

eTrans Annual Transit Report for Fiscal Year 2010-2011



eTrans



December 2011
City of Escalon Development Services
Department

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The contents of this annual report reflect the views of the City of Escalon, and are not necessarily those of United States Department of Transportation, the Federal Transit Administration (FTA), or San Joaquin Council of Governments. The City of Escalon is solely responsible for the accuracy of information presented in this annual report.

Civil Rights Compliance: In compliance with Title VI regulations of the Civil Rights Act of 1964, no person in the United States of America shall, on grounds of race, color, or national origin, be excluded from participating in, or denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance. City of Escalon must ensure that federally supported transit service and related benefits are distributed in an equitable manner. City of Escalon has certified that it is in compliance with Title VI regulations.

ABOUT ESCALON

Located in California's Central Valley, Escalon is an attractive City of 7,132 persons in a productive area of San Joaquin County, which comprises of 2.3 square miles. The city is surrounded on all sides by scenic agricultural land and open spaces.

Escalon continues to foster its goal of maintaining a vibrant and diversified community. The City's mission statement of "Taking pride in our community through quality service" is apparent through the aggressive policies adopted to preserve a family atmosphere and high quality of life.

Escalon boasts a low crime rate, an award-winning school district, quality residential homes and a quaint, 1920's era downtown.

The City is geographically located on State Route 120 between the San Francisco Bay Area and the historic Mother Lode leading to Yosemite National Park. The City is 25 minutes from Stockton, Modesto and Manteca; Escalon offers a central location with direct access to all modes of transportation.

INTRODUCTION TO ETRANS

eTrans was provided under contract with the San Joaquin Regional Transit District (RTD). This contractual arrangement has been in place since December 1984. As of November 2009, the City has awarded a two and a half year agreement to Storer Transit Systems ending June 30, 2012 to operate eTrans. The present services include a local dial-a-ride service within the City limits and a deviated fixed route service, previously known as Route 96, now known as Route 1 between Escalon Park and Ride Lot and Modesto. Previously, a contract between the County of San Joaquin and RTD was in place to provide service outside the City limits in surrounding unincorporated county areas, which was reimbursed to the City until November 2009.

RTD discontinued two regional routes that previously served Escalon between 2008 and 2009 – Route 95 that operated between Escalon and Manteca, Monday-Friday and Route 168 that operated between Escalon and Lawrence Livermore Labs. There is no fixed route RTD transit service to the City of Escalon at this time.

The transit service serves a population area of 7,132 and serves a service area of 2.3 square miles. This service area includes the City limits.

ESCALON DIAL-A-RIDE

Escalon Dial-A-Ride began service in October of 1977. The service operated under the Community Services Division with two buses and two city hired bus operators. Service operated Monday-Friday from 8:00 am to 5:00 pm and on Saturdays from 10:00 am to 2:00 pm. Service was provided to Modesto, every Monday, Wednesday and Friday and to Stockton on the 2nd Tuesday of the month. Trips were also available to the former Riverbank Amtrak Station by request.

In 1984, the City wanted to reduce its involvement with transit. The former Stockton Metropolitan Transit District (SMTD) now San Joaquin Regional Transit District (RTD) proposed to operate the service on behalf of the City. The Escalon City Council

approved the proposal and effective January 1, 1985; SMTD took over the operation of Escalon Dial-A-Ride. Service was reduced to Monday-Friday from 10:00 am to 3:00 pm. The Saturday and the Modesto & Stockton service was eliminated.

On April 2, 2002, the boundaries of the dial-a-ride service were expanded to Victory Road to the east, the Stanislaus River to the South and Van Allen Road to the west. This allowed the residents who lived within the newly expanded areas to go into Escalon.

On November 10, 2002, a connection was established between Escalon Dial-A-Ride and Riverbank Oakdale Transit Authority (ROTA) Dial-A-Ride to allow passengers to travel into Riverbank and Oakdale. The bus will drop a passenger off at Jacob Myers Park in Riverbank and ROTA Dial-A-Ride will pick up the passenger and take them wherever they want to go in their service area. The same arrangement happens in the reverse way. Also on this day the fares were increased to match the fares of the rest of the RTD system.

On September 11, 2004, the fares were modified again to reflect the need to improve the fare box recovery ratio for the RTD family of services, which includes RTD Stockton Metro, Intercity, Hopper, Dial-A-Ride, and Escalon transit services.

On October 5, 2008, the fares were modified again to reflect the need to improve the farebox recovery ratio for the RTD family of services, which includes RTD Stockton Metro, Intercity, Hopper, Dial-A-Ride, and eTrans. Starting on this date, the fare in the County areas increased to a uniform \$3.00 for all passengers.

On November 27, 2009, when the City selected a new operator for eTrans, RTD terminated its Agreement with the County of San Joaquin regarding the provision of transit services to the surrounding unincorporated areas using eTrans buses.

Escalon Dial-A-Ride is used primarily by persons who must rely on public transportation. Many of these "transit dependent" riders have no other means of transportation, due to age, income or disability.

This service consists of a local dial-a-ride service that serves the entire City limits. Service is provided Monday through Friday from 9:30 a.m. to 4:00 p.m. No Saturday, Sunday or Holiday service is provided. Holidays include New Years Day, Dr. Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and Christmas Day.

The City pays for the fuel and the transit operations contractor to directly operate and maintain eTrans.

ROUTE 1 – ESCALON/MODESTO

Service to Modesto was reintroduced in March 1998 as a result of an unmet transit need. Originally, service operated every Friday to Vintage Faire Mall, but ridership never materialized. On January 1999, service was reduced to every 2nd Wednesday of the month. On April 2nd, 2002, service was expanded to operate between Escalon and

Modesto at McHenry & Standiford Avenues where connections to MAX and StaRT could be made. Also, the transfer agreement between MAX and StaRT was activated to facilitate transfers and the fare was increased from \$1.50 to \$1.60 to match the intercity express and General Public Dial-A-Ride fare. On November 10, 2002 as part of the new Hopper service, that RTD is providing, the route was rescheduled to connect with Route 95 to Manteca, Lathrop and French Camp, and had bus stop signs installed along the route.

On September 11, 2004, the fares were modified again to reflect the need to improve the fare box recovery ratio for the RTD family of services.

On June 5, 2005, as part of RTD restructuring of its intercity and Hopper routes within cities that are outside the official RTD boundaries, several routes were rescheduled and had route segments abandoned, including Route 95, which required a major reschedule of Route 96 to continue the connection with Route 95.

On January 5, 2008, RTD restructured Route 95 to better connect with Route 1 at the Escalon Park and Ride Lot and eliminated direct service to Lathrop and French Camp as well as Saturday service. All Route 1 trips now connected with Route 95.

On October 5, 2008, the fares were modified again to reflect the need to improve the fare box recovery ratio for the RTD family of services; however Route 1 fares remained the same. At the same time, to reduce confusion with RTD routes, Route 96 was renumbered Route 1. The 90 series route numbering at RTD is part of their Hopper route network.

On July 5, 2010, the southbound bus stops on McHenry Avenue between 1st Street and Creative Water Gardens in Escalon were eliminated due to lack of sidewalks and ADA accessibility. A new stop was added at McHenry Avenue @ Union Avenue in Modesto to serve the new Walmart Supercenter. All bus stops were rebranded as eTrans also on this day.

SOURCE OF TRANSIT FUNDING

The funding to operate eTrans is a combination of passenger fare revenues, Federal funds and Transportation Development Act (TDA) funds. The TDA, Local Transportation Fund (LTF) funds are a portion of statewide sales tax monies collected from ¼ cent of the 7.25-cent retail sales tax collected statewide. The State Board of Equalization returns the 1/4-cent to San Joaquin County according to the amount of tax collected in that county. The funds are reallocated to cities based on population which funds public transit services first and then streets and roadway projects. State Transit Assistance (STA) funds are derived from the statewide sales tax on diesel fuel via two formulas – population based, which is distributed by the County Regional Transportation Planning Agency (RTPA) and revenue based, which is distributed based on fare revenue collected by LTF Article 4 recipients only. Federal Transit Administration (FTA) Section 5311 funds are Federal funds for rural transit operators under 50,000 in population from the Safe, Accountable, Efficient Transportation Equality Act – A Legacy for Users (SAFETEA-LU). Additionally, the City received FTA Section 5304 (Transit Planning), Section 5316 (Job Access Reverse Commute) and Section 5317 (New

Freedom) funding for transit operations and capital. The City of Escalon directly claims these funds from Caltrans, which last fiscal year was \$29,993. This is based on a negotiated split between RTD and the City in 2007 which is based on actual transit service area. Currently, passenger fare revenues contribute approximately 10 percent, FTA Sections 5304, 5311, 5316, 5317 revenue contributes 45 percent and TDA funds provide the remaining 45 percent of the revenues required to operate eTrans.

TDA FUNDS AVAILABLE AND PURPOSE

The TDA revenues available to operate Escalon Dial-A-Ride are Local Transportation Fund (LTF) Article 8 funds used to provide transit services to the general public. These funds may be used for both vehicle operations and as capital reserves for supporting facilities. The City received \$4,895 in the population based State Transit Assistance (STA) funds in FY 2010-2011. San Joaquin Council of Governments (SJCOG) is responsible for the development of the formula to distribution of STA funds. The formula is based on providing small transit operators a flat \$5,000 which was approved by the SJCOG Board of Directors in FY 2009-2010.

PERFORMANCE MEASURES FOR ETRANS

Total system wide ridership for FY10-11 (July 2010 - June 2011) is 3,879 passengers. Average weekday ridership is 15.39. Last fiscal year total ridership for the same period (July 2009 - June 2010) was 4,085 and the average weekday ridership was 18.22. There was a decline in ridership this past fiscal year system wide due to the one year realization of the elimination of unincorporated area dial-a-ride service and the current economic conditions.

Total Escalon Dial-A-Ride ridership for FY 10-11 (July 2010 - June 2011) is 2,763 passengers. Average weekday ridership is 10.96. Last fiscal year total ridership for the same period (July 2009 - June 2010) was 2,912 and the average weekday ridership was 11.55. There was a decline in ridership this past fiscal year system wide due to the current economic conditions and continued decline in the older senior population.

Total County Dial-A-Ride ridership for FY 10-11 (July 2009 - June 2010) is 0 passengers. Average weekday ridership is 0. Last fiscal year total ridership for the same period (July 2009 - June 2010) was 109 and the average weekday ridership was 1. Due to the one year realization of the elimination of unincorporated area dial-a-ride service, there is no ridership to compare to for this past fiscal year.

Total Route 1 ridership for ridership for 09-10 (July 2010 - June 2011) is 1,116 passengers. Average weekday ridership is 4.42. Last fiscal year total ridership for the same period (July 2009 - June 2010) was 1,064 and the average weekday ridership was 4.22. Ridership was basically flat in this past year, and declined from prior years due to lack of connectivity to the rest of San Joaquin County, based on the elimination of RTD deviated fixed route transit service in the past.

Additional data is shown below in Table 1 – Systemwide Performance FY 09-10 & FY 10-11.

Table 1 - Systemwide Performance FY 09-10 and 10-11

Escaton Dial-A-Ride													
FY 09/10	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
Total Passengers	196	209	200	197	92	274	273	238	448	325	261	199	2,912
Revenue Hours	102.57	102.57	102.57	106.97	147.37	40.49	25.84	22.77	45.03	37.31	28.63	22.54	784.66
Revenue Miles	718.84	521.85	442.19	449.40	450.90	348.00	303.00	322.00	433.00	407.00	288.00	256.00	4,940.18
Adult Passengers	1	3	14	7	8	8	16	22	7	14	8	7	115
Student Passengers	0	15	24	45	5	101	150	111	223	102	118	22	916
Senior/Disabled Passengers	174	167	150	145	77	146	69	85	155	169	127	169	1,633
Hopper Deviations	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers	21	24	12	0	2	13	38	20	63	40	8	1	242
Modesto General Fare	0	0	0	0	0	6	0	0	0	0	0	0	6
Fuel	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100
Farebox Recovery Ratio	2%	3%	3%	3%	1%	8%	11%	10%	10%	9%	9%	33%	8%
Passenger Per Hour	1.91	2.04	1.95	1.84	0.62	6.77	10.57	10.45	9.95	8.71	9.12	8.83	6.06
Total Cost for Service	\$ 6,465.00	\$ 6,271.43	\$ 6,184.49	\$ 6,764.58	\$ 6,727.72	\$ 2,542.49	\$ 1,893.94	\$ 1,979.38	\$ 2,743.48	\$ 2,401.71	\$ 2,599.60	\$ 1,747.85	\$ 48,321.67
Total Fares Collected	\$ 144.87	\$ 165.81	\$ 171.00	\$ 174.40	\$ 81.50	\$ 205.25	\$ 204.50	\$ 192.50	\$ 284.00	\$ 207.75	\$ 233.50	\$ 575.41	\$ 2,640.49
Total Cost Per Passenger	\$ 32.98	\$ 30.01	\$ 30.92	\$ 34.34	\$ 73.13	\$ 9.28	\$ 6.94	\$ 8.32	\$ 6.12	\$ 7.39	\$ 9.96	\$ 8.78	\$ 21.51

County Dial-A-Ride													
FY 09/10	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
Total Passengers	30	30	30	10	9	0	0	0	0	0	0	0	109
Revenue Hours	5.73	5.73	5.73	1.33	1.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.94
Revenue Miles	40.16	29.15	24.70	5.60	5.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	105.35
Adult Passengers	22	30	30	7	9	0	0	0	0	0	0	0	98
Student Passengers	2	0	0	4	0	0	0	0	0	0	0	0	6
Senior/Disabled Passengers	6	0	0	5	0	0	0	0	0	0	0	0	11
Hopper Deviations	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers	0	0	0	0	0	0	0	0	0	0	0	0	0
Modesto General Fare	0	0	0	0	0	0	0	0	0	0	0	0	0
Fuel	5.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6
Farebox Recovery Ratio	11%	12%	13%	12%	15%	0%	0%	0%	0%	0%	0%	0%	5%
Passenger Per Hour	5.24	5.24	5.24	7.52	6.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.46
Total Cost for Service	\$ 361.16	\$ 350.35	\$ 345.49	\$ 84.32	\$ 78.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,219.38
Total Fares Collected	\$ 39.44	\$ 43.41	\$ 45.00	\$ 10.25	\$ 11.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149.85
Total Cost Per Passenger	\$ 12.04	\$ 11.68	\$ 11.52	\$ 8.43	\$ 8.67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.36

Route 1													
FY 09/10	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
Total Passengers	138	98	99	73	59	101	49	85	85	104	69	104	1,064
Revenue Hours	37.37	37.37	37.37	37.37	39.73	45.76	40.65	41.99	50.52	48.79	41.78	52.31	511.01
Revenue Miles	1,133.00	1,075.00	1,134.00	1,203.00	1,008.00	1,129.00	976.00	977.00	1,185.00	1,135.00	979.00	1,137.00	13,071.00
Adult Passengers	0	0	0	0	2	2	0	5	1	10	0	0	20
Student Passengers	0	0	0	0	0	0	0	0	0	3	0	0	3
Senior/Disabled Passengers	0	0	0	0	0	2	0	4	2	0	0	1	9
Hopper Deviations	0	0	0	0	0	7	5	9	11	0	1	9	42
Transfers	0	0	0	0	0	5	4	0	5	9	1	3	27
Modesto General Fare	138	98	99	73	57	85	40	67	66	82	67	91	963
Fuel	157.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	157.60
Farebox Recovery Ratio	195%	127%	147%	109%	721%	6%	4%	6%	5%	7%	8%	7%	112%
Passenger Per Hour	3.69	2.62	2.65	1.95	1.49	2.21	1.21	2.02	1.68	2.13	1.65	1.89	2.11
Total Cost for Service	\$ 134.27	\$ 134.27	\$ 134.27	\$ 134.27	\$ 134.27	\$ 2,775.80	\$ 2,549.58	\$ 2,608.90	\$ 2,986.52	\$ 2,909.95	\$ 2,599.60	\$ 3,065.76	\$ 20,167.46
Total Fares Collected	\$ 261.33	\$ 170.03	\$ 198.00	\$ 146.00	\$ 968.48	\$ 179.00	\$ 91.50	\$ 151.26	\$ 145.00	\$ 211.50	\$ 149.55	\$ 213.25	\$ 2,884.90
Total Cost Per Passenger	\$ 0.97	\$ 1.37	\$ 1.36	\$ 1.84	\$ 2.28	\$ 27.48	\$ 52.03	\$ 30.69	\$ 35.14	\$ 27.98	\$ 37.68	\$ 29.48	\$ 20.69

Systemwide Total													
FY 09/10	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
Total Passengers	364	337	329	280	160	375	322	323	533	429	330	303	4,085
Revenue Hours	145.67	145.67	145.67	145.67	188.52	86.25	66.49	64.76	95.55	86.10	70.41	74.85	1,315.61
Revenue Miles	1,892.00	1,626.00	1,600.89	1,658.00	1,464.64	1,477.00	1,279.00	1,299.00	1,618.00	1,542.00	1,267.00	1,393.00	18,116.53
Adult Passengers	23	33	44	14	19	10	16	27	8	24	8	7	233
Student Passengers	2	15	24	49	5	101	150	111	223	105	118	22	925
Senior/Disabled Passengers	180	167	150	150	77	148	69	89	157	169	127	170	1,653
Hopper Deviations	0	0	0	0	0	7	5	9	11	0	1	9	42
Transfers	21	24	12	0	2	18	42	20	68	49	9	4	269
Modesto General Fare	138	98	99	73	57	91	40	67	66	82	67	91	963
Fuel	263.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	263.20
Farebox Recovery Ratio	6%	6%	6%	1%	15%	7%	7%	7%	7%	8%	7%	16%	8%
Passenger Per Hour	2.50	2.31	2.26	1.92	0.85	4.35	4.84	4.99	5.58	4.98	4.69	4.05	3.61
Total Cost for Service	\$ 6,960.43	\$ 6,756.05	\$ 6,664.25	\$ 6,983.17	\$ 6,940.05	\$ 5,318.29	\$ 4,443.52	\$ 4,588.28	\$ 5,730.00	\$ 5,311.66	\$ 5,199.20	\$ 4,813.81	\$ 69,708.51
Total Fares Collected	\$ 445.64	\$ 379.25	\$ 414.00	\$ 81.50	\$ 1,061.73	\$ 384.25	\$ 296.00	\$ 343.76	\$ 429.00	\$ 419.25	\$ 383.05	\$ 788.66	\$ 5,426.09
Total Cost Per Passenger	\$ 19.12	\$ 20.05	\$ 20.26	\$ 24.94	\$ 43.38	\$ 14.18	\$ 13.80	\$ 14.21	\$ 10.75	\$ 12.38	\$ 15.76	\$ 15.89	\$ 18.73

Escalator Dial-A-Ride													
FY 10/11	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
Total Passengers	149	252	296	335	254	288	218	196	231	179	224	149	2,763
Revenue Hours	22.86	33.64	34.56	34.23	26.32	35.02	28.38	26.64	27.61	14.23	21.08	13.52	318.09
Revenue Miles	222.00	377.00	294.00	312.00	251.00	334.00	255.00	225.00	254.00	202.00	320.00	180.00	3,226.00
Adult Passengers	3	1	10	0	1	0	1	0	2	0	0	2	20
Student Passengers	2	49	84	89	49	30	79	56	83	64	76	0	661
Senior/Disabled Passengers	139	179	169	191	138	82	136	142	146	108	128	139	1,697
Free	0	6	20	53	63	175	0	0	0	5	4	2	
Deviations	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers	0	0	0	0	0	0	0	0	0	0	0	0	0
Jacob Myers Park	5	17	3	2	3	0	2	0	0	2	16	6	56
Fuel	261.09	336.44	297.27	274.79	303.76	280.27	262.52	236.09	286.77	289.58	324.78	340.82	3,494
Farebox Recovery Ratio	17%	9%	30%	19%	8%	7%	10%	10%	20%	22%	30%	21%	17%
Passenger Per Hour	6.52	7.49	8.28	9.79	9.65	8.22	7.68	7.43	8.37	12.58	10.63	11.02	8.97
Total Cost for Service	\$ 1,814.69	\$ 2,306.15	\$ 2,348.09	\$ 2,333.05	\$ 1,972.43	\$ 2,369.06	\$ 2,066.34	\$ 1,987.02	\$ 2,031.24	\$ 1,421.25	\$ 1,733.54	\$ 1,388.81	\$ 23,771.74
Total Fares Collected	\$ 309.46	\$ 212.60	\$ 710.55	\$ 446.41	\$ 148.90	\$ 175.38	\$ 200.71	\$ 197.90	\$ 408.59	\$ 317.10	\$ 519.29	\$ 284.95	\$ 3,931.84
Total Cost Per Passenger	\$ 12.18	\$ 9.15	\$ 8.21	\$ 6.96	\$ 7.77	\$ 8.23	\$ 9.48	\$ 10.04	\$ 8.79	\$ 7.94	\$ 7.74	\$ 9.31	\$ 8.82

Route 1													
FY 10/11	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
Total Passengers	98	124	114	109	95	70	72	68	85	94	92	95	1,116
Revenue Hours	51.27	50.88	48.20	46.96	44.02	50.62	43.69	42.29	51.45	45.76	45.59	48.05	568.78
Revenue Miles	1,131.00	1,140.00	1,082.00	1,079.00	1,008.00	1,185.00	1,025.00	980.00	1,192.00	1,093.00	1,079.00	1,133.00	13,127.00
Adult Passengers	1	0	1	0	0	0	0	0	0	0	0	0	2
Student Passengers	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior/Disabled Passengers	2	0	0	0	0	0	0	0	0	0	0	0	2
Free	3	13	9	4	12	7	4	0	0	7	0	2	61
Deviations	4	3	4	2	3	2	1	6	6	4	0	1	36
Transfers	2	1	0	1	1	2	0	0	1	1	0	0	9
Modesto General Fare	92	111	104	105	83	63	68	68	85	87	92	93	1,051
Fuel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Farebox Recovery Ratio	5%	6%	7%	5%	5%	4%	5%	5%	5%	6%	7%	6%	5%
Passenger Per Hour	1.91	2.44	2.37	2.32	2.16	1.38	1.65	1.61	1.65	2.05	2.02	1.98	1.96
Total Cost for Service	\$ 3,109.90	\$ 3,092.12	\$ 2,969.94	\$ 2,913.41	\$ 2,779.37	\$ 3,080.27	\$ 2,764.33	\$ 2,700.50	\$ 3,118.11	\$ 2,858.70	\$ 2,850.95	\$ 2,963.10	\$ 35,200.70
Total Fares Collected	\$ 166.50	\$ 191.45	\$ 203.25	\$ 146.00	\$ 151.50	\$ 117.75	\$ 138.50	\$ 135.75	\$ 157.50	\$ 161.00	\$ 185.50	\$ 180.50	\$ 1,935.20
Total Cost Per Passenger	\$ 31.73	\$ 24.94	\$ 26.05	\$ 26.73	\$ 29.26	\$ 44.00	\$ 38.39	\$ 39.71	\$ 36.68	\$ 30.41	\$ 30.99	\$ 31.19	\$ 32.51

Systemwide Total													
FY 10/11	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
Total Passengers	247	376	400	444	349	358	290	266	316	273	316	244	3,879
Revenue Hours	74.13	84.52	82.76	81.19	70.34	85.64	72.07	68.93	79.06	59.99	66.67	61.57	886.87
Revenue Miles	1,353.00	1,517.00	1,376.00	1,391.00	1,259.00	1,519.00	1,280.00	1,205.00	1,446.00	1,295.00	1,399.00	1,313.00	16,353.00
Adult Passengers	4	1	11	0	1	0	0	0	2	0	0	2	22
Student Passengers	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior/Disabled Passengers	141	179	169	191	138	82	136	142	146	108	128	139	1,697
Free	3	19	29	57	75	182	4	0	0	12	4	4	
Deviations	4	3	4	2	3	2	1	6	6	4	0	1	36
Transfers	2	1	0	1	1	2	0	0	1	1	0	0	9
Modesto General Fare	97	128	107	107	86	63	70	68	85	89	108	99	1,107
Fuel	261.09	336.44	297.27	274.79	303.76	280.27	262.52	236.09	286.77	289.58	324.78	340.82	3,494.18
Farebox Recovery Ratio	10%	7%	17%	11%	8%	5%	7%	7%	11%	11%	15%	11%	10%
Passenger Per Hour	3.33	4.45	4.83	5.47	4.96	4.18	4.02	3.86	4.00	4.55	4.74	3.96	4.36
Total Cost for Service	\$ 4,924.59	\$ 5,398.27	\$ 5,318.03	\$ 5,246.46	\$ 4,751.80	\$ 5,449.33	\$ 4,830.67	\$ 4,687.52	\$ 5,149.35	\$ 4,279.95	\$ 4,584.49	\$ 4,351.91	\$ 58,972.44
Total Fares Collected	\$ 475.96	\$ 404.05	\$ 913.80	\$ 592.41	\$ 300.40	\$ 293.13	\$ 339.21	\$ 333.65	\$ 566.09	\$ 478.10	\$ 704.79	\$ 465.45	\$ 5,867.04
Total Cost Per Passenger	\$ 19.94	\$ 14.36	\$ 13.30	\$ 11.82	\$ 13.62	\$ 15.22	\$ 16.66	\$ 17.62	\$ 16.30	\$ 15.68	\$ 14.51	\$ 17.81	\$ 15.57

OPERATIONS AND EQUIPMENT

Storer Transit Systems operates and maintains the transit service. Storer Transit Systems provides a spare bus and uses a City owned bus for the operation of eTrans. The City has provided Storer Transit Systems with a 2009 Starcraft Allstar, high floor, 24-foot, 16 passenger cutaway vehicle that can hold up to two wheelchair positions. The bus has security cameras, a bicycle rack that can accommodate two bicycles, has a manual destination sign on both sides of the bus and a Diamond fare box. The bus is marked with the eTrans logo, phone number, website and the City seal. The bus used for this service meets all of the ADA requirements. Passengers boarding with a wheelchair or a walker accounted for approximately 1,669 trips this past fiscal year.

Storer Transit Systems hires the bus operators, dispatchers, mechanics and any other staff needed to operate and maintain eTrans within a fixed and variable rate cost model. A portion of the fixed costs are costs that are paid to the Riverbank-Oakdale Transit Authority for the use of their contract staff, facility, radios operational costs, insurance and Storer's profit. The variable costs include driver wages and benefits, mechanic wages and benefits, uniforms and workers compensation. The present rate structure in FY 2010-2011 was \$1,545 per month for fixed costs and \$45.59 per revenue vehicle service hour as the variable rate. The total not to exceed amount was \$93,771.07 for

1,650 revenue vehicle service hours. However, due to limited dial-a-ride demand, the City operated 887 revenue vehicle service hours as compared to the projected 1,650 revenue vehicle service hours. This has resulted in Storer Transit Systems wanting to renegotiate the variable rate as they stated that they did not realize the ability to spread the costs of their operations over the limited number of vehicle service hours operated. As of December 1, 2011, the City has not received a proposal or formal request to renegotiate the variable rate.

SCHEDULES

Over the past year, with service to Modesto and Riverbank, eTrans has still been able to pick up its passengers within 15 minutes of the call from passengers. Last fiscal year, Escalon Dial-A-Ride was able to pick up 99% of its passengers on time. The remaining 1% was due to the bus arriving back late from Modesto, road calls due to maintenance problems with the bus or overcrowding. The City of Escalon monitors on-time percent through a random time check program administered every two months. For FY 2010-2011 was on time at 99 percent of scheduled time points.

FARES

Fares for eTrans Escalon Dial-A-Ride and Route 1 were determined by RTD after consultation with the City. Pass and fares price increases were implemented on November 10, 2002, September 11, 2004 and October 5, 2008. Due to the City contracting with a separate transit operator to operate eTrans, the City Council formally adopted the eTrans fare structure in September 9, 2010 and added a new Modesto Day Pass and a Modesto 10-Ride Pass. Additionally all passes were renamed EZPass for marketing purposes. The City Council amended the fare structure on October 17, 2011 to add discounted senior/persons with disabilities/Medicare Card fare for traveling to Modesto to meet FTA requirements regarding commuter fare discounts for services operating predominately in the off-peak.

The present fare structure is as follows:

<u>FARE MEDIA</u>	<u>EDAR/1</u>
Adult 31 EZDay Pass	\$ 65.00
Student 31 EZDay Pass	\$ 40.00
Senior/Disabled 31 EZDay Pass	\$ 35.00
Modesto/Route 1 - 31 EZDay Pass	\$ 75.00
Adult 10-Ride EZPass	\$ 14.00
Student 10-Ride EZPass	\$ 12.00
Senior/Disabled 10-Ride EZPass	\$ 7.00
Modesto 10 Ride EZPass	\$ 20.00
Adult EZDay Pass	\$ 4.00
Student EZDay Pass	\$ 3.00
Senior/Disabled EZDay Pass	\$ 2.00

Adult (age 18-64) Cash Fare	\$ 1.50
Student (age 5-17 w/college ID) Cash Fare	\$ 1.25
Senior/Disabled/Medicare Cash Fare	\$ 0.75
Route 1 Deviation	\$ 1.00
Route 1 to Modesto (Adult/Student)	\$ 2.00
Route 1 to Modesto (Senior/Disabled/Medicare)	\$ 1.00
Transfers to RTD	\$ 0.50
Transfers to MAX, MADAR, StaRT, ROTA	\$ 0.25

Pass outlets was established by the City at Vineyard Pharmacy, located at 1900 McHenry Avenue, Suite 202, at Escalon City Hall, 1854 Main Street and on the buses. Passes can also be purchased via the mail. Vineyard Pharmacy sells 31-EZDay and 10-Ride EZpasses for all fare categories.

REVIEW OF ETRANS FOR FISCAL YEAR 2010-2011

The San Joaquin Council of Governments (SJCOG) evaluates all existing and proposed services. City of Escalon staff this fiscal year evaluated the service and is compared to the performance of similar routes or dial-a-ride services in San Joaquin County. All Escalon transit services are rated on an index that uses the following performance measures as defined below:

- Operating Cost Per Passenger
- Passenger Per Hour
- Subsidy Per Passenger

SJCOG includes the Route 1 as part of Escalon Dial-A-Ride service in its review as one transit system. Below in Table 2 – Transit System Performance Objectives shows the new performance objectives that the City must meet as an alternative towards meeting the farebox recovery ratio requirement. (The City is an LTF Article 8 claimant, which allows for alternative performance measures as established in Section 94005 in the TDA).

Table 1
Transit System Performance Objectives¹

Claimant	Cost/Hour Targets ²					Passengers/Hour Targets ³					Subsidy/Passenger Targets ⁴				
	2008/09 Baseline ⁵	2009/10	2010/11	2011/12	Maximum (+5%)	2008/09 Baseline ⁵	2009/10	2010/11	2011/12	Minimum (-5%)	2008/09 Baseline ⁵	2009/10	2010/11	2011/12	Maximum (+5%)
Escalon	\$39.03	\$39.98	\$41.09	\$42.39	\$44.51	2.3	2.4	2.4	2.5	2.4	\$8.41	\$8.45	\$8.55	\$8.71	\$9.15
Lodi	\$76.86	\$78.72	\$80.91	\$83.46	\$87.64	6.2	6.2	6.3	6.4	6.1	\$7.61	\$7.72	\$7.87	\$8.07	\$8.48
Manteca	\$70.76	\$72.48	\$74.49	\$76.84	\$80.69	4.0	3.8	3.9	4.1	3.9	\$5.64	\$5.57	\$5.57	\$5.64	\$5.92
Tracy	\$46.20	\$47.32	\$48.63	\$50.17	\$52.68	6.5	6.8	7.2	7.5	7.1	\$1.73	\$1.68	\$1.66	\$1.66	\$1.75

Notes:

¹ Performance targets are based on Audited FY 2008/09 TDA Reports.

² The Cost / Hour target is calculated by forecasting future operating cost based on the projected CPI values provided by the California Department of Finance and dividing by the Revenue Hours. Revenue hours are status quo for each system.

³ The Passenger / Hour target is calculated by forecasting future ridership based on each system's average annual population growth. Revenue hours are status quo

⁴Subsidy / Passenger is calculated using the inflated operating cost less projected farebox revenue, Federal Grants, Local Support and/or Measure K divided by the projected ridership for each system.

⁵ 2008/2009 Audited TDA Claim data is shown for a baseline comparison.

The City in FY 2010-2011 performance is as follows:

Objective	FY 2010-2011	Meet?	FY 2009-2010	Meet?
Operating Cost Per Passenger	\$110.30	No	\$77.66	No
Passenger Per Hour	4.37	Yes	3.11	Yes
Subsidy Per Passenger	\$0.71	Yes	\$8.82	Yes

Over the past three years, the City's transit system has undergone significant changes which have impacted operating costs and ridership and prevented the City from meeting the operating cost per passenger objective. These changes were factors that were beyond the City's control as explained below:

In FY 2009 – RTD increased its costs by 57% due to concerns over the 1985 contract pricing for a one year period. The previous performance measures were always based on solely the RTD contract cost and not the true City cost to operate the transit program.

In FY 2010 – the City awarded the transit Agreement to Storer Transit Systems and costs increased 25% over the past fiscal years to align the City's cost to provide transit with today's operating dollars and not 1985 dollars. At this same time, the service area shrank from 25 square miles to 2.2 square miles as RTD chose to not continue to use eTrans to provide this rural service. The RTD service was a part of the City's operating performance measures even though it was a service not controlled by the City.

In FY 2011 – This is the first full fiscal year where the TDA claim reflected the City's true operating cost and the first full year of Storer Transit Systems, operating in the 2.2 square mile service area with the passengers that are truly attributed to the City's service. As a result of the reduction in service area from FY 2010, which translated into a reduction in hours and passengers, and then spreading the fully allocated City overhead over a reduction of hours translates to a cost per hour that will well exceed the performance measures.

To summarize, the performance measures established in the past was always based on factors that did not reflect the true operating conditions of the City's transit service, which includes: 1) not calculating the fully allocated cost for the City to operate transit; 2) including RTD's service in the City's Performance Objectives when they should have not been included; and 3) not accounting for transit operations contract change that are significant (i.e. 1985 contract @ 1985 dollars being increased to 2010 dollars). The City will continue to work with SJCOG regarding the development of performance measures that can truly reflect the operating conditions of the City's transit system, which includes the fully allocated operating costs and the service area.

The City however has taken the following efforts to increase ridership over the past three years. These efforts include: rebranding the transit system with an attractive purple and gold paint scheme and new name/logo, developing an easy to read Rider's

Guide in English and Spanish, training ten passengers through the City's mobility training program on how to ride eTrans, adding information on Google so that those planning trips can see bus stops throughout Escalon and Modesto and be able to plan a transit trip, participation in RTD's stuff the bus program in November to increase awareness of the transit system, updating the City's transit webpage at www.cityofescalon.org and advertising in various venues, including school posters, newsletters, newspapers, online, flyers at major trip generators in Escalon and posting on the Community Access Channel.

The City will continue to evaluate the best delivery methods of its transit program. That evaluation process will take into account the cost paid to the transit operator based on new performance measures established by SJCOG that takes into account the City's fully allocated cost to provide public transit services and a smaller service area with a limited population base.

eTrans Recommendations For Fiscal Year 2011-2012:

1. Continue to monitor existing service and new operations and maintenance contract with Storer Transit Systems.
2. Continue to increase the fare box recovery ratio and reduce operational costs to reduce TDA spending.
3. Increase ridership among students, seniors and working families.
4. Continue to build ridership within Escalon and to Modesto.
5. Continue to market eTrans.
6. Implement recommendations from the Triennial Performance Audit, if feasible.
7. Explore the reestablishment of a transit connection within San Joaquin County with SJCOG and San Joaquin RTD.
8. Take delivery of two new transit buses.
9. Finalize Short Range Transit Plan with a Marketing Plan component.
10. Implement expanded Modesto service in FY 2011-2012 with Measure K funding.
11. Prepare request for proposals for new transit operations contract for July 1, 2012 through June 30, 2015 or explore a new contractual relationship with RTD.

ACCOMPLISHMENTS

The following events occurred in Fiscal Year 2010-2011:

1. Continued to coordinate with ROTA Dial-A-Ride to facilitate transfers to continue into Riverbank and Oakdale.
2. Initiated coordination efforts with StaRT in relation to the Eastside Shuttle at Jacob Myers Park.
3. Enhanced marketing efforts with schools, community groups and governmental social service agencies.
4. Updated the City's transit webpage within the City's website - <http://cityofescalon.org/departments/transit-services/>
5. Worked with RTD to outreach to passengers regarding the promotion of RTD General Public Dial-A-Ride service for travel to other areas in San Joaquin County.
6. Participated in Interagency Transit Committee, Social Services Transportation Advisory Committee, Unmet Transit Needs Committee, Modesto ADA Advisory Committee, San Joaquin Coordinated Transportation Plan Committee and StanCOG Social Services Transportation Advisory Committee.
7. Submitted the TDA Claim for FY 10/11 and received payment by SJCOG.
8. Submitted the Transit Operators Financial Report and National Transit Database Report for FY 10/11.
9. Developed new bus passes with the eTrans logo.
10. Certified one ADA passenger for paratransit service.
11. Continued grant compliance, reimbursements and quarterly reports for FTA Sections 5304, 5310, 5311, 5316, 5317 and American Recovery and Reinvestment Act (ARRA) programs grants received by the City.
12. Finalized the City's Short Range Transit Plan to reflect the fiscal conditions of FY 2010-2011 and the next ten years.
13. Conducted an Unmet Transit Needs hearing in Escalon in November 2011.
14. Installed Automatic Vehicle Locator (AVL) on all eTrans buses as well as two-way radios with dispatch base station.
15. Submitted Proposition 1B program applications to the California Emergency Management Agency for additional security equipment and to Caltrans for additional passenger amenities and bus replacements.
16. Added General Public Dial-A-Ride to Google Transit to improve coordination with San Joaquin County services. Stanislaus County through their branded "Easy Rider" Trip Planner powered by Google came online to allow seamless travel from as far as Turlock to as far as Lodi using Google Transit. Once SCT/LINK comes online, passengers can use Google Transit trip planner through Placerville and Yuba City and the San Francisco Bay Area cities.
17. Conducted an updated passenger survey in Summer of 2010.
18. Participated in the Stuff the Bus event with San Joaquin RTD, Manteca Transit and Lodi GrapeLine during the third week in November in 2010. Over 150 bags were collected in 2010 and KHOP 95.1 held a remote at Big Boy Market.

ADDITIONAL TRANSIT SERVICES THAT CONNECTS WITH ETRANS

The City of Escalon receives the following transit services from RTD at no cost to the City.

RTD General Public Dial-A-Ride that operates seven days a week from 5:00 a.m. to 5:30 p.m., Monday-Friday and 7:15 a.m. to 5:00 p.m., Saturday & Sunday. This service takes general public passengers from rural areas to connect with RTD Stockton Metro, Metro Hopper, County Hopper and Intercity routes. Service operates for the general public on a limited basis to areas where there is no transit service available. This service also acts as the complementary ADA paratransit service for intercity routes in San Joaquin County. General Public Dial-A-Ride provides intercity trips between Escalon and other areas of the County and will also do *intracity* trips within Escalon before eTrans has started and after eTrans has stopped operating for the day on weekdays. Reservations need to be made at least one to seven days in advance. ***This is the only transit service between Escalon and Manteca.*** Through an agreement with American Logistics Company (ALC), ALC uses independent contractors to provide this service. This means that smaller vehicles are used as compared to full size cutaway buses. Approximately 20 hours a day of service is provided countywide.

StaRT - Stanislaus Regional Transit operates intercity bus service throughout Western Stanislaus County, Monday through Saturday. This service includes Shuttles, Runabouts, Dial-A-Rides and Medivan. eTrans connects to Route 60 in Modesto and Eastside Shuttle at Jacob Myers Park in Riverbank, Monday through Friday.

MAX - Modesto Area Express operates local bus service within the City of Modesto and the surrounding unincorporated areas of Empire and Salida, seven days a week. eTrans connects to MAX Routes 22, 27 and 37 in Modesto. Modesto Area Dial-A-Ride also meets eTrans in Modesto and is available seniors and persons with disabilities during the day (4:45 am to 5:59 pm, weekdays, 8:00 am to 6:00 pm, Saturday) and for all passengers after 6 p.m. on weekdays and all day on Sundays.

ROTA – Riverbank/Oakdale Transit Authority operates dial-a-ride service within the Riverbank and Oakdale and connects with eTrans at Jacob Myers Park in Riverbank, Monday through Friday.

OTHER SERVICE ISSUES

RTD eliminated Route 95 in October 2009 due to low ridership. RTD stated that only three riders on the average used the route. Now the only transit service available to Escalon from Manteca is RTD General Public Dial-A-Ride.

RTD eliminated Route 168 in June of 2008 due to low ridership. The only option to Livermore, requires an Escalon resident to drive to Lathrop/Manteca ACE Station to ride ACE to Vasco Road Station, drive to Walmart in Manteca to board RTD San Joaquin Commuter buses to Lawrence Livermore Labs or drive. As a result of the elimination of this route, the Main Street Park and Ride Lot and Crossroads Plaza Park and Ride Lot are not used by commuters anymore and both park and ride lots have low utilization rates in general.

SJCOG Interagency Transit Committee continues to discuss regional funding issues which include distribution of Proposition 1B funding (Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) and Transit System Safety, Security & Disaster Response Account (TSSSDRA)), FTA Section 5311 funding and State Transit Assistance funding.

RTD received a FTA Section 5317 grant to implement specialized transit services to rural areas of San Joaquin County, including Escalon and the implementation of a travel training program in the rural areas to train rural residents how to use fixed route public transit. It is anticipated that this service will start in FY 2011-2012 and the City will participate in the development of this program.

The City has started to use Measure K funding to support transit services to Modesto.

TRANSIT STANDARDS

The following transit standards are used as measures of progress:

A. Accessibility

1. Within the City limits, at least 70% of the population should be within $\frac{1}{4}$ mile or a five-minute walking distance from a fixed transit route, or 100% of the populations should be served by a general public dial-a-ride service.
2. Transit services should be provided between major activity centers.
3. In Census tracts, where there is a concentration of transit dependant persons, 90% of dwelling units should be with $\frac{1}{4}$ mile of fixed transit routes or be fully served by door-to-door demand responsive transit for the seniors and persons with disabilities.
4. Vehicles equipped with wheelchair lifts or ramps shall be available to persons with disabilities wherever transit service is provided.
5. The City, which uses State or Federal funds, shall operate in conformity to all appropriate laws requiring transit services to the person with disabilities (required documents showing such conformity shall be available to SJCOG and Caltrans).
6. Door-to-door demand responsive transit is provided in the City limits for all seniors and persons with disabilities.

B. Convenience

1. Maintain average operating speeds for fixed route services as follows:
Urbanized area: 13 miles per hour
Non-urbanized areas: 18 miles per hour
2. In urbanized areas, design routes and schedules to efficiently serve a maximum number of persons.
3. No more than 30% of passengers should be required to transfer in fixed-route systems. Where transfer rates between lines within the same transit system exceed 30%, potential for providing direct routing should be investigated.

4. Provide timed transfers at all transfer points on fixed route systems in urbanized areas.
5. Maximum headway for fixed-route service in urbanized areas should be as follows:
 - On high demand routes and time periods: 60 minutes.
 - In other cases: 120-240 minutes.
6. Demand-responsive transit should provide the following level-of-service:
 - (a) Immediate response systems:
 - i. Average wait time for immediate response passengers – 15 minutes.
 - ii. Average deviation between estimated and actual pick-up time – 10 minutes.
 - (b) Advance reservation system:
 - i. Average deviation between estimated and actual pick-up time – 15 minutes.
 - ii. Advance reservation requirements for local general public systems – 15 minutes ahead of trip time.
 - iii. Advance reservation requirements for deviated fixed route service – 7 days ahead of trip time.
7. Designate bus stops at all major activity centers in urbanized areas and/or where boarding passengers exceed 5 per day.
8. Other fixed route service should maximize the efficiency of one-directional service.

C. Reliability

1. Schedule adherence: Buses should not depart earlier than time indicated on fixed schedule. Arrivals more than five minutes late should be minimized.
2. Programmed trips and/or vehicles:
 - a) 100% of scheduled trips should be provided on fixed-route systems. Where temporary vehicle shortages exist, preference should be given to routes serving transit-dependent areas.
 - b) 100% of programmed vehicles should be provided on an average daily basis in demand-responsive systems.

D. Comfort

1. A seat should be available for every passenger except during peak hours.
2. Provide passenger shelters at designated bus stops in urbanized areas where boarding passengers total more than 25 per day or where exposure to weather conditions is particularly severe.
3. Equip all vehicles with air-conditioning to provide an acceptable level of comfort during summer months, and heating during winter months.

E. Performance

1. Attempt to meet the productivity recommendations included in the TDA Triennial Performance Audit.
2. Achieve and maintain appropriate fare box ratios.

3. Expansions of existing transit services should meet one-half the above performance standards during the first year of operation.

F. Marketing

1. The following information should be made available to transit users of Escalon:

- Route or service area, and timetable information, including fare schedules.
- A user guide explaining the system or service and how to use it.
- Telephone information service – (209) 541-6645.

2. Special efforts should be made to promote and/or publicize the transit service to the market segment at which the service is directed (e.g., seniors and persons with disabilities) or to market segments with ridership potential.

3. The City should make efforts to make information regarding its service available to users of private intercity transit services (e.g., Greyhound).

4. The City should establish an Internet site describing their services - <http://cityofescalon.org/departments/transit-services/>

G. Management

1. The following basic information is essential for transit system management and should be collected on a monthly basis:

- Total passengers carried, by route.
- Revenue passengers carried, by route.
- Vehicle hours of service provided, by route.
- Vehicle miles of service operated, by route.
- In-service vehicle breakdowns.
- Passenger complaints.

2. The following information should be assembled at least semi-annually and in response to passenger complaints and/or driver reports of operational problems:

- Schedule adherence, by route (fixed routes).
- Response times (dial-a-ride).
- Pick-up time deviation (dial-a-ride).
- Service Refusals (dial-a-ride).

3. Buses should be considered for replacement according to schedule included in the Federal Transit Administration Circular 9030.1a.

- The number of spare buses (i.e., those not normally used during peak hour operation) should not exceed 20% of the total fleet size.

4. Information on user characteristics and attitudes should be updated every 3-5 years by the use of on-board surveys.

5. Maintenance, which is an important element of management, should be documented in a maintenance plan.

Based on the above standards presented above, the City is meeting each one. The City will continue to monitor its performance against each standard and make modifications should the transit service not meet the presented standards listed above.

CONCLUSION & EMERGING ISSUES

eTrans will expand in March of 2012 to provide additional level of service to and from Modesto using its FTA Section 5316 funds and Measure K funding. For the initial change in service, eTrans will continue to operate with one bus on a proposed schedule defined below:

OPTION THREE – TWO MAX Transfer Points - North Modesto Loop												
eTrans Route 1, SOUTHBOUND Monday-Friday (Sat. green shading)												
Escalon						Modesto						
Trip No.	Jackson & Rite Aid	Downtown Park & Ride Lot	Escalon Community Center	Crossroads Plaza	McHenry Ave & Catherine Way	McHenry & Kiernan	Dale Rd & Kiernan (Kaiser Hospital)	Dale Rd & Veneman (Vintage Faire Mall)	TO Downtown Modesto MAX 41	TO Standiford & McHenry Av MAX 22	TO Modesto JC East MAX 30	TO East Modesto MAX 37
1-1	7:15	7:17	On Request	7:19	7:24	7:30	7:36	7:38	--	7:45	7:55	7:50
1-2	8:15	8:17	On Request	8:19	8:24	8:30	8:36	8:38	--	8:45	8:55	8:50
1-3	9:15	9:17	On Request	9:19	9:24	9:30	9:36	9:38	9:56	9:45	9:55	9:50
1-4	11:15	11:17	On Request	11:19	11:24	11:30	11:36	11:38	11:56	11:45	11:55	1:50
1-5	1:15	1:17	On Request	1:19	1:24	1:30	1:36	1:38	1:56	1:45	1:55	1:50
1-6	3:15	3:17	On Request	3:19	3:24	3:30	3:36	3:38	3:56	3:45	3:55	3:50
1-7	4:15	4:17	On Request	4:19	4:24	4:30	4:36	4:38	4:56	4:45	4:55	4:50
1-8	5:15	5:17	On Request	5:19	5:24	5:30	5:36	5:38	5:56	5:45	5:55	5:50
eTrans Route 1, NORTHBOUND Monday-Friday (Sat. green shading)												
Modesto						Escalon						
Trip No.	FROM East Modesto MAX 37	FROM Modesto JC East MAX 30	FROM Standiford McHenry MAX 22	FROM Downtown Modesto MAX 41	Dale Rd & Veneman (Vintage Faire Mall)	Standiford & McHenry Ave - Target	McHenry & Kiernan	McHenry Ave & Catherine Way	Crossroads Plaza	Escalon Community Center	Downtown Park & Ride Lot	Jackson & Rite Aid
1-1	7:28	7:25	7:40	--	7:44	7:52	7:53	7:59	8:04	8:06	8:08	8:10
1-2	8:28	8:25	8:40	--	8:44	8:42	8:53	8:59	9:04	9:06	9:08	9:10
1-3	9:28	9:25	9:40	9:30	9:44	9:52	9:53	9:59	10:04	10:06	10:08	On Request
1-4	10:28	11:25	11:40	11:30	11:44	11:52	11:53	11:59	12:04	12:06	12:08	On Request
1-5	11:28	1:25	1:40	1:30	1:44	1:52	1:53	1:59	2:04	2:06	2:08	On Request
1-6	2:28	3:25	3:40	3:30	3:44	3:52	3:53	3:59	4:04	4:06	4:08	4:10
1-7	3:28	4:25	4:40	4:30	4:44	4:52	4:53	4:59	5:04	5:06	5:08	5:10
1-8	4:28	5:25	5:40	5:10	5:44	5:52	5:53	5:59	6:04	6:06	6:08	On Request

Kaiser Permanente Medical Center and Vintage Faire Mall will be served directly on one bus trip. A future transfer to Ripon Transit will be available at Vintage Faire Mall two days per week.

Escalon Dial-A-Ride will provide local service in between Route 1 trips – particularly at the following times:

- 10:08 am to 11:15 am

- 12:08 pm to 1:15 pm
- 2:08 pm to 3:15 pm
- 6:08 pm to 6:15 pm

With Route 1 and Escalon Dial-A-Ride service and its connection to Riverbank, the majority of the residents transit needs continues to be met.

With the elimination of Route 95, there is a potential that an unmet transit need can exist for San Joaquin County and RTD regarding the connection of service between Escalon and Manteca, however, there are still opportunity for travel to other areas of San Joaquin County via RTD General Public Dial-A-Ride service.

Through outreach to residents and visitors, the City has been able to ensure that all transit needs are met for City residents and visitors. This allows TDA funds to be used for street and roadway projects.

As demand grows and additional funding is available Saturday service from 10:00 am to 4:00 pm could be added and separating Route 1 from Escalon Dial-A-Ride with its own bus. The City has purchased two additional 22-24 foot cutaway buses to reduce operational costs and allow additional flexibility for contracting transit services. These buses were funded with FTA and PTMISEA funds.

RTD has eliminated eTrans service into the unincorporated areas surrounding the City limits which took effect on November 30, 2009. eTrans only provides service within the City limits and to Riverbank and Modesto to provide connections to other transit operators. RTD would utilize its General Public Dial-A-Ride service to transport these passengers to Escalon or other areas in San Joaquin County. While SJCOG Triennial Performance Audit recommends that the City continue to work with RTD to allow eTrans to provide this service, this decision solely rests with RTD if they would like to allow eTrans to provide this service.

The City currently receives about \$200,000 in TDA per year. The current transit budget is approximately \$140,000 per year. Of that amount, approximate \$40,000 is TDA and the balance is fares, miscellaneous revenues and other FTA grants. Since there are no unmet transit needs in Escalon, the remaining \$160,000 is used for streets and roadway projects. Should the City pay additional costs to operate the transit system, the amount of TDA going towards streets and roads will be reduced. However, the City will continue to match its TDA funds with other FTA funds and farebox revenue, which will contain or reduce the transit service dependency on TDA funds.

The City will implement recommendations from the short range transit plan to improve awareness and increase ridership over the life of the plan as funding allows.

The City will continue to pursue grant funding on an annual basis to cover costs associated with the provision of transit services in Escalon and to Modesto.

