way (ROW, R/W) — The land over which a public road or rail line is built. An exclusive right-of-way is a road, lane, or other right-of-way

designated exclusively for a specific purpose or for a particular group of users, such as light rail vehicles or buses.

Road Call — A mechanical failure of a bus in revenue service that causes a delay to service, and which necessitates removing the bus from service until repairs are made.

Round Trip — One inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.

Route — A specified path taken by a transit vehicle usually designated by a number or a name, along which passengers are picked up or discharged. Synonyms: *Line*

Route Miles — The total number of miles included in a fixed route transit system network.

RTIP (Regional Transportation Improvement Program) — List of proposed transportation projects submitted to the CTC by the RTPA as a request for state funding. Individual projects are first proposed by local jurisdictions, then evaluated and prioritized by the regional agency for submission to the CTC. The RTIP has a five-year planning horizon and is updated every two years.

RTP (Regional Transportation Plan) — A comprehensive 20-plus year blueprint for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

RTPA (Regional Transportation Planning Agency) — Agencies responsible for the preparation of RTPs and RTIPs and designated by the State Business, Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation commissions, COGs, MPOs, or statutorily created agencies. Kern COG is the RTPA for Kern County.

Run — Refers to a driver's daily work assignment. One or more runs can work a single block. Runs can also work on multiple blocks. A driver's schedule is primarily determined for each sign-up period through the run-cut process where bus schedules are integrated with driver assignments.

Synonyms: *Work Run*

Run Cut — The process of generating daily bus driver work assignments in a cost efficient manner to meet all contract requirements negotiated between the union and District. Run-cutting software is used to generate assignments that may be reset until they fulfill the requirements of all participating parties.

Running Time — Time allowed between any two points, such as from time point to time point, or from end-of-line to end-of -line.

Synonyms: Travel Time

S

Schedule — From the transit agency (not the public timetable), a document that, at a minimum, shows the time of each revenue trip through the designated time points. Many properties include additional information such as route descriptions, deadhead times and amounts, interline information, run numbers, block numbers, etc.

Synonyms: Headway, Master Schedule, Timetable, Operating Schedule, Recap/ Supervisor's Guide

Scheduling — The planning of vehicle arrivals and departures and the operators for these vehicles to meet consumer demand along specified routes.

Section 5307 — Refers to federal grants for capital financial assistance and some operating assistance for urbanized areas with a population of 200,000 to one million. Under FTA requirements, up to 80% of capital project costs may be funded with federal dollars and 20% must be covered (matched) by the transit agency.

Service Area — A geographic area which is provided with transit services. Service area is now defined consistent with ADA requirements- a three-quarter mile distance from a fixed route alignment.

Service Span — The span of hours over which service is operated, e.g., 6 a.m. to 10 p.m. or 24 hr (owl). Service span often varies by weekday, Saturday, or Sunday.

Synonyms: Span of Service, Service Day

Service Standards — A benchmark by which service operations performance is evaluated. These standards are provided in the Short Range Transit Plan (SRTP).

Smart Card — A technology used to add and deduct value from an electronically encoded card when a rider passes it near a programmed reader on buses and at fare gates.

Spread Time — The total time from the start of a driver assignment to its end, whether a bus is in service or not.

SRTP (Short Range Transit Plan)— A capital, operating, and service plan updated annually with a 5-year horizon, prepared to qualify for federal, state, and local funding.

STAF (State Transit Assistance Fund) — A second program of Transportation Development Act (TDA) funding for transportation planning and mass transportation purposes. Funds are derived from the statewide sales tax on diesel fuels. Kern COG allocates STAF funds to all claimants.

STIP (State Transportation Improvement Program) — Refers to what the CTC (California Transportation Commission) ends up with after combining various RTIP's (Regional Transportation Improvement Program) as well as a list of specific projects proposed by Caltrans. The STIP determines when and if transportation projects will be funded by the state.

Subsidy — Funds granted by federal, state or local government.

T

TDA (Transportation Development Act) — A State law that makes funds available for transit, pedestrian/bicycle, community transit service, street/road purposes, and operations. TDA funds are generated from a tax of ¼ of one percent on all retail sales in each county; used for transit, special transit for disabled persons, and bicycle and pedestrian purposes.

Time Point — A designated location and time that a bus can arrive before – but not leave earlier than – the stated time as indicated in the route schedule.
Timed Transfer — A point or location where two or more routes come together at the same time to provide positive transfer connections. A short layover may be provided at the timed transfer point to enhance the connection.
Synonyms: Pulse Transfer, Positive Transfer
Transit Center — A fixed location where passengers transfer from one route to another.
Transit Corridor — A broad geographic band that follows a general route alignment such as a roadway of rail right-of-way and includes a service area within that band that would be accessible to the transit system.
Transit Dependent — Someone who must use public transportation for his/her travel.
Transit Priority — A means by which transit vehicles are given an advantage over other traffic, e.g., preemption of traffic signals or transit priority lanes.
Transit Priority Lane — See Bus Lane
Trip — The one-way operation of a revenue vehicle between two terminal points on a route. Trips are generally noted as inbound, outbound, eastbound, westbound, etc. to identify directionality when being discussed or printed.
Synonyms: Journey, One-Way Trip
Trippers — A pay term that describes a short piece of work on a bus, normally less than 3 hours. A tripper is a short block made up of one or two trips, and usually serves only one peak period.
Total Miles — The total miles includes revenue and deadhead miles.
Trunkline — A route operating along a major corridor that carries a large number of passengers and typically operates at headway frequencies of 15 minutes or less.

U

Unlinked Passenger Trips — The total number of passengers who board public transit vehicles. A passenger is counted each time he/she boards a revenue vehicle even though the boarding may be the result of a transfer from another route to complete the same one-way journey. Where linked or unlinked is not designated, unlinked is assumed.
Synonyms: Passengers, Passenger Trips
Unlinked Trip — A trip taken by an individual on one specific mode. A linked trip may involve two or more unlinked trips.

V

Variable Cost — A cost that varies in relation to the level of operational activity.
Vehicle Miles — The number of miles traveled by a vehicle, usually calculated by mode.

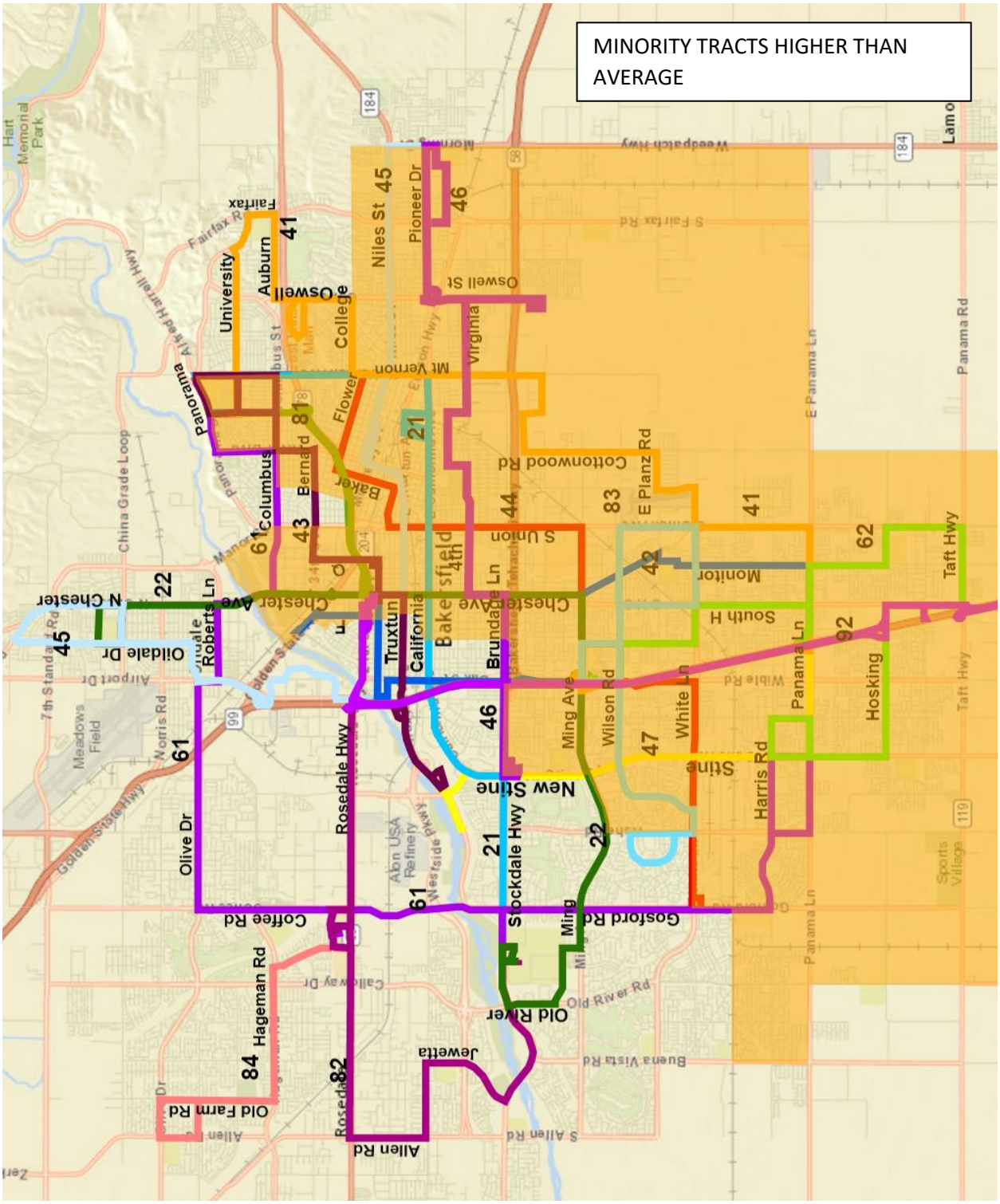
W

Wheelchair Lift — A device used to raise and lower a platform in a transit vehicle for accessibility by handicapped individuals.

Y

Yard — An area in a system used for maintenance, storing or holding vehicles.

Reference Maps



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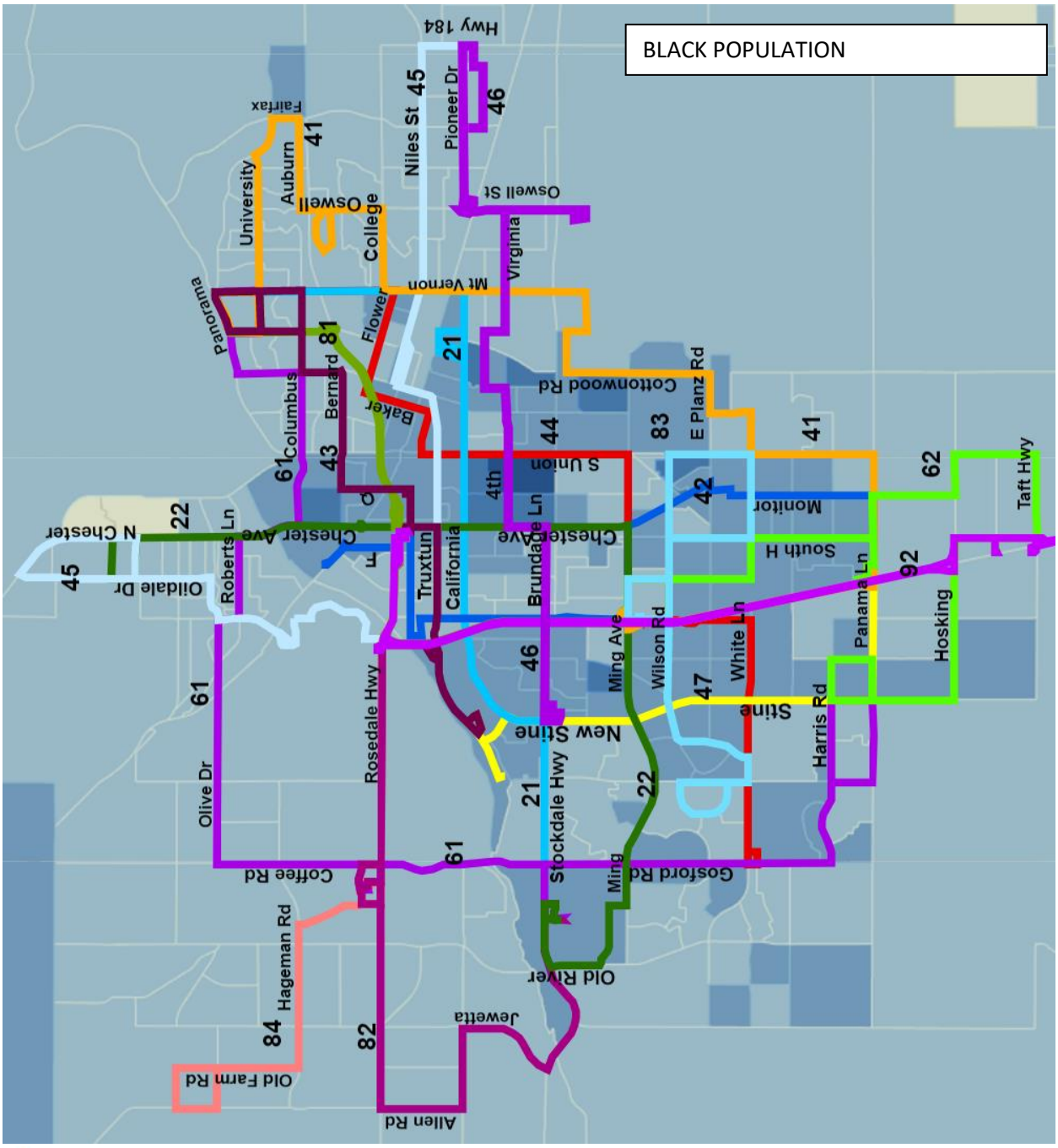

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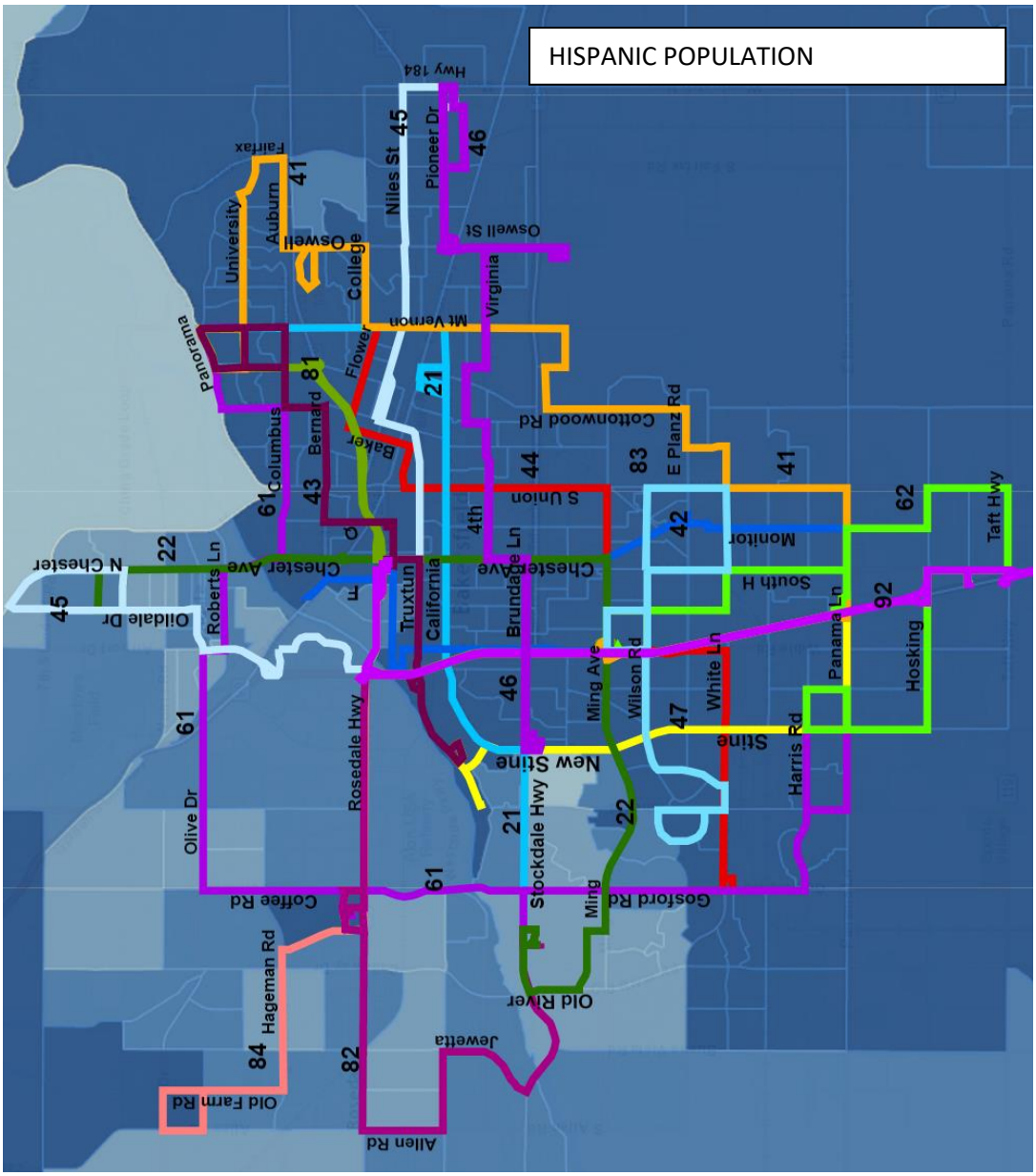

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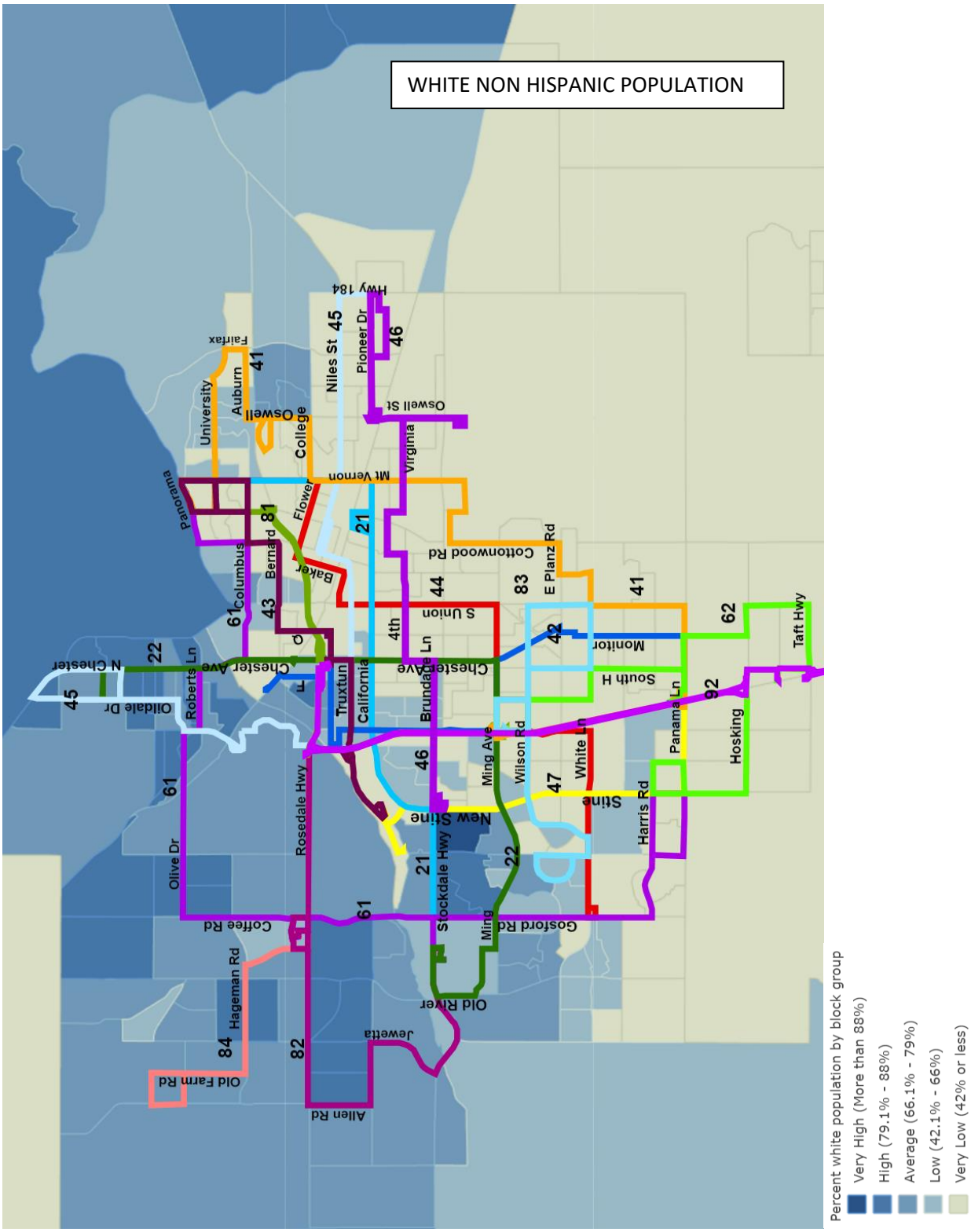

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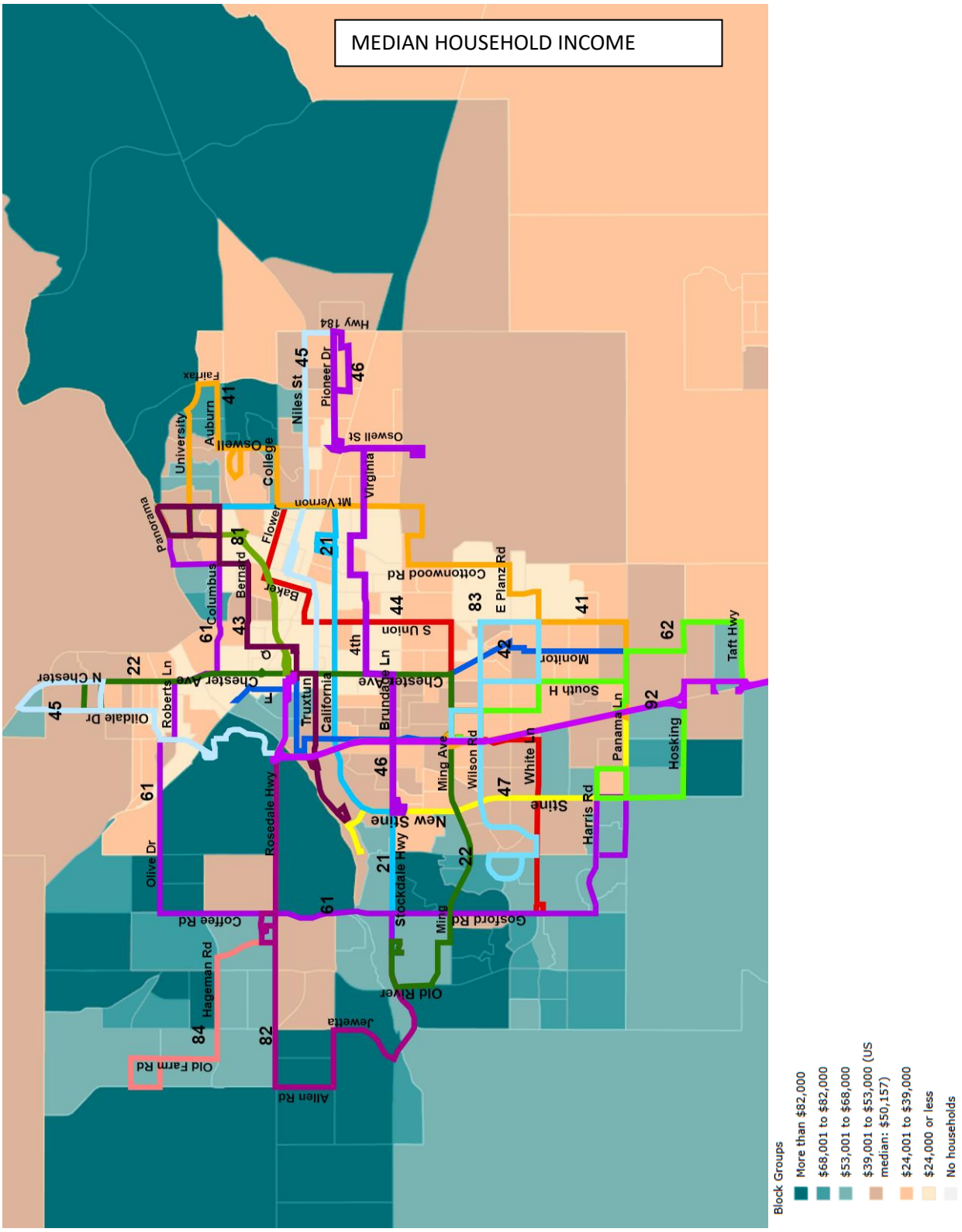

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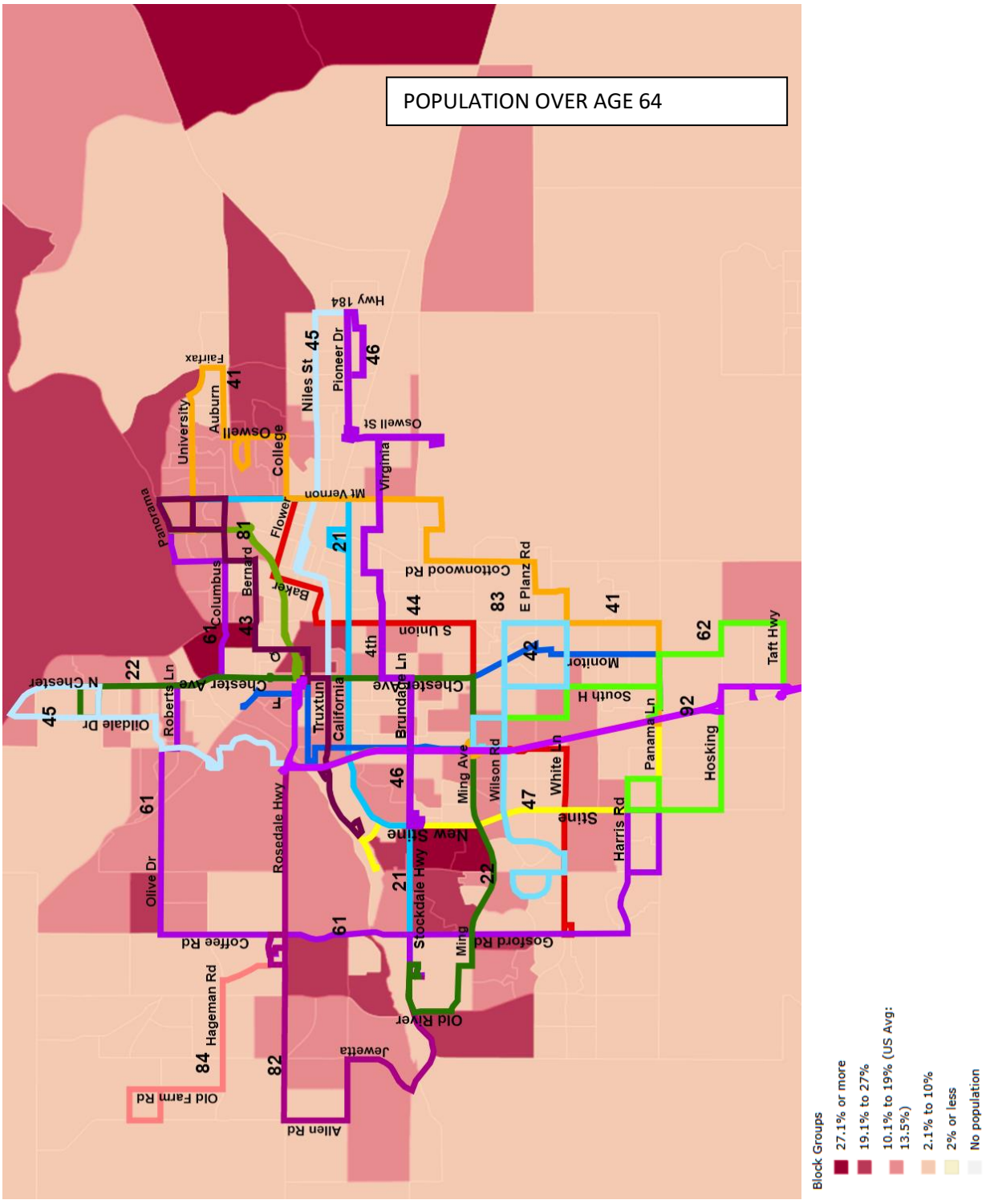

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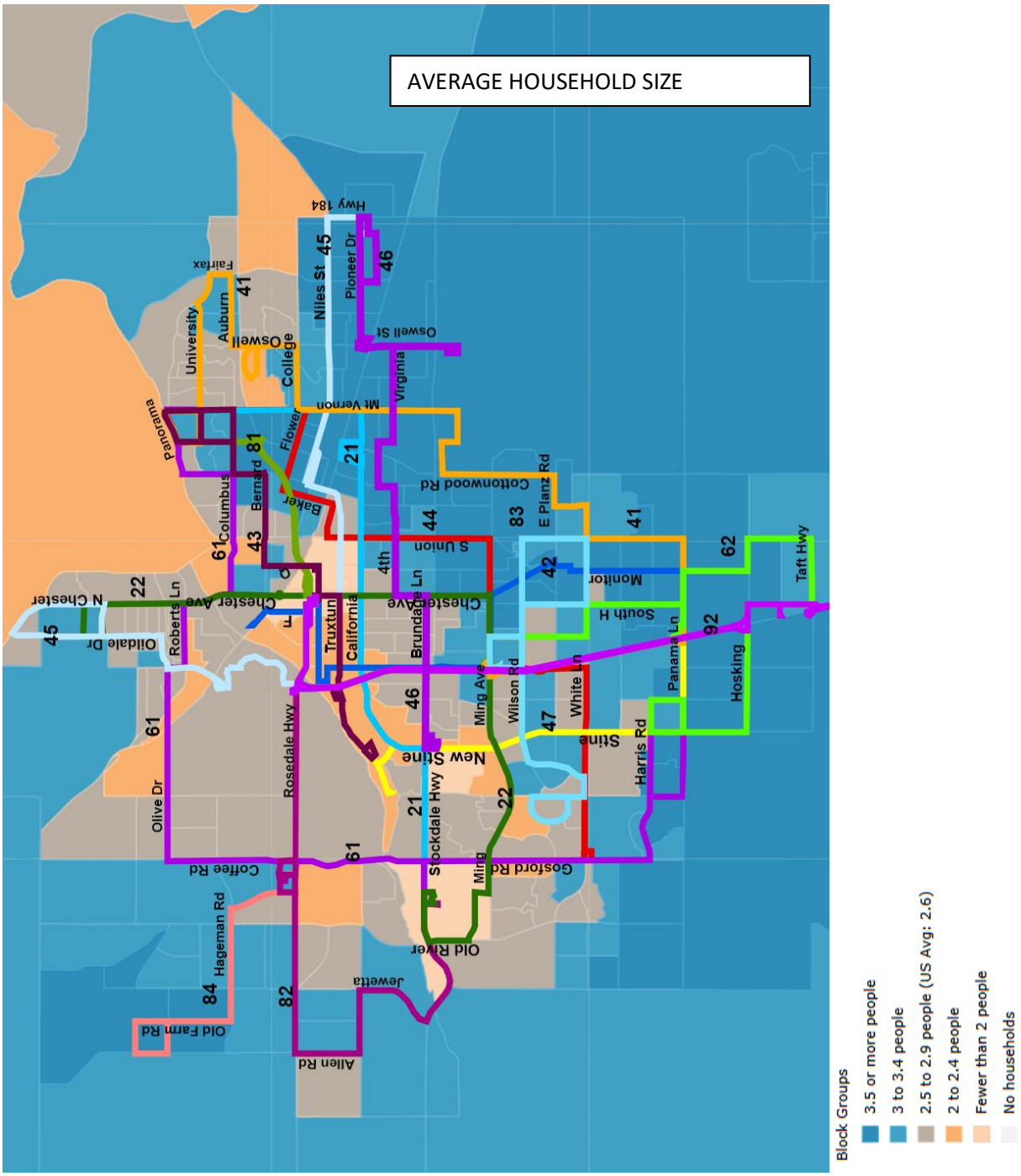

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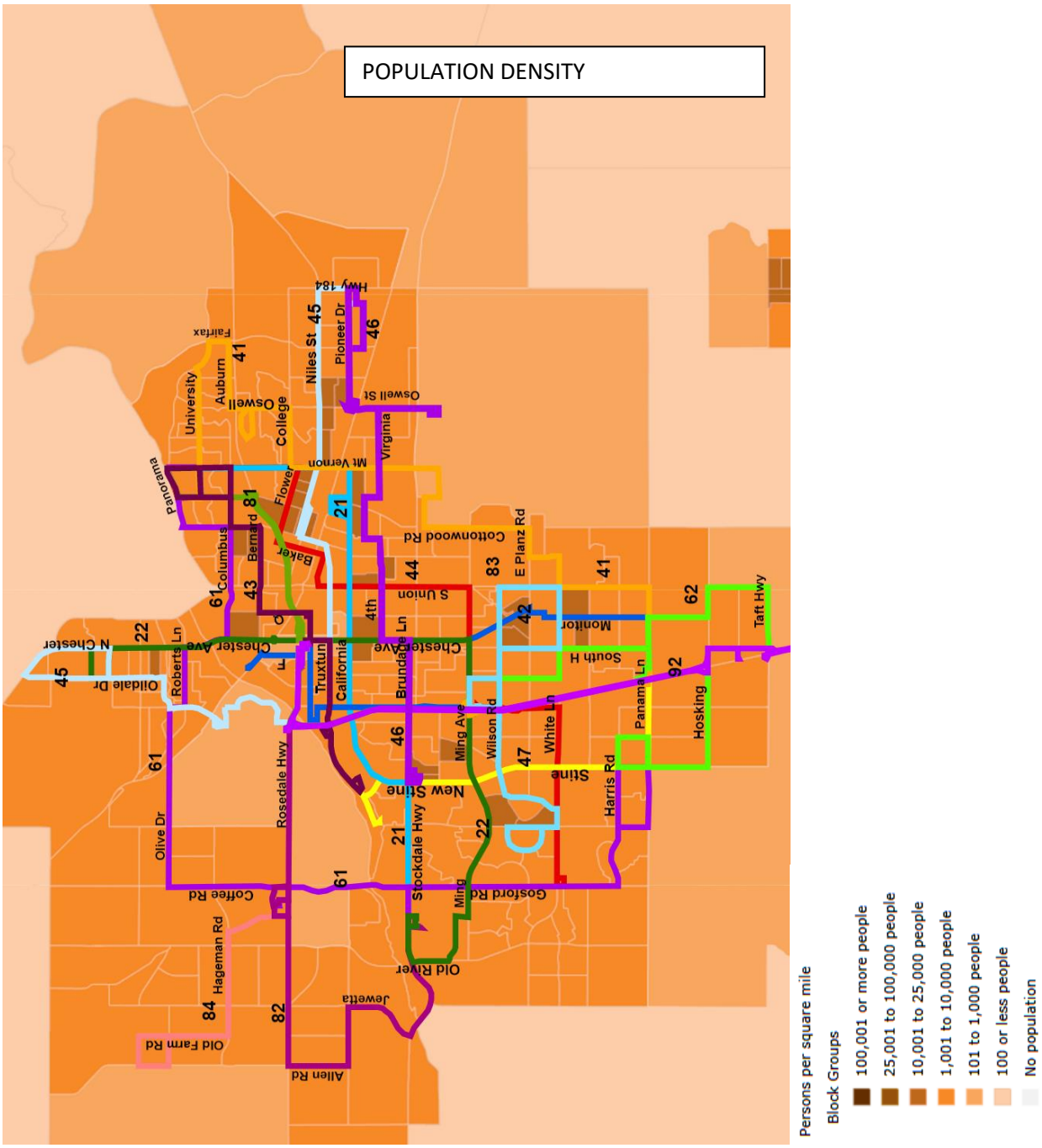

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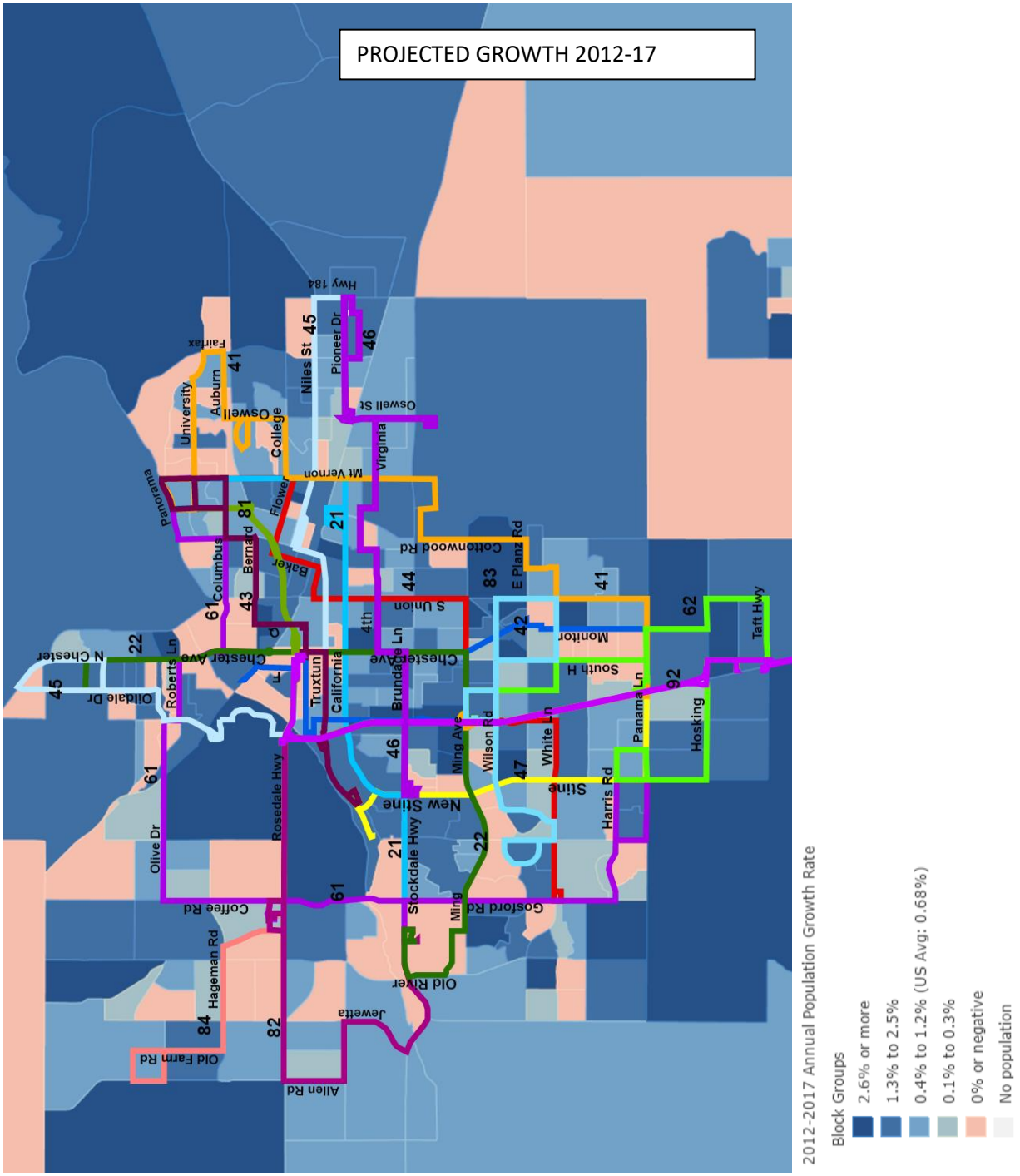

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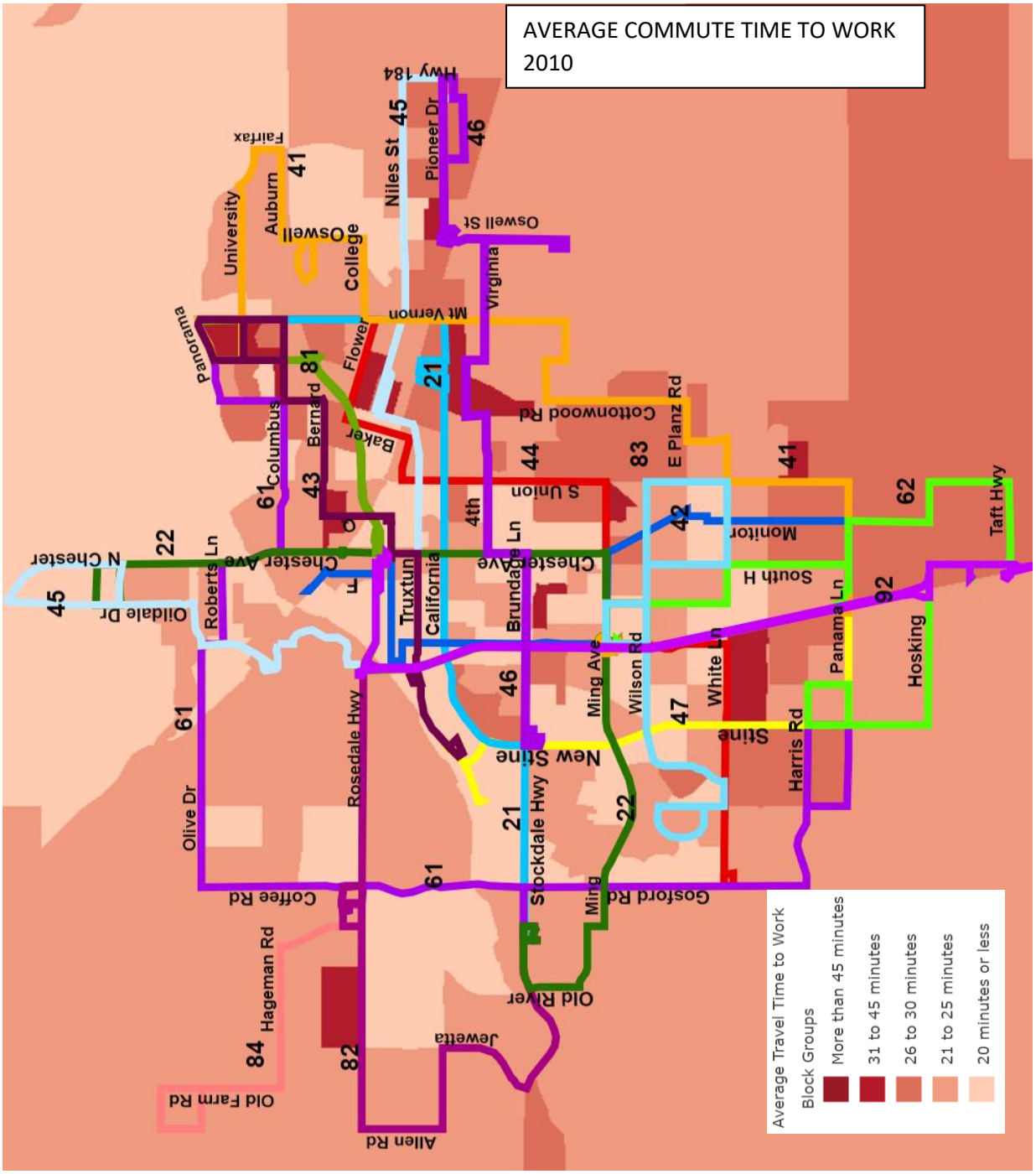

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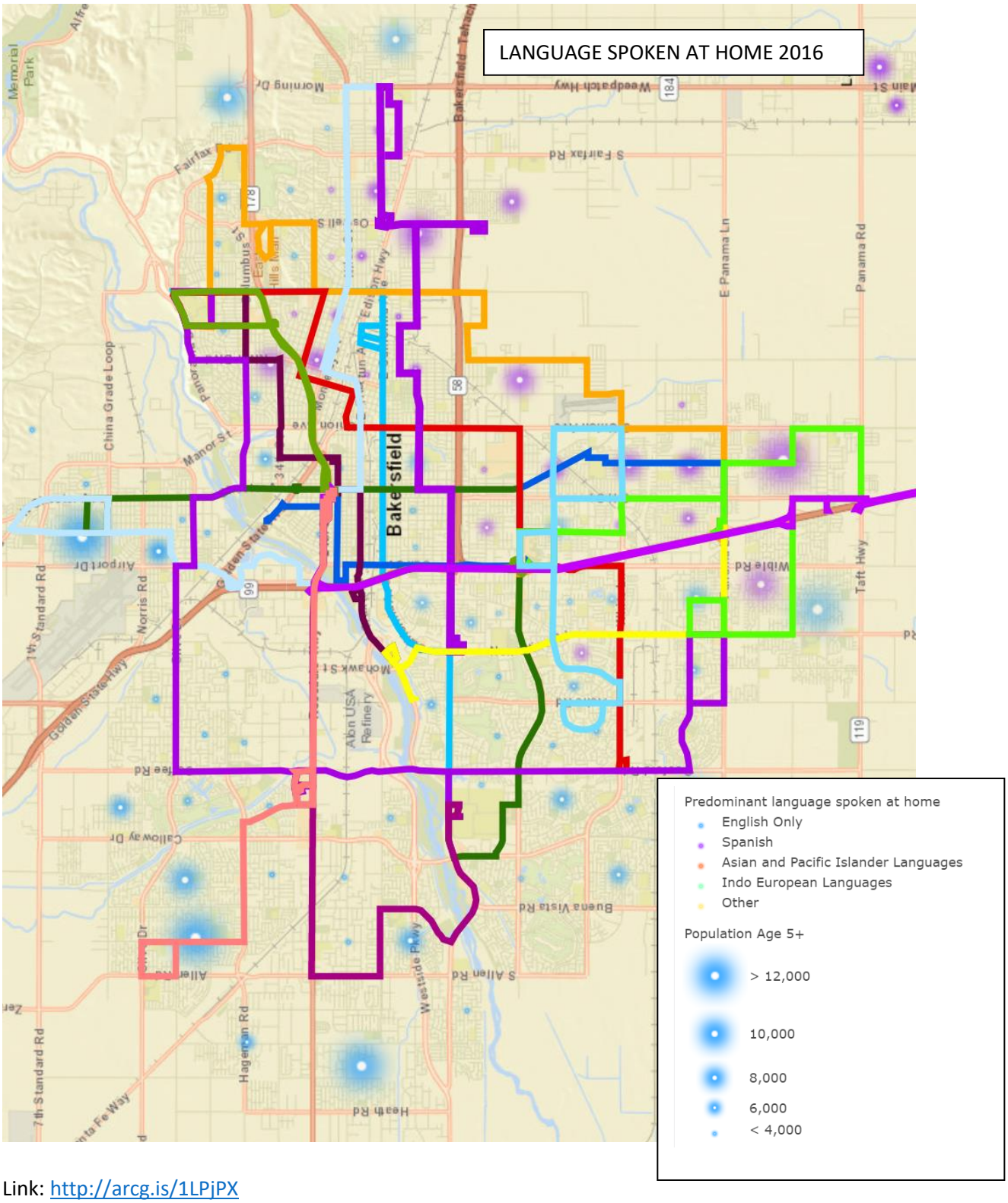

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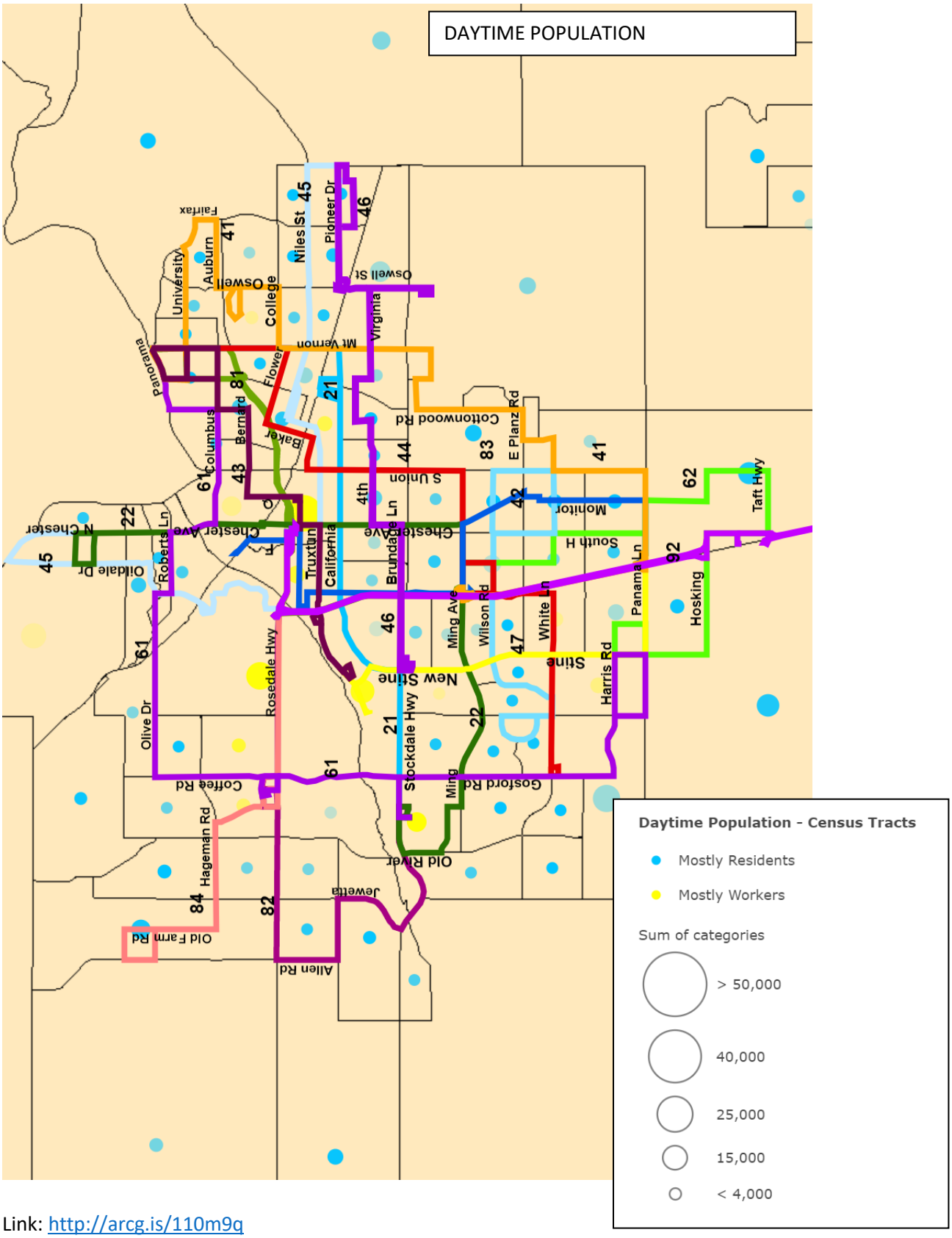

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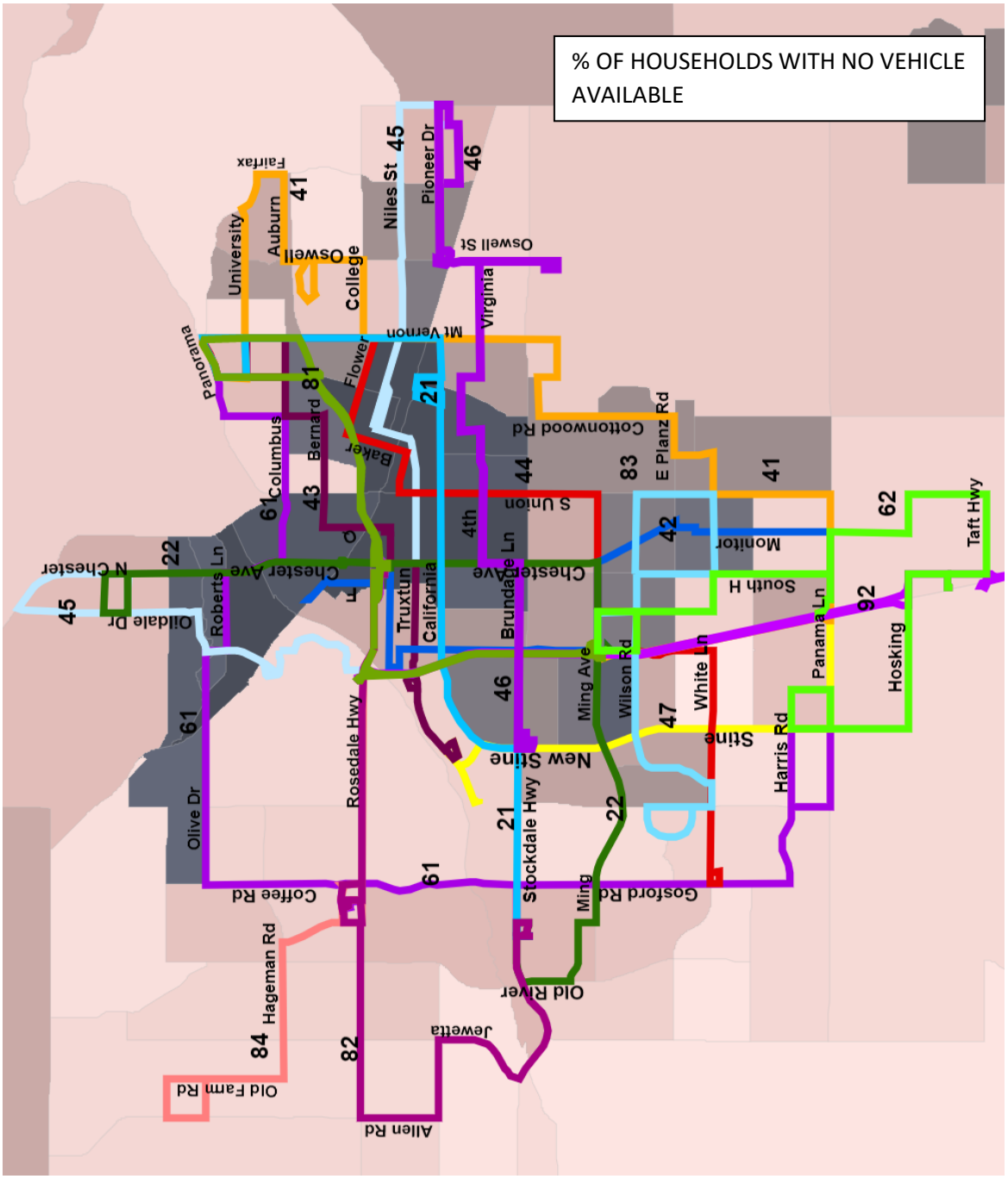

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