Commuter and Supplemental School Day Service Review

September 30, 2008
Final Report

Submitted by:

Transportation
Management & Design, Inc.

City of
SANTA CLARITA
TRANSIT

1 Introduction

1.1 Study Purpose

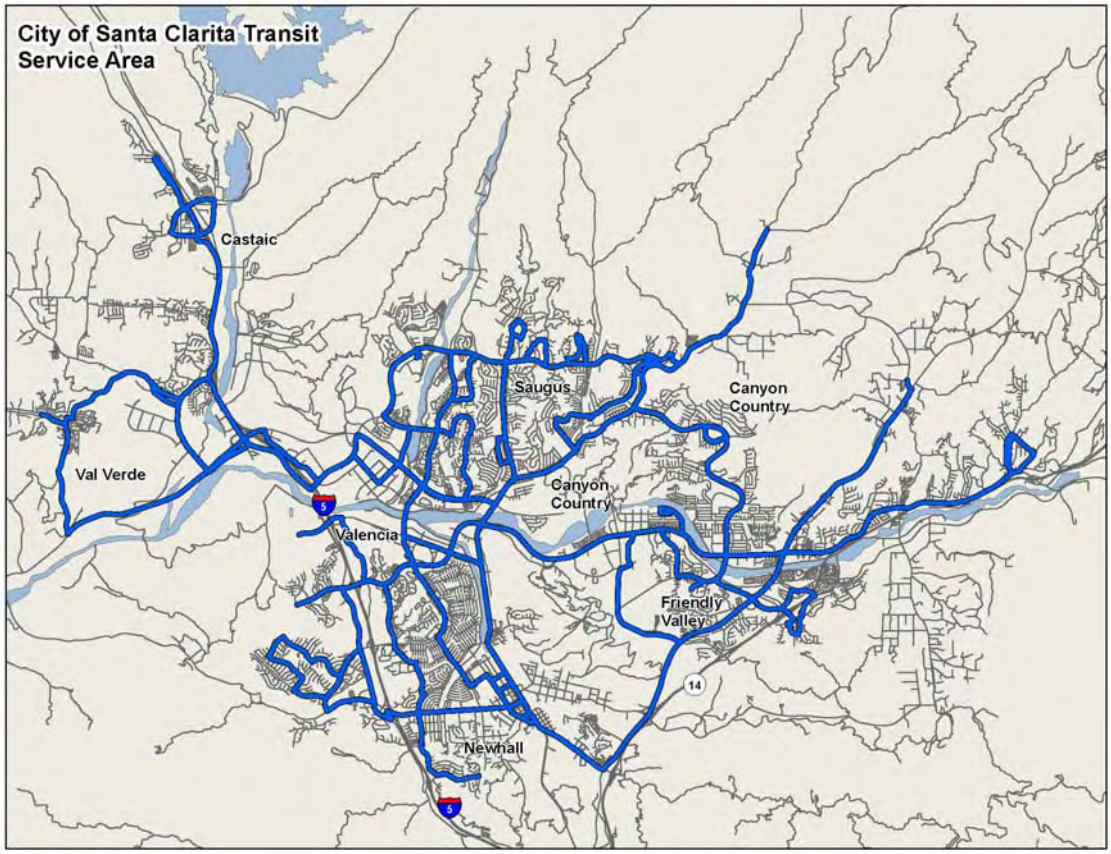
The City of Santa Clarita Transit (SCT), in an effort to improve overall mobility for students and commuters in the Santa Clarita Valley, procured the services of Transportation Management and Design, Inc to review, analyze, and recommend improvements to the Commuter and Supplemental-School Day services. The goals of this study are to:

- Evaluate the current performance of SCT Commuter Express lines and Supplemental School Day Service
- Provide in-depth details regarding the growth and demand of the Commuter Express and Supplemental School-Day Service.
- Identify service changes that will improve service effectiveness and productivity.
- Estimate operating and capital costs for the anticipated service changes

1.2 History of Santa Clarita Transit

Since assuming responsibility for local transit in 1991 from Los Angeles County, SCT has been one of the fastest growing public transportation providers in the County. SCT has grown from 600,000 passengers in its first year of operation to carrying more than 3.6 million passengers fifteen years later (2007). The primary service area for the agency is east of the Golden State Freeway (I-5) and north of the Antelope Valley Freeway (SR-14). Service is also provided to the unincorporated communities of Castaic, Val Verde, and Stevenson Ranch.

Map 1.2.1—City of Santa Clarita Service Area



In both 1997 and 2006 the City of Santa Clarita completed their Transportation Development Plan (TDP). Since the 1997 TDP total transit ridership has more than doubled. The most recent 2006 TDP estimated that SCT will need to grow by 58 percent over the next 10 years to keep pace with the new development and demand.

1.3 Existing Santa Clarita Transit Services

City of Santa Clarita Transit provides fixed-route local and commuter bus services, as well as a dial-a-ride paratransit service. The agency's Supplemental School Day service is part of its local fixed-route service and consists of 19 routes that run in conjunction with school start and end times. This service serves the needs of the Hart School District by serving West Ranch High School, Rancho Pico Junior High School, Hart High School, Placerita Junior High School, Valencia High School, Rio Norte High School, Saugus High School, Arroyo Seco Junior High School, Golden Valley High School, La Mesa Junior High School, Canyon High School, and Sierra Vista Junior High School. All school tripper routes are available to the general public.

The Commuter Express service, also fixed-route, consists of 10 routes. Express buses operate to and from the Antelope Valley, Downtown Los Angeles, Van Nuys, Westwood/Century City, and Woodland Hills. Commuter buses run during AM and PM

peak periods, with the exception of Route 747 (Mid-Day Flyer) which only operates mid-day.

1.4 Data Collection Methodology

Manual Ridecheck

During the period of May 5, 2008 through May 14, 2008 passenger counts as well as running time data were collected for all Supplemental School day and Commuter Express service routes. Surveyors were given pre-printed sheets that listed stops for their designated route and were required to record passenger boardings and alightings as well as arrival and departure times for each identified stop. A daily review of collected data as well as random checks of surveyors in the field was conducted to ensure the collection of quality data. The collected data including ridership, on-time performance, and load levels were assembled into a database and used for the recommendations throughout the report. SCT monthly performance data was used to corroborate the ridecheck data. Further quality control was completed through field work.

Field Work

TMD conducted independent field observations of any anomalous ridecheck data. Existing routes were driven to evaluate existing road conditions, development patterns, and signal timing. Major transfer locations as well as possible recommended sites were also visited.

Data from City of Santa Clarita

The City of Santa Clarita provided TMD with day-by-day farebox information, monthly and yearly ridership data, revenue miles and hours for each route, cost allocation models for Supplemental School Day Service and Commuter Express Service, customer comments, and vehicle replacement plans. GIS data such as existing route alignments and stops were also provided.

Data from W.S. Hart School District

The W.S. Hart School District provided TMD with existing and future school boundaries as well as existing and projected student enrollment at each school. Information on future school locations was also provided.

2 Supplemental School Day Service

2.1 Existing Conditions

Operating Environment

The William S. Hart School District is located in the Santa Clarita Valley in the northern part of Los Angeles County. Over 20,000 students are enrolled in the District's six high schools and six junior high schools. In an effort to serve the needs of these students, the City of Santa Clarita Transit provides additional trips during peak student travel time to and from these schools. These trips are open to the general public as well as students of the Hart School District.

School Enrollment Zones

Currently, the Hart School District is separated into six enrollment zones, with a high school and junior high school paired together in each zone.

- *Valencia High & Rio Norte Junior High*: The attendance area for Valencia and Rio Norte is the McBean/San Francisquito corridor north of the Santa Clarita River. The area is bounded to the south by the Santa Clara River, the west by Interstate 5, the north by Hart District Boundaries, and the east by Bouquet Canyon Road. Valencia High School is located along North Dickason Drive and Rio Norte Junior High is located along Rio Norte Drive.

- *Saugus High & Arroyo Seco Junior High:* The attendance area for Saugus High and Arroyo Seco Junior High is the Seco Canyon Corridor up to Copperhill Drive as well as the North Valencia and Bouquet Canyon Corridor north of the Santa Clara River, including Plum Canyon. Saugus High School is located along Centurion Way and Arroyo Seco Junior High is located along North Vista Delgado Drive.

- *Canyon High School & Sierra Vista Junior High:* The enrollment area for Canyon High School and Sierra Vista Junior High consists of Canyon Country north of Soledad Canyon road and west of Sierra Highway, as well as the Highway 14 corridor. Canyon High School is located along West Nadal Street and Sierra Vista Junior High is located along West Stillmore Street.

- *Golden Valley High School & La Mesa Junior High:* The attendance area for Golden Valley High and La Mesa Junior High is the corridor along the Santa Clara River from the Bouquet Junction. It includes all of Canyon Country south of the river and Soledad Canyon Road from the Bouquet Junction to the Sands Canyon Ridgeline, including Fair Oaks Ranch and Placerita Canyon East of Sierra Highway as well as areas along San Fernando Road from the junction of Sierra Highway to

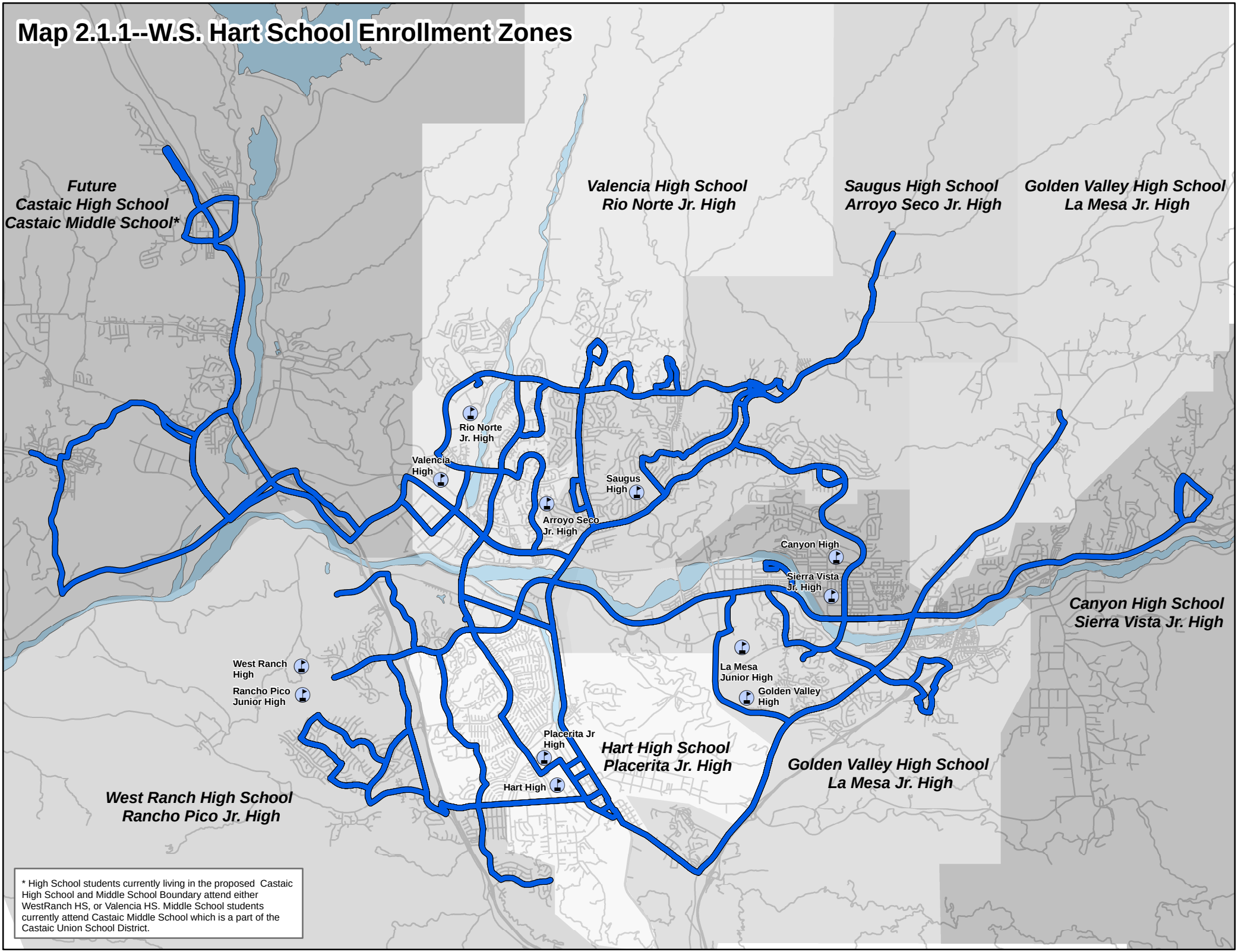
Race Street in East Newhall. Golden Valley High School is located along Robert C. Lee Parkway and La Mesa Junior high is located along May Way.

- *Hart High School & Placerita Junior High:* Hart High School and Placerita Junior High attendance area is all of Newhall except for the area on San Fernando Road south of Race Street, and a corridor along I-5 south of Lyons Avenue. The attendance area also includes all of Valencia south of Valencia Boulevard as well as Placerita Canyon west of Sierra Highway and Circle J. Both Hart High School and Placerita Junior High are located along North Newhall Avenue.

- *West Ranch High & Rancho Pico Junior High*: The enrollment boundary for West Ranch and Rancho Pico is the area west of Interstate 5 and south of the Santa Clara River. The boundary also includes a small corridor east of I-5 and south of Lyons Avenue. This portion includes the Calgrove area as well as a section of the Hidden Valley Area. Both West Ranch High School and Rancho Pico Junior High School are located along Valencia Boulevard.

It is important to note that an additional enrollment boundary in the Castaic region will develop with the opening of Castaic High School in 2014. High school students currently living in this region attend West Ranch High School or Valencia High School (entering students alternate schools each year). Middle School students attend Castaic Middle School which is part of the Castaic Union School District.

Map 2.1.1--W.S. Hart School Enrollment Zones



* High School students currently living in the proposed Castaic High School and Middle School Boundary attend either WestRanch HS, or Valencia HS. Middle School students currently attend Castaic Middle School which is a part of the Castaic Union School District.

School Enrollment Statistics

Based on Enrollment statistics for the 2006-2007 school year Canyon High School and Saugus High School had the highest student enrollment with 2,683 students and 2,638 students enrolled respectively. Out of the junior high schools located in the Hart School district, Sierra Vista Junior High had the highest enrollment with 1,343 students.

Table 2.1.1 –W.S. Hart School District Student Enrollment: 2004 - 2007

School	2004-2005	2005-2006	2006-2007
Arroyo Seco Junior High	1,302	1,221	1,196
Canyon High	2,754	2,708	2,683
Golden Valley High	993	1,511	1,924
Hart (William S.) High	2,869	2,694	2,476
La Mesa Junior High	1,177	1,210	1,262
Placerita Junior High	1,186	1,071	1,023
Rancho Pico Junior High	640	801	902
Rio Norte Junior High	1,128	1,252	1,335
Saugus High	2,712	2,738	2,638
Sierra Vista Junior High	1,428	1,396	1,343
Valencia High	3,152	2,995	2,624
West Ranch High	676	1,453	2,267

Chart 2.1.1— Hart School District High School Enrollment Trends

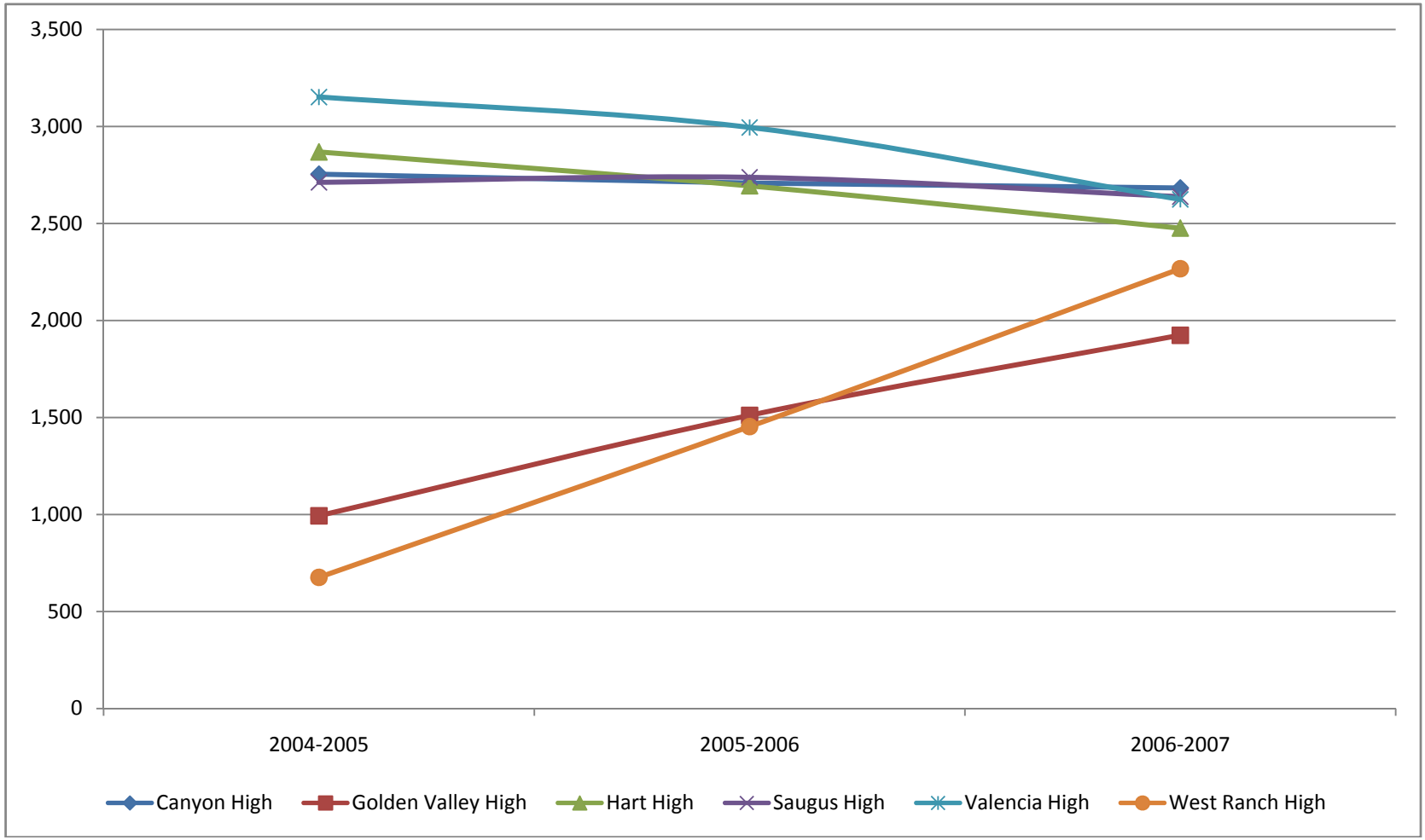
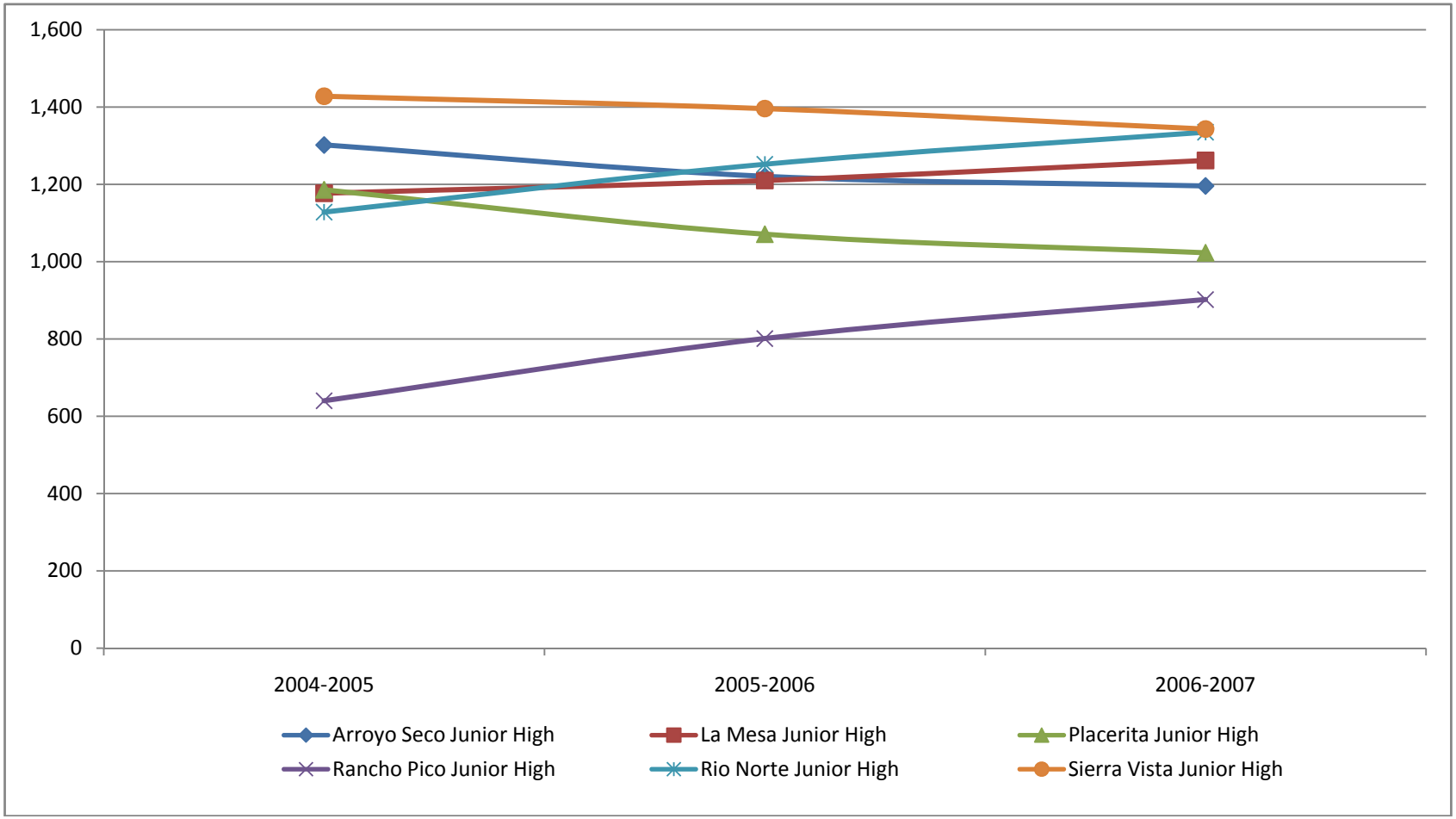


Chart 2.1.2—Hart School District Junior High School Enrollment Trends



Generally, school enrollment has remained constant, with the exception of West Ranch High School, Valencia High School, Golden Valley High School, and Rio Norte Junior High School. Trends in enrollment for the past three years include:

- West Ranch High School experienced the highest increase in student enrollment; its enrollment increased by over 58 percent since 2004.
- Golden Valley High School experienced approximately a 33 percent increase in enrollment, since 2004.
- Rio Norte Junior High School had an eight percent increase in student enrollment, since 2004.

As new schools open, grade levels are opened gradually. When West Ranch and Golden Valley High School opened they had only 9th and 10th graders. The significant increase in students during the 2004 school year occurred because both schools enrolled grades 9th- 12th.

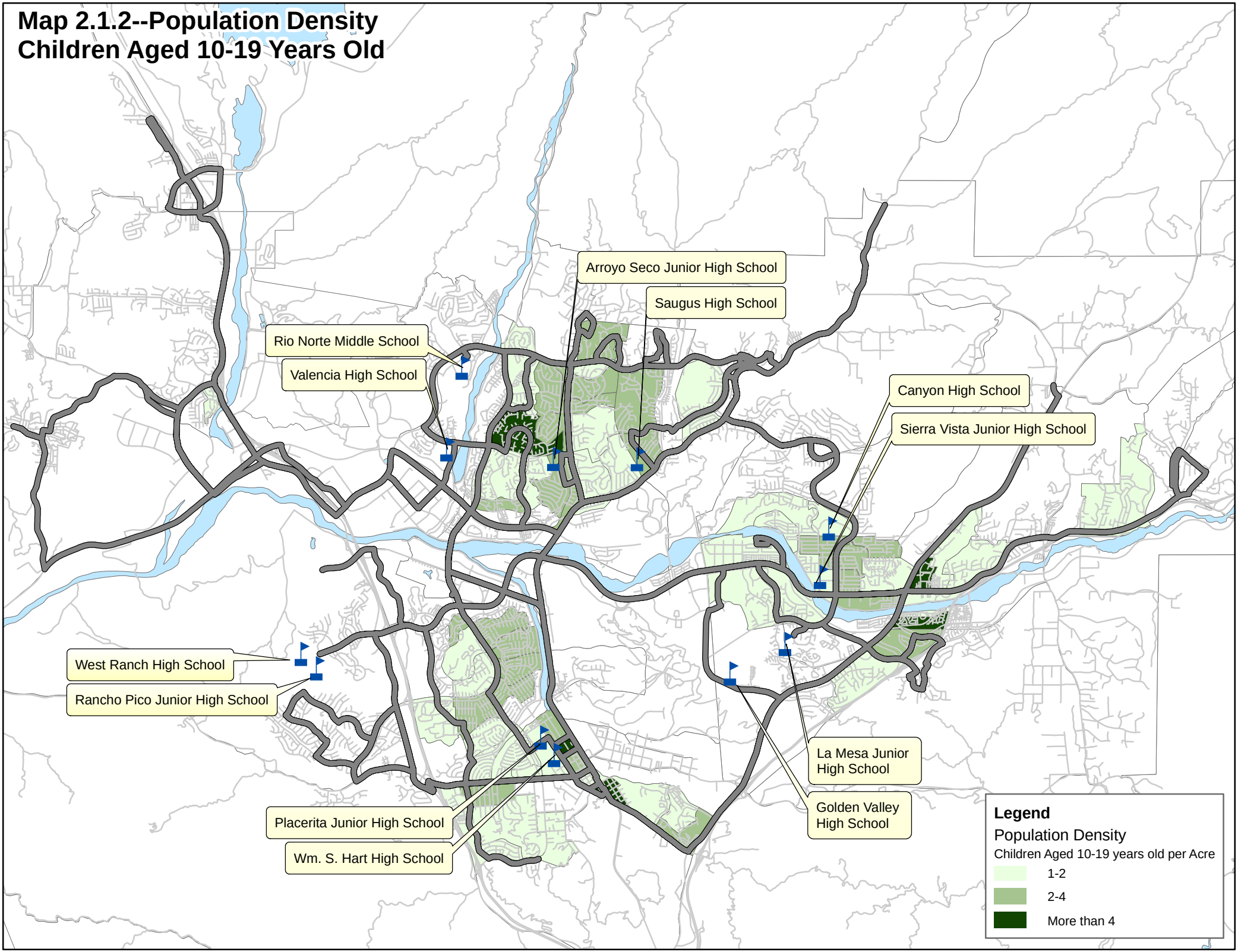
Since the opening of West Ranch High School, a see-saw effect is also seen in the enrollment numbers of Valencia and West Ranch High School students because students living in the Castaic and Val Verde area alternate each year between the two schools.

Based on discussions with the W.S. Hart School District, student enrollment is expected to remain flat in the near future. However, Valencia High School should see an increase of approximately 100 students from the Castaic and Val Verde area for the 2008-2009 school year.

School Aged Children Demographics

The City of Santa Clarita's School Aged Children demographics resemble that of other suburban developments. Dispersed development with larger home lots results in fewer high density areas. Map 2.1.2 illustrates the Population Density of Children aged 10-19 years old. Higher density areas exist near Decoro & Hillsborough Parkway, Newhall Avenue between 14th & 15th Street, San Fernando Road between 4th & 6th Street, between Soledad Canyon and Sierra Highway, and East of Sierra Highway near Canyon Park Boulevard.

Map 2.1.2--Population Density
Children Aged 10-19 Years Old



2.2 Existing Transit Services in the W.S. Hart School District

City of Santa Clarita Transit Services

The following table details the SCT bus routes serving each of the W.S. Hart District high schools and Junior High Schools:

Table 2.2.1 – SCT Service to W.S. Hart School District Schools

School	SCT Morning Routes	SCT Afternoon Routes
Arroyo Seco Junior High School	3, 620, 621	3, 620, 637, 638
Canyon High School	1/2, 5/6, 632	1/2, 5/6
Golden Valley High School	628, 629	628, 629
Hart High School	1/2, 4/14, 5/6	1/2, 4/14, 5/6
La Mesa Junior High School	626, 627	626, 627
Placerita Junior High School	1/2, 4/14, 5/6	1/2, 4/14, 5/6
Rancho Pico Junior High School	634, 639	634
Rio Norte Junior High School	622, 623	622, 623
Saugus High School	4/14, 620, 621	620, 621, 633, 637, 638
Sierra Vista Junior High School	1/2, 5/6, 632	1/2, 5/6
Valencia High School	1/2, 624, 625, 636	1/2, 624, 625, 631, 636
West Ranch High School	2, 634, 635, 636, 639	631, 634, 635, 636

Source: City of Santa Clarita's Supplemental School Day Service

Hart School District Transit Services

The Hart School District operates three school buses that serve La Mesa Junior High School and Sierra Vista Junior High.

Table 2.2.2 – Yellow School Bus Service to W.S. Hart District Schools

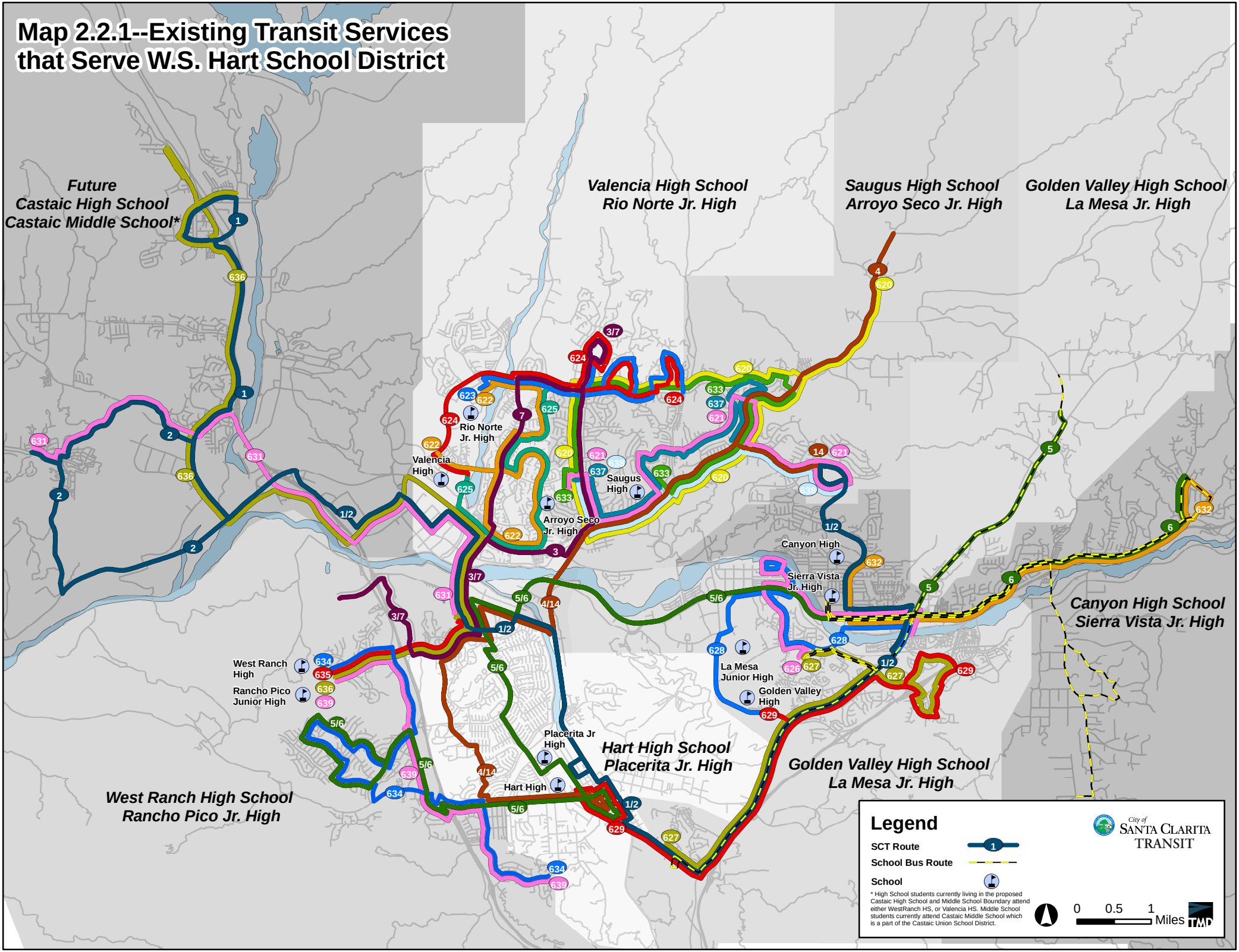
School	Morning Routes	Afternoon Routes
Sierra Vista Junior High School	102, 127, 128	102, 127, 128
La Mesa Junior High School	127, 128	127, 128

Source: Hart School District

Route 102 only operates one trip to Sierra Vista in the morning and the afternoon. It runs along Sands Canyon and Soledad Canyon.

Route 128 serves both Sierra Vista Junior High and La Mesa Junior High. It makes separate trips for each school. Route 128 to Sierra Vista runs from Shadowpines and Grandifloras to Soledad Canyon Road; Route 128 to La Mesa runs along San Fernando Road and Sierra Highway.

Route 127 also serves both Sierra Vista and La Mesa Junior High. It also makes separate trips for each school. Route 127 to Sierra Vista runs along Soledad Canyon Road; Route 127 to La Mesa runs along Vasquez Canyon and Sierra Highway.


Map 2.2.1--Existing Transit Services that Serve W.S. Hart School District
Future Castaic High School Castaic Middle School*
Valencia High School Rio Norte Jr. High
Saugus High School Arroyo Seco Jr. High
Golden Valley High School La Mesa Jr. High
Canyon High School Sierra Vista Jr. High
Hart High School Placerita Jr. High
Golden Valley High School La Mesa Jr. High
West Ranch High School Rancho Pico Jr. High
Rio Norte Jr. High
Valencia High
Saugus High
Arroyo Seco Jr. High
Canyon High
Sierra Vista Jr. High
La Mesa Junior High
Golden Valley High
West Ranch High
Rancho Pico Junior High
Placerita Jr High
Hart High
Legend
SCT Route
School Bus Route
School
* High School students currently living in the proposed Castaic High School and Middle School Boundary attend either WestRanch HS, or Valencia HS. Middle School students currently attend Castaic Middle School which is a part of the Castaic Union School District.
City of Santa Clarita Transit
0 0.5 1 Miles
ITMD

2.3 Summary of Service Performance

By School

Table 2.3.1 details the morning and afternoon ridership on SCT Supplemental School Service, by school. As indicated by the asterix (*), Canyon High School and Sierra Vista Junior High and Hart High School/Placerita Junior High School, share stops at which students from both schools board and alight.

Table 2.3.1—Supplemental School Day Service Ridership by School

School	AM Passenger Alightings	PM Passenger Boardings
Arroyo Seco Junior High School	107	206
Canyon High School	146	83
Sierra Vista Junior High School	21	35
Golden Valley High School	73	206
Hart High School	17	29
Placerita Junior High School	4	24
La Mesa Junior High School	167	166
Rancho Pico Junior High School	82	154
Rio Norte Junior High School	93	226
Saugus High School	50	76
Valencia High School	129	106
West Ranch High School	134	231
Canyon High School & Sierra Vista Junior High School*	32	52
Hart High School & Placerita Junior High School*	23	64

Source: Manual Ridecheck May 2008

Table 2.3.2 – SCT School Service Ridership by School: Totals and Mode Share

School	2006-2007 Enrollment	Total AM Passenger Alightings	Total PM Passenger Boardings	Percent of Students Using Transit		
				AM	PM	Average
Arroyo Seco Junior High School	1,196	107	206	8.95%	17.22%	13.09%
Canyon High School	2,683	146	83	5.44%	3.09%	4.27%
Golden Valley High School	1,924	73	206	3.79%	10.71%	7.25%
Hart High School	2,476	17	26	0.69%	1.05%	0.87%
La Mesa Junior High School	1,262	167	166	13.23%	13.15%	13.19%
Placerita Junior High School	1,023	4	24	0.39%	2.35%	1.37%
Rancho Pico Junior High School	902	82	154	9.09%	17.07%	13.08%
Rio Norte Junior High School	1,335	93	226	6.97%	16.93%	11.95%
Saugus High School	2,638	50	76	1.90%	2.88%	2.39%
Sierra Vista Junior High School	1,343	21	35	1.56%	2.61%	2.08%
Valencia High School	2,624	129	106	4.92%	4.04%	4.48%
West Ranch High School	2,267	134	231	5.91%	10.19%	8.05%

Source: Hart School District & Manual Ridecheck May 2008

Local Route Performance

Supplemental School Day Service was developed to complement existing Local Service. In addition to examining Supplemental School Day Service Routes, Local Routes serving W.S. Hart School District were also examined. Table 2.3.3 illustrates Local Service to W.S. Hart School District.

Table 2.3.3—SCT Local Routes Serving W.S. Hart Schools

School	Local Routes
Arroyo Seco Junior High School	3
Canyon High School	1 & 2, 5 & 6
Hart High School	1 & 2, 4 & 14, 5 & 6
Placerita Junior High School	1 & 2, 4 & 14, 5 & 6
Saugus High School	4 & 14
Sierra Vista Junior High School	1 & 2, 5 & 6
Valencia High School	1 & 2, 7
West Ranch High School	2

Canyon High School, Hart High School, Placerita Junior High School, and Sierra Vista Junior High School are mainly served by Local Routes. Tables 2.3.4 to 2.3.7 illustrate ridership performance for Local Routes on a school by school basis. As illustrated in the tables, Route 1 and 2 were the most utilized. As these are local routes that serve the Santa Clarita Valley community, it is important to note that it is difficult to distinguish between student and other SCT patron boardings and alightings that occur at the designated school day service stops.

Table 2.3.4—Route 1 & 2 Ridership Performance

School	Local Stop	Total AM Passenger Alightings	Total PM Passenger Boardings
Canyon High School	Whites Canyon & Nadal	56	83
Hart High School	San Fernando Road & 15th Street	12	21
Placerita Junior High School	San Fernando Road & 15th Street	8	11
Sierra Vista Junior High School	Whites Canyon & Stillmore	21	30
Valencia High School	Newhall Ranch & Avenue Tibbitts	60	24
West Ranch High School	McBean Regional Transit Center	12	XX

Table 2.3.5—Route 5 & 6 Ridership Performance

School	Local Stop	Total AM Passenger Alightings	Total PM Passenger Boardings
Canyon High School	Soledad Canyon & Whites Canyon	32	31
Hart High School	Hart High School	14	29
Placerita Junior High School	Placerita Junior High School	2	22
Sierra Vista Junior High School	Soledad Canyon & Whites Canyon	24	15

Table 2.3.6—Route 4 & 14 Ridership Performance

School	Local Stop	Total AM Passenger Alightings
Saugus High School	Bouquet Canyon & Centurion	6

Table 2.3.7—Route 3 Ridership Performance

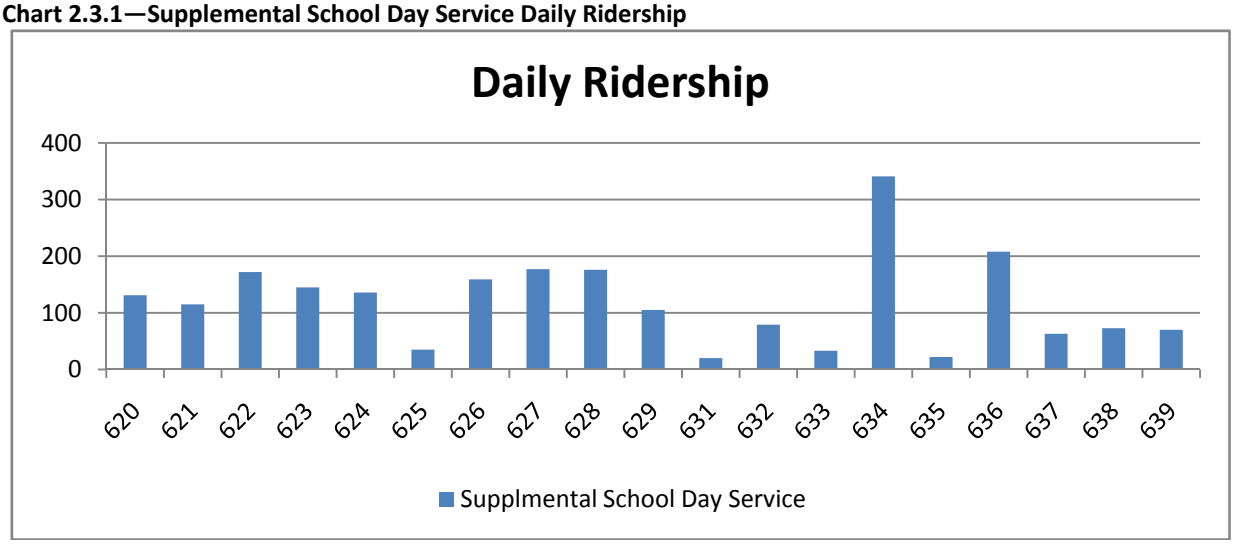
School	(Local Stop)	Total AM Passenger Alightings	Total PM Passenger Boardings
Arroyo Seco Junior High School	Seco Canyon & Decoro Drive	1	3

For the purposes of this study, local service that did not stop at schools or stops on local routes that were not at schools were not analyzed.

Supplemental School Day Service

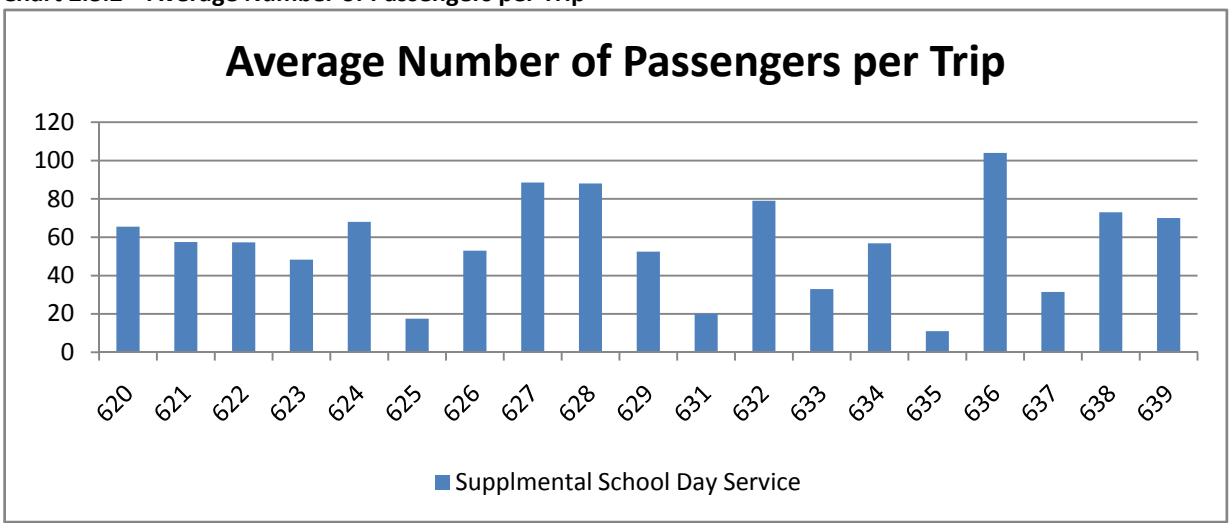
Chart 2.3.1 and Chart 2.3.2 both illustrate the ridership of the Supplemental School Day Service Routes. Based on overall ridership, Route 634 had the highest total daily ridership. On a trip level, Route 636 carried the most passengers per trip. Lower performing routes included Route 625, 631, and 635.

Chart 2.3.1—Supplemental School Day Service Daily Ridership



Source: Manual Ridecheck May 2008

Chart 2.3.2—Average Number of Passengers per Trip



Source: Manual Ridecheck May 2008

2.4 Service Reliability

One of the challenges associated with the Supplemental School Day Service is service reliability. Schedule adherence issues occur both in the morning and afternoon. The following two tables show the percentage of on-time observations by timepoint for Supplemental School Day route, for AM and PM.

Table 2.4.1—On-Time Performance by Route

Route	Percent of On-Time Trips (AM)	Percent of On-Time Trips (PM)
620	20.0 %	50.0%
621	43.0 %	25.0%
622	12.5 %	12.5%
623	100.0 %	16.7%
624	50.0 %	16.7%
625	14.3 %	14.3%
626	41.7 %	0.0%
627	22.3 %	30.0%
628	60.0 %	33.4%
629	88.9 %	66.7%
631	---	100 %
632	66.7 %	--
633	--	20.0%
634	50.0 %	49.4%
635	100.0 %	33.3%
636	28.6 %	25.0%
637	--	27.3%
638	--	20.0%
639	100.0 %	--

Source: Manual Ridecheck May 2008

On-Time Performance is defined by SCT as 0-5 minutes late, with no early departures permitted.

Ten of the 15 AM school trips arrived more than five minutes later than the scheduled arrival time. Of this, six arrived 10 or more minutes later than the scheduled arrival time. The potential implications of these trips running late are: a) students arriving to school late and b) succeeding SCT trips (either school or regular routes) running late if school service is interlined.

In the PM, of 24 scheduled Supplemental School Day trips, all but three departed their schools on time. However, only two of the 24 trips arrived at the scheduled end-of-line on time. These trips arrived an average of 14 minutes later than the scheduled arrival time at the end of the line, with several trips being over 20 minutes late. The average schedule deviation at the end of line was calculated by adding the individual trip deviations – i.e., minutes early or late – and dividing by the number of trips. Table 2.4.2 illustrates, by route and run, the schedule deviation at the end of the line.

Table 2.4.2—Schedule Deviation at the End of the Line

Route	Run	Time Period	Deviation from Schedule (Minutes)
620	2211	AM	-13
621	2211	AM	-4
628	2191	AM	-12
629	1141	AM	-6
626	2201	AM	-12
626	2211	AM	-15
627	2031	AM	-12
639	2251	AM	2
634	2261	AM	0
622	2221	AM	-10
623	2081	AM	-3
621	2201	AM	-7
620	2211	AM	-16
624	2241	AM	-9
625	2031	AM	-14
636	2231	AM	-13
635	2081	AM	-2
634	2261	AM	6
634	2191	AM	-9
636	2231	AM	-8
Total Schedule Deviation for AM Trips			**-157**
Average Schedule Deviation			**-8**

Route	Run	Time Period	Deviation from schedule (Minutes)
620	2082	PM	-16
621	2202	PM	-11
622	1221	PM	-16
622	2032	PM	-15
623	1211	PM	-18
623	2202	PM	-13
624	2172	PM	-18
625	1221	PM	-10
626	2291	PM	-24
627	2192	PM	-15
628	1211	PM	-23
628	1251	PM	-27
629	2042	PM	-6
631	2082	PM	-2
633	2152	PM	-19
634	2122	PM	-5
634	2272	PM	-8
634	2032	PM	-12
634	2182	PM	-5
635	2062	PM	-8
636	2132	PM	-18
637	1251	PM	-13
637	2172	PM	-13
638	2042	PM	-12
Total Schedule Deviation for PM Trips			**-327**
Average Schedule Deviation			**-14**

The primary impact of late operation is the potential for succeeding SCT trips, either Supplemental School Day or Local, to depart late.

Chart 2.4.1 and Chart 2.4.2 illustrate interlined trips where the first trip ran late and affected the succeeding trip.

Chart 2.4.1—AM Linked Late Trips

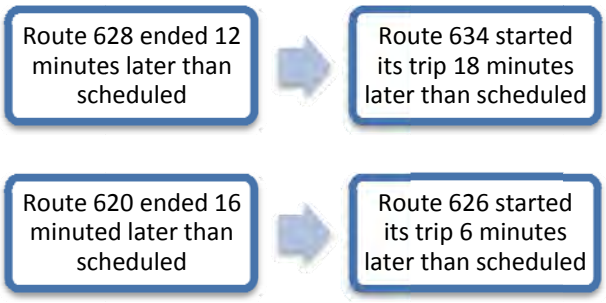


Chart 2.4.2—PM Linked Late Trips

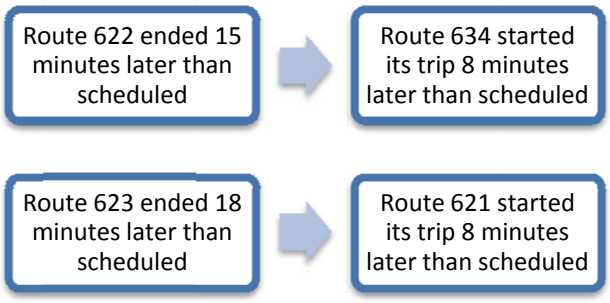


Table 2.4.3 presents on-time performance by school.

Table 2.4.3—On-Time Performance by School

School	AM	PM
Arroyo Seco Junior High School	42.86%	29.41%
Canyon High & Sierra Vista Junior High School	80.00%	62.50%
Golden Valley High School	78.57%	44.44%
Hart & Placerita Junior High School	84.81%	48.48%
La Mesa Junior High School	38.10%	13.33%
Rancho Pico Junior High School	66.67%	60.00%
Rio Norte Junior High School	56.25%	14.29%
Saugus High School	75.00%	30.43%
Valencia High School	60.00%	50.00%
West Ranch High School	54.55%	44.44%

Source: Manual Ridecheck May 2008

During the AM Peak period routes serving La Mesa Junior High School and Arroyo Seco Junior High School have very low on-time performance. In the afternoon, routes serving Arroyo Seco, La Mesa and Rio Norte Junior High School also had low on-time performance. Part of the reason schools in the afternoon are having problems is because of the disorganization of students trying to board buses. Providing aides at Arroyo Seco, La Mesa and Rio Norte Junior High Schools to supervise students boarding could improve on-time performance in the afternoon.

A common finding was that scheduled operating speeds were more aggressive than could be operated given traffic conditions in the Santa Clarita Valley. During the AM peak period only two trips operated within the designated operating speed. A similar trend is seen in the PM peak period; only one trip operated within its designated operating speed. Table 2.4.4 and 2.4.5 illustrate the differences.

Table 2.4.4— AM Service Operating Speed

Route	Time Period	Scheduled Operating Speed (mph)	Actual Operating Speed (mph)	Difference
620	AM	32	16	16
621	AM	16	15	1
622	AM	18	14	4
623	AM	17	15	2
624	AM	20	14	6
625	AM	20	13	7
626	AM	22	13	9
627	AM	20	14	6
628	AM	21	14	7
629	AM	24	20	4
632	AM	18	12	6
634	AM	15	16	-1
635	AM	21	19	2
636	AM	22	18	4
639	AM	12	14	-2

Source: Manual Ridecheck May 2008

Table 2.4.5— PM Service Operating Speed

Route	Time Period	Scheduled Operating Speed (mph)	Actual Operating Speed (mph)	Difference
620	PM	27	18	9
621	PM	18	15	3
622	PM	29	15	14
623	PM	24	13	11
624	PM	27	15	12
625	PM	23	15	8
626	PM	22	10	12
627	PM	23	15	8
628	PM	29	13	16
629	PM	19	13	6
631	PM	17	18	-1
633	PM	42	14	28
634	PM	20	18	2
635	PM	15	10	5
636	PM	18	15	3
637	PM	20	12	8
638	PM	29	13	16

Source: Manual Ridecheck May 2008

Locations where major discrepancies between scheduled operating times and collected times included: LARC Ranch to Shadow Valley & Bouquet Canyon, Copper Hill Drive, Seco Canyon Road, Newhall Ranch Road, Sierra Highway, and Via Princessa. Additional discussion to exact locations on a by route basis is discussed in Section 2.6.

2.5 *Financial Performance*

Current Cost: MV's current daily costs
Route Revenue: The daily costs that are recovered from farebox and pass sales.
Route Subsidy: The amount of additional money needed over and above farebox revenue.
Subsidy per Passenger Mile: Route subsidy divided by passenger miles
Subsidy per Passenger: Route subsidy divided by total passenger boardings.
Farebox Recovery Ratio: The percentage of the operating costs that is recovered from farebox and pass sales.
Passengers per Revenue Hours: The number of passengers carried per hour the bus is in service

Table 2.5.1—Supplemental School Day Service Financial Performance

Route	Current Cost	Route Revenue	Route Subsidy	Subsidy per Passenger Miles	Subsidy per Passengers	Farebox Recovery Ratio	Passengers per Revenue Hour
620	$70.64	$111.35	($40.71)	($0.05)	($0.31)	158%	149
621	$92.05	$97.75	($5.70)	($0.01)	($0.05)	106%	132
622	$104.77	$146.20	($41.43)	($0.07)	($0.24)	140%	141
623	$135.30	$126.65	$8.65	$0.02	$0.06	94%	122
624	$100.19	$114.75	($14.56)	($0.02)	($0.11)	115%	153
625	$89.87	$29.75	$60.12	$0.52	$1.72	33%	56
626	$52.90	$135.15	($82.25)	($0.13)	($0.52)	255%	212
627	$146.20	$150.45	($4.25)	($0.01)	($0.02)	103%	192
628	$94.34	$149.60	($55.26)	($0.06)	($0.31)	159%	135
629	$70.92	$89.25	($18.33)	($0.05)	($0.17)	126%	128
631	$46.54	$17.00	$29.54	$0.17	$1.48	37%	34
632	$74.76	$67.15	$7.61	$0.03	$0.10	90%	188
633	$42.43	$28.05	$14.38	$0.10	$0.44	66%	194
634	$336.86	$289.85	$47.01	$0.02	$0.14	86%	88
635	$12.97	$18.70	($5.73)	($0.10)	($0.26)	144%	73
636	$320.95	$176.80	$144.15	$0.06	$0.69	55%	71
637	$29.91	$53.55	($23.64)	($0.12)	($0.38)	179%	94
638	$40.88	$62.05	($21.17)	($0.08)	($0.29)	152%	243
639	$96.56	$59.50	$37.06	$0.10	$0.53	62%	123

Just over half of the Supplemental School Day Service routes financially pay for themselves. Routes 620, 621, 622, 624, 626, 627, 628, 629, 635, 637, and 638 each had a farebox recovery ration greater than 100 percent. In contrast, Route 636 also had the highest route subsidy at $144.15. Routes 625 and Route 631 also had very low farebox recovery ratios.

2.6 Route by Route Findings and Recommendations

The following section presents findings and recommendations for each Supplemental School Day Route. Route findings are based on the manual ridecheck conducted in May 2008, data provided by SCT, and field observations. The findings section for each route summarizes route alignment, number of trips, ridership, load factors, seat utilization, average trip length, major schedule adherence issues, as well as important boarding and alighting locations.

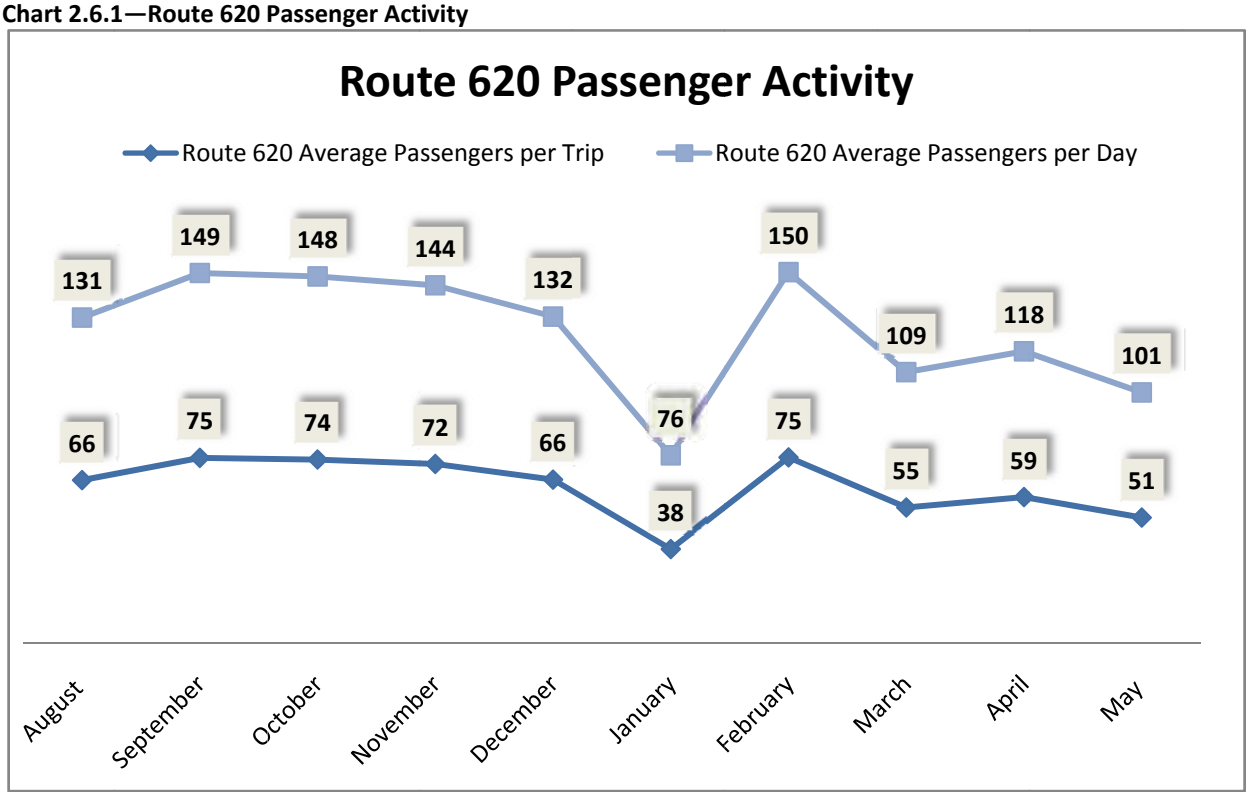
Load Factor: Number of passengers on board divided by seating capacity
Seat Utilization: Passenger Miles divided by Seat Miles
Average Trip Length: Passengers Miles divided by Passenger Boardings

Recommendations for the Supplemental School Day Service took into account both system and route level needs in order to improve service effectiveness and productivity. Recommendations such as additional running time, elimination of unproductive route segments, re-routing of buses, as well as vehicle equipment changes are presented.

Following the individual route findings and recommendations, overall short-term and long-term recommendations are presented.

Route 620

Chart 2.6.1—Route 620 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.1—Route 620 Performance

Route	Total Daily Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
620	131	2	66	1.7	89%	5.8

Source: Manual Ridecheck May 2008

Table 2.6.2—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Arroyo Seco Junior High School	40	73
Saugus High School	14	4

Source: Manual Ridecheck May 2008

Route 620 currently serves the needs of the Arroyo Seco Junior High School and Saugus High School areas by running along Bouquet Canyon, Copper Hill Drive, and Seco Canyon Road. Route 620 makes one trip to the schools in the morning, and one trip from the schools in the afternoon. Both morning and afternoon trips had a load factor great than 1. The afternoon trip

had the highest load factor of 1.7. Route 620 carried significantly more passengers to and from Arroyo Seco Junior High School.

Important boarding and alighting points along Route 620 include: Bouquet Canyon Road & Mobile Home Park, Shadow Valley Lane & Bouquet Canyon Road, as well as Copper Hill Drive & Deer Spring Drive.

Route 620 extends along Bouquet Canyon Road to LARC Ranch; however no boardings or alightings occur between Bouquet Canyon Road & Mobile Home Park and LARC Ranch.

Recommendations

AM Service

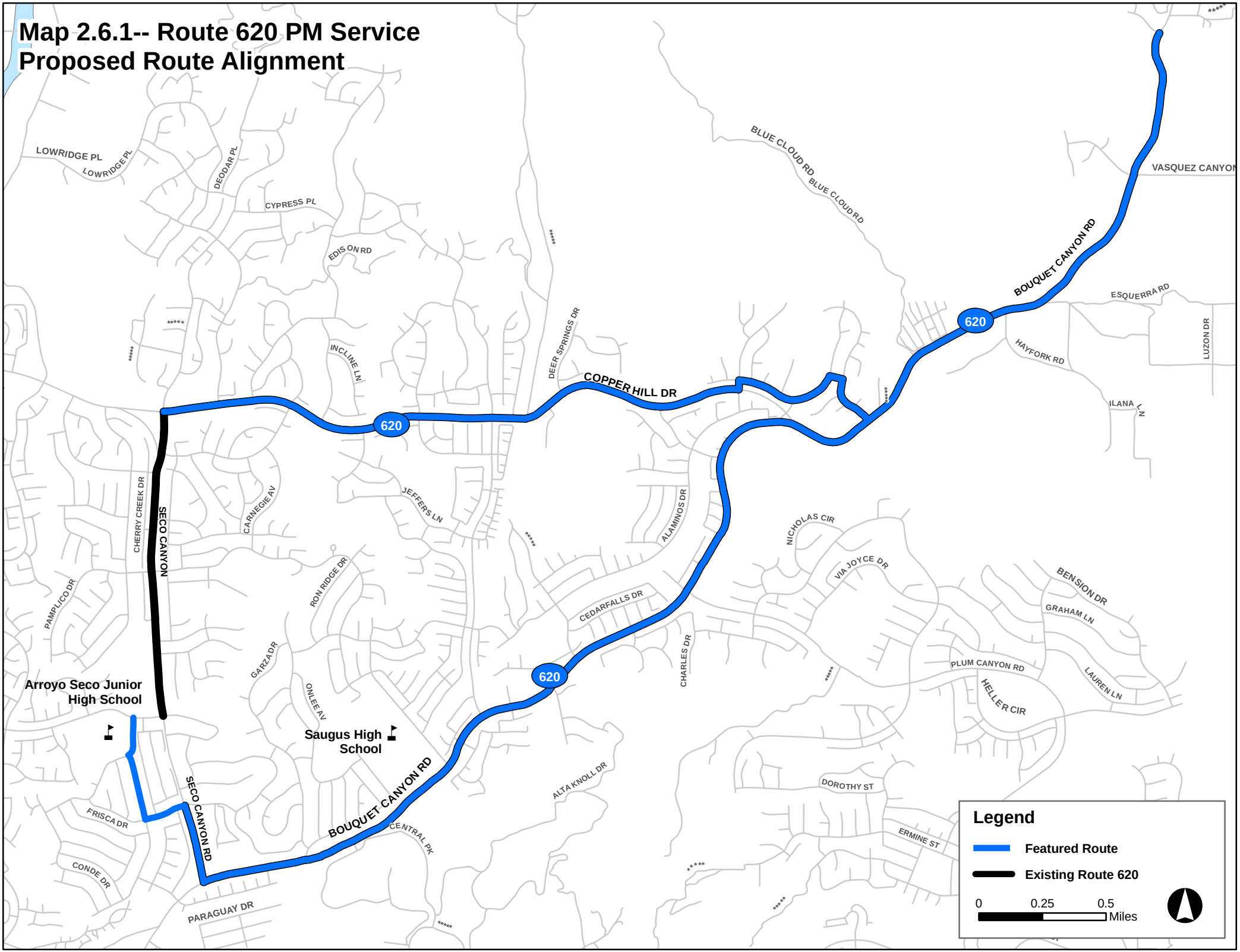
Because of existing road conditions, Route 620 cannot be shortened to start at Bouquet Canyon & Mobile Home Park. Additional running time should be added to account for the turnaround of the bus as well as the schedule adherence issues that occur between LARC Ranch and Shadow Valley/Bouquet Canyon.

PM Service

Route 620 should end at Seco Canyon Road & Copper Hill Drive. Route 3 also runs service along Seco Canyon. The ending of the route at Seco Canyon Road & Copper Hill Drive would eliminate 1.1 miles in trip length and allow for a better connection to Route 631 (the next trip on the run). Map 2.6.1 illustrates exact alignment.

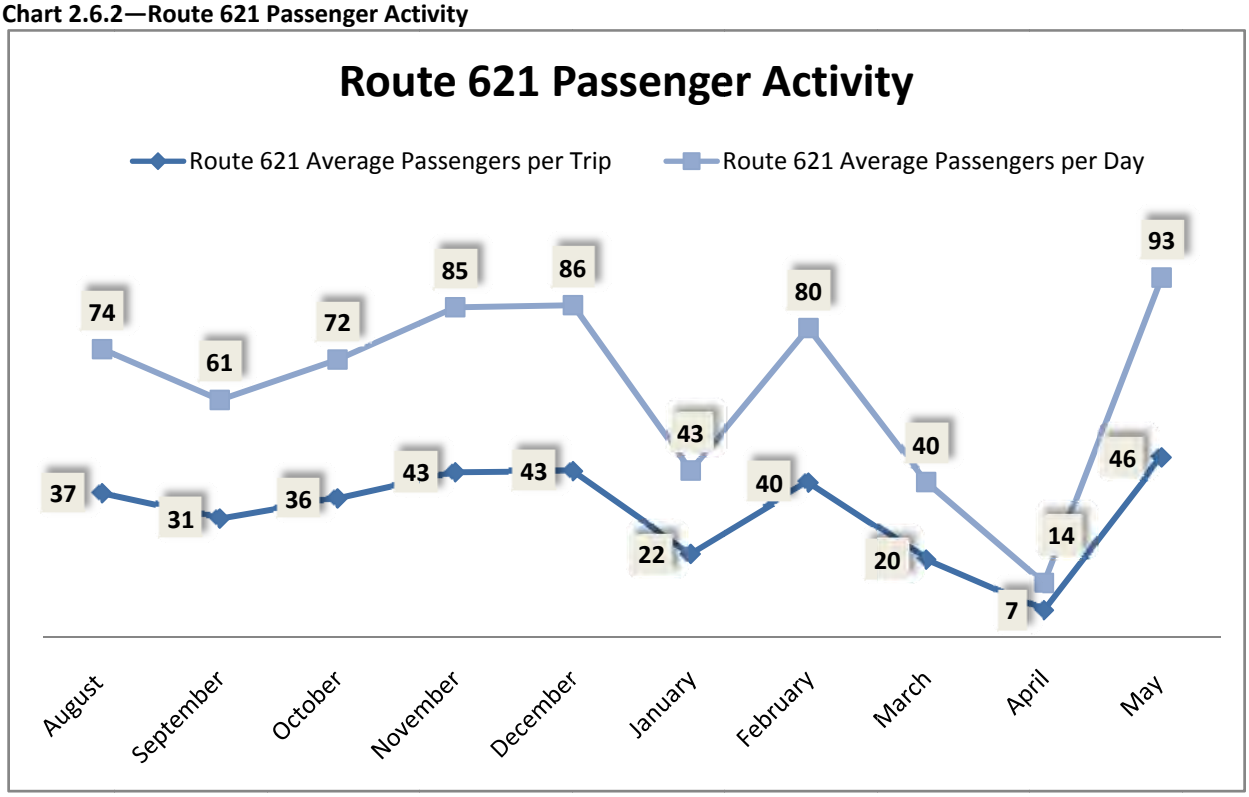
In addition of route alignment change, the 40 foot vehicle should be replaced with an articulated bus.

Map 2.6.1-- Route 620 PM Service
Proposed Route Alignment



Route 621

Chart 2.6.2—Route 621 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.3—Route 621 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
621	115	2	58	1.6	101%	4.9

Source: Manual Ridecheck May 2008

Table 2.6.4—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Arroyo Seco Junior High School	66	---
Saugus High School	12	37

Source: Manual Ridecheck May 2008

Route 621 currently serves the needs of the Arroyo Seco Junior High School and Saugus High School areas by operating along Seco Canyon Road, Bouquet Canyon Road, Alaminos Drive, Plum Canyon Road, and Heller Circle. One morning trip serves both Arroyo Seco Junior High School and Saugus High School and one afternoon trip serves only Saugus High School. Out of both trips, the morning trip was the only trip to have a load factor greater than 1.

Significant schedule adherence issues are between the time points Alaminos Drive /Franwood Street & Plum Canyon Road/Rodgers Drive.

Important boarding and alighting locations include: Heller Circle & Edgehurst Lane, Plum Canyon & Santa Catarina Road, and Heller Circle & Plum Canyon.

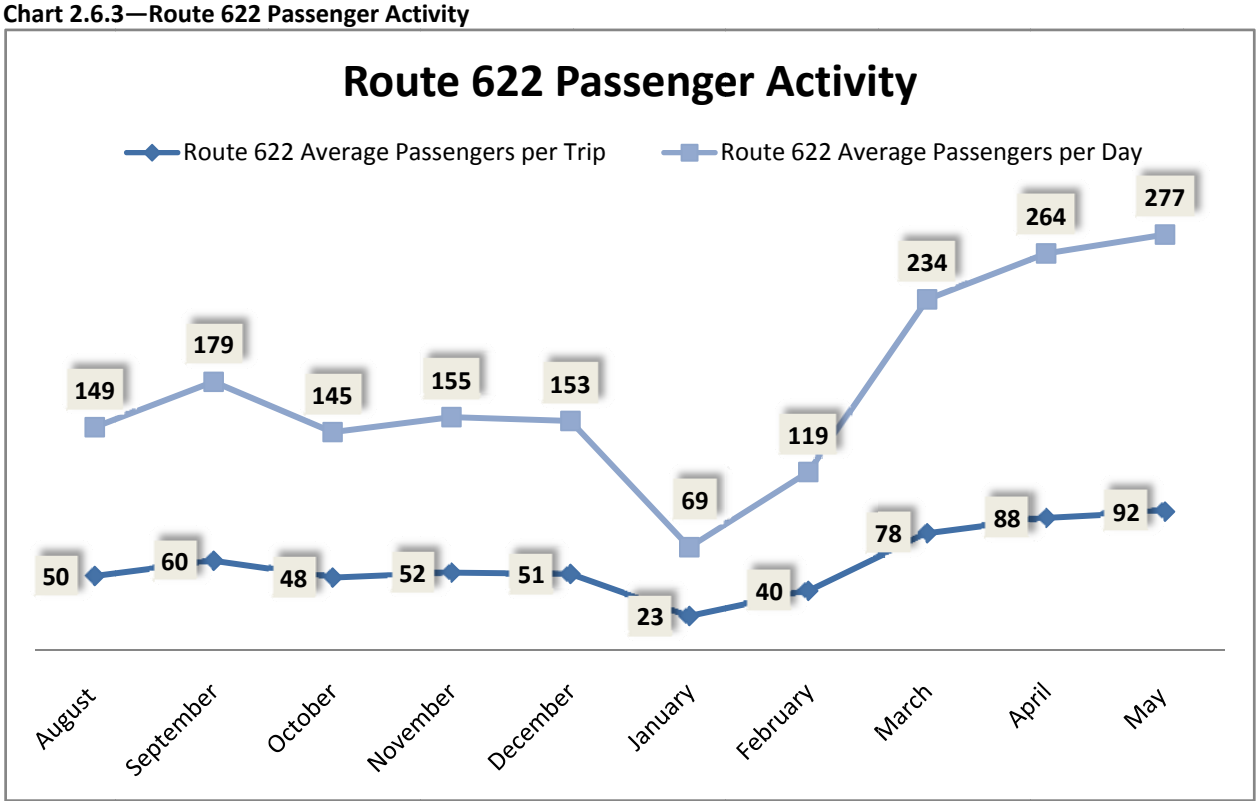
Recommendations

AM Service
No changes.

PM Service
Due to schedule adherence issues, additional running time should be added between time points Alaminos Drive /Franwood Street & Plum Canyon Road/Rodgers Drive.

Route 622

Chart 2.6.3—Route 622 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.5—Route 622 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
622	172	3	57	1.6	69%	3.6

Source: Manual Ridecheck May 2008

Table 2.6.6—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Rio Norte Junior High School	46	124

Source: Manual Ridecheck May 2008

Route 622 serves the needs of the Rio Norte Junior High School area by running along Decoro Drive, Hillsborough Way, Newhall Ranch Road, McBean Parkway, Northpark Drive, and Copper Hill Drive. One trip runs to Rio Norte Junior High School in the morning and two trips run from Rio Norte in the afternoon. Both morning and afternoon trips had a load factor greater than 1; however the afternoon trips had higher load factors.

During the AM Peak period, schedule adherence issues occur between the Decoro Drive/ Copper Hill Drive & Newhall Ranch Road/ McBean Parkway.

Most stops are utilized as morning passenger boardings and afternoon passenger alightings occurred throughout the route.

Recommendations

AM Service

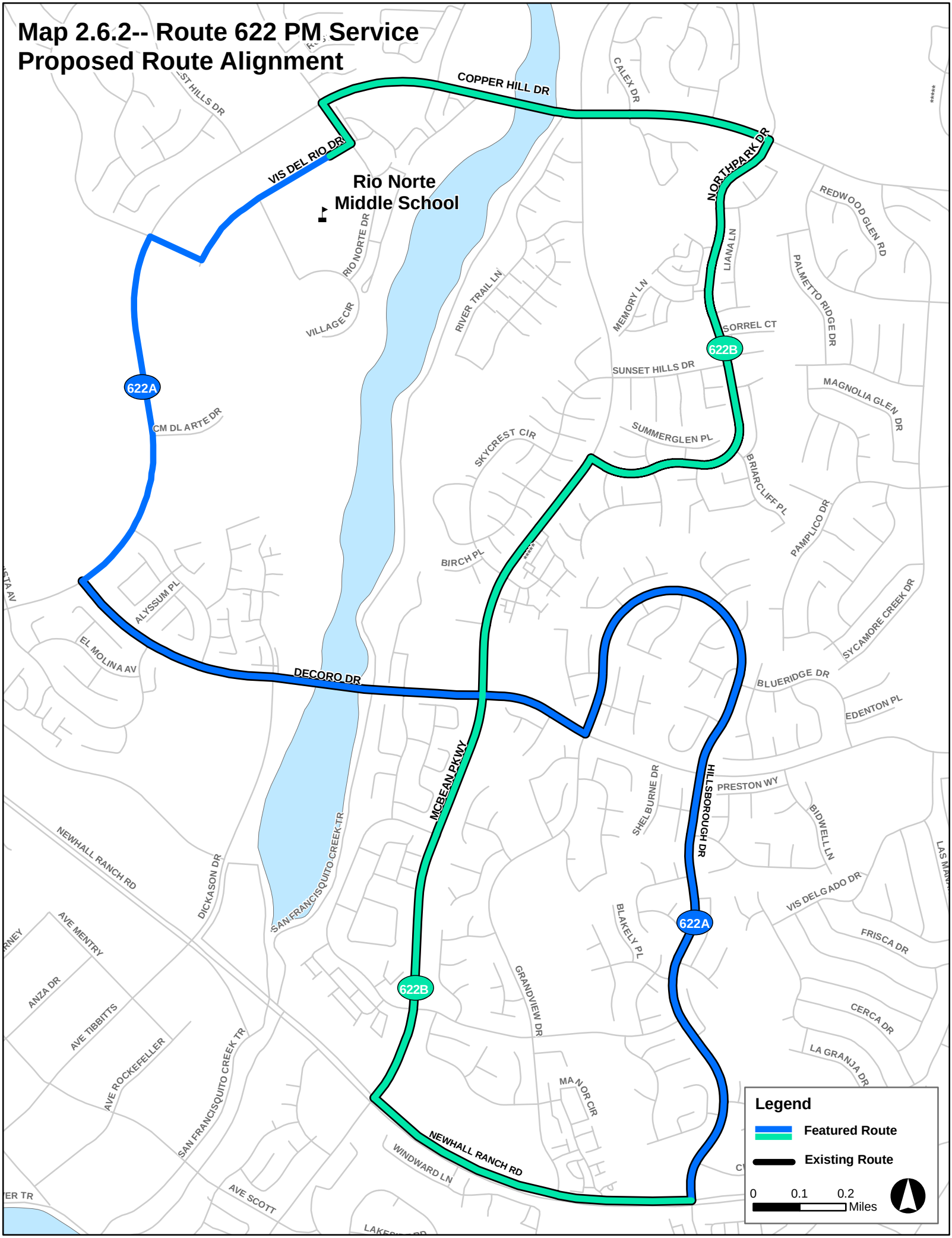
Additional running time should be added between the time points Decoro Drive /Copper Hill Drive & Newhall Ranch Road/ McBean Parkway. In conjunction with this, running time should be deceased between time points Copper Hill Drive/ San Francisquito Canyon Road & Rio Norte Junior High School.

PM Service

Realign to create two shorter and faster routes. Since current loads on the both existing buses are extremely high, the creation of two shorter routes would not decrease the loads on the buses; however it would get students to their destinations quicker, resulting in a shorter distance traveled with a load factor greater than one. Proposed route alignments would be:

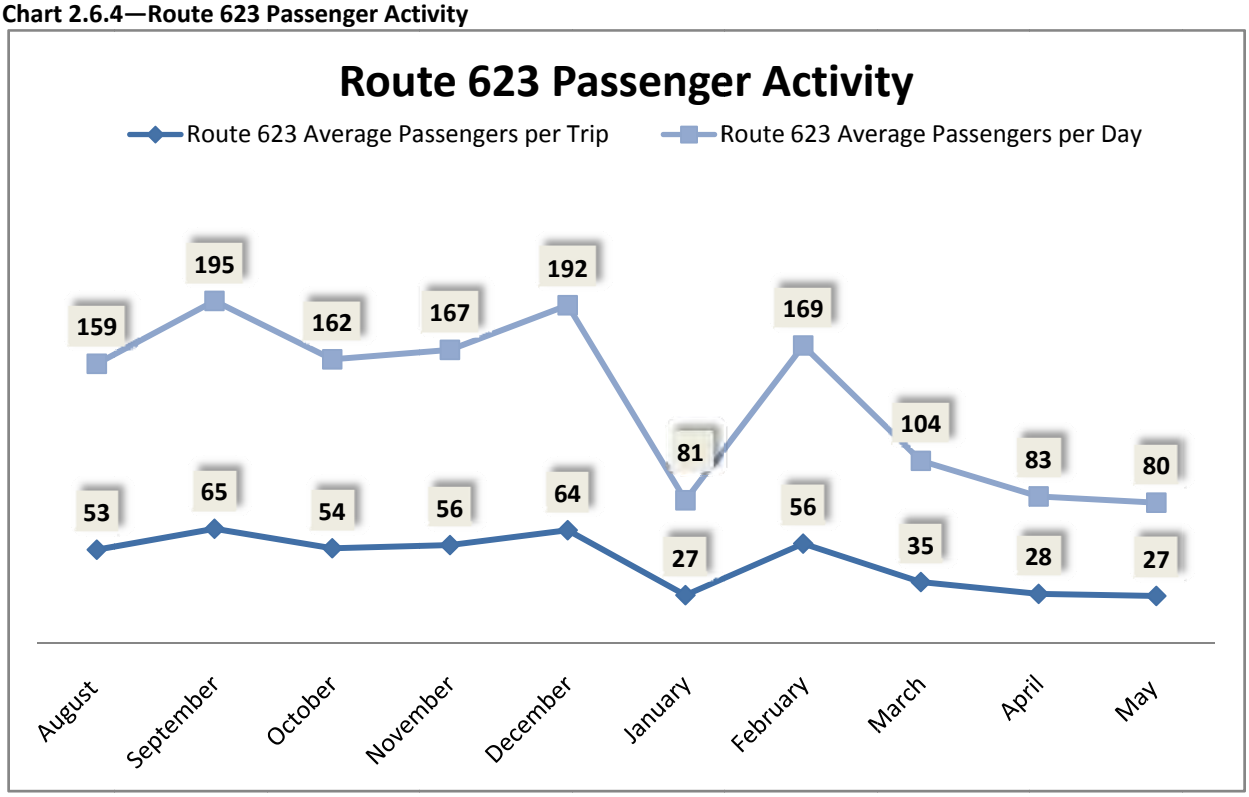
- *Route 622 A* would run South on Vista Del Rio Drive to West Creek Drive, west on West Creek Drive to Copper Hill Drive, South on Copper Hill Drive to Decoro Drive, East on Decoro Drive to Hillsborough Drive, ending at Hillsborough Drive and Newhall Ranch Road.
- *Route 622 B* would run East on Copper Hill Drive to Northpark Drive, South on Northpark Drive to McBean Parkway and then to Newhall Ranch Drive.

Map 2.6.2 illustrates exact alignment.


Map 2.6.2-- Route 622 PM Service
Proposed Route Alignment
COPPER HILL DR
VIS DEL RIO DR
Rio Norte
Middle School
RIO NORTE DR
VILLAGE CIR
NORTHPARK DR
CALEX DR
REDWOOD GLEN RD
LIANA LN
PALMETTO RIDGE DR
MEMORY LN
RIVER TRAIL LN
SORREL CT
622B
622A
SUNSET HILLS DR
MAGNOLIA GLEN DR
CM DL ARTE DR
SKYCREST CIR
SUMMERGLEN PL
BRIARCLIFF PL
PAMPLICO DR
BIRCH PL
ALYSSUM PL
EL MOLINA AV
DECORO DR
SYCAMORE CREEK DR
BLUERIDGE DR
EDENTON PL
MCBEAN PKWY
HILLSBOROUGH DR
PRESTON WY
SHELBURNE DR
BIDWELL LN
NEWHALL RANCH RD
DICKASON DR
SAN FRANCISQUITO CREEK TR
VIS DELGADO DR
LAS MAN
BLAKELY PL
FRISCA DR
AVE MENTRY
ANZA DR
AVE TIBBITTS
AVE ROCKEFELLER
GRANDVIEW DR
CERCA DR
LA GRANJA DR
MANOR CIR
NEWHALL RANCH RD
WINDWARD LN
AVE SCOTT
Legend
Featured Route
Existing Route
0
0.1
0.2
Miles

Route 623

Chart 2.6.4—Route 623 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.7—Route 623 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
623	149	3	50	1.1	86%	2.7

Source: Manual Ridecheck May 2008

Table 2.6.8—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Rio Norte Junior High School	47	102

Source: Manual Ridecheck May 2008

Route 623 serves the needs of the Rio Norte Junior High School area by traveling along Haskell Canyon, Rock Canyon, Copper Hill Drive, Hidden Hills, Gold Canyon, and Seco Canyon Road. Route 623 makes one trip to Rio Norte Junior High School in the morning and two trips from the junior high school in the afternoon. A standard 40-foot bus is used in the morning, and one 40-foot bus and one 60-foot articulated bus is used in the afternoon. Overall, the loads on all three trips were relatively the same.

During the PM Peak period schedule adherence issues were seen between the time points Rio Norte Junior High School & Tamarack Lane/Lemon Street.

Important boarding and alighting points along Route 623 include: Hidden Hills & Sunrise View Place, Golden Canyon & Horseshoe Circle, and Tamarack Lane & Lemon Street.

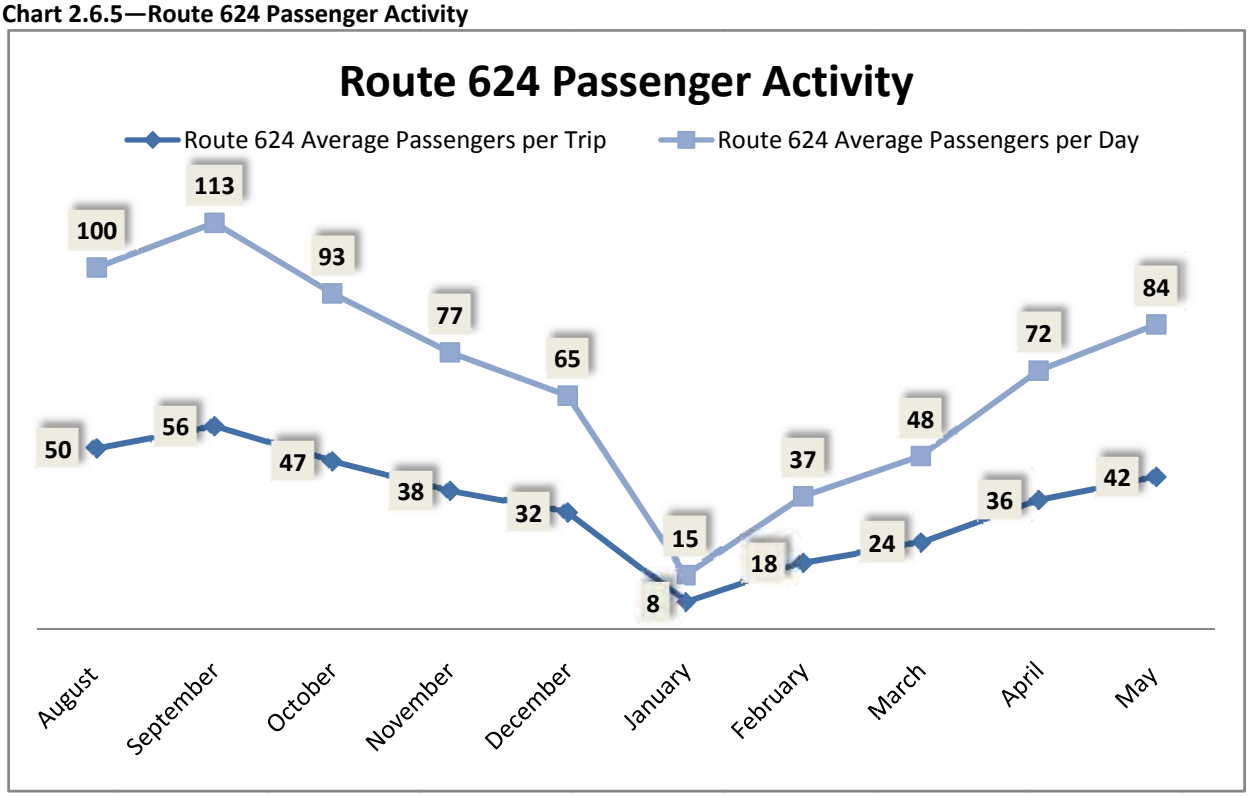
Recommendations

AM Service
No Changes

PM Service
The current articulated bus should be replaced with a 40 foot bus. Additional running time should also be added between Rio Norte Junior High School and Tamarack Lane/Lemon Street, as collected travel time was significantly longer than scheduled.

Route 624

Chart 2.6.5—Route 624 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.9—Route 624 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
624	135	2	68	1.9	114%	6.0

Source: Manual Ridecheck May 2008

Table 2.6.10—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Valencia High School	52	83

Source: Manual Ridecheck May 2008

Route 624 serves the needs of the Valencia High School area by traveling along Haskell Canyon, Rock Canyon, Copper Hill Drive, Hidden Hills, Gold Canyon, Seco Canyon Road, Tamarack Lane, and Decoro Drive. Route 624 makes one trip in the Morning to Valencia High School and one trip in the afternoon from the high school. Loads for both the morning and afternoon trips were high.

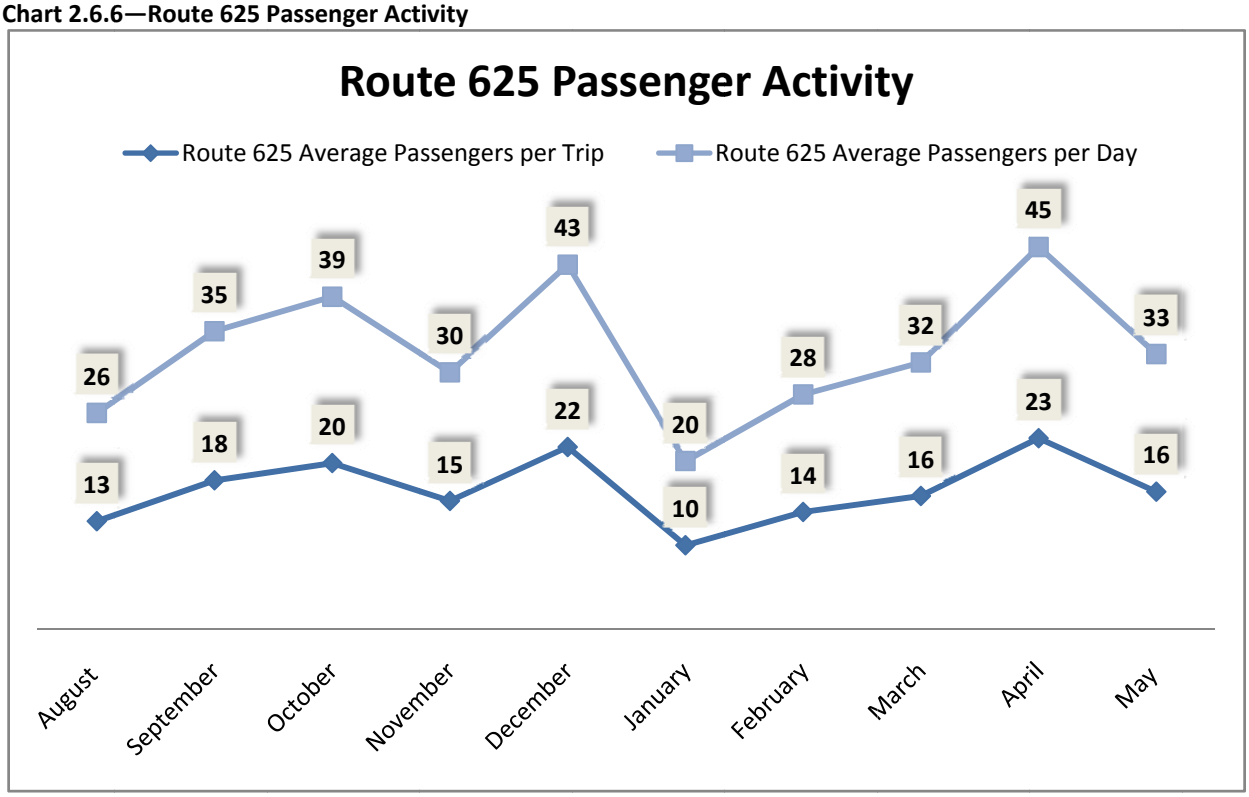
High boarding and alighting points include: Tamarack Lane & Lemon Street, Hidden Hills Drive & Sunrise View Place, and Copper Hill Drive & Tesoro del Valle Drive.

Recommendations

(See Route 625)

Route 625

Chart 2.6.6—Route 625 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.11—Route 625 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
625	35	2	18	.7	27%	3.3

Source: Manual Ridecheck May 2008

Table 2.6.12—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Valencia High School	10	25

Source: Manual Ridecheck May 2008

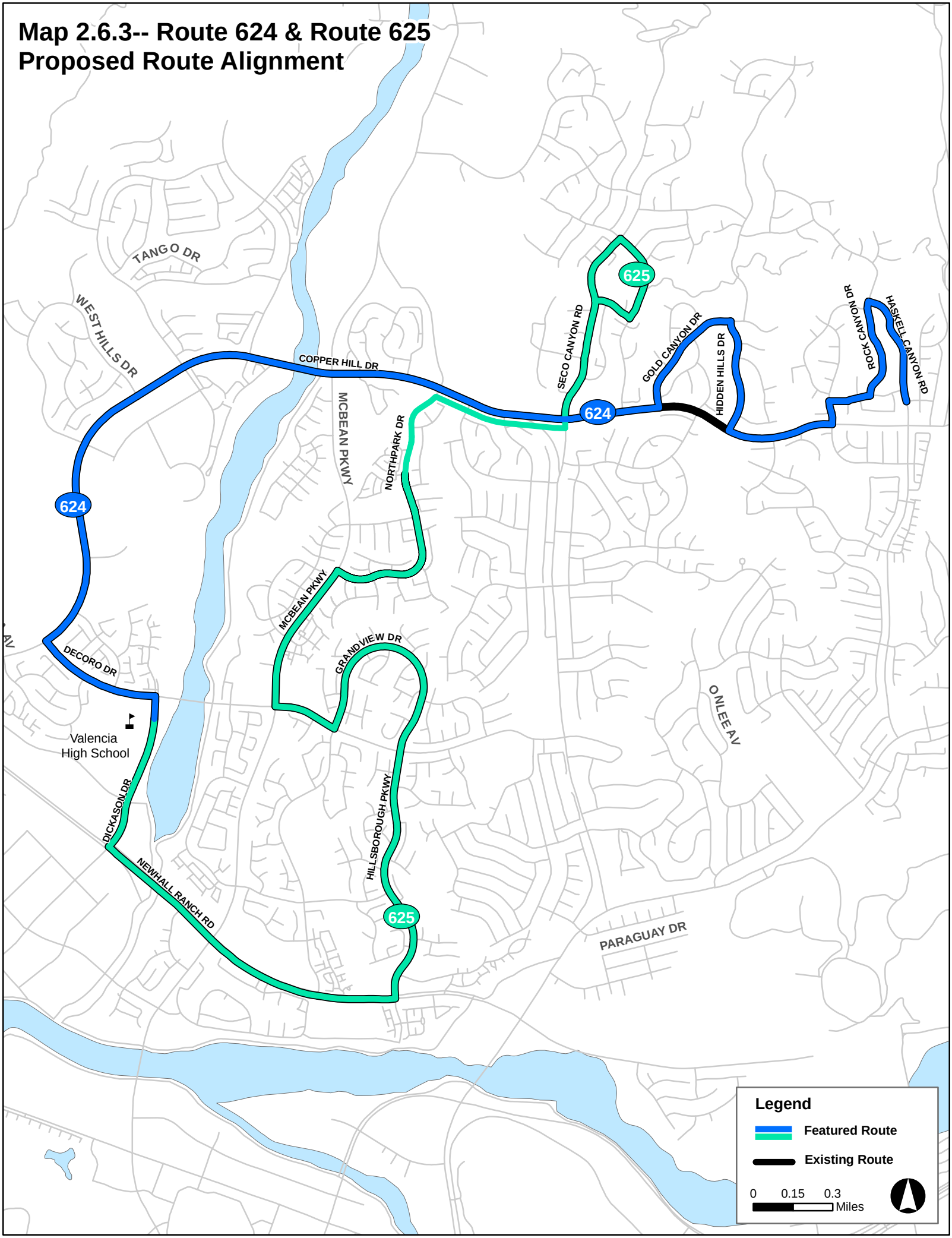
Route 625 currently serves the Valencia High School area by running along Northpark Drive, McBean Parkway, Grandview Drive, Hillsborough Parkway, Newhall Ranch Road, and Dickason Drive. Route 625 runs one morning trip to Valencia High School and one trip from the high school in the afternoon. In comparison to other routes, Route 625 is low performing. Neither the morning nor afternoon trip had a load factor greater than 1.

Important boarding and alighting locations to note include: Northpark Drive & Tamarind Way, Hillsborough Parkway & Cheyenne, and Hillsborough Parkway & Colebrook Place.

Recommendations

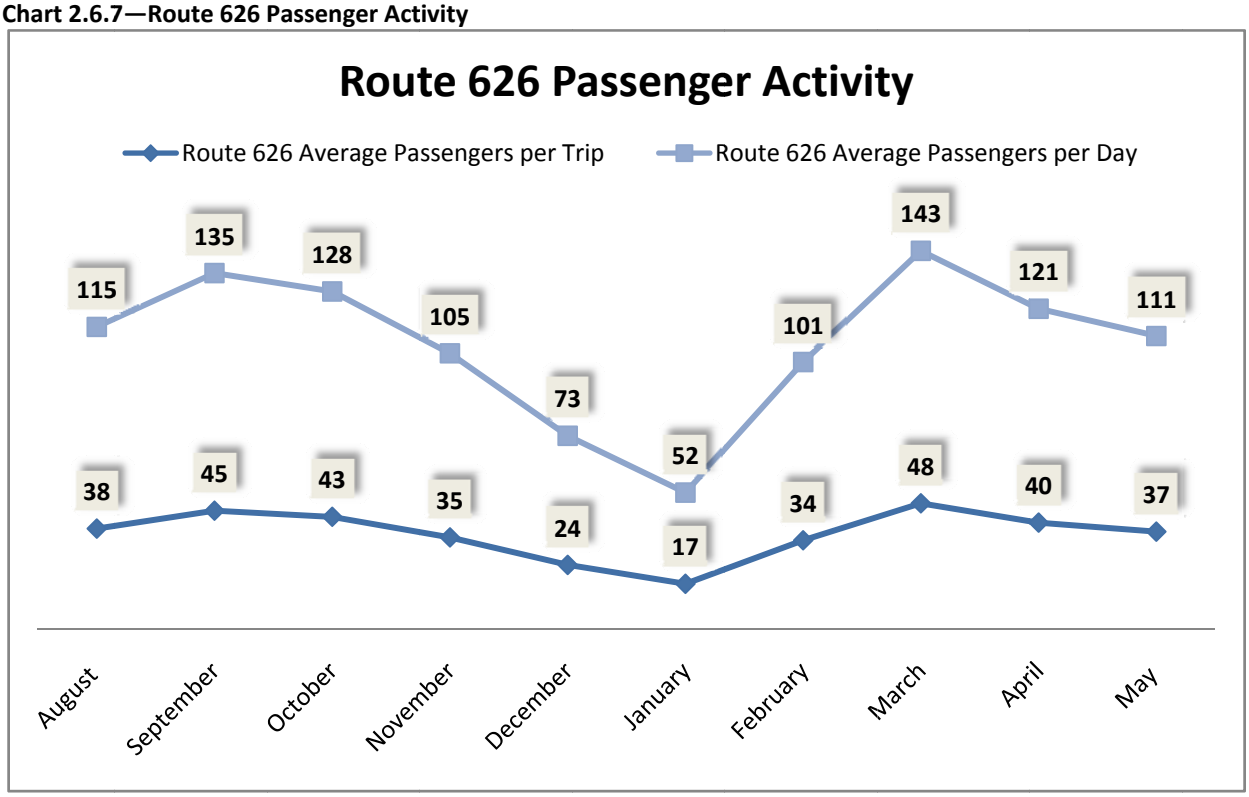
Route 624 is at its capacity in terms of load. Redirecting Route 625 to start at Seco Canyon & Hazel Street will alleviate some of the load along Route 624 as well as decrease current schedule adherence. Based on time-data collected as well as the addition of the Seco Canyon & Hazel Street Segment, more running time should be added to Route 625. Map 2.6.3 illustrates exact alignment.

Map 2.6.3-- Route 624 & Route 625
Proposed Route Alignment



Route 626

Chart 2.6.7—Route 626 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.13—Route 625 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
626	156	3	52	1.7	101%	3.9

Source: Manual Ridecheck May 2008

Table 2.6.14—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
La Mesa Junior High School	85	71

Source: Manual Ridecheck May 2008

Route 626 serves the La Mesa Junior High School area by running along Sierra Highway, Soledad Canyon Road, Langside Avenue, Rainbow Glen, Via Princessa, and May Way. Two trips run to La Mesa Junior High School in the morning and one trip runs from the junior high school in the afternoon. Of the two morning trips, one had a load factor greater than 1; the other morning trip carried significantly less passengers. The afternoon trip was filled to its capacity; it had a load factor of 1.7.

Important boarding and alighting locations include: Sierra Highway & Canyon Park Boulevard, Sierra Highway & Soledad Canyon Road, Rainbow Glen & Flo Lane, and Soledad Canyon Road & Rainbow Glen.

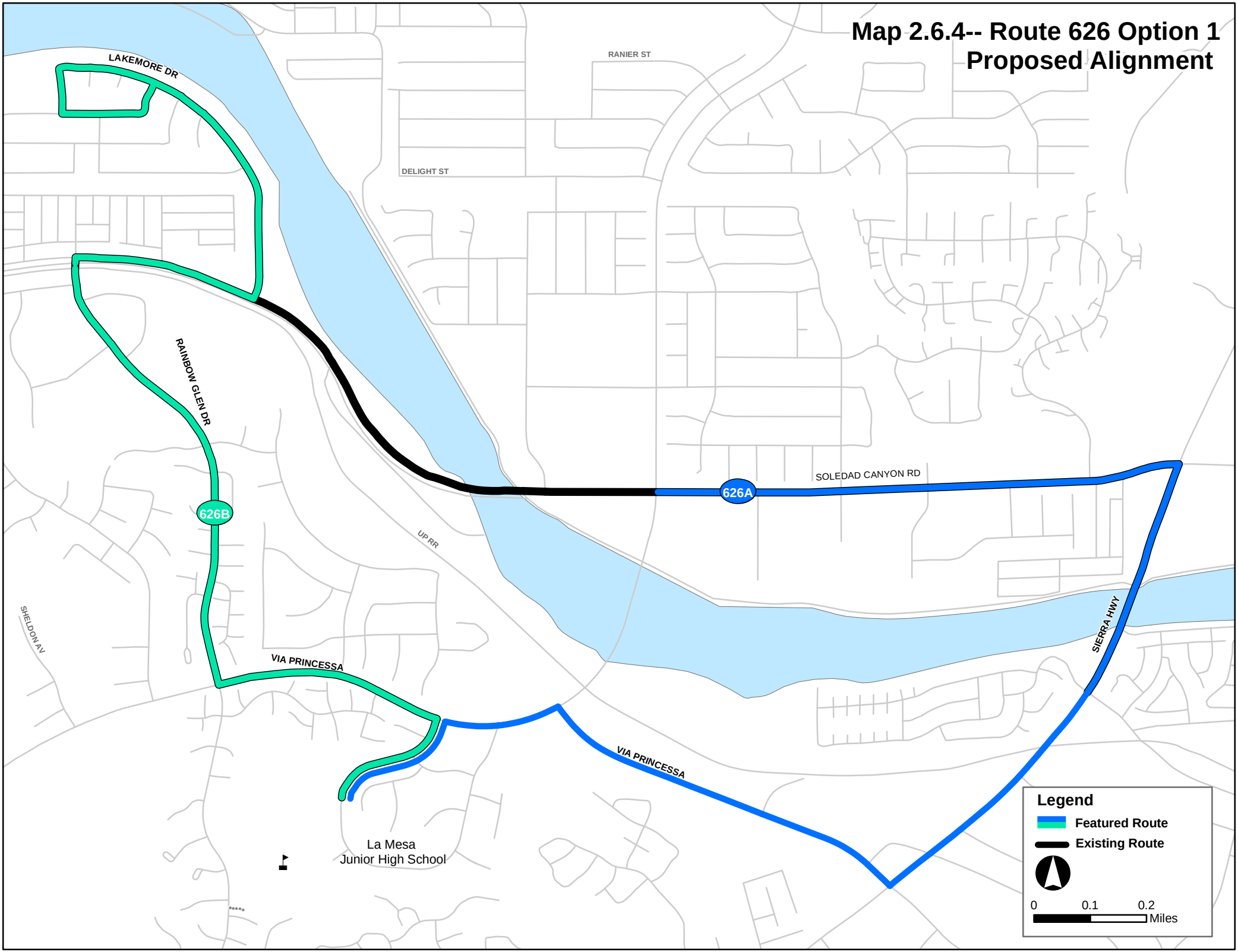
Recommendations

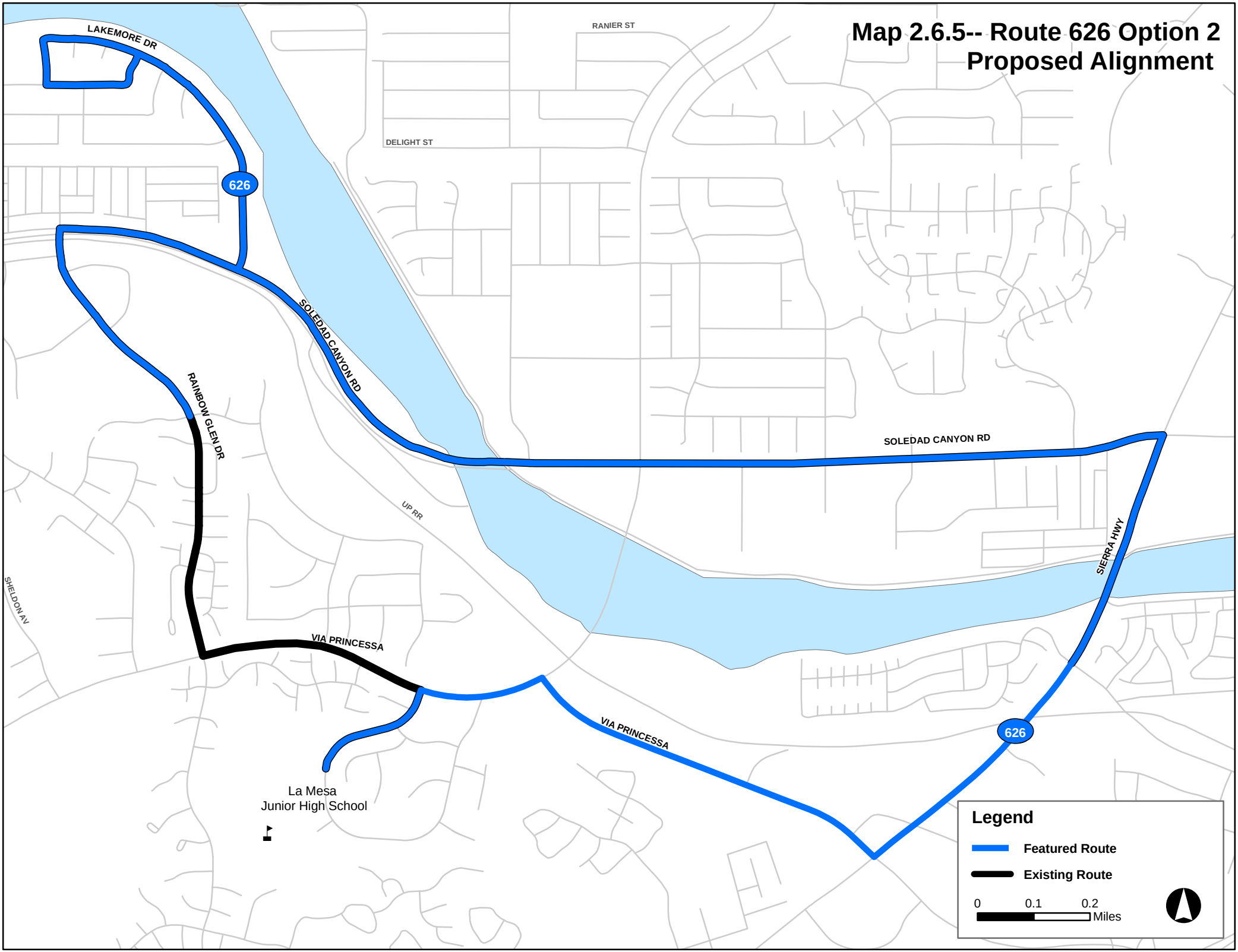
AM Service

Re-allocate one of the articulated buses to this route; eliminate both 40-foot buses. If an articulated bus is unavailable, buses should be separated, each serving a different area of the existing route. (See Map 2.6.4 for exact route alignment)

PM Service

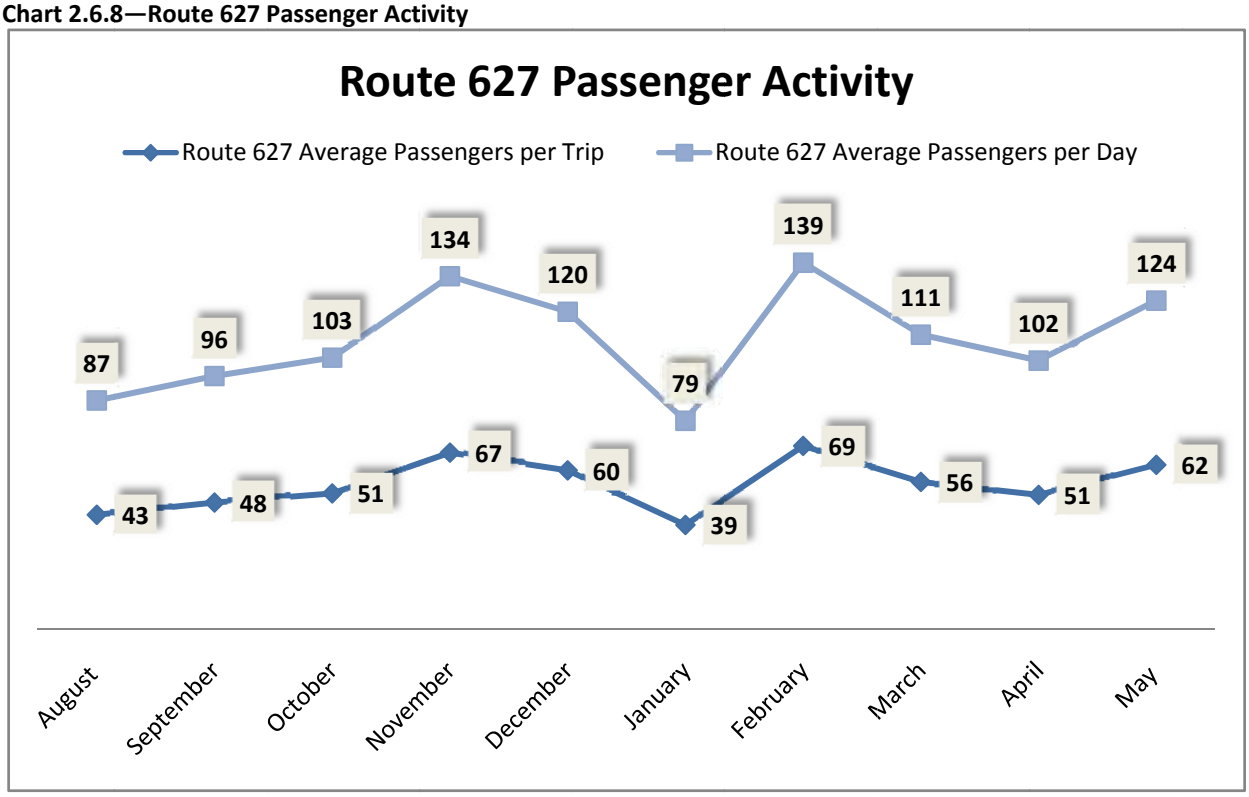
Based on current load statistics an additional bus is needed. With the addition of another bus, the buses should be separated to serve separate areas of the existing route. (See Map 2.6.4 for exact alignment). If an additional bus is not available, reverse the route alignment. Have Route 626 run east along Via Princessa to Sierra Highway, North on Sierra Highway to Soledad Canyon. Reversing the alignment would allow for the highest alighting points to occur first, alleviating the load. (See Map 2.6.5 for alignment)


Map 2.6.4-- Route 626 Option 1
Proposed Alignment
LAKEMORE DR
RANIER ST
DELIGHT ST
RAINBOW GLEN DR
626B
626A
SOLEDAD CANYON RD
UP RR
SHELDON AV
VIA PRINCESSA
VIA PRINCESSA
SIERRA HWY
La Mesa
Junior High School
Legend
Featured Route
Existing Route
0
0.1
0.2
Miles


Map 2.6.5-- Route 626 Option 2
Proposed Alignment
LAKEMORE DR
RANIER ST
DELIGHT ST
626
SOLEDAD CANYON RD
RAINBOW GLEN DR
SOLEDAD CANYON RD
UP RR
SIERRA HWY
SHELDON AV
VIA PRINCESSA
VIA PRINCESSA
626
La Mesa
Junior High School
Legend
Featured Route
Existing Route
0
0.1
0.2
Miles

Route 627

Chart 2.6.8—Route 627 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.15—Route 627 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
627	177	2	89	2.5	132%	5.4

Source: Manual Ridecheck May 2008

Table 2.6.16—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
La Mesa Junior High School	82	95

Source: Manual Ridecheck May 2008

Route 627 is one of the most utilized routes. It currently serves the needs of the La Mesa Junior High School area by running along San Fernando Road, Sierra Highway, Via Princessa, Lark Way, Cardinal Drive, Park Drive, and Jason Drive. Route 627 runs one trip to the junior high school in the morning and one trip from the junior high school in the afternoon. Both carried a significant number of passengers and had a load factor greater than 1.

During the PM Peak period, the actual travel time between Jason Drive/Oakmont Drive & Sierra Highway/Rainbow Glen was significantly longer than scheduled.

In comparing morning pick up points and afternoon drop-off points, there was a slight different. Morning pick up points mainly occur along Sierra Highway. No pickups occurred along Lark Way, Cardinal Drive, Park Drive, and Jason Drive. In the afternoon, the top alighting point was Jason Drive & Oakmont Drive. Morning pickups probably did not occur along Lark Way, Cardinal Drive, Park Drive, and Jason Drive because the bus was too packed to pick up any other passengers.

Recommendations

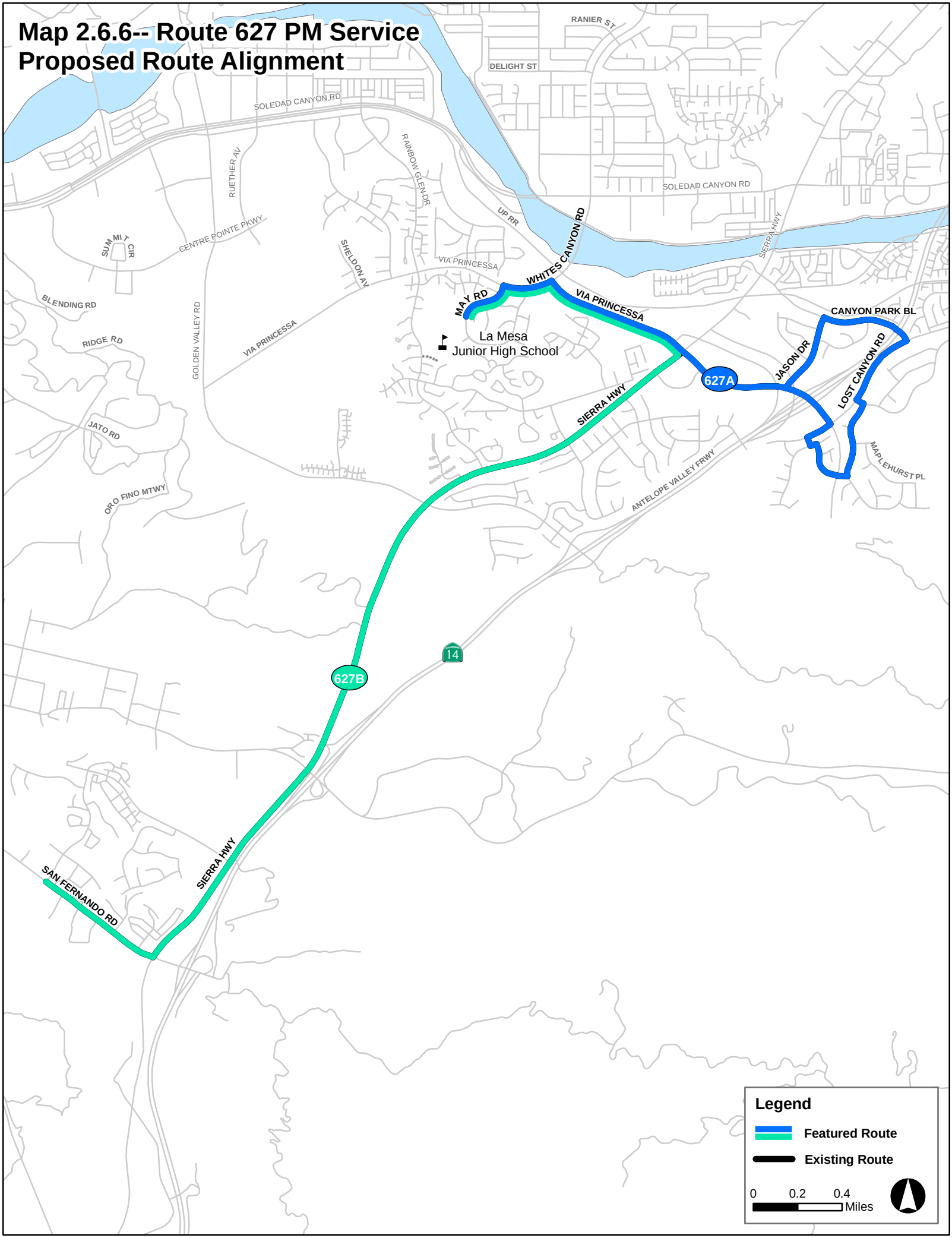
AM Service

No changes. Hart School District currently runs Route 128, which also runs along Sierra Highway. Hart School district recently lowered its Fall 2008 fares to match those of SCT. The matching of fares will now allow students currently taking Route 627 to take Route 128 as an alternative.

PM Service

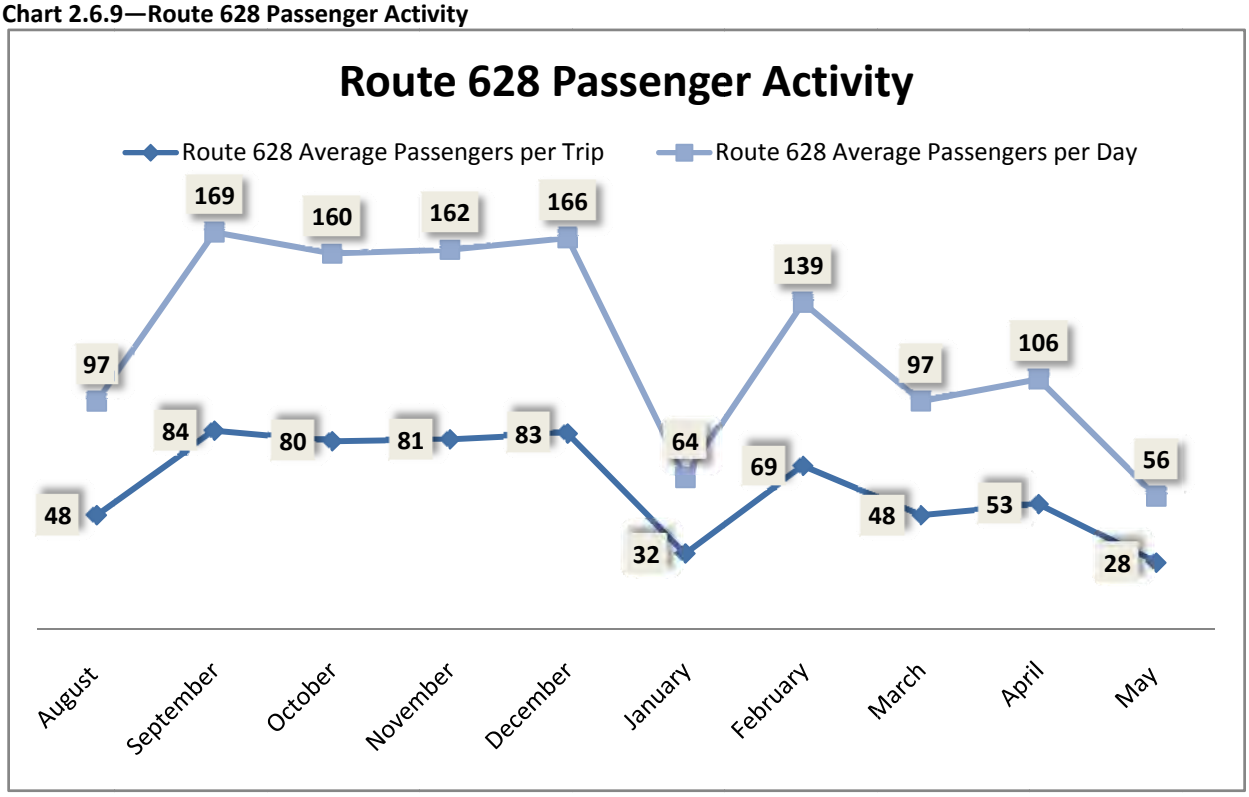
Additional running time should be added between Jason Drive/Oakmont Drive & Sierra Highway/Rainbow Glen. With the lowering of fares by the Hart School District an additional bus may not be needed, however a bus with a larger seating capacity should be used. If loads do not change with the lowering of fares by Hart School District, an additional bus should be added and two routes should be created. One route would serve the needs along Sierra Highway; the other would serve along Via Princessa, Swan Lane, and Canyon Park. Map 2.6.6 illustrates exact alignment.

Map 2.6.6-- Route 627 PM Service Proposed Route Alignment



Route 628

Chart 2.6.9—Route 628 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.17—Route 628 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
628	176	3	59	1.6	90%	5.4

Source: Manual Ridecheck May 2008

Table 2.6.18—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Golden Valley High School	35	141

Source: Manual Ridecheck May 2008

Route 628 serves the Golden Valley High School area by running along Sierra High Way, Soledad Canyon Road, Whites Canyon Road, Via Princessa, Rainbow Glen Drive, Langside Drive, Cedarcreek Street, Ruther Avenue, and Golden Valley Road. One trip runs to Golden Valley High School in the morning and two trips run in the afternoon from the high school. The morning trip is considered underutilized in comparison to the afternoon trips, as both afternoon trips had a load factors greater than 1.

Important boarding and alighting locations include Soledad Canyon Road & Sierra Highway, Soledad Canyon Road & Rainbow Glen, and Centre Pointe Parkway & Ruether Avenue.

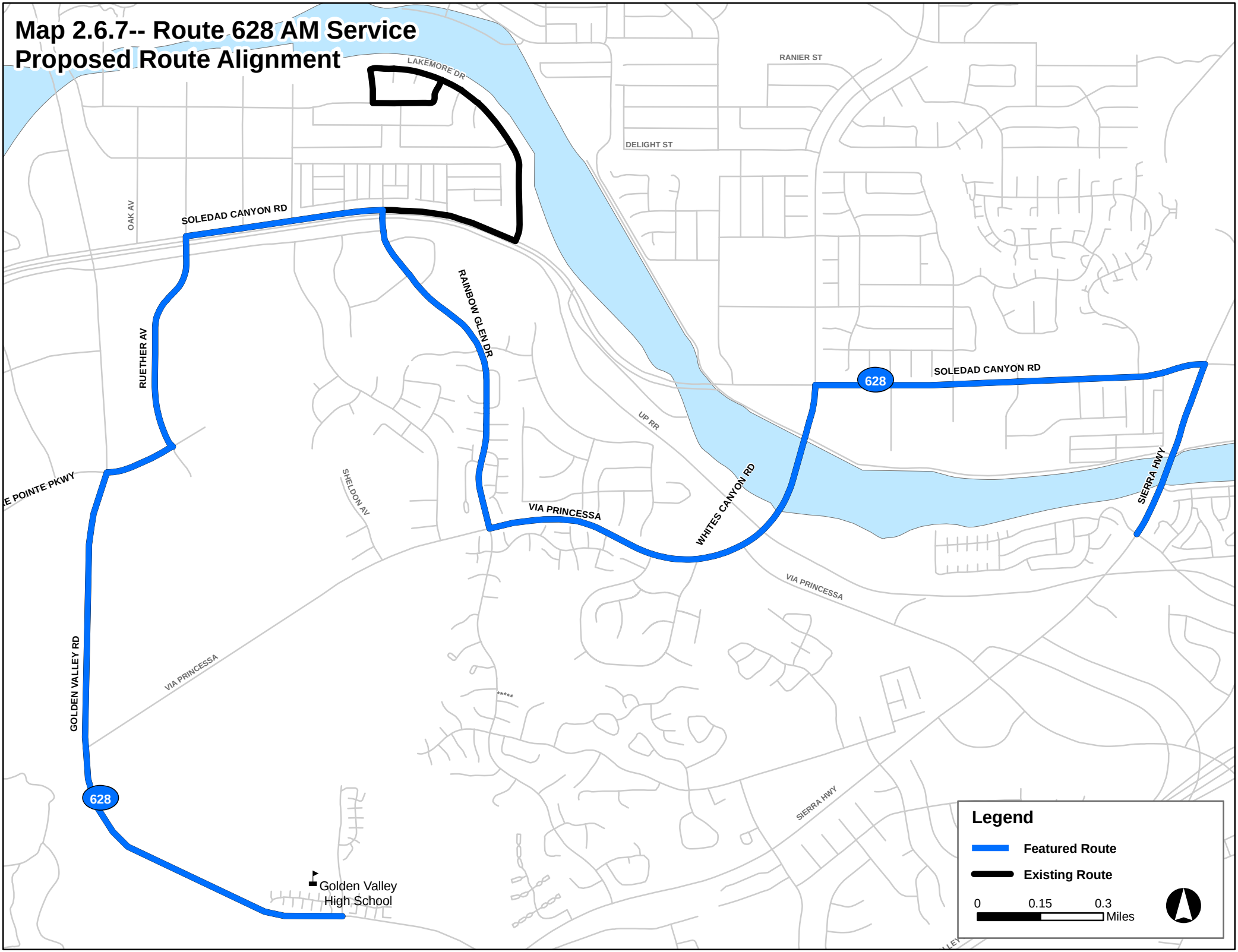
Recommendations

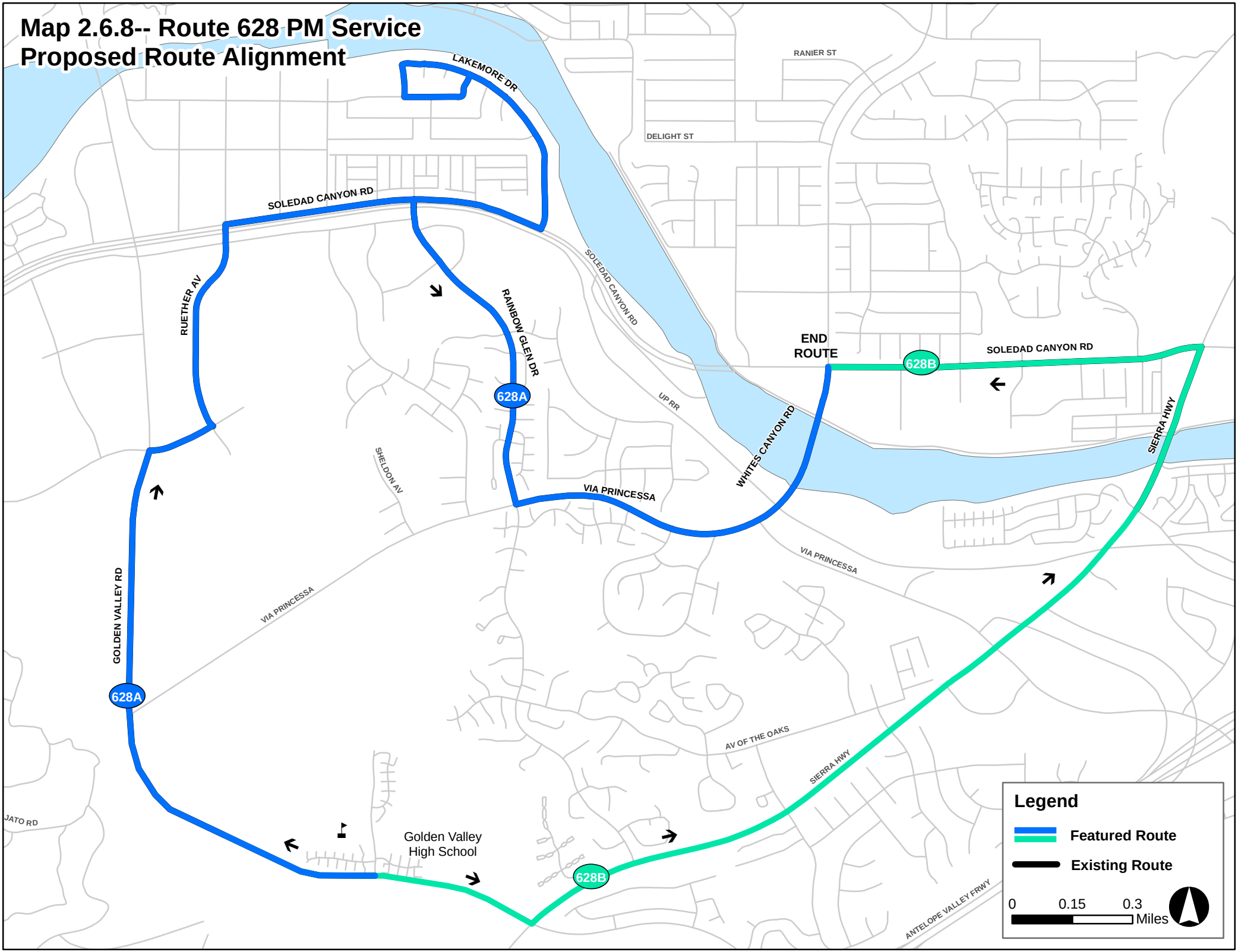
AM Service

Only 1 boarding occurred along the Soledad Canyon & Langside Ave/ Cedarcreek St loop. Based on low boardings and length of travel time this segment should be eliminated. Map 2.6.7 illustrates exact alignment.

PM Service

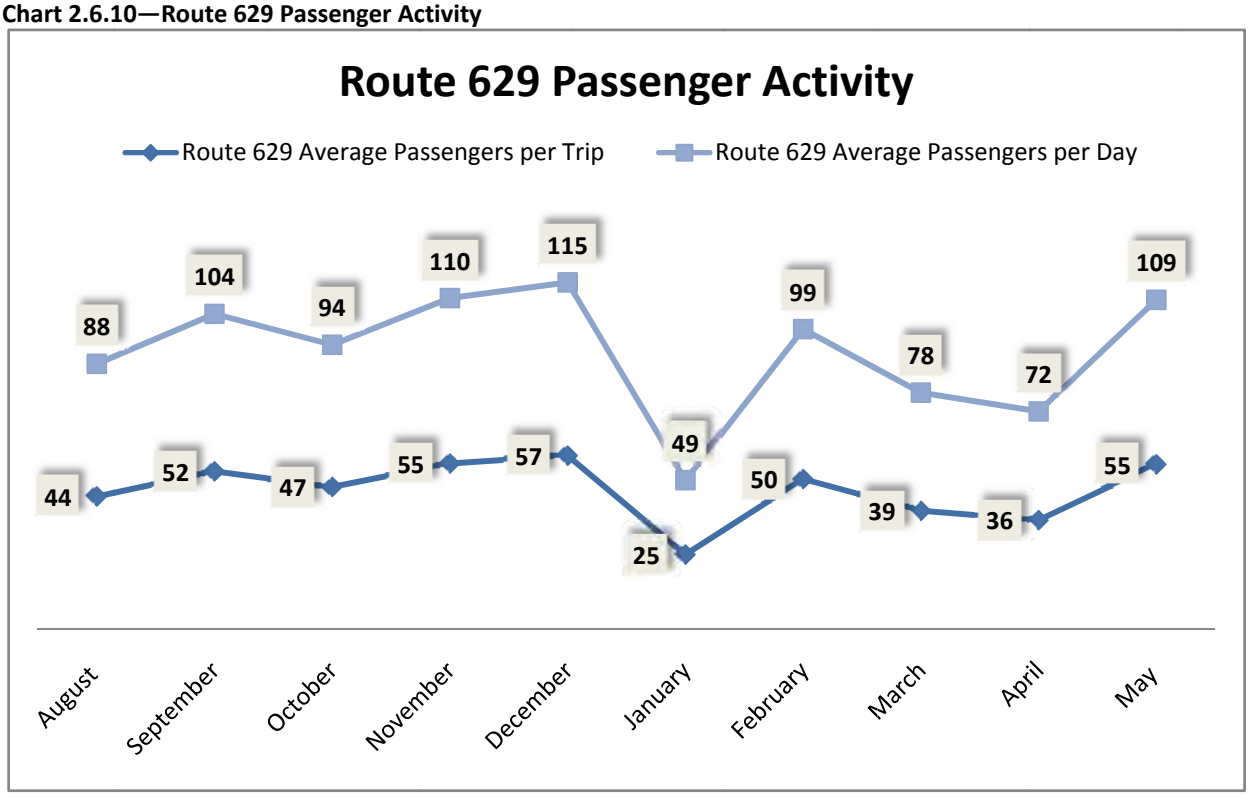
The existing two buses should be separated to run along two separate routes. The 40 foot bus would serve the needs along Golden Valley Road and Soledad Canyon to Landside Ave; the 60 foot articulated would run north along Sierra Highway to Soledad Canyon. This would alleviate the load on the 40 foot bus and allow the 60 foot bus to make quicker drop offs. Map 2.6.8 illustrates exact alignment.


Map 2.6.7-- Route 628 AM Service
Proposed Route Alignment
LAKEMORE DR
RANIER ST
DELIGHT ST
OAK AV
SOLEDAD CANYON RD
RUETHER AV
RAINBOW GLEN DR
UP RR
628
SOLEDAD CANYON RD
SIERRA HWY
E POINTE PKWY
SHELDON AV
VIA PRINCESSA
WHITES CANYON RD
VIA PRINCESSA
GOLDEN VALLEY RD
VIA PRINCESSA
628
Golden Valley
High School
SIERRA HWY
Legend
Featured Route
Existing Route
0
0.15
0.3
Miles


Map 2.6.8-- Route 628 PM Service
Proposed Route Alignment
LAKEMORE DR
RANIER ST
DELIGHT ST
SOLEDAD CANYON RD
RUETHER AV
RAINBOW GLEN DR
SOLEDAD CANYON RD
END
ROUTE
628B
SOLEDAD CANYON RD
628A
UP RR
WHITES CANYON RD
SIERRA HWY
SHELDON AV
VIA PRINCESSA
VIA PRINCESSA
GOLDEN VALLEY RD
VIA PRINCESSA
628A
AV OF THE OAKS
SIERRA HWY
JATO RD
Golden Valley
High School
628B
ANTELOPE VALLEY FRWY
Legend
Featured Route
Existing Route
0
0.15
0.3
Miles

Route 629

Chart 2.6.10—Route 629 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.19—Route 629 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
629	105	2	53	1.6	71%	3.2

Source: Manual Ridecheck May 2008

Table 2.6.20—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Golden Valley High School	38	67

Source: Manual Ridecheck May 2008

Route 629 serves the needs of the Golden Valley High School area. One morning trip runs to Golden Valley High School and one afternoon trip runs from the high school. Alignment for the morning and afternoon trips are slightly different; Route 620 in the morning runs along San Fernando Road, Sierra Highway, Via Princessa, Lark Way, Cardinal Road, Park Boulevard, Jason Drive, and Golden Valley Road. In the afternoon, Route 629 does not travel along Sierra Highway and San Fernando Road. Both the morning and afternoon trips had a load factor greater than 1.

Important boarding and alighting points included Jason Drive & Oakmont Drive and Canyon Park Boulevard & Lost Canyon Road.

Recommendations

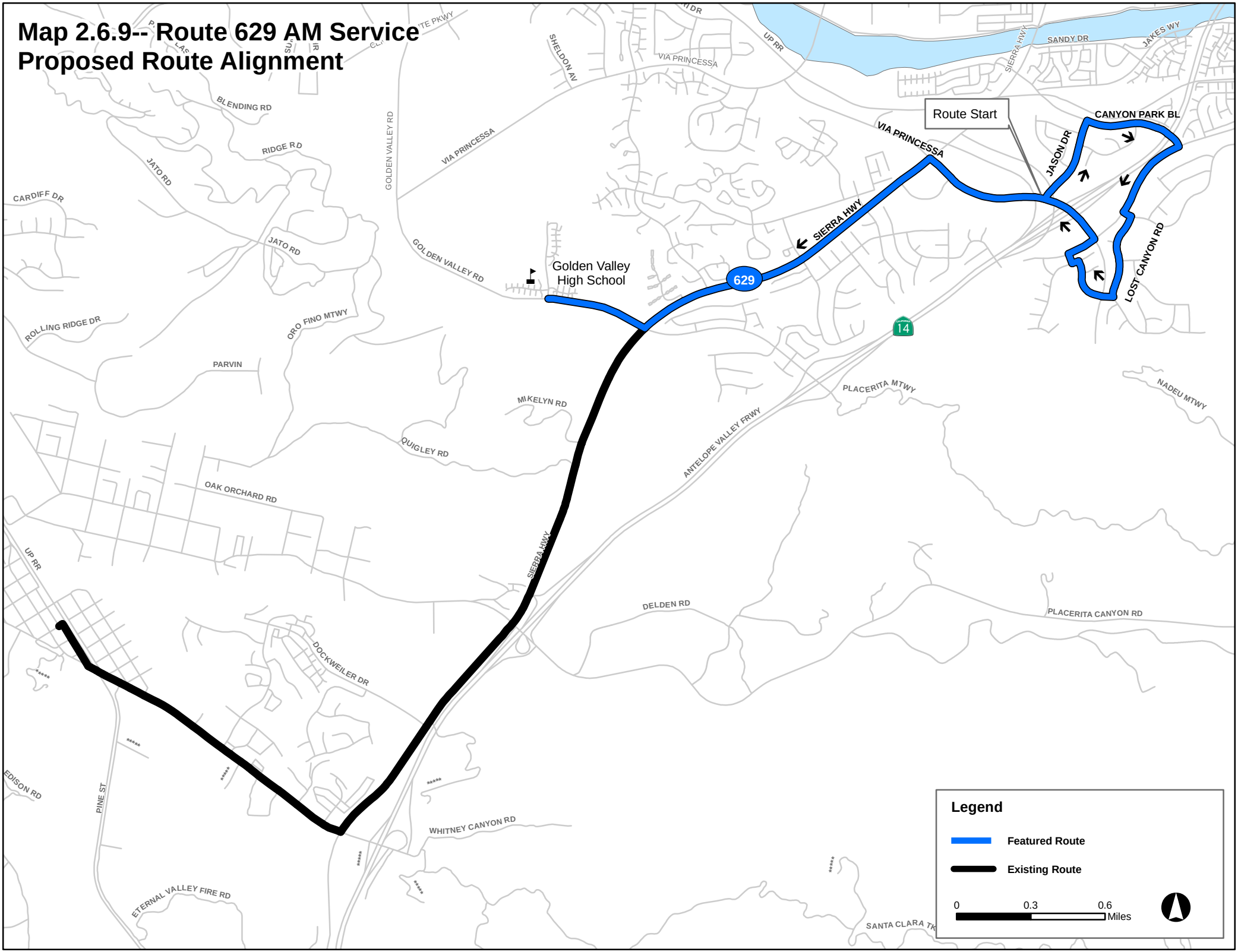
AM Service

Since the first pick-up does not occur until Sierra Highway & Whispering Leaves Dr., start Route 629 at Lark Way & Lost Canyon. The route would run along the existing loop, back to Via Princessa to Sierra Highway ending at Golden Valley High School. A 40-foot bus should still be used; however one with a high seating capacity would decrease the load factor. Map 2.6.9 illustrates exact alignment.

PM Service

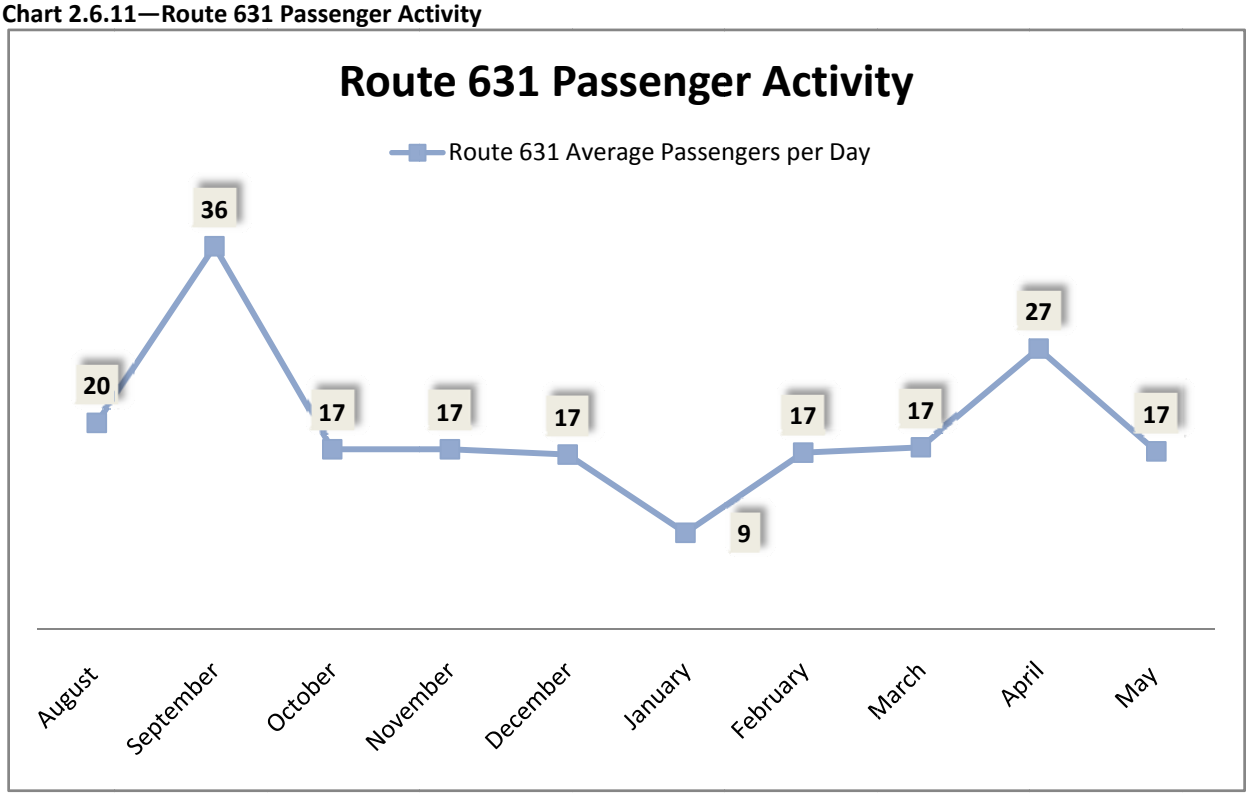
No changes.

Map 2.6.9-- Route 629 AM Service
Proposed Route Alignment



Route 631

Chart 2.6.11—Route 631 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.21—Route 631 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
631	20	1	20	.5	41%	8.6

Source: Manual Ridecheck May 2008

Table 2.6.22—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
West Ranch High School (McBean Regional Transit Center)	XX	12
Valencia High School	XX	8

Source: Manual Ridecheck May 2008

Route 631 runs one afternoon trips that operates as an alternative to Local Route 2 by running from McBean Regional Transit Center to Val Verde Park. It mainly serves the needs of West Ranch and Valencia High School students who live in the Castaic area. West Ranch students wanting to take Route 631 currently need to take Route 636 and transfer at McBean Regional Transit Center. Valencia High School students are able to pick up Route 631 at Ave Tibbitts &

Newhall Ranch Road. In comparison to other Supplemental School Service Routes, Route 631 is underutilized.

Val Verde Park and Del Valle Road & Silver Street were the top two alighting locations along the route.

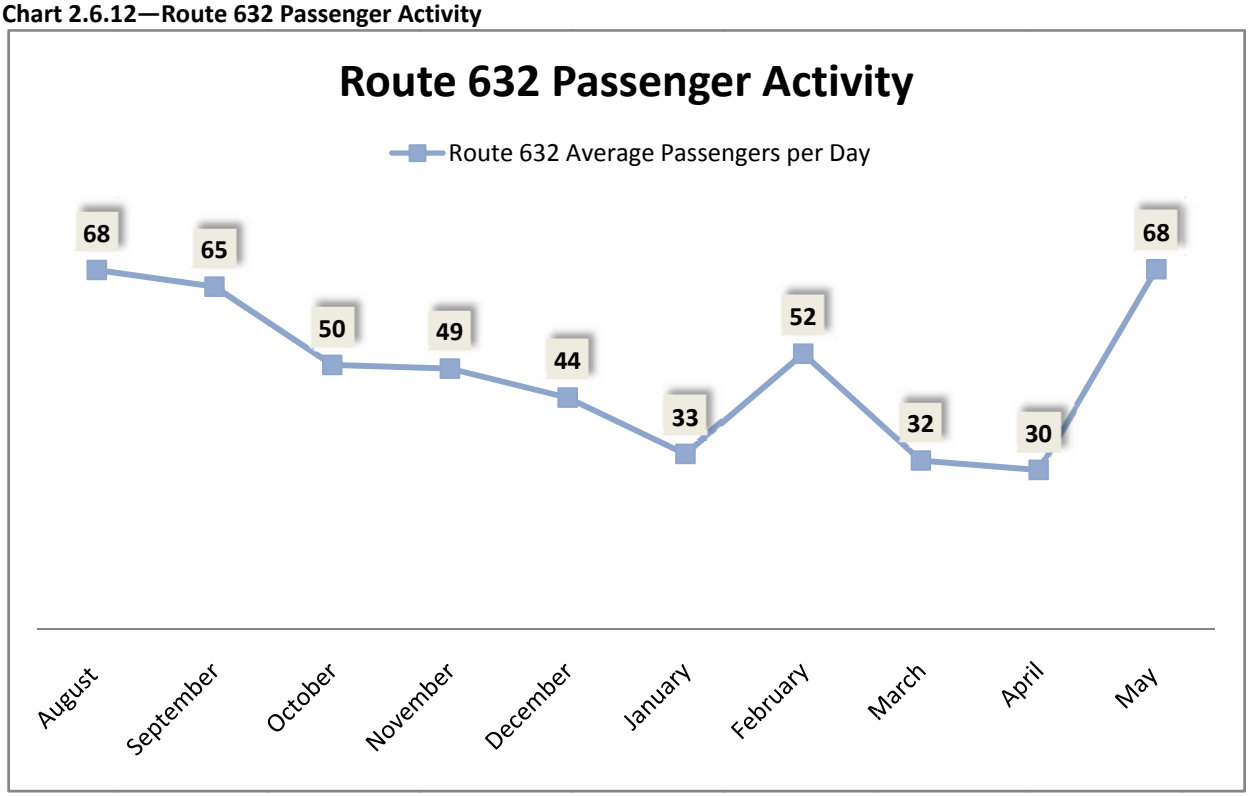
Recommendations

PM Service

Route 631 is underutilized. It should be operated with a smaller transit vehicle.

Route 632

Chart 2.6.12—Route 632 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.23—Route 632 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
632	79	1	79	1.7	79%	3.3

Source: Manual Ridecheck May 2008

Table 2.6.24—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Canyon High School (Whites Canyon Rd & Nadal St)	72	XX
Sierra Vista Junior High School (Whites Canyon & Soledad Canyon)	4	XX
Unknown (Sierra Highway & Soledad Canyon)	3	XX

Source: Manual Ridecheck May 2008

Route 632 provides morning service to the Canyon High School and Sierra Vista Junior High School areas by running along Shadow Pines Boulevard, Soledad Canyon Road, and Whites

Canyon Road. The one morning trip is highly utilized; it had a load factor of 1.7. Route 632 is used more heavily by Canyon High School students. Sierra Vista Junior High School students may be more inclined to use one of the three Hart School Districts routes that serve the similar area (Route 102, 127, or 128).

Shadow Pines Boulevard & Begonias Lane, Soledad Canyon Road & Sierra Highway, and Soledad Canyon Road & Crossglade Avenue were among the top boarding locations.

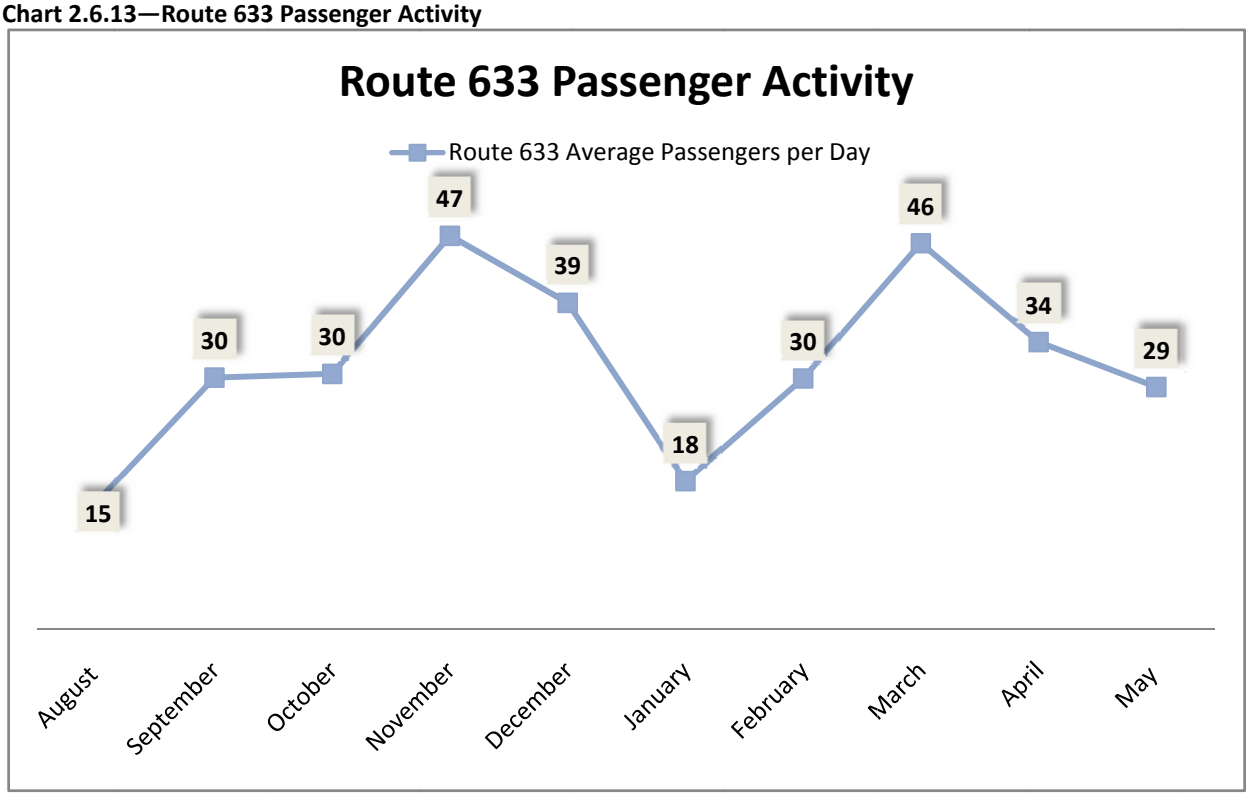
Recommendations

AM Service

Route 632 had a high load, an additional bus is needed. Route 6, which also runs along a similar path, carried a total of 29 passengers to Whites Canyon and Soledad Canyon. Morning Route 6 buses also exhibited high loads. Adding an additional bus to Route 632 will alleviate the passenger loads on Route 6.

Route 633

Chart 2.6.13—Route 633 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.25—Route 633 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
633	33	1	33	.8	47%	4.2

Source: Manual Ridecheck May 2008

Table 2.6.26—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Saugus High School	XX	33

Source: Manual Ridecheck May 2008

Route 633 provides afternoon service to the Saugus High School area. One afternoon trip runs from Saugus High School along Bouquet Canyon Road, Copper Hill Road, and Seco Canyon Drive. In comparison to other routes, Route 633 was not over crowded; each passenger on the bus was able to have his or her own seat.

The scheduled operating speeds for Route 633 were more aggressive than actual operating speeds given travel conditions in Santa Clarita. Route 633 is allocated 10 minutes to complete a

7 mile trip, resulting in a scheduled speed of 42 mph. Based on collected times, the actual speed for Route 633 was 14 mph. Travel conditions along Route 633 that cause a slower travel speed include: afternoon traffic, two lane roads, and lack of bus turnouts.

Noticeable schedule adherence issues occurred between the timepoints Saugus High School & Bouquet Canyon/Plum Canyon as well as Copper Hill Dr./High Ridge & Seco Canyon/ Guadilamar Dr.

Passenger alightings along Route 633 occurred throughout the route, with the largest number of passengers alighting at the last stop: Seco Canyon Road & Guadilamar Drive.

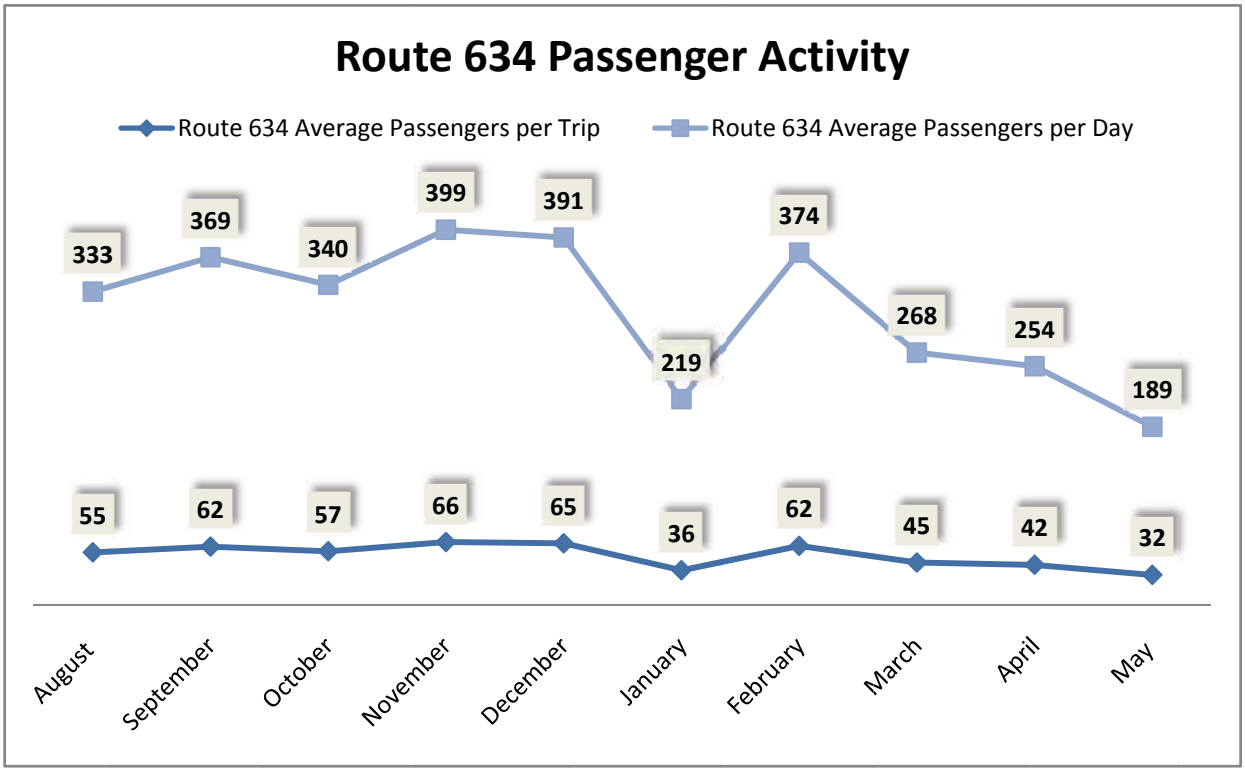
Recommendations

PM Service

Additional running time is needed between the timepoints Saugus High School & Bouquet Canyon/Plum Canyon as well as Copper Hill Dr./High Ridge & Seco Canyon/ Guadilamar Drive to account for the difference in scheduled versus actual speed. The load was also not significantly high (32 total passengers); a smaller vehicle could be used.

Route 634

Chart 2.6.14—Route 634 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.27—Route 634 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
634	341	6	57	2.2	85%	6.1

Source: Manual Ridecheck May 2008

Table 2.6.28—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Rancho Pico Junior High School	37	154
West Ranch High School	25	125

Source: Manual Ridecheck May 2008

Route 634 serves both the Rancho Pico Junior High School and West Ranch High School areas by running two morning trips to the school areas and four afternoon trips from the school areas (two trips for each school). In the morning, Route 634 runs along Pico Canyon Road, Stevenson Ranch Parkway, Kavenagh Lane, Mallory Drive, Faulkner Drive, Poe Parkway, The Old Road, and Valencia Boulevard. In the afternoon, a similar route alignment is taken, however the route

extends along Pico Canyon Road to Lyons Avenue, Wiley Canyon Road, and Calgrove Boulevard. Despite having double the service, the afternoon trips had very high loads. Trips especially departing from Rancho Pico Junior High School had a load factor greater than 2.

Passengers boarded and alighted the bus throughout the route. Locations with high passenger boardings and alightings include: Hemingway Avenue & Perlman Place, Pico Canyon Road & Constitution, and Wiley Canyon Road & Wabuska Street.

Recommendations

AM Service

Currently two buses serve Route 634—one 40-foot and one 60-foot bus. Since neither bus was filled to capacity, the articulated 60-foot bus should be replaced with a smaller bus.

PM Service

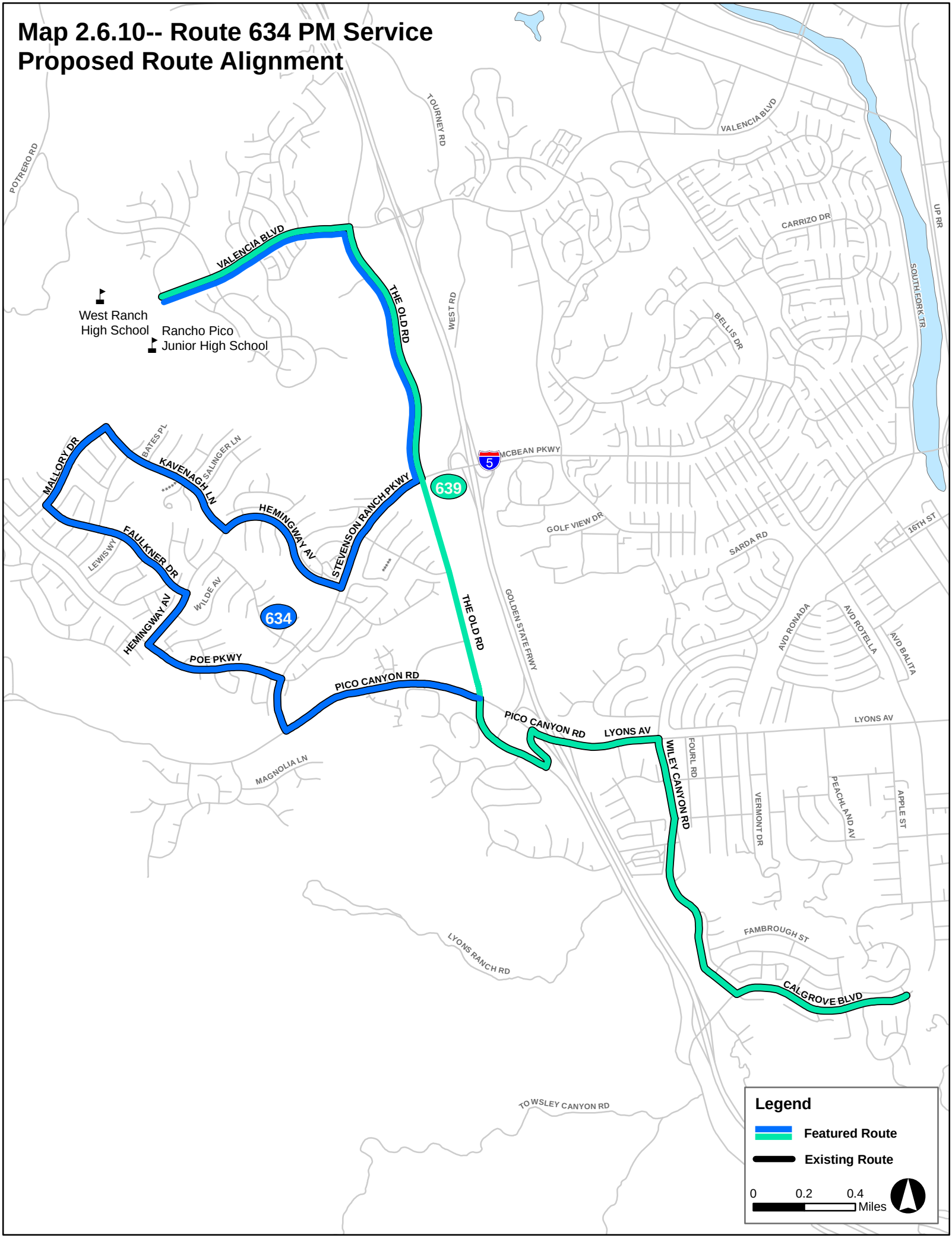
West Ranch High School

- Currently buses with seating capacity ranging from 36-38 seats are being used. Using buses with a higher seating capacity would decrease the load factor and provide the opportunity for more students to sit.

Rancho Pico Junior High School

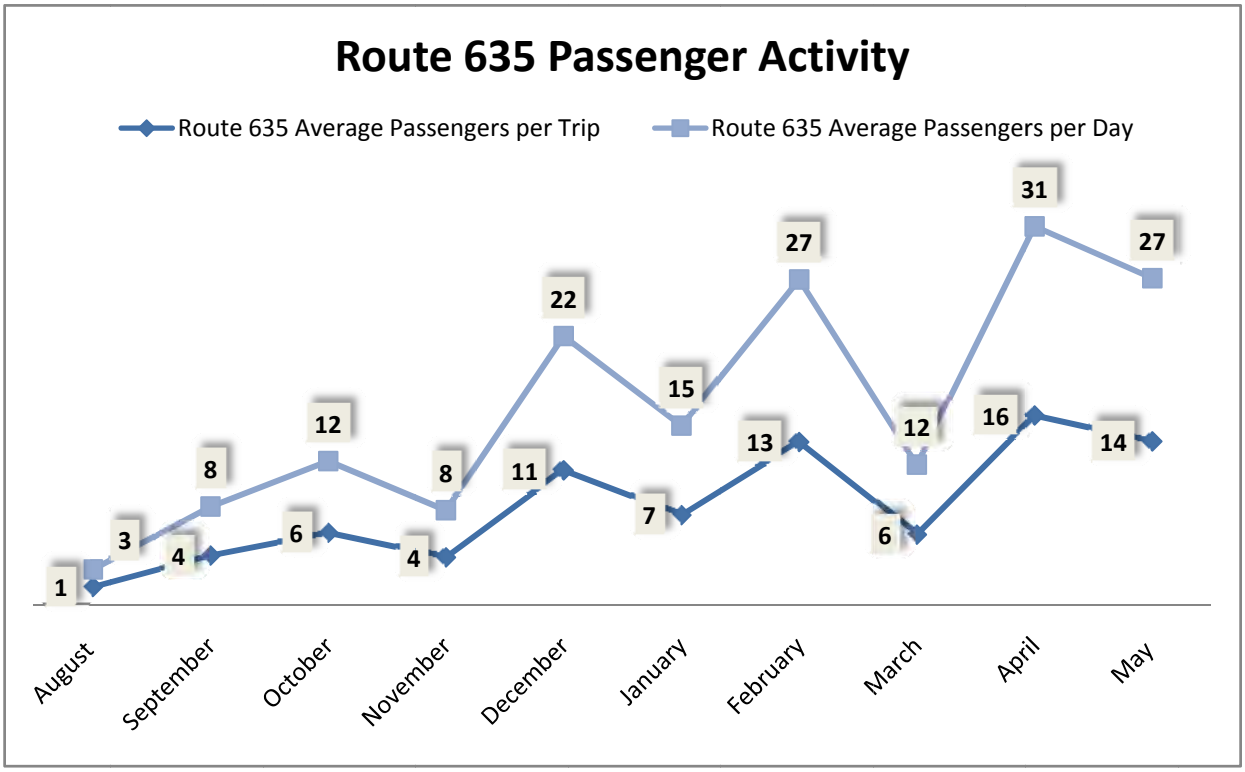
- An additional bus needs to be added to serve the needs of Rancho Pico. This additional bus should be allocated to run as Route 639, similar to the morning service. Route 634 would then only run until Pico Canyon & Constitution. Map 2.6.10 illustrates exact route alignment.
- Running time at the start of the schedule should be added to account for delays the buses may encounter in trying to leave the junior high school.

Map 2.6.10-- Route 634 PM Service
Proposed Route Alignment



Route 635

Chart 2.6.15—Route 635 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.29—Route 635 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
635	22	2	11	.5	26%	2.5

Source: Manual Ridecheck May 2008

Table 2.6.30—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
West Ranch High School	20	2

Source: Manual Ridecheck May 2008

Route 635 was one of the most underutilized routes. It serves the West Ranch High School area by providing one morning from McBean Regional Transit Center to the West Ranch High School area and one afternoon trip from the high school to McBean Regional Transit Center. The morning trip arrival time to West Ranch High School is in conjunction with the school scheduled start time; however the arrival time for the afternoon trip is one hour after the end of the school day.

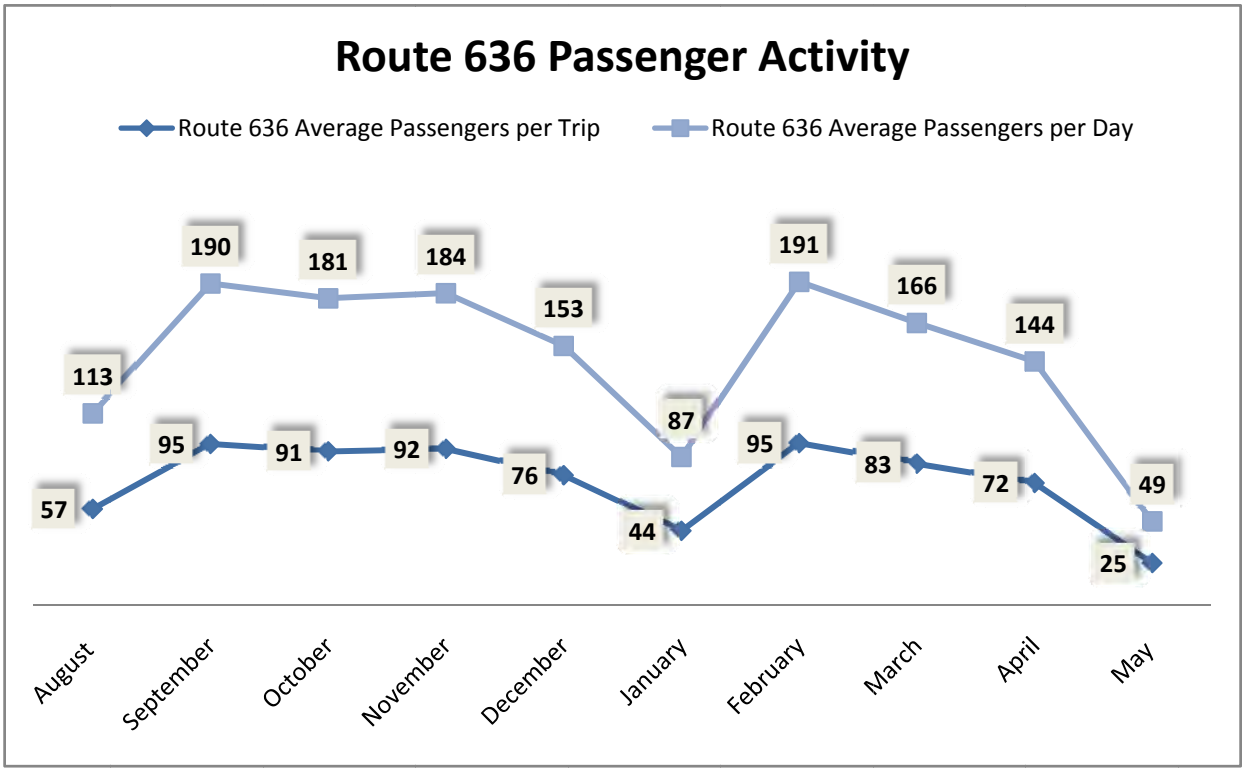
Recommendations

AM Service
No changes.

PM Service
Eliminate the service, or have the bus run 1 hour earlier when classes get out at West Ranch High School in order to decrease the load on route 636. Route 636 had 30 alightings at McBean Regional Transit Center.

Route 636

Chart 2.6.16—Route 636 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.31—Route 636 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
636	208	2	104	1.7	115%	11.1

Source: Manual Ridecheck May 2008

Table 2.6.32—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
West Ranch High School	65	105
Valencia High School	2	34

Source: Manual Ridecheck May 2008

Route 636 is one of the most utilized routes as it serves the needs of Castaic residing students who attend either West Ranch or Valencia High School. One morning trip runs to the school area, and one afternoon trip runs from the school areas. Both trips run along The Old Road, Hasley Canyon, Henry Mayo Drive, Rye Canyon Road, Newhall Ranch Road, McBean Parkway, and Valencia Boulevard. The morning and afternoon trips both use 60-foot articulated buses.

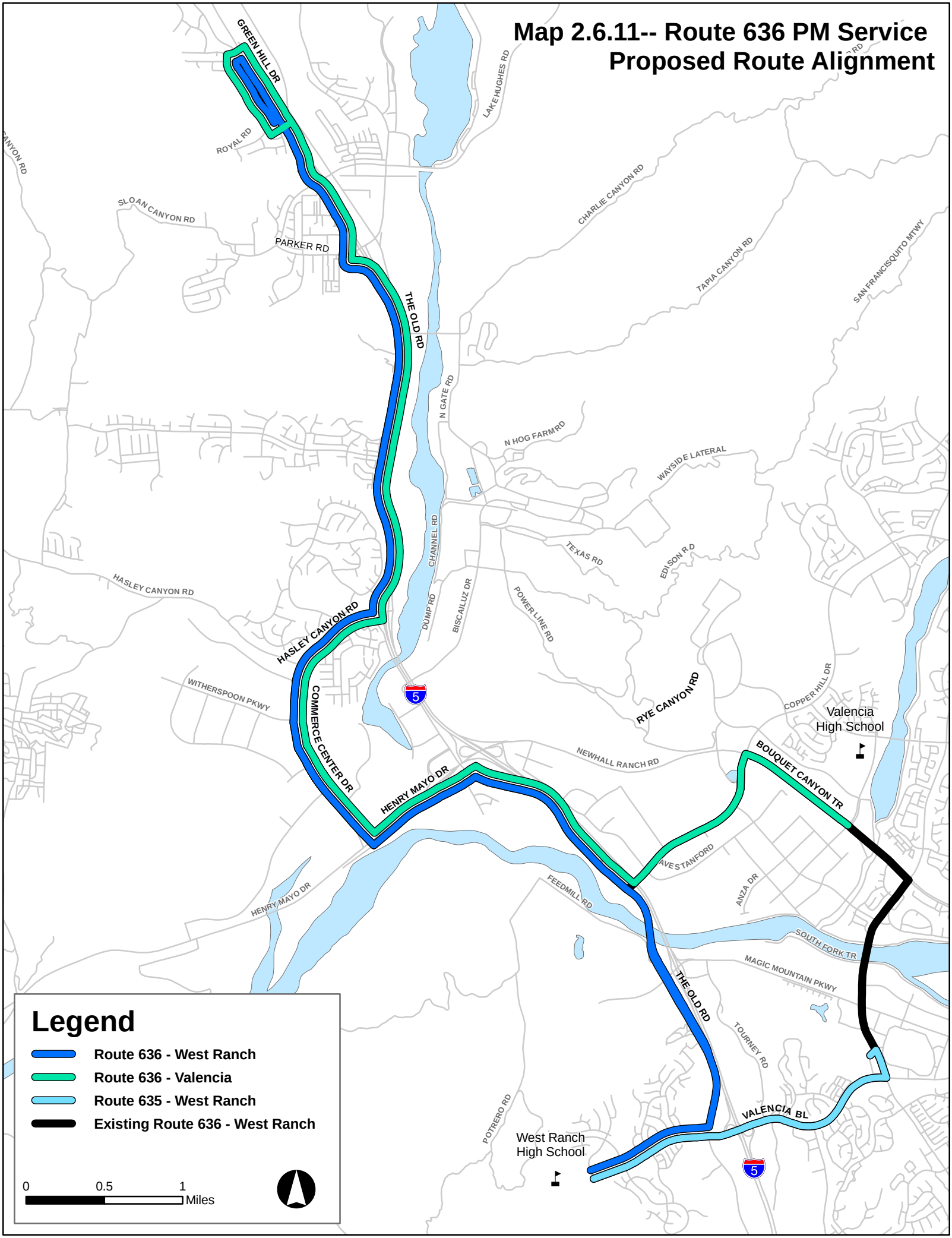
Even with the use of articulated buses, both trips had a load factor greater than 1. West Ranch High School had significantly more passenger boardings and alightings in comparison to Valencia High School. However, in the coming year, with the switching of schools for students living in the Castaic region, Valencia High School's ridership is expected to increase, as the school is expected to see an enrollment increase in about 100 students from the Castaic and Val Verde areas.

Most passenger boarding and alighting locations occurred in the Castaic region. Important locations included: Lake Hughes & Diamond Lane, Hasley Canyon & Cambridge Avenue, and Victoria Road & The Old Road.

Recommendations

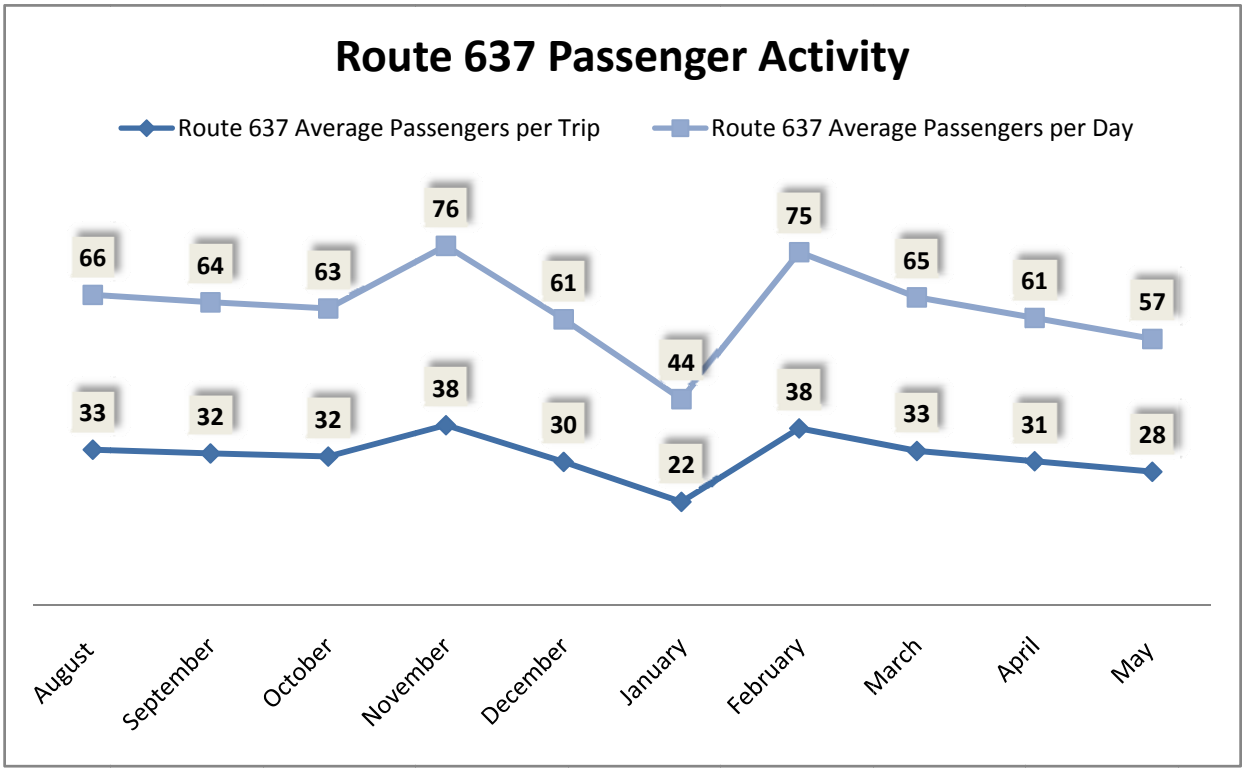
AM Service
No Changes.

PM Service
Route 636 had one of the highest loads as it currently serves the needs of two major High Schools—West Ranch and Valencia High School. Based on boardings at West Ranch and Valencia High School, each school should have its own route serving the Castaic area. This new route alignment would eliminate service to McBean Regional Transit Center from West Ranch High School; however having route 635 PM run an hour earlier would serve the needs of West Ranch students wanting to travel to McBean Regional Transit Center. Map 2.6.11 illustrates exact route alignment.


Map 2.6.11-- Route 636 PM Service
Proposed Route Alignment
GREEN HILL DR
ROYAL RD
SLOAN CANYON RD
PARKER RD
THE OLD RD
LAKE HUGHES RD
CHARLIE CANYON RD
TAPIA CANYON RD
SAN FRANCISQUITO MTWY
N GATE RD
N HOG FARM RD
WAYSIDE LATERAL
CHANNEL RD
DUMP RD
BISCAILUZ DR
POWER LINE RD
TEXAS RD
EDISON RD
HASLEY CANYON RD
WITHERSPOON PKWY
COMMERCE CENTER DR
HENRY MAYO DR
RYE CANYON RD
COPPER HILL DR
Valencia
High School
NEWHALL RANCH RD
BOUQUET CANYON TR
AVE STANFORD
ANZA DR
FEEDMILL RD
SOUTH FORK TR
MAGIC MOUNTAIN PKWY
TOURNEY RD
VALENCIA BL
POTRERO RD
West Ranch
High School
5
Legend
Route 636 - West Ranch
Route 636 - Valencia
Route 635 - West Ranch
Existing Route 636 - West Ranch
0
0.5
1
Miles

Route 637

Chart 2.6.17—Route 637 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.33—Route 637 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
637	63	2	32	.8	41%	3.2

Source: Manual Ridecheck May 2008

Table 2.6.34—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Arroyo Seco Junior High School	XX	62
Saugus High School	XX	0

Source: Manual Ridecheck May 2008

Route 637 runs two afternoon trips that serve both the Arroyo Seco Junior High School and Saugus High School areas. Both trips have similar alignments, each running along Seco Canyon Road, Bouquet Canyon Road, Centurion Way, Alaminos Drive, and Copper Hill Drive. The load on either trip was not very high. Passenger alightings occurred throughout the route.

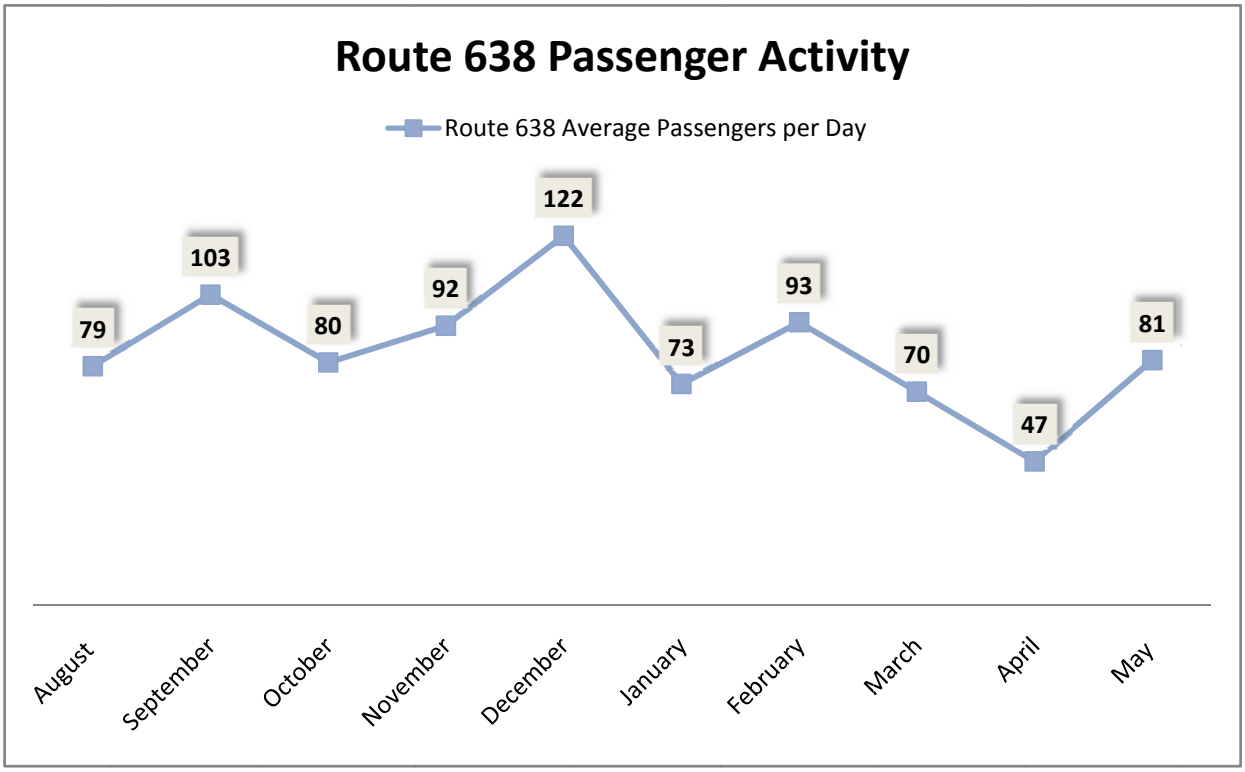
Recommendations

PM Service

Additional running time needs to be added between Arroyo Seco Junior High & Bouquet Canyon/ Alamogordo Rd to account for additional traffic leaving Arroyo Seco Junior High School. Two options are recommended. *Option 1* would combine the existing two buses into one bus. Both buses had low loads and other route have more of a demand for the extra bus. *Option 2* would be to extend the route out to Heller Circle. This would alleviate passengers on Route 638.

Route 638

Chart 2.6.18—Route 638 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.35—Route 638 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
638	73	1	73	1.9	153%	3.8

Source: Manual Ridecheck May 2008

Table 2.6.36—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Arroyo Seco Junior High School	XX	71
Saugus High School	XX	2

Source: Manual Ridecheck May 2008

Route 638 has one afternoon trip that serves the Arroyo Seco Junior High School and Saugus High School areas. It runs along Seco Canyon Road, Bouquet Canyon Road, Plum Canyon Road, and Heller Circle. Route 638 is well utilized, especially by Arroyo Seco students.

A majority of the passenger alightings occurred in the Heller Circle Area. The top alighting points included: Plum Canyon Road & Rodgers Drive, Heller Circle & Edgehurst Lane, and Heller Circle & Plum Canyon Road.

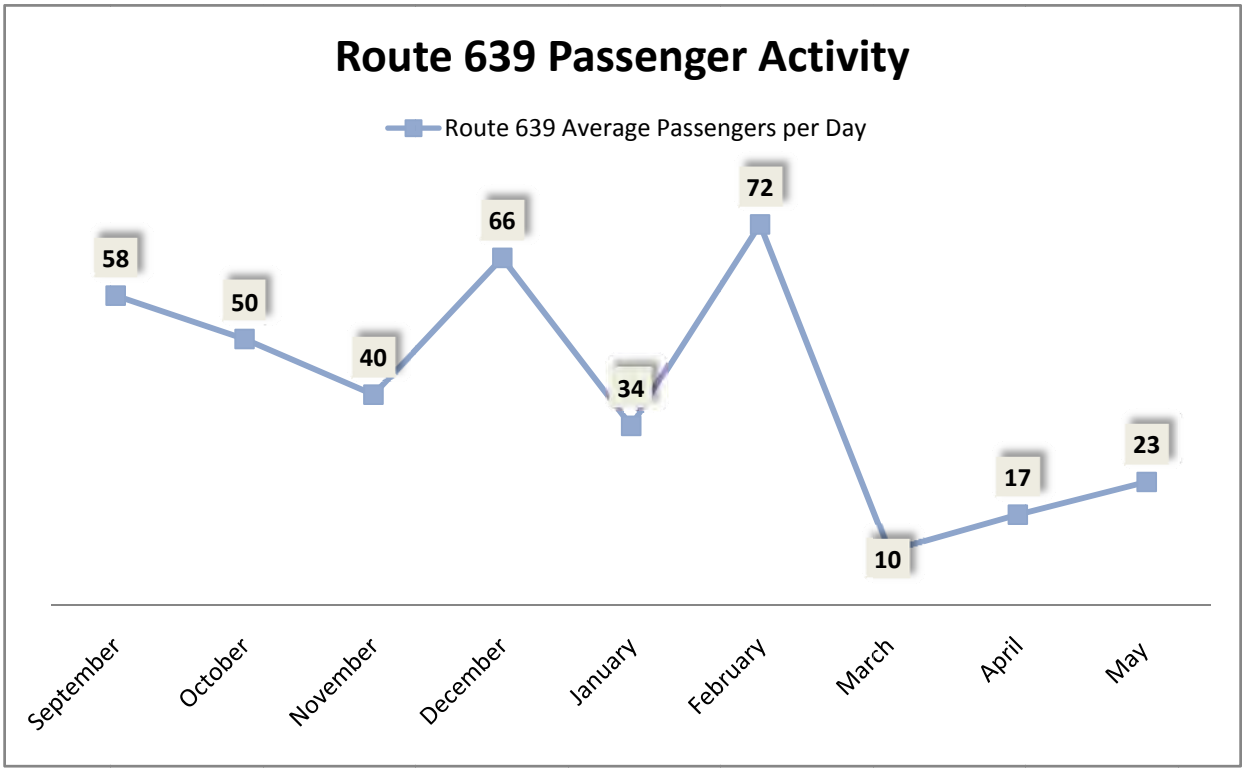
Recommendations

PM Service

No Changes. With the extension of Route 637 to Heller Circle, passenger loads on Route 638 are expected to decrease.

Route 639

Chart 2.6.19—Route 639 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 2.6.37—Route 639 Performance

Route	Ridership	Number of Trips per Day	Average Passengers per Trip	Highest Load Factor	Seat Utilization	Average Trip Length
639	70	1	70	2.0	152%	5.2

Source: Manual Ridecheck May 2008

Table 2.6.38—Route Ridership Performance by School Served

School	Total AM Passenger Alightings	Total PM Passenger Boardings
Rancho Pico Junior High School	45	XX
West Ranch High School	25	XX

Source: Manual Ridecheck May 2008

Route 639 runs one morning trip to the Ranch Pico Junior High School and West Ranch High School areas. It runs along Calgrove Road, Wiley Canyon Road, Lyons Avenue, The Old Road, and Valencia Boulevard. Route 639 is well utilized by both Rancho Pico and West Ranch students, as both school exhibited significant passenger alightings. The overall load for the trip was also high.

A majority of the passenger boardings occurred along Wiley Canyon and Calgrove Boulevard. The highest passenger boarding locations included: Wiley Canyon & Wabuska Street, Wiley Canyon & Evans Avenue, and Calgrove Boulevard & Kalmar Avenue.

Recommendations

AM Service

Based on high loads, and additional bus should be added to this route.

2.7 Summary of Short Term Recommendations

- Adjust running times to increase the amount of on-time trips.
- Reallocate articulated vehicles

Table 2.7.1—Proposed AM allocation of Articulated Vehicles

Run#	Route	Existing Vehicle Size	Proposed Vehicle Size
2201	621/626	40 foot	60 foot
2261	634	60 foot	40 foot
2231	636	60 foot	60 foot

Table 2.7.2—Proposed PM Allocation of Articulated Vehicles

Existing			Proposed		
Run #	Route	Vehicle Size	Run #	Route	Vehicle Size
1211	623/628	60 foot	1211	620/628	60 foot
2132	636	60 foot	2132	636	60 foot
2082	620/631	40 foot	2082	623/631	40 foot

- Re-route current routes with two buses running on-top of each other to two separate routes
- Reverse the alignment of Route 626 for the afternoon service only.
- Adjust Route 635 afternoon start time to run in conjunction with the end of the school day.

2.8 Summary of Long Term Recommendations

- Adding service to lines that currently have high load factors and re-route to proposed alignment.
- Re-examine the impact of the Hart School District fare equalization. Determine whether service needs to be increased or decreased to La Mesa Junior High School and Sierra Vista Junior High School.
- Investigate alternative student fare media that would speed up passenger boardings.
- The opening of Castaic High School in 2014 would affect current service. Evaluate the reallocation of current resources of transporting students to Valencia and West Ranch High School.

3 Commuter Express Service

3.1 Existing Conditions

Operating Environment

City of Santa Clarita Transit currently operates ten weekday express bus routes between Santa Clarita and destinations in Los Angeles, the San Fernando Valley, and the Antelope Valley. Nine of these services (Routes 791-799) operate A.M. and P.M. peak period while the recently added Route 747 provides a midday round trip between the Via Princessa, Santa Clarita, and Newhall Metrolink Stations and Union Station in Los Angeles. Current destinations served by SCT Commuter Express Service include: Chatsworth, Canoga Park, Woodland Hills, Warner Center, Westwood (UCLA), Century City, Van Nuys, Sherman Oaks, Lancaster, Palmdale, Downtown Los Angeles, Union Station, and Burbank Metrolink Station.

Route 791-795 operate as reverse commute routes. During the A.M. peak period they pick passengers up in Los Angeles, the San Fernando Valley, and the Antelope Valley and drop them off in the Santa Clarita. During the P.M. peak period Route 791-795 pick passengers up in the Santa Clarita Valley and drop off at destinations located in Los Angeles, the San Fernando Valley, or Antelope Valley. Route 795 is designed to act as a bridge bus for Metrolink trains that terminate in the Santa Clarita Valley.

Route 796-799 operate as commuter routes. During the A.M. peak period passengers get picked up at various park n' ride locations within the Santa Clarita Valley and travel to various destinations located in Los Angeles and the San Fernando Valley. During the P.M. peak period passengers get picked up from these destinations and are dropped off in Santa Clarita.

Employment Density

Employment density was examined near reverse Commuter Route alignments as well as Commuter Express Route alignments.

Santa Clarita: High employment density (more than 100 jobs per acre) exists along Avenue Stanford, Rye Canyon, Avenue Scott, and Avenue Tibbitts. McBean Parkway, Magic Mountain Parkway, Valencia Boulevard, and Soledad Canyon also exhibited high employment density (50-100 jobs per acre).

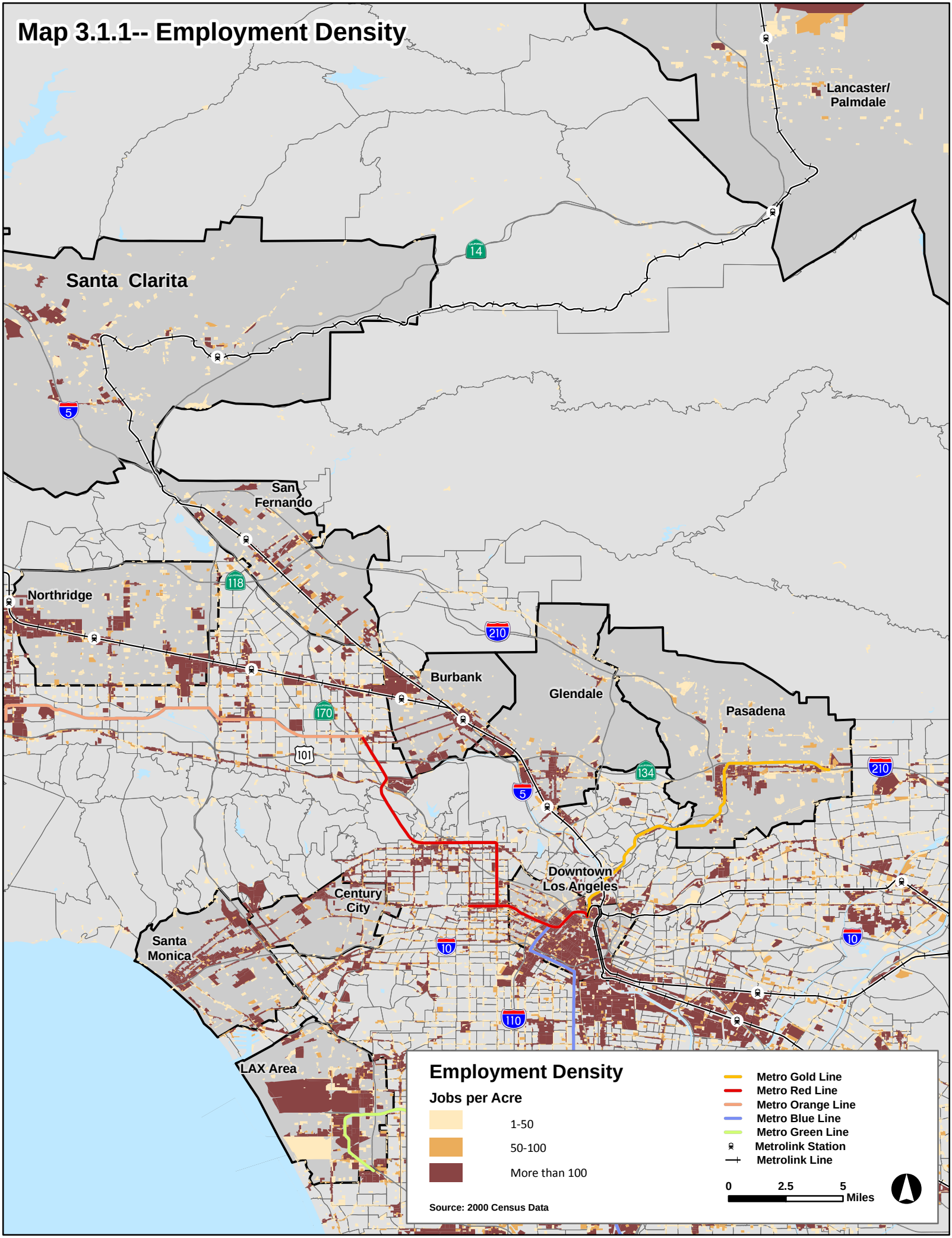
Route 795: Most of the employment density in the Antelope Valley exists near the Lancaster Metrolink Station along 10th Street West.

Route 796: High employment exists along Victory Boulevard, Canoga Avenue, and Burbank Boulevard. Additional high employment density exists along DeSoto Avenue near Nordhoff Street.

Route 797: High employment density exists around Gayley & Westwood Boulevard, near the UCLA campus. High employment density is also seen between Santa Monica Boulevard, Century Park East, Constellation, and Century Park West.

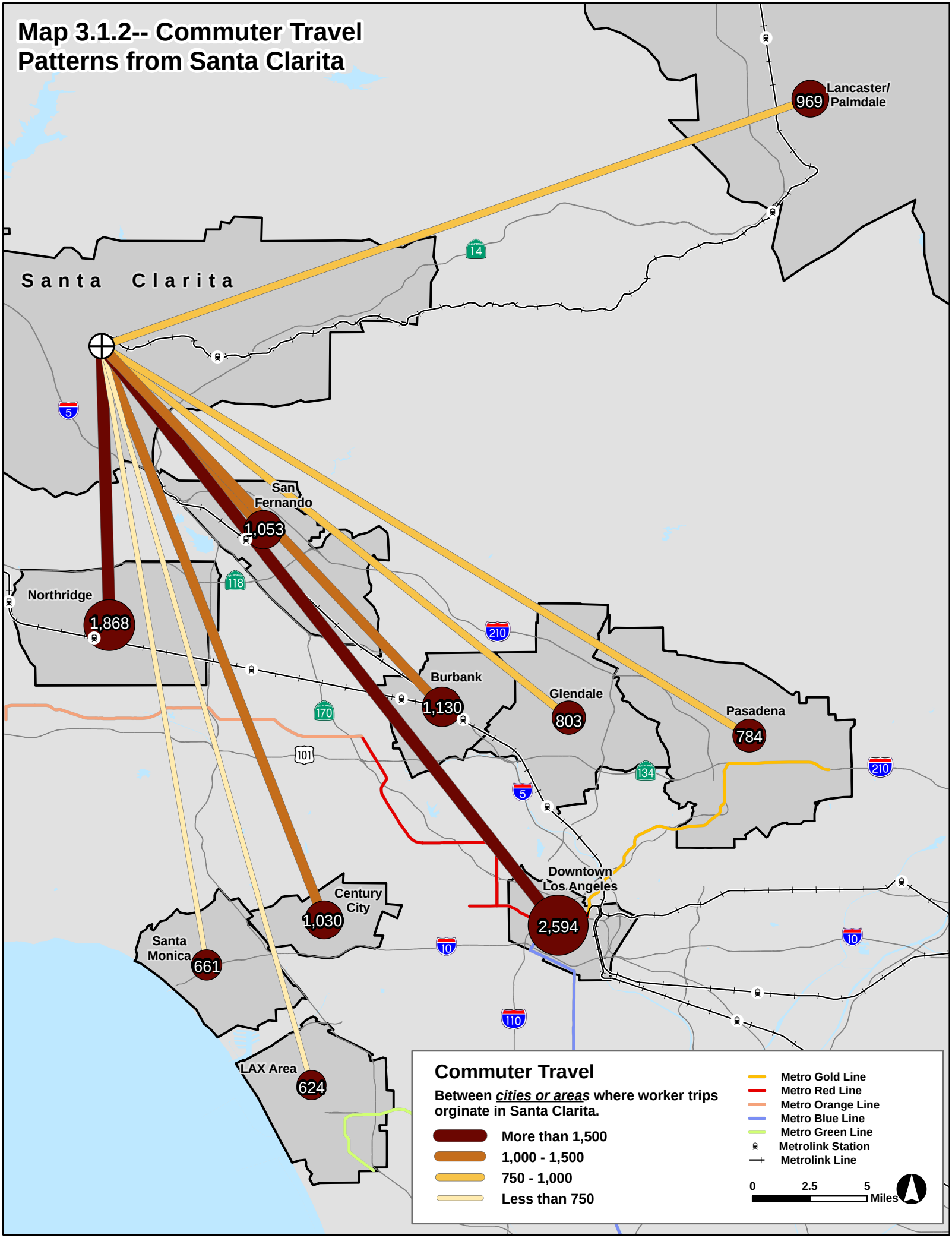
Route 798: High employment density exists along Roscoe Boulevard and Woodley Avenue. Additional employment density exists near the Van Nuys Government Center, along the Metro Orange Line.

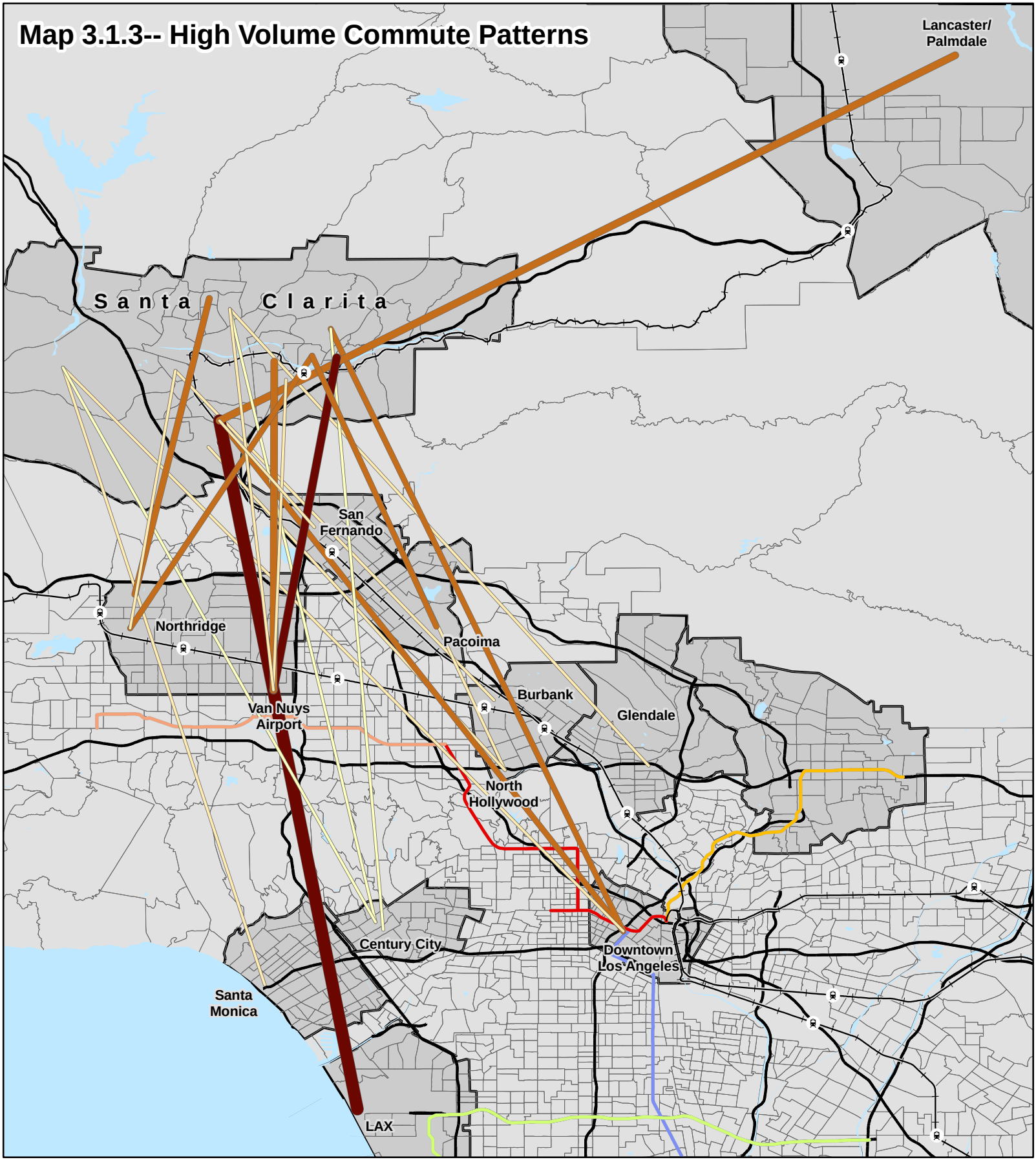
Route 799: High employment density is exists throughout Route 799 alignment through downtown.


Map 3.1.1-- Employment Density
Lancaster/
Palmdale
Santa Clarita
San
Fernando
Northridge
Burbank
Glendale
Pasadena
Downtown
Los Angeles
Century
City
Santa
Monica
LAX Area
14
5
118
210
170
101
134
10
110
Employment Density
Jobs per Acre
1-50
50-100
More than 100
Source: 2000 Census Data
Metro Gold Line
Metro Red Line
Metro Orange Line
Metro Blue Line
Metro Green Line
Metrolink Station
Metrolink Line
0
2.5
5
Miles

Commuter Destinations

Worker commuter patterns were analyzed using 2000 US Census data. Major employment destinations include: Downtown Los Angeles, Northridge, Burbank, San Fernando Valley, Century City, and Lancaster. Map 3.1.2 illustrates commuter patterns between Santa Clarita and major commuter destination areas. Map 3.1.3 illustrates commuter patterns between select Santa Clarita census parcels and destination census parcels (specific destinations within a given city).


Map 3.1.2-- Commuter Travel Patterns from Santa Clarita
Santa Clarita
Lancaster/ Palmdale
969
San Fernando
1,053
Northridge
1,868
Burbank
1,130
Glendale
803
Pasadena
784
Century City
1,030
Santa Monica
661
Downtown Los Angeles
2,594
LAX Area
624
Commuter Travel
Between cities or areas where worker trips orginate in Santa Clarita.
More than 1,500
1,000 - 1,500
750 - 1,000
Less than 750
Metro Gold Line
Metro Red Line
Metro Orange Line
Metro Blue Line
Metro Green Line
Metrolink Station
Metrolink Line
0
2.5
5
Miles



Commuter Travel

Between *census tracts* where worker trips orginate in Santa Clarita.

number of commuters

55 60 65 70 75 80 85 90 95 100

- Metro Gold Line
- Metro Red Line
- Metro Orange Line
- Metro Blue Line
- Metro Green Line
- Metrolink Station
- Metrolink Line

0 2.5 5 Miles

3.2 Additional Transit Services Serving Commuter Needs

City of Santa Clarita Transit Services

In addition to the SCT Commuter Express Routes, SCT also runs local Route 8, which provides service to and from Sylmar Metrolink Station. This service runs hourly, with additional trips during the AM and PM periods.

Metrolink

Metrolink provides rail service via the Antelope Valley Line to and from Lancaster and Los Angeles Union Station for Santa Clarita Valley residents. Three Metrolink stations are located in the Santa Clarita Valley—Santa Clarita, Via Princessa, and Newhall. As of September 2007, 12 weekday trains operate in each direction, with only nine trains operating through or from Lancaster. Three trains originate or terminate in the Santa Clarita Valley. During the AM Peak period, Metrolink runs five inbound trips to Union Station prior to 8:00 AM. Five trips are also run outbound during the PM Peak between 3:45 PM and 6:30 PM. As illustrated in the Table 3.2.1, boardings in Santa Clarita Valley are about 45 percent of the total Antelope Valley weekday AM ridership.

Table 3.2.1—Antelope Valley Weekday AM Metrolink Ridership

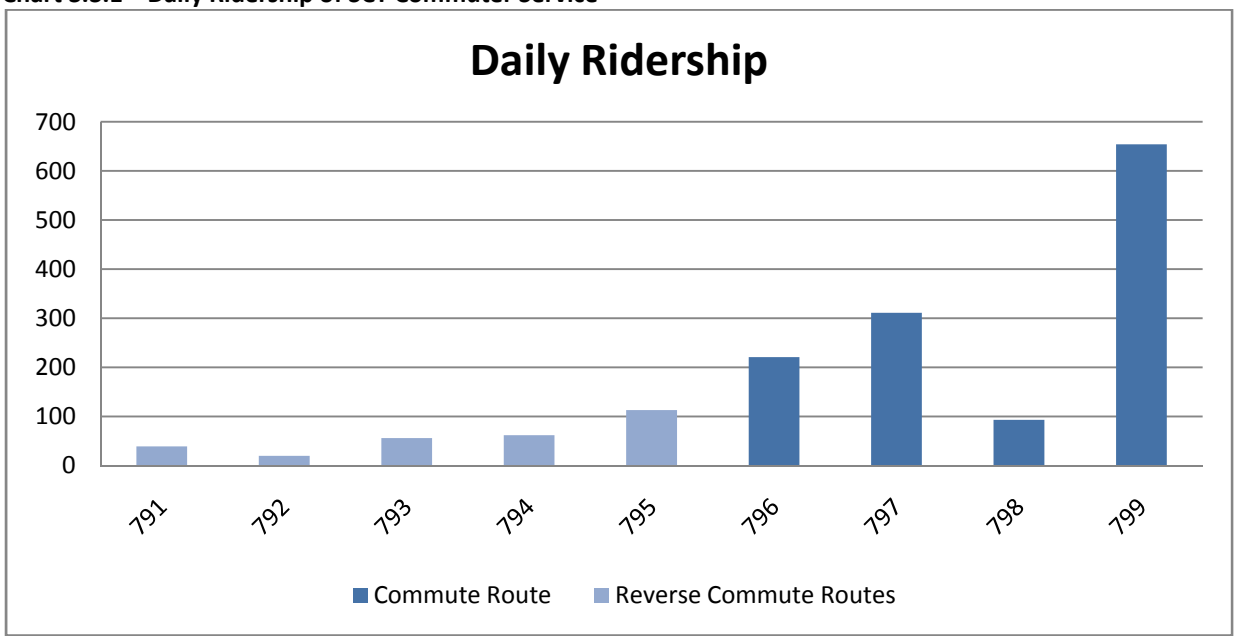
	Average Daily			
Antelope Valley Stop	*Boardings*	*Alighting*	*Percent of Boardings*	*Percent of Alightings*
Lancaster	428	0	15.6%	0.0%
Palmdale	358	3	13.0%	0.1%
Vincent	226	3	8.2%	0.1%
Princessa	309	10	11.2%	0.3%
Santa Clarita	584	48	21.3%	1.7%
Newhall	337	28	12.2%	1.0%
Sylmar	275	136	10.0%	4.9%
Sun Valley	40	64	1.4%	2.3%
Burbank	123	624	4.5%	22.7%
Glendale	70	182	2.5%	6.6%
LA Union Station (estimate)	0	1653	0.0%	60.1%
SUB-TOTAL	2748	2748	100.0%	100.0%

Source: Metrolink, AM Peak Period Samplings, February & March 2008

3.3 Summary of Service Performance

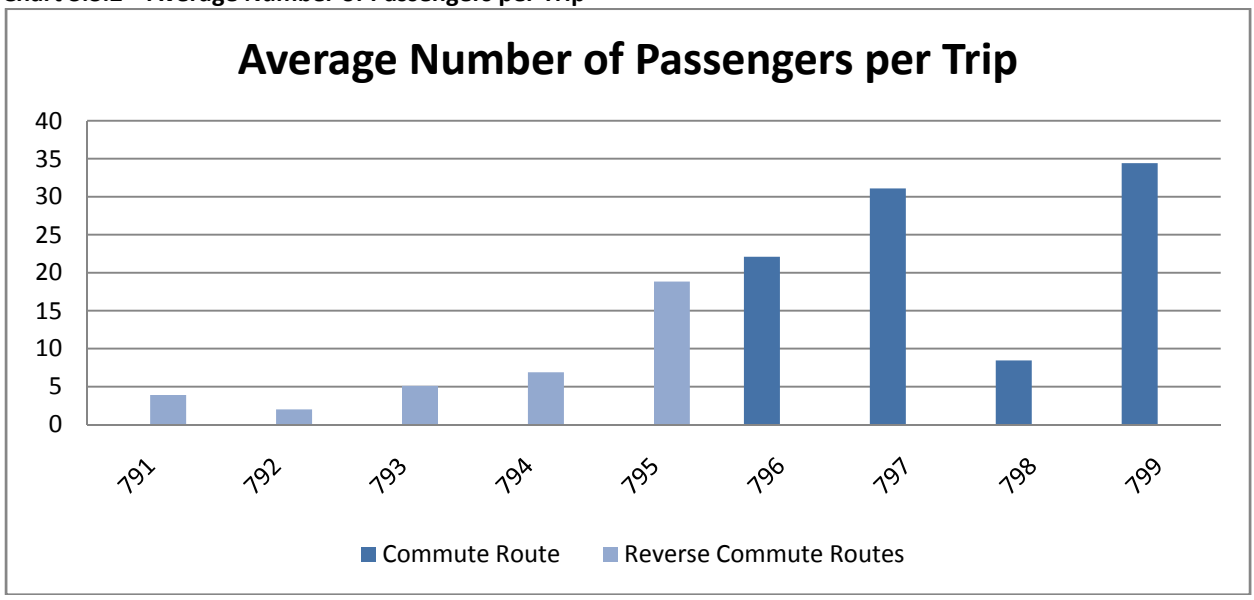
Overall, the Commuter Express routes out-performed the Reverse Commute routes. Commuter Express Routes carry approximately 1,000 passengers more per day. On an individual route level, Route 799 was the top performing route, carrying about 50 percent of the daily ridership for Commuter Express routes. Route 797 was also a well utilized route as it averaged 31 passengers per trip. Route 798 was the least utilized Commuter Express route, averaging less than 10 passengers per trip. Of the Reverse Commute routes, Route 795 was the best performing route, carrying 19 passengers per trip. Route 792 was the least utilized Reverse commute averaging only 2 passengers per trip. Reverse commute routes had a higher operating speed, as they were generally traveling in the opposite direction of traffic.

Chart 3.3.1—Daily Ridership of SCT Commuter Service



Source: Manual Ridecheck May 2008

Chart 3.3.2—Average Number of Passengers per Trip



Source: Manual Ridecheck May 2008

Table 3.3.1—Commuter Express Route Performance vs. Reverse Commuter Route Performance

	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
Commuter Express Totals	1,279	24	38.21%	27	25
Reverse Commute Totals	290	7	5.23%	29	31

Source: Manual Ridecheck May 2008

May Ridecheck Data vs. June Farebox Data

Immediately after the May 2008 Ridecheck was conducted, gas prices soared to record levels. To confirm collected Ridecheck data was still valid and to identify any new commuter trends as a result of the soaring gas prices, June Farebox data was examined. Overall, total daily ridership as well as average passengers per trip remained relatively the same. Route 795 was the only routes to see a significant increase in passenger ridership during the month of June.

Table 3.3.2—May Ridecheck Data vs. June Farebox Data

			Total Daily Passengers		Average Per Trip	
ROUTE	AM/PM	#Trips	May TMD	June Farebox	May TMD	June Farebox
747	Midday	2	N/A	8	N/A	4
791	AM	5	26	27	6	6
	PM	5	17	22	4	5
792	AM	4	7	6	2	2
	PM	6	5	12	1	2
793	AM	5	29	23	6	5
	PM	6	27	26	5	5
794	AM	4	31	33	8	9
	PM	5	31	27	7	6
795	AM	2	29	42	15	21
	PM	4	84	118	21	30
796	AM	5	121	135	25	27
	PM	5	101	120	21	24
797	AM	4	160	163	40	41
	PM	6	151	160	26	27
798	AM	5	45	50	9	10
	PM	6	48	45	8	8
799	AM	9	330	327	37	37
	PM	10	321	313	33	32

Source: Manual Ridecheck May 2008 & June 2008 SCT Farebox Data

Time of Day Performance

Table 3.3.3—AM Commute Performance

Route	Total Passenger Boardings	Average Passengers per trip	Highest Load	Highest Load Factor	Scheduled Speed (mph)	Actual Speed (mph)	Difference	Average Trip Length	Seat Utilization
796	121	24	31	0.66	24	25	-1	25.18	38.70%
797	160	40	50	1.06	21	22	-1	26.10	55.17%
798	45	9	13	0.28	23	26	-3	17.18	12.18%
799	330	37	51	0.93	26	27	-1	33.79	64.31%

Route 799 and Route 797 were the best performing Commuter Express Routes during the AM peak period. Route 799 has the highest total passenger boardings and the highest seat utilization; however Route 797 had the highest average passenger boardings per trip. Route 797 was also the only route to have a load factor greater than 1 because Route 797 uses a smaller vehicle size than Route 799. Actual speeds were also generally higher than scheduled speeds.

Table 3.3.4—AM Reverse Commute Performance

Route	Total Passenger Boardings	Average Passengers per trip	Highest Load	Highest Load Factor	Scheduled Speed (mph)	Actual Speed (mph)	Difference	Average Trip Length	Seat Utilization
791	26	5	15	0.32	32	34	-2	24.49	7.84%
792	7	2	4	0.09	27	24	3	20.46	2.05%
793	29	6	18	0.38	23	24	-1	16.38	7.52%
794	31	8	17	0.36	40	38	2	34.14	13.09%
795	29	15	15	0.32	34	39	-5	44.94	22.50%

Route 794 and Route 795 were best performing Reverse Commute Routes during the AM peak period. Route 794 had slightly more passenger boardings; however Route 795 had a higher seat utilization as well as a higher number of average passengers per trip. Route 792 was the worst performing with only 7 total boardings and a seat utilization of 2.05%.

Table 3.3.5—PM Commute Performance

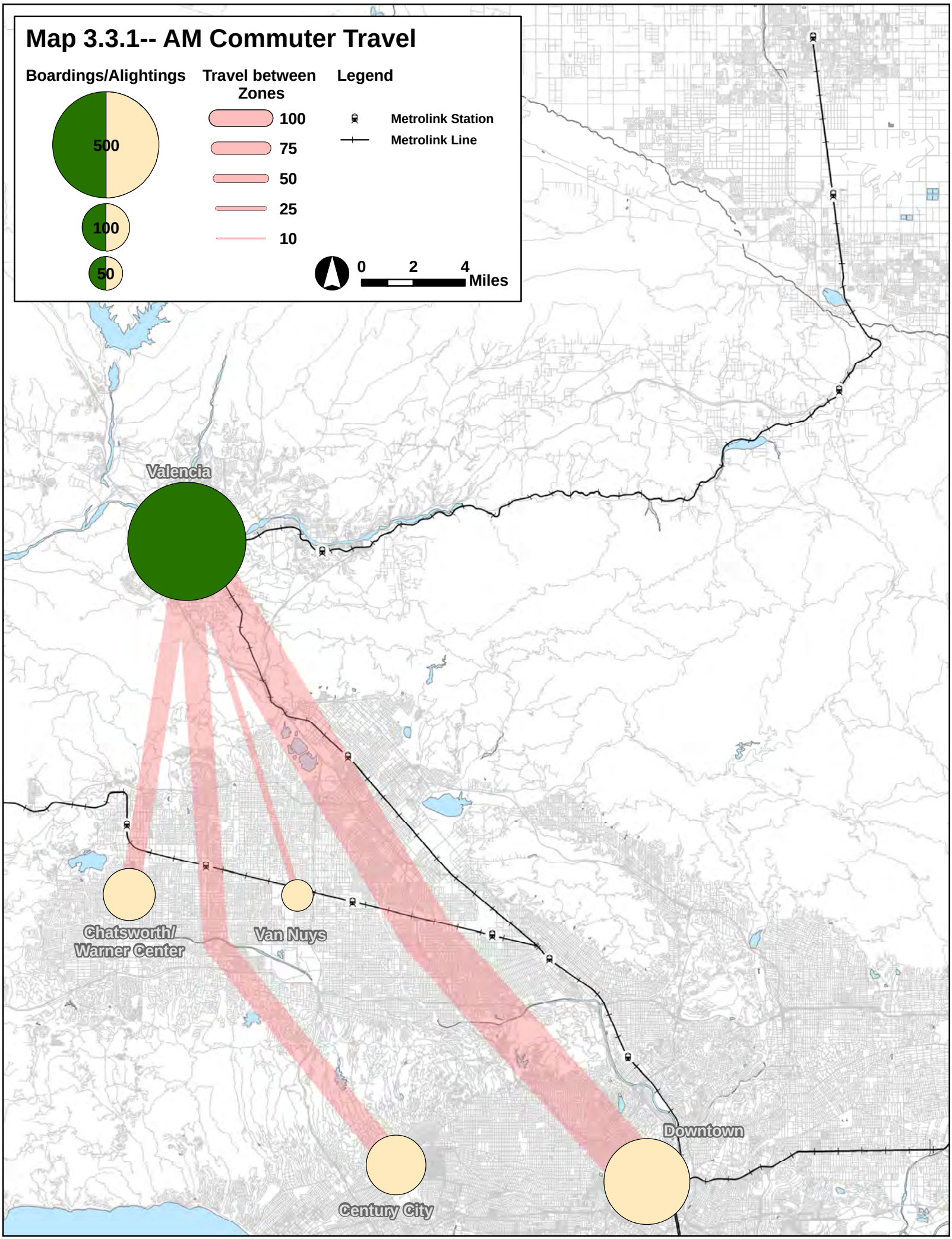
Route	Total Passenger Boardings	Average Passengers per trip	Highest Load	Highest Load Factor	Scheduled Speed (mph)	Actual Speed (mph)	Difference	Average Trip Length	Seat Utilization
796	101	20	31	0.75	23	24	-2	23.14	31.59%
797	151	25	48	1.02	23	28	-5	24.69	32.83%
798	48	8	15	0.32	20	21	-1	15.08	9.73%
799	321	32	48	0.96	27	26	1	26.65	42.65%

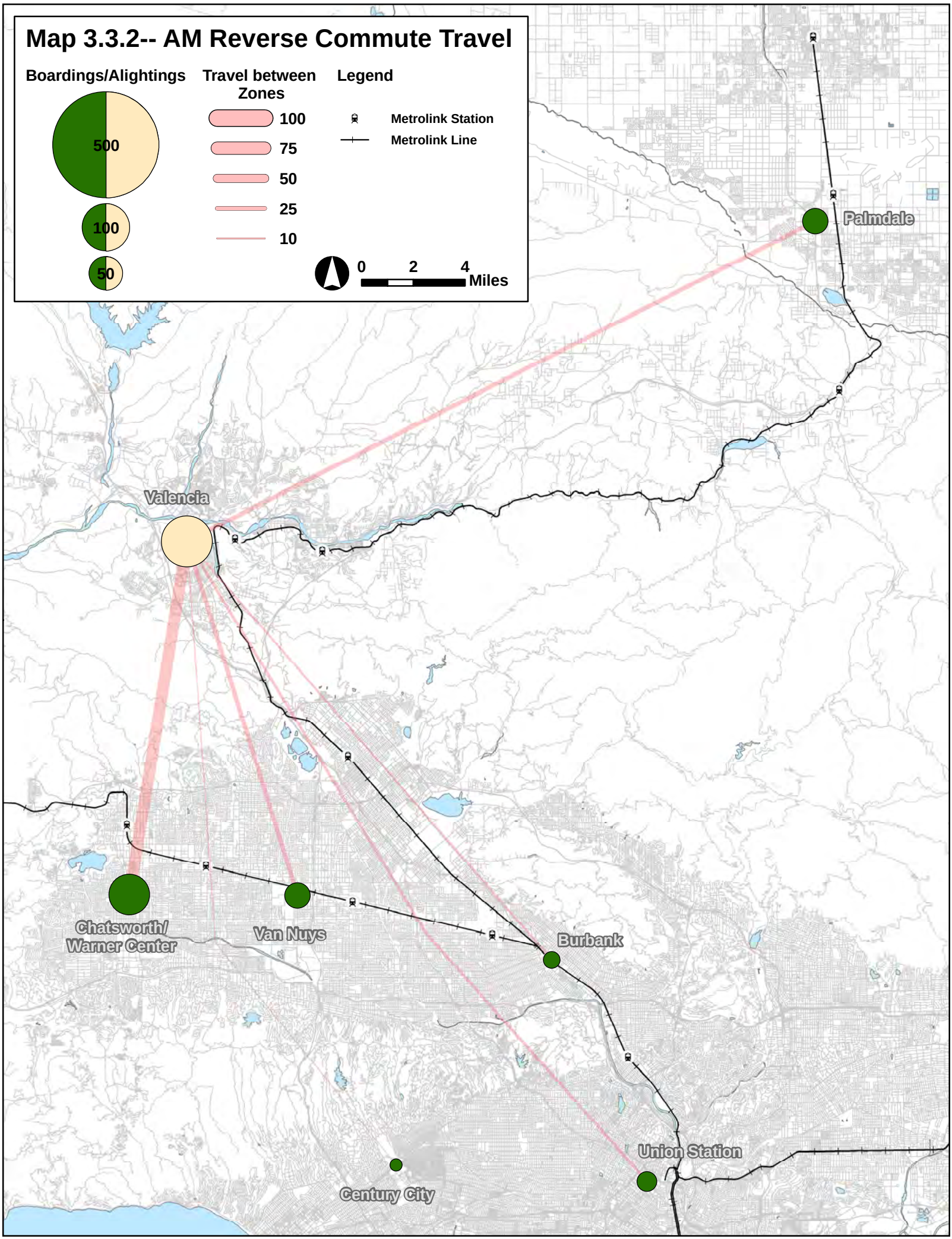
During the PM peak period, Route 799 was the top performing commuter express route. It had a total of 321 passenger boardings and averaged 32 passengers per trip. Route 797 also performed well, averaging 25 passengers per trip. Route 798 was the worst performing commuter express route with only 48 total passenger boardings; it also only averaged 8 passengers per trip. Except for Route 799, commuter express route actual speeds exceeded scheduled speeds.

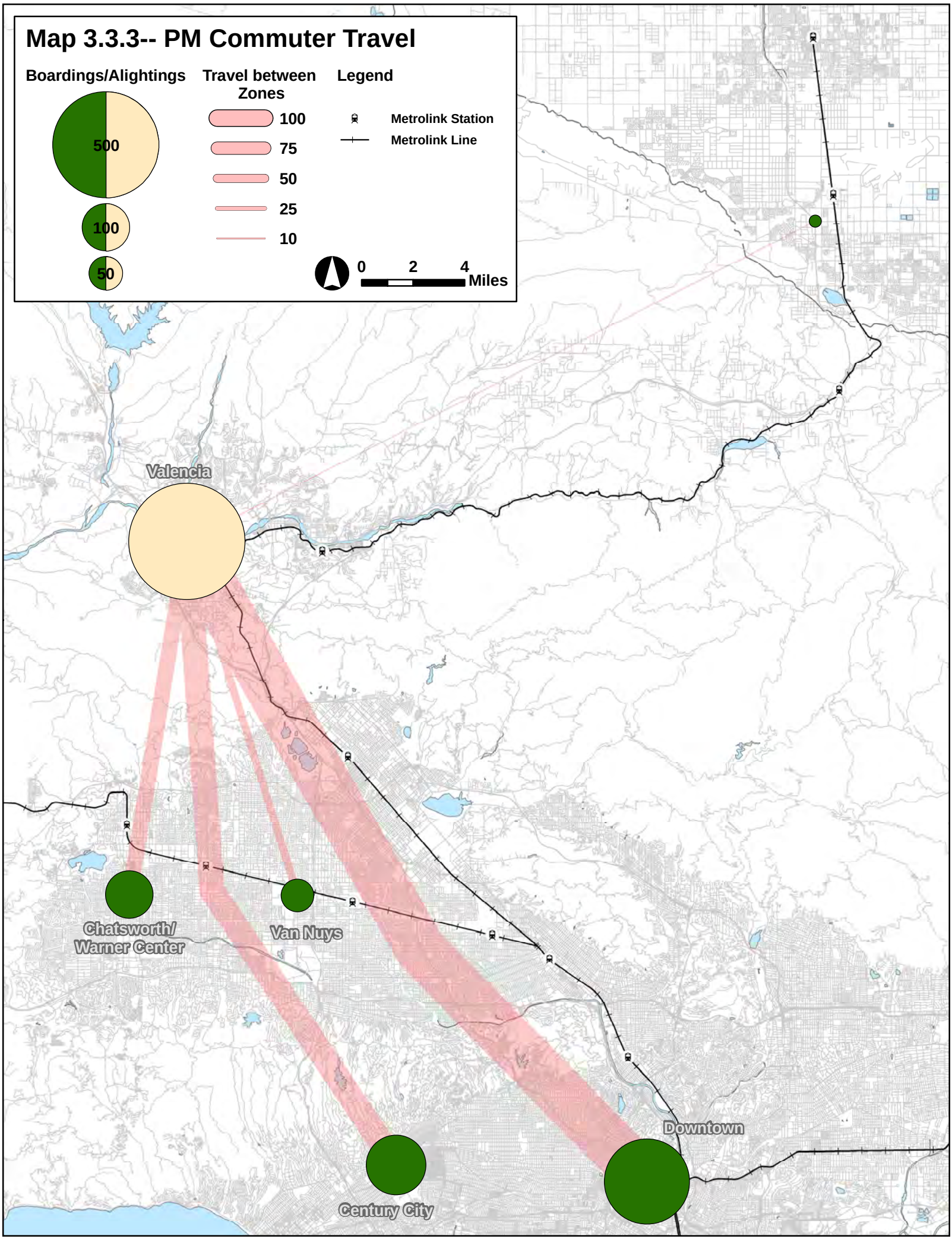
Table 3.3.6—PM Reverse Commute Performance

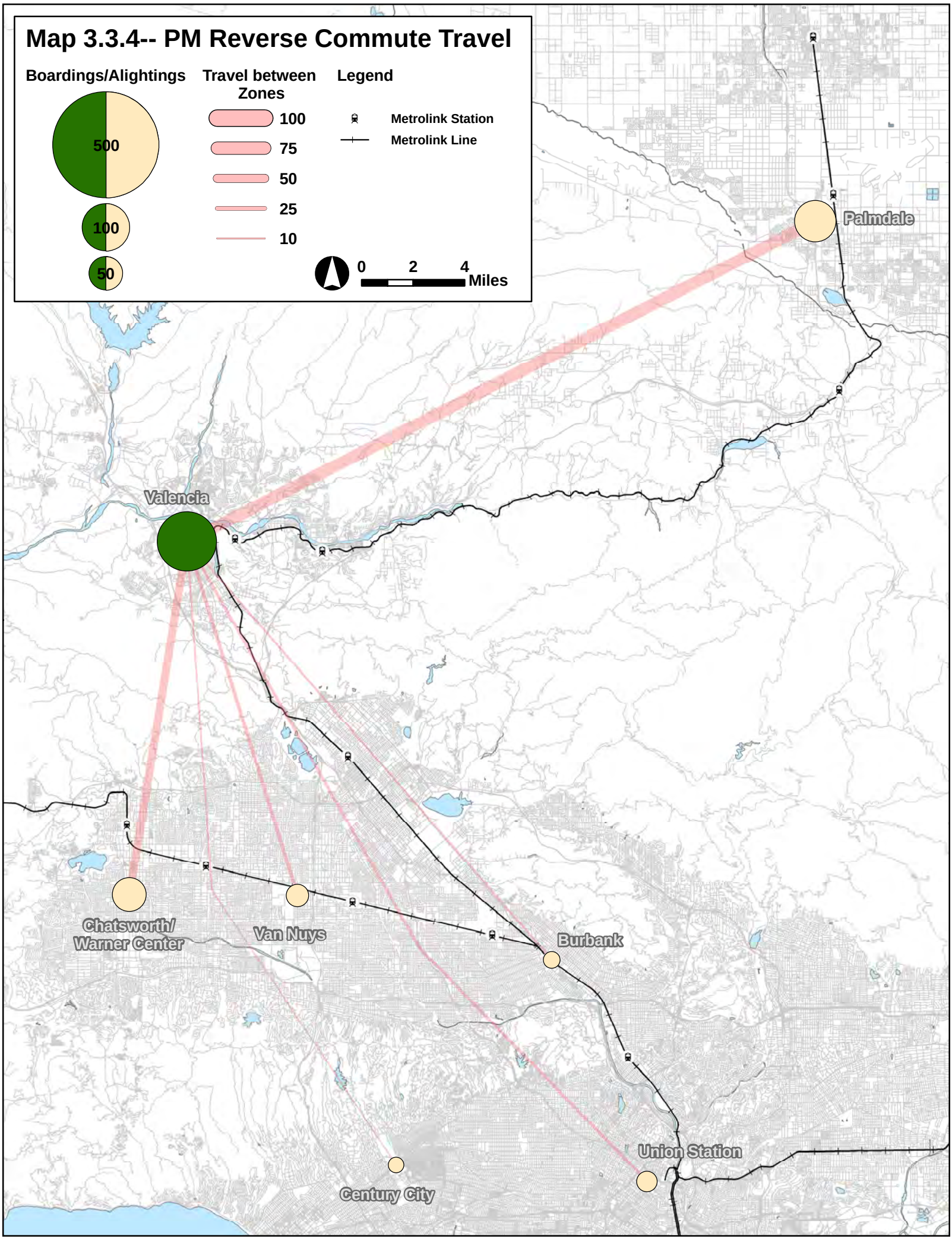
Route	Total Passenger Boardings	Average Passengers per trip	Highest Load	Highest Load Factor	Scheduled Speed (mph)	Actual Speed (mph)	Difference	Average Trip Length	Seat Utilization
791	17	3	9	0.19	31	34	-3	24.24	2.95%
792	5	1	2	0.04	25	30	-5	8.98	1.19%
793	27	5	11	0.26	21	23	-2	18.01	6.30%
794	31	6	15	0.27	35	39	-4	16.19	4.92%
795	84	21	32	0.68	35	33	2	38.84	29.31%

Route 795 was the top performing reverse commute route during the PM peak period. It had 84 total passenger boardings and averaged about 21 passengers per trip. Similar to the AM peak period route 792 was the worst performing route. It had a total of 5 passenger boardings and averaged 1 passenger per trip. Except for Route 795, the reverse commute routes actual speeds were greater than the scheduled speed.


Map 3.3.1-- AM Commuter Travel
Boardings/Alightings
500
100
50
Travel between Zones
100
75
50
25
10
Legend
Metrolink Station
Metrolink Line
0
2
4
Miles
Valencia
Chatsworth/ Warner Center
Van Nuys
Century City
Downtown


Map 3.3.2-- AM Reverse Commute Travel
Boardings/Alightings
500
100
50
Travel between Zones
100
75
50
25
10
Legend
Metrolink Station
Metrolink Line
0
2
4
Miles
Palmdale
Valencia
Chatsworth/ Warner Center
Van Nuys
Burbank
Union Station
Century City


Map 3.3.3-- PM Commuter Travel
Boardings/Alightings
500
100
50
Travel between Zones
100
75
50
25
10
Legend
Metrolink Station
Metrolink Line
0
2
4
Miles
Valencia
Chatsworth/ Warner Center
Van Nuys
Century City
Downtown


Map 3.3.4-- PM Reverse Commute Travel
Boardings/Alightings
500
100
50
Travel between Zones
100
75
50
25
10
Legend
Metrolink Station
Metrolink Line
0
2
4
Miles
Palmdale
Valencia
Chatsworth/ Warner Center
Van Nuys
Burbank
Union Station
Century City

3.4 Financial Performance

Table 3.4.1—Financial Performance of Commuter Express Routes

Route	Current Cost	Route Revenue	Route Subsidy	Subsidy per Passenger Mile	Subsidy per Passenger	Farebox Recovery Ratio	Passengers Per Revenue Hour
747	$185	$23.04	$162	$0.17	$20.28	12.4%	3
791	$725	$112.32	$613	$0.64	$15.72	15.5%	4
792	$841	$57.60	$784	$3.02	$39.19	6.8%	2
793	$892	$161.28	$731	$0.76	$13.06	18.1%	4
794	$800	$178.56	$621	$0.40	$10.02	22.3%	6
795	$727	$325.44	$401	$0.09	$3.55	44.8%	11
796	$926	$636.48	$289	$0.05	$1.31	68.7%	15
797	$1,034	$895.68	$139	$0.02	$0.45	86.6%	19
798	$937	$267.84	$669	$0.45	$7.20	28.6%	6
799	$1,994	$1,883.52	$111	$0.01	$0.17	94.4%	23

Generally, Commuter Express Routes financially outperform Reverse Commuter Routes. Route 798 was the worst performing Commuter Express route with a subsidy per passenger of $7.20. Route 799 and 797, the best performing Commuter Express Routes, had the highest operating cost and the lowest subsidy per passenger of all the commuter routes. Route 796 was also financially productive with a subsidy per passenger of $1.31.

Of the Reverse Commute Routes, Route 795 was the best performing, with the lowest subsidy per passenger of $3.55, and Route 792 was the worst performing, with a subsidy per passenger of $39.19.

3.5 Route by Route Findings and Recommendations

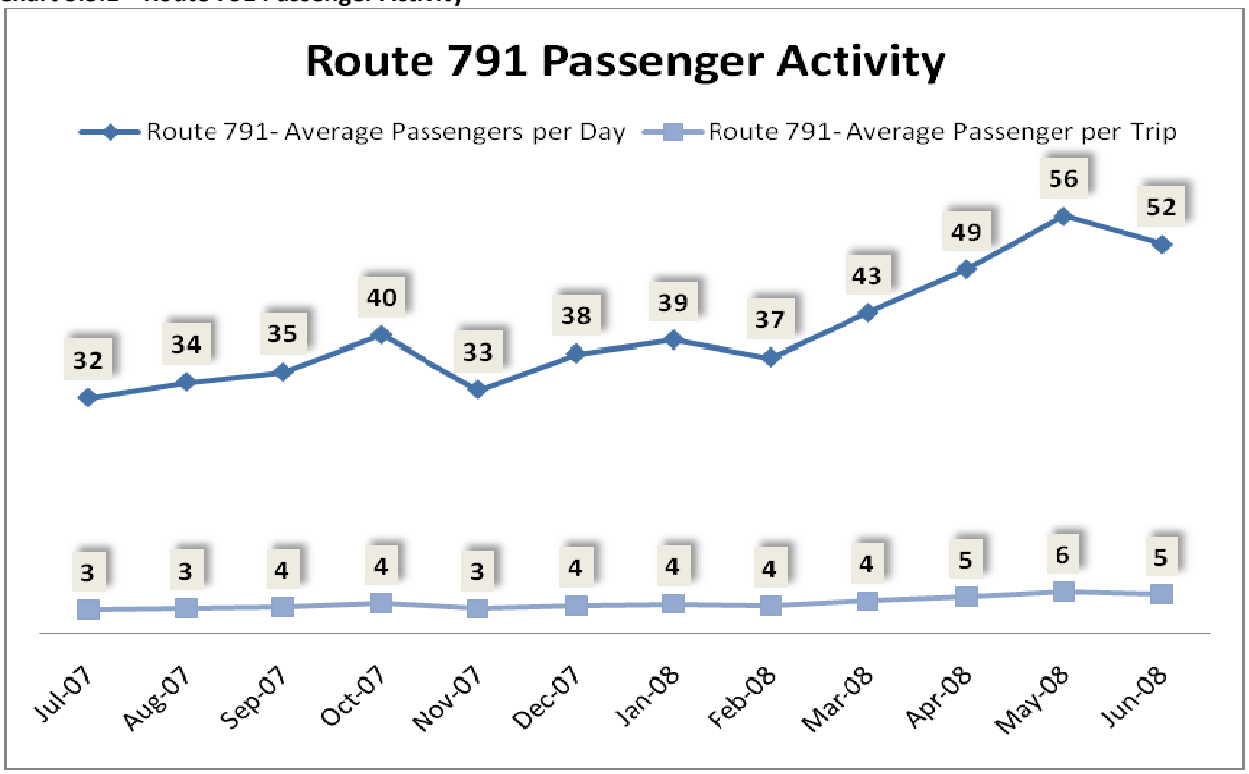
The following section illustrates findings and recommendations for the Commuter Express Service. Route findings are based on the manual ridecheck conducted in May 2008, data provided by SCT, and field observations. The findings section for each route summarizes daily ridership, average passengers per trip, seat utilization, average trip length, operating speed, and number of trips.

Recommendations for the Commuter Express Service take into account both system and route level needs in order to improve service productivity and effectiveness. Recommendations such as the elimination and re-allocation of resources of unproductive trips, the addition of trips where load factors were high, the adjustment of trip departure times to better match employment start and end times, and the addition of new service to broaden the current customer market basis are presented.

Overall short-term and long-term recommendations are presented following the individual route findings and recommendations.

Route 791

Chart 3.5.1—Route 791 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 3.5.1—Route 791 Performance

Route	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
791	39	4	4.45%	24	34

Source: Manual Ridecheck May 2008

Route 791 operates as a reverse commute to Route 796. During the AM peak period five trips are made between Warner Center and Santa Clarita. During the PM peak period five trips are made between Santa Clarita and Warner Center. Overall, ridership is very low for both the AM and PM peak period trips. Route 791 only averaged 4 passengers per trip.

During both the AM and PM peak period one trip is made to Chaminade High School. The AM trip made to Chaminade High School had 6 boardings in the Warner Center area; all 6 passengers alighted the bus at Chaminade High School. No other passengers boarded the bus to travel to Santa Clarita. The PM trip made to Chaminade High School had 1 passenger boarding at the High School. This one passenger later got off the bus at Warner Center. Both of these trips are serving the needs of patrons who do not reside in Santa Clarita.

Recommendations

AM Service

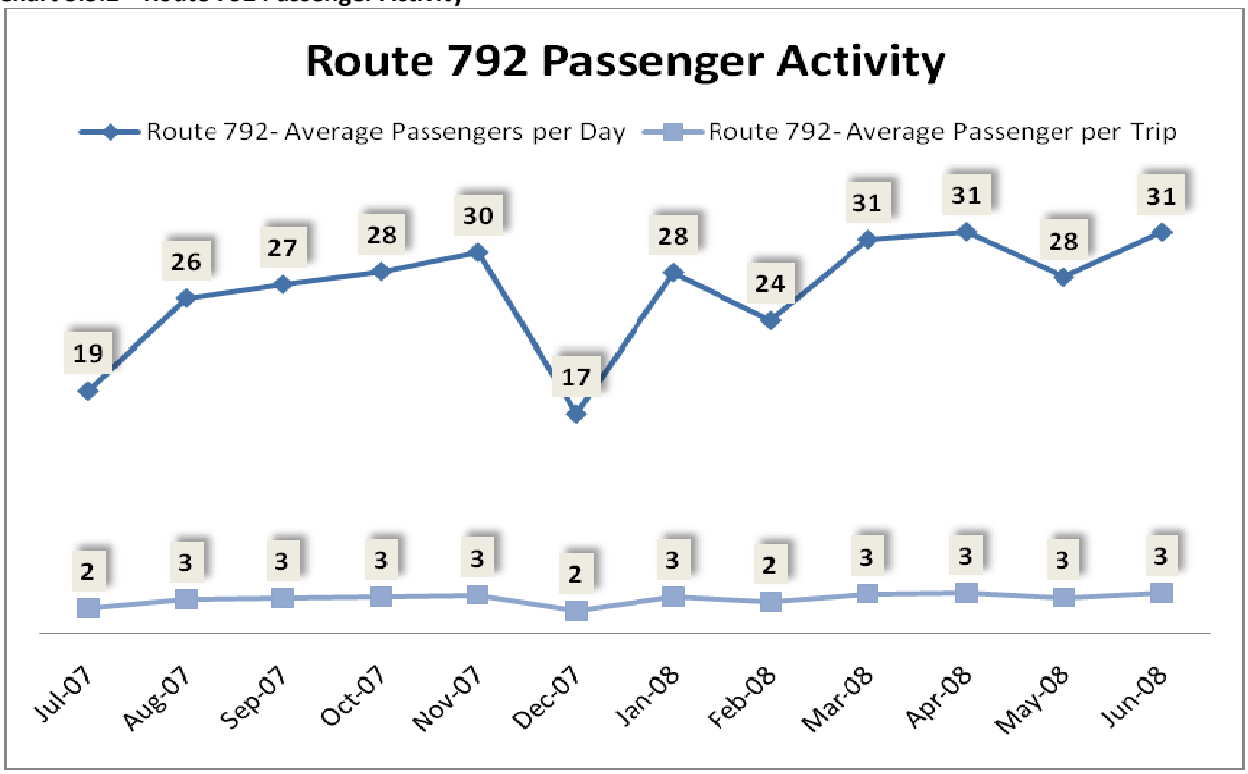
The 7:20 AM trip should be eliminated because it only serves the needs of Chaminade High School and not Santa Clarita residents. The 8:00 AM and 8:30 AM trips should be eliminated because of low ridership.

PM Service

All trips should be eliminated except for the 5:04 PM trip because of low ridership.

Route 792

Chart 3.5.2—Route 792 Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 3.5.2—Route 792 Performance

Route	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
792	20	2	1.55%	13	27

Source: Manual Ridecheck May 2008

Route 792 operates as a reverse commute to Route 797. During the AM peak period four trips are made between Century City and Santa Clarita. During the PM peak period Route 792 operates six trips between Santa Clarita and Century City. The overall ridership per trip was the lowest of all the commuter express routes with only two passengers.

Recommendations

AM Service

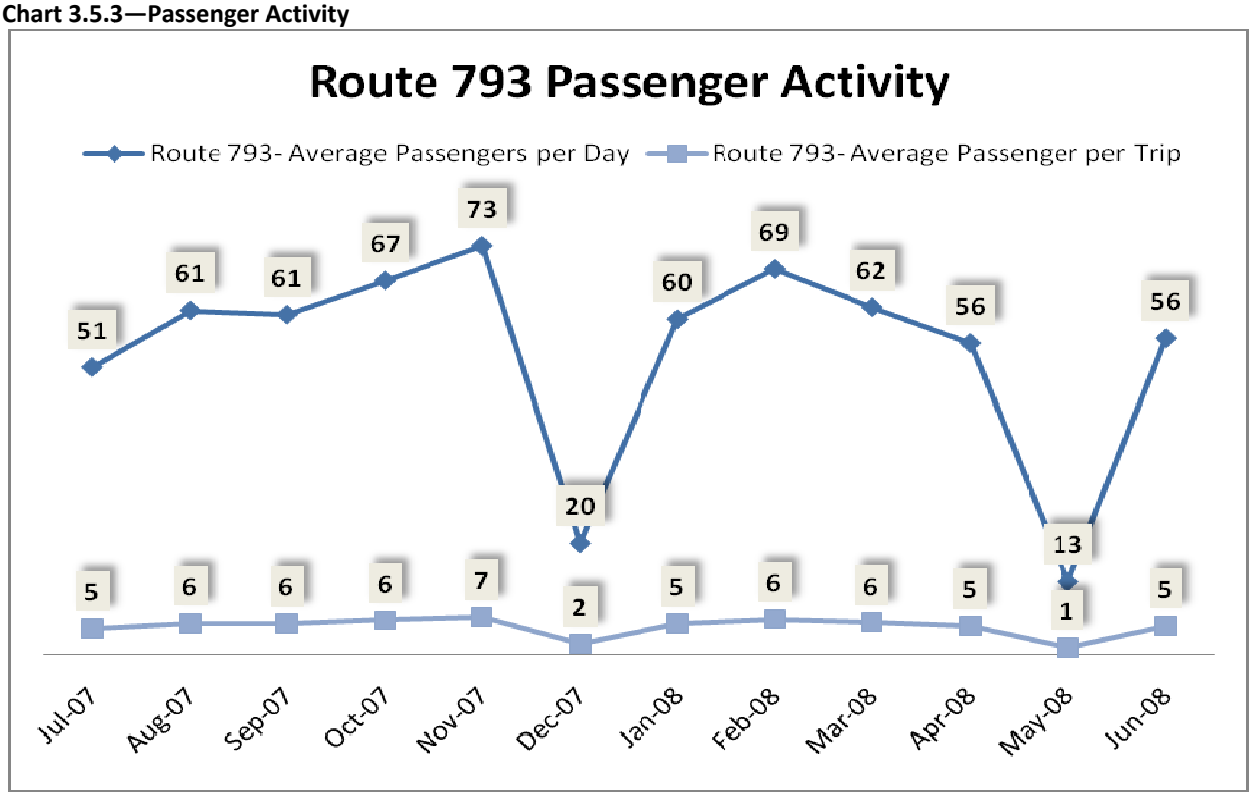
Based on low ridership, all AM trips associated with Route 792 should be eliminated. Since these eliminated trips are linked with Route 797 trips, Route 797 AM trips will deadhead back to Santa Clarita. This would result in a cost savings because SCT pays their service contractor based on revenue hours. Additional operating cost information is provided in Section 4.

PM Service

All trips should be eliminated because of low ridership. One trip could be kept as a sweeper trip, connecting with the last 797 trip.

Route 793

Chart 3.5.3—Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 3.5.3—Route 793 Performance

Route	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
793	56	5	6.85%	17	24

Source: Manual Ridecheck May 2008

Route 793 operates as a reverse commute to Route 798. During the AM peak period five trips run between Van Nuys and Santa Clarita. During the PM peak period six trips run between Santa Clarita and Van Nuys. Total daily ridership for Route 793 is also low compared to other commuter express routes; it carried on average five passengers per trip.

Recommendations

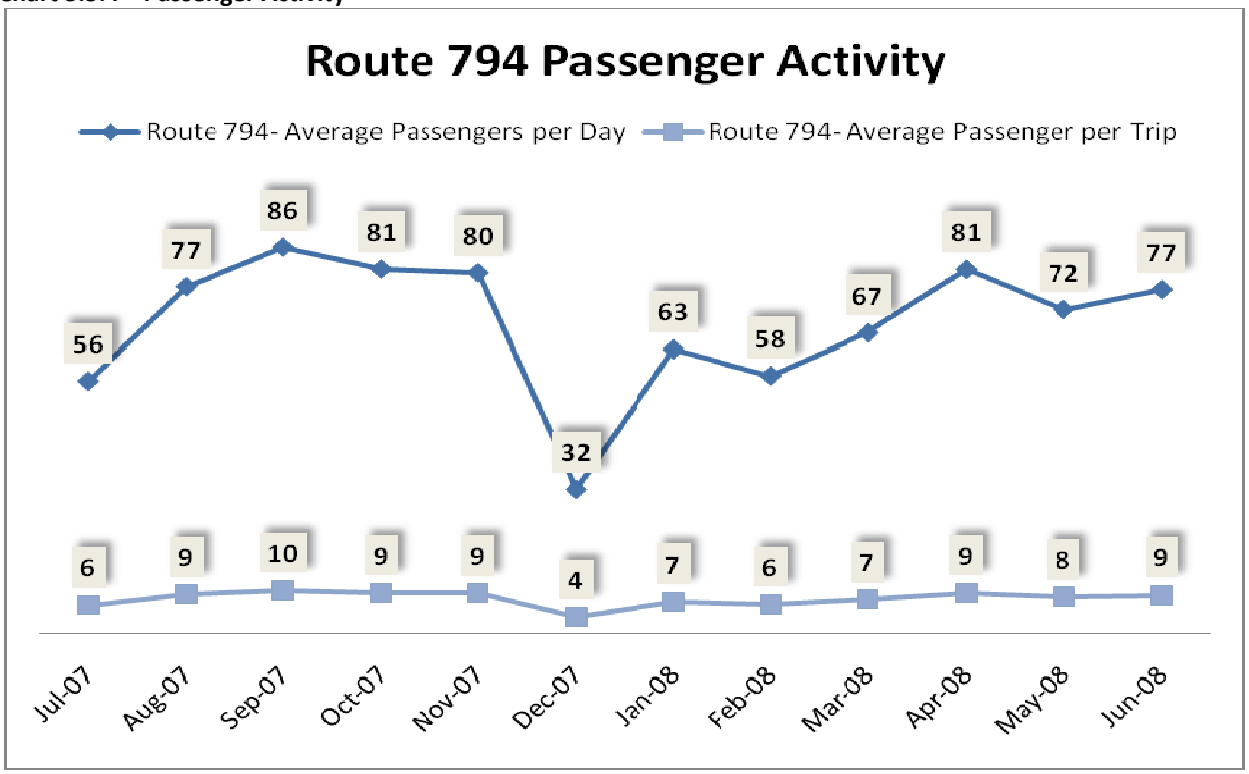
AM & PM Service:

Based on very low ridership, Route 793 should be canceled. The passengers serviced by Route 793 can instead be serviced by the proposed restructuring of Route 798, which will include the cancelled route running in both directions. Existing destinations such as the Fly Away Terminal will still be accessible via other Metro bus and rail connections.

If proposed restructuring of Route 798 does not occur, the route should still be canceled or a smaller vehicle should be used. The use of a smaller vehicle would result in a slight savings on fuel cost; however it would not be significant enough to make an impact to the operating costs.

Route 794

Chart 3.5.4—Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 3.5.4—Route 794 Performance

Route	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
794	62	7	8.53%	25	38

Source: Manual Ridecheck May 2008

Route 794 operates as a reverse commute to Route 799. During the AM peak period four trips are made from Union Station to Burbank Metrolink Station to Santa Clarita. In the PM peak period five trips are made from Santa Clarita to Burbank Metrolink Station to Union Station. In comparison to other Reverse Commute Routes, Route 794 performed slightly better, carrying an average of seven passengers per trip. Boardings and alightings at Union Station and Burbank Metrolink station were also comparable.

Recommendations

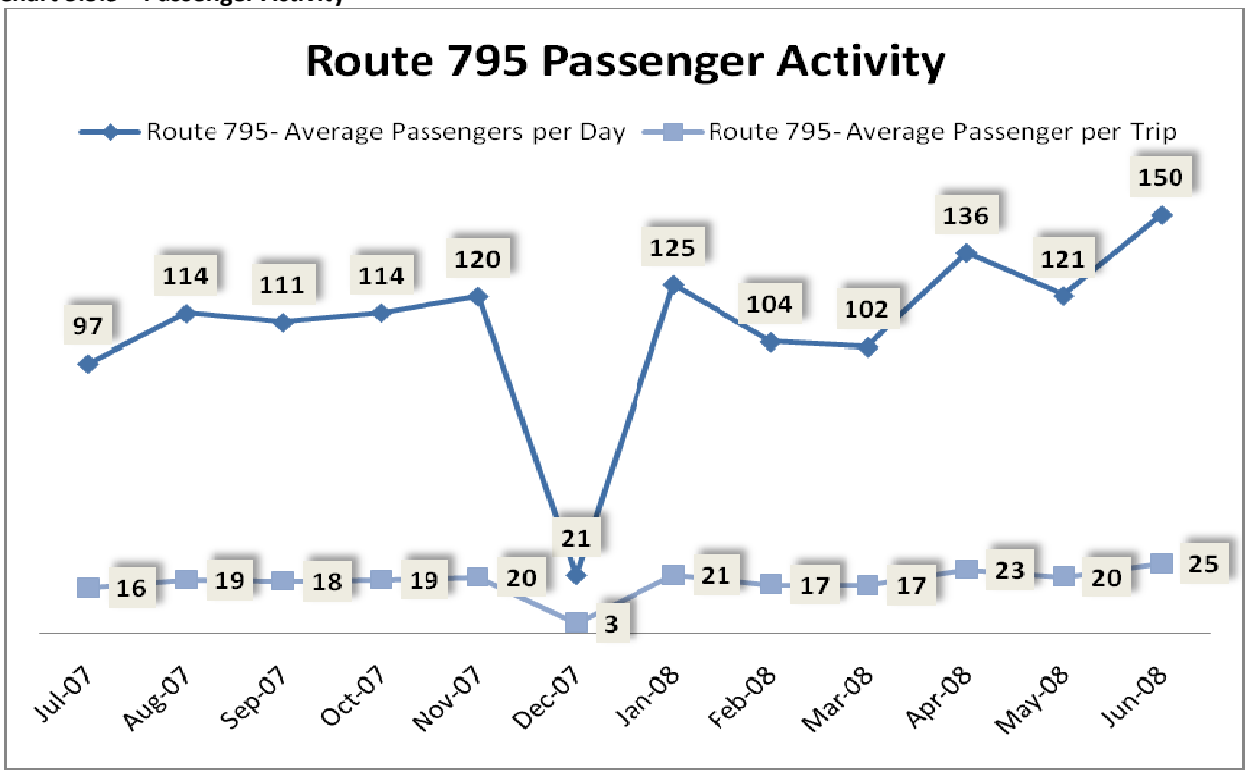
AM Service:
In the short term, the 9:00 AM trip should be eliminated because of low ridership. After Route 798 route alignment changes to serve North Hollywood and Burbank, Route 794 AM service should be eliminated.

PM Service:
In the short term, the 1:54 PM and 2:44 PM trips should be eliminated because of low ridership. Following the route alignment change of Route 798 to serve North Hollywood and Burbank, Route 794 PM service should be eliminated.

The elimination of service during the AM and PM peak period would result in a slight cost savings as fewer revenue hours would be paid. Additional operating cost information is provided in Section 4.

Route 795

Chart 3.5.5—Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 3.5.5—Route 795 Performance

Route	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
795	113	19	26.83%	40	35

Source: Manual Ridecheck May 2008

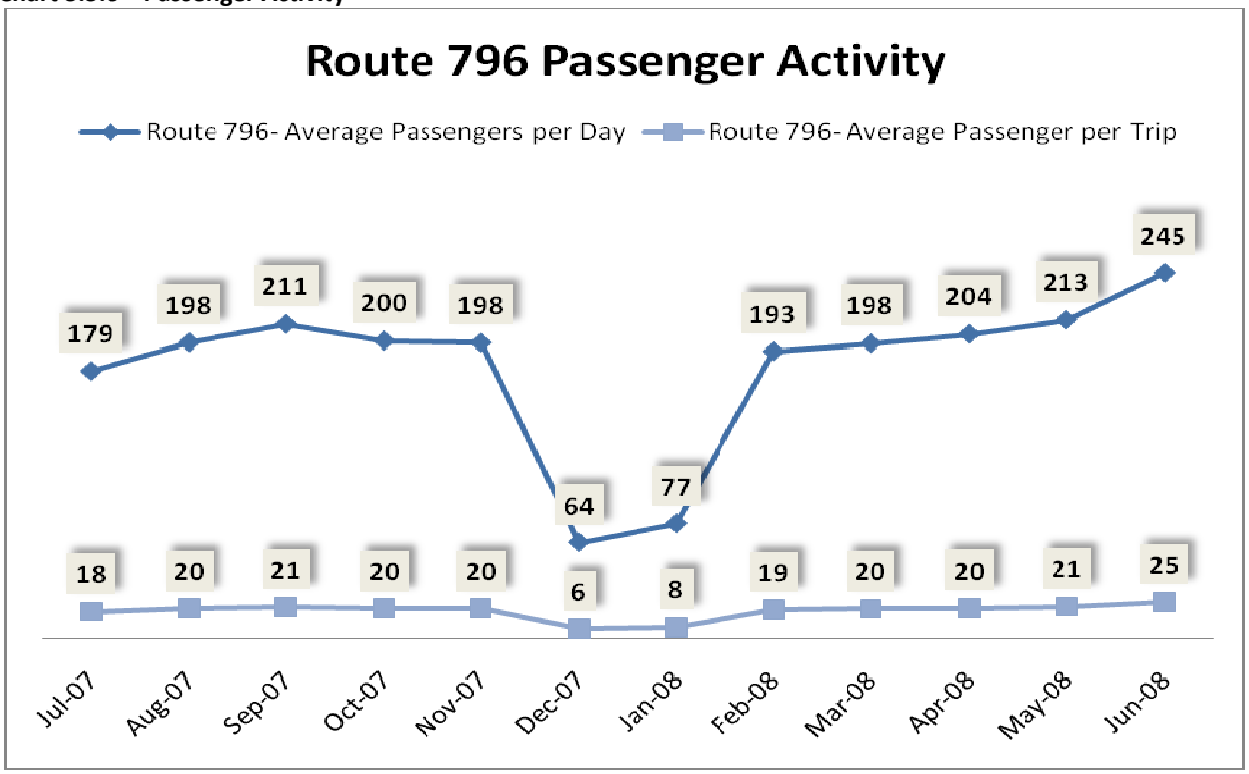
Route 795 operates service between Santa Clarita and the Antelope Valley. It has been classified as a Reverse Commute Route because its AM service runs from Lancaster to Santa Clarita. Its PM service also runs from Santa Clarita to Lancaster, with the exception of one trip that runs from Lancaster to Santa Clarita. Overall ridership for Route 795 is good, carrying an average of 19 passengers per trip.

Recommendations

PM trip start times leaving Santa Clarita Metrolink stations, should change to meet the arrival of the Metrolink Antelope Valley Line. Proposed trip departure times from Santa Clarita Metrolink Station are: 2:50 PM and 5:15 PM. Instead of having a connecting trip from Lancaster to Santa Clarita, the bus should deadhead back to make the 5:15 departure. Current ridership numbers on the connecting PM trip from Lancaster to Santa Clarita are very low.

Route 796

Chart 3.5.6—Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 3.5.6—Route 796 Performance

Route	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
796	221	22	35.28%	24	25

Source: Manual Ridecheck May 2008

Route 796 operates as a commuter route to Warner Center. Five morning trips run from Santa Clarita to Warner Center and five afternoon trips run from Warner Center to Santa Clarita. The morning trips arrive in Warner Center between 6:00 AM to 8:30 AM. The afternoon trips depart from Warner Center between 3:30 PM and 6:30 PM. The overall ridership for Route 796 was good. Based on May passenger counts, the total daily ridership for Route 796 was 221, with each trip averaging 22 passengers per trip.

Similar to Route 791, during the AM and PM peak period, 1 trip is made to Chaminade Middle School. The morning trip is productive as 8 passengers alighted the bus at the middle school. During the PM peak no passenger boardings were recorded.

Recommendations

The LNR Warner Center stop should become a time point in the published SCT Commuter schedule. The stop had one of the highest boarding and alighting numbers. Chaminade Middle School should also remain on the schedule as a timepoint as it is productive with 8 passenger alightings during the AM peak period.

AM Service

Two options are recommended. *Option 1* is to leave route as is because current ridership supports existing route alignment and scheduled time dispersals. *Option 2* is to change the departure time from Santa Clarita Metrolink Station to meet preferred work start times in Warner Center. The change in departure time could increase ridership, as arrival times may be more favorable to other Warner Center Workers. Based on existing loads, the possibility of increased ridership as a result of the change in departure times should not have a major impact on existing capacity. Current capacity (total number of seats used versus total number of seats available) is at 51 percent allowing for a potential growth of 49 percent. Table 3.5.7 illustrates proposed trip times.

Table 3.5.7—Proposed Route 796 AM Trip Times

Existing Schedule	Proposed Schedule
5:04-6:15 AM	4:54-6:05 AM
5:34-6:50 AM	5:44-7:00 AM
6:00-7:20 AM	6:10-7:30 AM
6:27-8:00 AM	6:27-8:00 AM
6:57-8:30 AM	6:57-8:30 AM

This proposal of trip times does not affect the Chaminade Middle School drop off.

PM Service

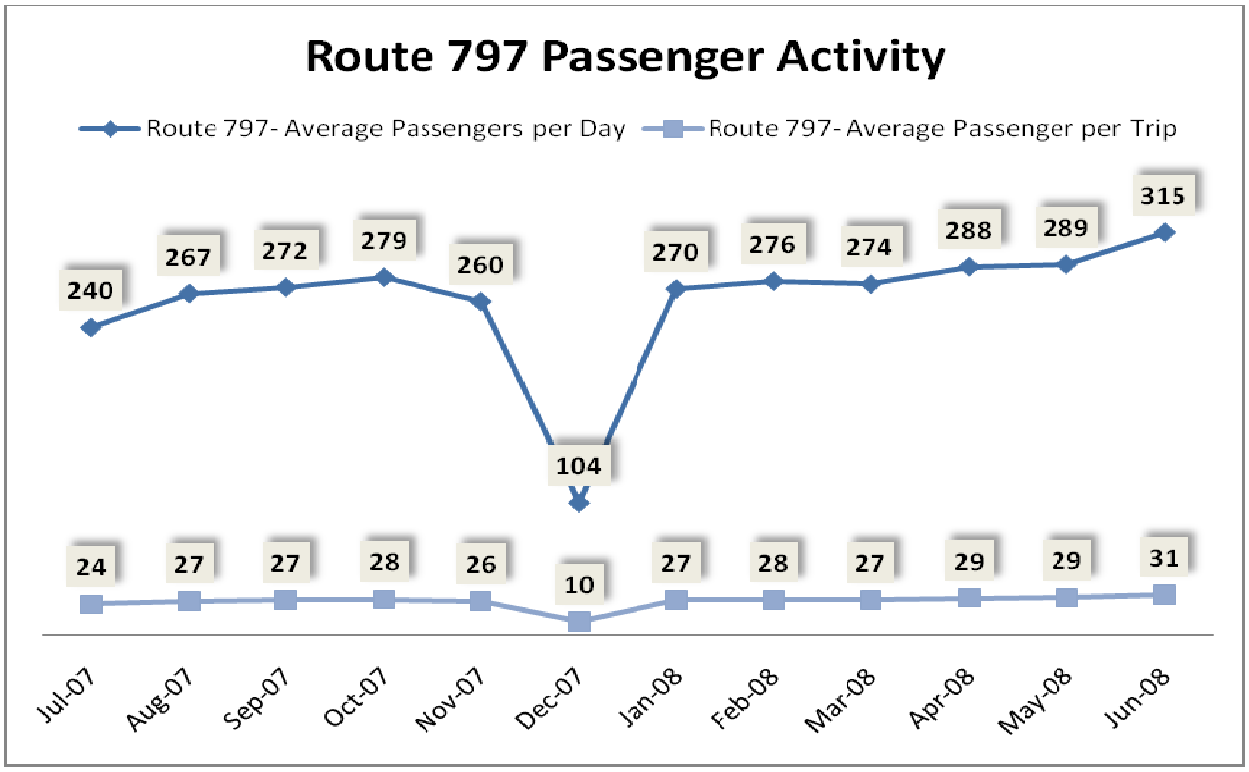
Two options are recommended. *Option 1* is to leave route as is because ridership numbers supports existing route alignment and scheduled time dispersals. *Option 2* is to change the dispersal of trips to reduce time between the last two trips. Similar to the AM service recommendation, the change in departure times could increase ridership, as times may be more favorable to Warner Center workers. Current Capacity for PM service is at 44 percent, allowing for a potential growth of 56 percent. Table 3.5.8 illustrates proposed trip times.

Table 3.5.8—Proposed Route 796 PM Trip Times

Existing Schedule	Proposed Schedule
3:35-5:10 PM	3:40-5:20 PM
4:05-5:29 PM	4:15-5:39 PM
4:30-5:54 PM	5:00-6:24 PM
5:00-6:24 PM	5:35-6:59 PM
6:20-7:32 PM	6:10-7:22 PM

Route 797

Chart 3.5.7—Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 3.5.9—Route 797 Performance

Route	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
797	311	31	41.77%	25	25

Source: Manual Ridecheck May 2008

Route 797 was one of the top performing commuter routes. It operates four morning trips from Santa Clarita to Century City and six afternoon trips from Century City to Santa Clarita. The morning trips arrive in Century City between 7:00 AM and 9:00 AM. The afternoon trips depart from Century City between 4:00 PM and 8:00 PM. Based on May's passenger counts, morning ridership per trip ranged between 32-50 passengers. Afternoon ridership per trip ranged between 10-36 passengers. Afternoon ridership on a trip level was lower because more trips were operating.

Recommendations

AM Service

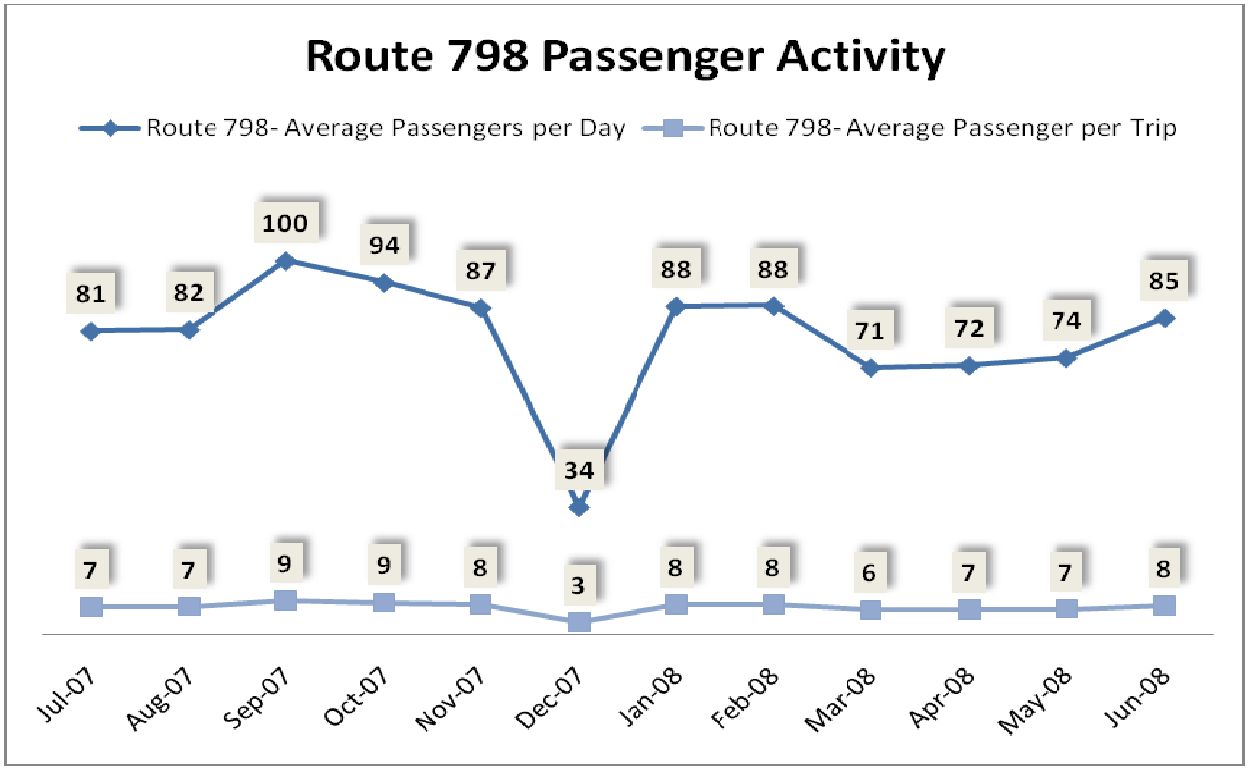
High loads are seen throughout the Route 797 morning service. An additional 6:45 AM trip would improve loads on the 6:30 AM and 7:00 AM trip.

PM Service

UCLA requested a late trip be added to the schedule to accommodate staff work schedules. To accommodate UCLA's request, City of Santa Clarita added a 7:45 PM trip to its 797 schedule. This trip exhibits very low ridership and should be eliminated or a subsidy should be requested from UCLA to cover the additional costs of running this service. If the 7:45 PM is eliminated the current 6:35 PM trip start time should change to 7:00 PM, to act a sweeper route.

Route 798

Chart 3.5.8—Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 3.5.10—Route 798 Performance

Route	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
798	93	8	10.86%	16	24

Source: Manual Ridecheck May 2008

Route 798 is the poorest performing Commuter Express route. It currently operates five morning trips from Santa Clarita to Van Nuys and six afternoon trips from Van Nuys to Santa Clarita. Morning service arrives in Van Nuys between 6:00 AM and 9:00 AM. Afternoon service departs Van Nuys between 3:30 PM and 7:00 PM. Based on May's passenger counts, Route 798 carried a total of 93 passengers a day and averaged 8 passengers per trip.

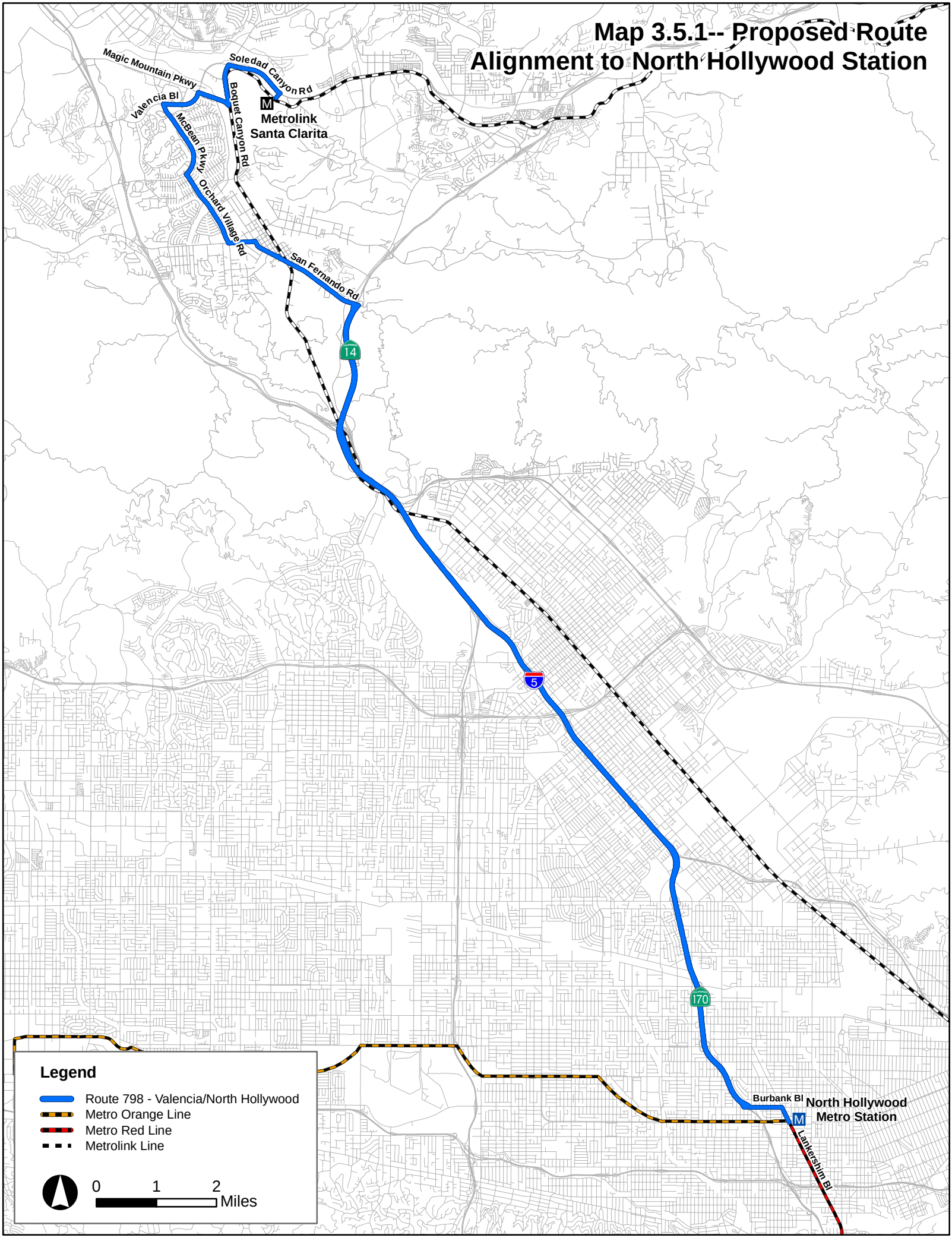
Recommendations

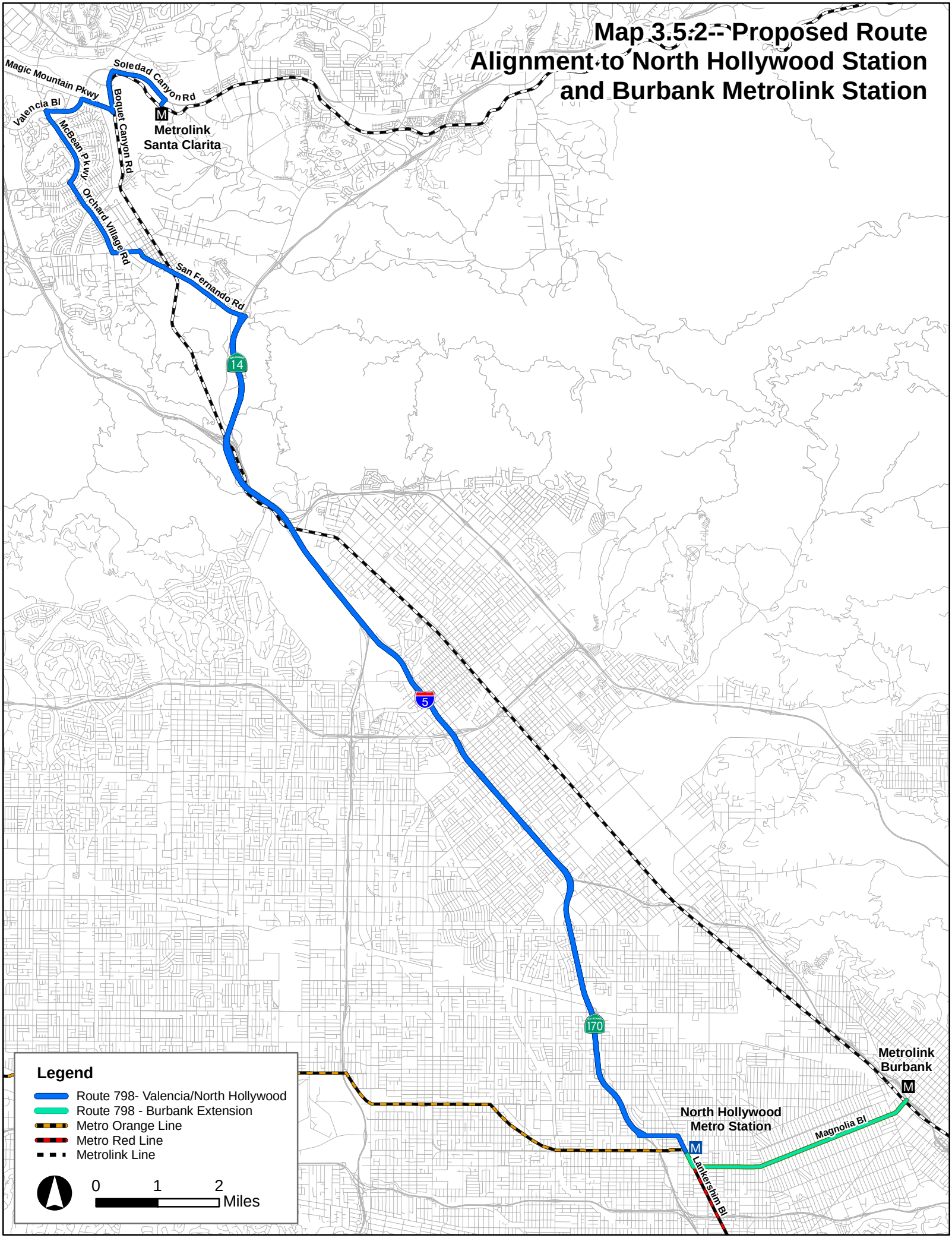
Based on its low performance, Route 798 should be canceled or one of the following proposed options should occur.

Option 1 would restructure Route 798 into a Peak-Only Shuttle between Santa Clarita Metrolink Station and North Hollywood Transit Center. This route would also service 793 customers traveling to Santa Clarita in the AM and to North Hollywood in the PM. Existing Route 798/793 customers would still be able to get to Van Nuys via the METRO Orange Line. Under *option 1*, span of service in during the AM Peak period would be 5:00 AM to 8:00 AM, running every 30 minutes. No additional resources would be needed for this AM Service. Span of service in the PM Peak period would be 3:00 PM to 7:00 PM running every 30 minutes. No additional resources are needed to run this service and depending on how resources are allocated, SCT may be able to save resources during the PM Peak Period. The termination and start of service as well as the increased frequency provides other service options for customers.

Option 2 would restructure the route into a Peak-Only Shuttle between Santa Clarita Metrolink Station, North Hollywood Transit Center, and Burbank Metrolink Station. The span of service would be similar to *Option 1* but would require the addition of other resources. The expansion into Burbank will provide additional regional connections (via LA METRO, Burbank Transit, Glendale Beeline, etc.)

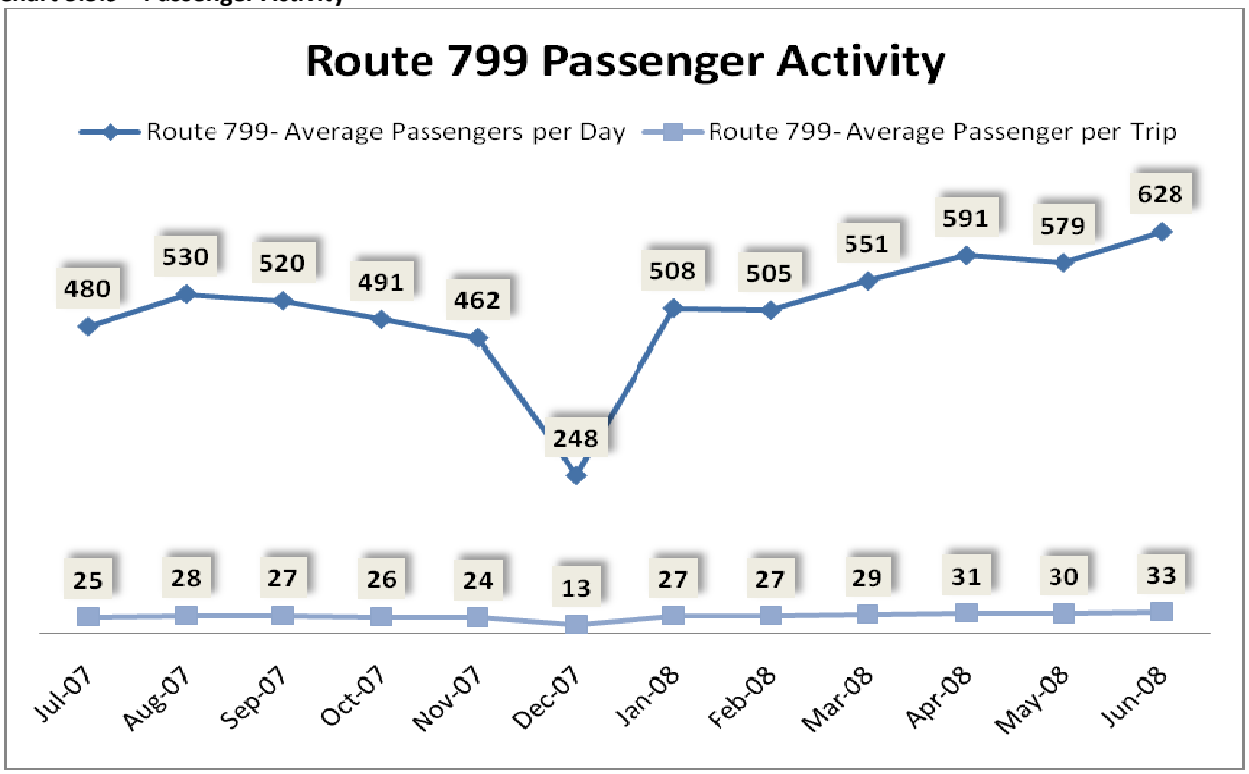
Map 3.5.1-- Proposed Route Alignment to North Hollywood Station




Map 3.5.2-- Proposed Route Alignment to North Hollywood Station and Burbank Metrolink Station
Magic Mountain Pkwy
Soledad Canyon Rd
Valencia Bl
Boquet Canyon Rd
McBean Pkwy
Orchard Village Rd
San Fernando Rd
Metrolink Santa Clarita
14
5
170
Metrolink Burbank
North Hollywood Metro Station
Magnolia Bl
Lankershim Bl
Legend
Route 798- Valencia/North Hollywood
Route 798 - Burbank Extension
Metro Orange Line
Metro Red Line
Metrolink Line
0
1
2
Miles

Route 799

Chart 3.5.9—Passenger Activity



Source: SCT Farebox Data 2007-2008

Table 3.5.11—Route 799 Performance

Route	Ridership	Average Passengers per Trip	Seat Utilization	Average Trip Length	Operating Speed
799	654	34	52.71%	30	27

Source: Manual Ridecheck May 2008

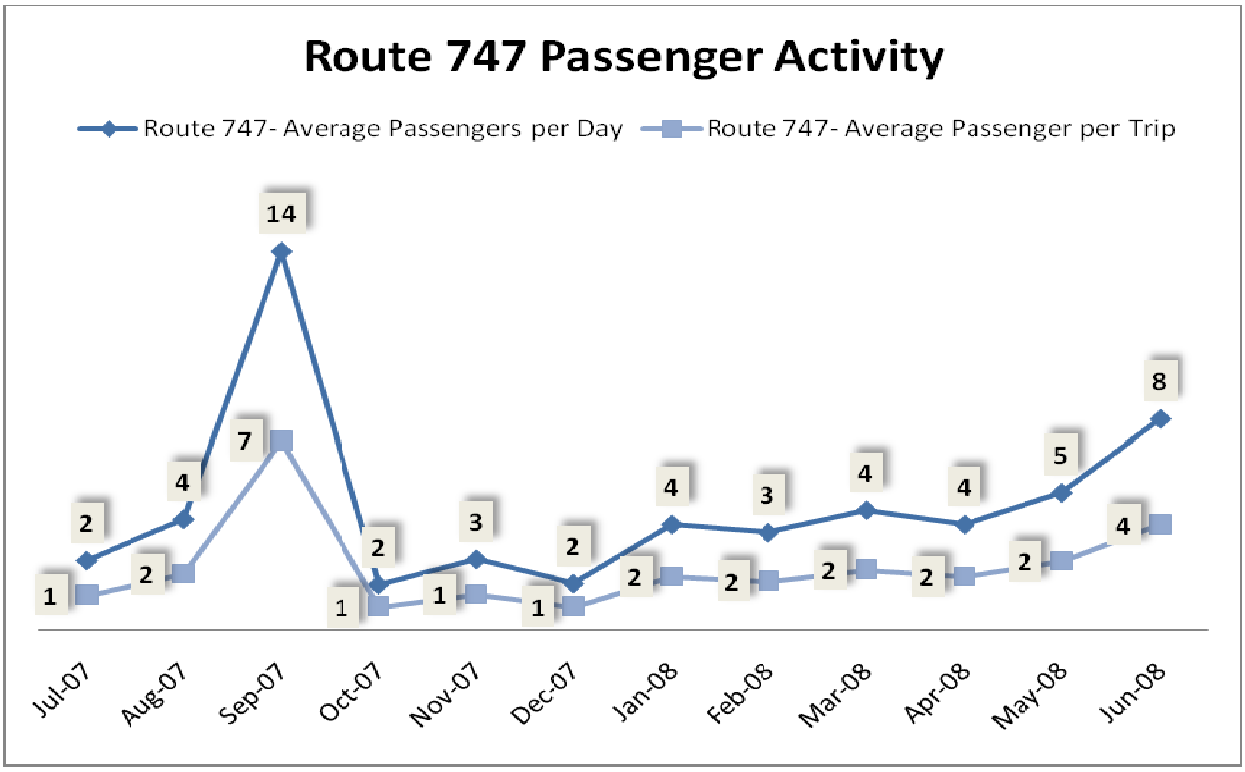
Of all the Commuter Express routes, Route 799 is the most productive. Route 799 operates service between Santa Clarita and Downtown Los Angeles. Nine morning trips run between Santa Clarita and Downtown and 10 afternoon trips run from Downtown Los Angeles to Santa Clarita. Morning arrival times into Los Angeles range between 6:00 AM to 8:30 AM. Afternoon pick up in Downtown is between 3:30 PM and 6:45 PM. Based on May's passenger counts, Route 799 carries a daily ridership of 654 passengers and averages 34 passengers per trip. Morning ridership per trip ranged from 29-51 passengers per trip, afternoon ridership per trip ranged from 12-48 passengers per trip.

Recommendations

Route 799 currently carries about half of the total Commuter Express ridership. Current loads on buses call for an additional bus or two. However, the change of Route 798 to start and terminate at North Hollywood Station provides another option for current Route 799 riders. Current Route 799 riders can take the proposed Route 798 to North Hollywood and transfer to the Redline. This would be especially beneficiary to passengers currently boarding and alighting buses near the Civic Center and 7th & Metro Redline stations.

Route 747

Chart 3.5.10—Route 747 Passenger Activity



Source: SCT Farebox Data 2007-2008

Route 747 was not a part of the May 2008 manual ridecheck. Route 747 currently runs as a mid-day flyer between Santa Clarita and Union Station, making one trip each way. Based on the above data collected from SCT farebox data, Route 747 is under utilized. In the past year it averaged between 2-14 total passengers per day.

Recommendations

Similar to Route 798 recommendations, Route 747 should also terminate its trips at North Hollywood Station. This would shorten the length of the trip and also expand the customer market. Current users of the 747 would still be able to travel to Union Station via the Metro Redline.

3.6 North Hollywood Hub Proposal

With a majority of Santa Clarita's Commuter Express destinations occurring near METRO Orange and Red Line connections, the termination of service at North Hollywood Station became a viable option for some of SCT's Commuter Express Routes. The North Hollywood Station is a hub for both the METRO Orange and METRO Red Lines as well as other LA METRO buses. Research was conducted on the length of travel time as well as the number of METRO connections needed to get to Santa Clarita's existing Commuter Express destinations. Table 3.6.1 summarizes the results. After reviewing the results, and taking into account current ridership factors, it is recommended to terminate as well as start Route 747 and Route 798/793 at North Hollywood Station.

Table 3.6.1—Current Passenger Travel Time from Santa Clarita via North Hollywood Station

Destination	*Current Travel time from Santa Clarita Metrolink Station*	*Travel Time From North Hollywood Station*	*Metro Bus/Rail Connections*	*Estimated Total Travel Time From Santa Clarita Metrolink Station to Destination via North Hollywood Station**
Route 796: Chaminade Middle School	1 hr 10 min	59 mins	Orange Line to Metro Bus 158 (3 min transfer time)	1 hr 43 mins
		1 hr 7 mins	Metro Bus 363 to Metro Bus 158 (7 min transfer time)	1 hr 51 mins
Route 796: De Soto Ave/ Devonshire St	45 mins	1 hr	Orange Line to Metro Bus 158 (7min transfer time)	1 hr 44 mins
		1 hr 2 mins	Orange Line to Metro Bus 244 (3 min transfer time)	1 hr 46 mins
Route 796: De Soto Ave/Nordhoff St	1 hr	1 hr	Metro Rapid Bus 724 to Metro Bus 364 (8 min transfer time)	1 hr 44 mins
		1 hr 3 mins	Orange Line to Metro Bus 244 (10 min transfer time)	1 hr 47 mins
Route 796: De Soto Ave/Erwin St	1 hr 10 min	48 mins	Orange Line to Metro Bus 244(7 min transfer time)	1 hr 32 mins
		56 mins	Metro Bus 363 to Metro Bus 244 (5 min transfer time)	1 hr 40 mins
Route 796: Canoga Ave/ Califa Ave	1 hr 15 mins	45 mins + walking time	Orange Line, walk .59 miles	1 hr 44 mins
Route 796: Victory Ave/Canoga Ave	1 hr 15 mins	42 mins+ walking time	Orange Line, walk .26 miles	1 hr 39 mins
Route 796: Victory Ave/Topanga Ave	1 hr 20 mins	50 mins	Red Line to Metro Rapid 750 (6 min transfer time)	1 hr 34 mins
		50 mins	Orange Line to Metro Bus 164 (3 min transfer time)	1 hr 34 mins
		1 hr 3 mins	Metro Bus 363 to Metro Bus 164 (7 min transfer time)	1 hr 47 mins
Route 798: Haskell Ave/ Nordhoff St	45 mins	43 mins	Metro Bus 224 to Metro Bus 166 (5 min transfer time)	1 hr 27 mins
		49 mins	Metro Rapid 724 to Metro 364 (17 min transfer time)	1 hr 33 mins

Destination	*Current Travel time from Santa Clarita Metrolink Station*	*Travel Time From North Hollywood Station*	*Metro Bus/Rail Connections*	*Estimated Total Travel Time From Santa Clarita Metrolink Station to Destination via North Hollywood Station**
Route 798: Fly Away Terminal	55 mins	38 mins	Orange Line to Metro Bus 237 (12 min transfer time)	1 hr 22 mins
		35 mins	Metro Bus 363 to Metro Bus 169 (5 min transfer time)	1 hr 19 mins
		36 mins	Metro Bus 363 to Metro Bus 237 (6 min transfer time)	1 hr 20 mins
Route 798: Van Nuys/Sherman Way	1 hr	22-27 mins	Metro Bus 363	1 hr 8 mins
Route 798: Van Nuys Government Center	1 hr 8 mins	15 mins	Orange Line	59 mins
Route 798: Van Nuys/Moorpark	1 hr 15 mins	25 mins	Orange Line to Metro Bus 158 (3 min transfer time)	1 hr 9 mins
		27 mins	Red Line to Metro Rapid Bus 750 (6 min transfer time)	1 hr 11 mins
Route 799: College St/Alameda	1 hr 10 mins	36 mins	Redline to Metro Rapid 794 (transfer time 3 mins)	1 hr 20 mins
		38 mins	Redline to Gold Line (transfer time 7 mins)	1 hr 22 mins
Route 799: Spring/Temple	1 hr 15 mins	26 mins	Redline	1 hr 10 mins
Route 799: Flower/5th St	1 hr 20 mins	23 mins	Redline	1 hr 7 mins
Route 799: 7th St/Spring	1 hr 25 mins	31-37 mins	Redline to Dash B, Metro 20, 60, 62, 94, 730, 26, 10	1 hr 18 mins
Route 747: Union Station	1 hr 20 mins	30 minutes	Redline	1 hr 14 mins

** Travel time from Santa Clarita Metrolink Station to North Hollywood is about 24.8 miles or 38-50 min travel time. Average time would be 44 mins. Estimated time is based on the 44 min travel time from Santa Clarit Metrolink Station + Travel Time from North Hollywood Station to Destination.*

Source: <www.Metro.net>

3.7 Summary of Short Term Recommendations (Next 12 months)

- Re-allocate the resources of Route 793/798 to create a new peak-only shuttle that operates between Santa Clarita and North Hollywood
- Elimination of unproductive trips, particularly trips associated with the reverse commute routes.
- Add additional trips where load factors are currently high (Route 797 morning service)
- Adjust trip times to better match employment start and end times.

3.8 Summary of Long Term Recommendations (Within next 5 years)

- Development of a Santa Clarita Park and Ride residential feeder service using vans.
- Investigate opportunities for additional park and ride locations along I-5 and SR-14.
- Consider new commuter services to other employment centers (Northridge or Pasadena) to initially be implemented with vans on a demonstration basis.

4 Operating Costs and Capital Requirements

4.1 Current Costs

Effective August 04, 2008, SCT initiated a new contract with MV Transit to provide SCT's fixed-route local and express as well as Dial-A-Ride services. The cost structure for MV Transit's provision of Supplemental School Day and Commuter Express services differs from the previous Veolia contract as shown in the following table:

Table 4.1.1 – Comparison of New MV Transit and Former Veolia Cost Structures

	Service Provider	
Unit Cost	**MV Transit**	**Veolia**
Fixed Monthly Fee	$346,702.00	N/A
Cost/Revenue Hour:		
- Supplemental School Day	$32.49	$65.75
- Commuter	$32.49	$88.85
Fuel Cost/Total Hour	$10.41	N/A
Maintenance Cost/Revenue Mile	$0.92	N/A

For the purpose of costing the baseline May 2008 service levels as well as proposed immediate-phase service changes, TMD has apportioned the part of MV Transit's fixed fee applicable to fixed route service (approximately 82% based upon SCT's FY 2008-2009 budget) to fixed route revenue hours, resulting in a cost factor of $19.17 per revenue hour.

Table 4.1.2– Comparison of New MV Transit and Former Veolia Cost Structures (with fixed fee per hour)

	Provider	
Unit Cost	**MV Transit**	**Veolia**
Fixed Fee/Revenue Hour	$19.17	N/A
Cost/Revenue Hour:		
- Supplemental School Day	$32.49	$65.75
- Commuter	$32.49	$88.85
Fuel Cost/Total Hour	$10.41	N/A
Maintenance Cost/Revenue Mile	$0.92	N/A

Existing Cost of Service

Baseline daily service statistics for both Supplemental School Day and Commuter Express services were compiled from SCT's monthly service summaries for the period from March through May 2008. The appropriate MV Transit unit costs for revenue hours, vehicle hours, and revenue miles were applied on a route basis to calculate the daily and annual costs of each route. It should be noted that "revenue hours" as defined by SCT are actual in-service hours, not including any layover/recovery time. SCT's "Total hours" are what FTA recognizes as revenue hours, which include in-service time plus any intervening layover/recovery or deadhead time between trips.

Table 4.1.3 calculates the SCT's current (May 2008) daily and annual (assuming 178 school days) Supplemental School Day service costs using the unit costs in Table 4.2.1. Table 4.1.4 calculates the existing daily and annual costs for Commuter Express service. Supplemental School Day service represents approximately two percent of SCT's contracted services cost, while Commuter Express services represent approximately 18 percent.

Table 4.1.3 – Existing Cost of Supplemental School Day Service

Route	Daily Revenue Hours	Daily Total Hours	Daily Revenue Miles	Current Daily Cost	Current Annual Cost
620	0.88	2.27	20.8	$88	$15,704
621	0.87	1.95	13.4	$78	$13,808
622	1.22	1.37	23.7	$99	$17,638
623	1.22	1.94	19.5	$101	$18,007
624	0.88	1.22	18.7	$75	$13,415
625	0.62	3.53	12.6	$80	$14,298
626	0.75	1.50	11.0	$64	$11,477
627	0.92	1.52	10.6	$73	$13,012
628	1.30	3.13	19.2	$117	$20,898
629	0.82	1.38	15.2	$71	$12,587
631	0.58	0.62	11.0	$47	$8,284
632	0.42	0.87	7.2	$37	$6,653
633	0.17	0.92	9.3	$27	$4,791
634	3.87	5.07	39.0	$289	$51,368
635	0.30	0.80	2.3	$26	$4,618
636	2.93	3.98	23.2	$214	$38,117
637	0.67	1.40	11.0	$59	$10,557
638	0.30	1.02	9.3	$35	$6,172
639	0.57	1.27	6.1	$48	$8,594
Totals	**19.29**	**35.76**	**283.1**	**$1,629**	**$289,996**

Table 4.1.4 – Cost of Commuter Express Service

Route	Total Miles Per Day	Daily Revenue Hours	Daily Total Hours	Daily Revenue Miles	Trips Per Day	Current Daily Cost (MV Transit)	Current Annual Cost (MV Transit)
747	98	2.50	2.75	82.0	2	$233	$59,470
791	355	10.27	12.08	289.0	10	$922	$235,156
792	396	11.47	13.03	362.0	10	$1,061	$270,612
793	320	14.18	16.43	283.3	11	$1,164	$296,874
794	375	10.02	13.72	360.0	9	$992	$252,873
795	323	9.88	11.27	313.5	6	$916	$233,616
796	349	14.70	15.05	317.0	10	$1,208	$307,967
797	344	16.68	17.95	332.0	10	$1,354	$345,267
798	317	15.45	16.25	289.3	11	$1,233	$314,534
799	971	28.77	40.15	697.3	19	$2,546	$649,163
All routes	**3,849**	**133.92**	**158.68**	**3325.4**	**98**	**$11,630**	**$2,965,531**

4.2 Proposed Costs – Short Term Service Recommendations

TMD has estimated the service resource impacts and operating costs of the proposed short-term service changes to both Commuter Express and Supplemental School Day Service.

TMD employed slightly different methodologies to calculate the service impacts for Supplemental School Day service and for Commuter Express service. Much of the school service is interlined with other local bus services including Supplemental School Day service. In estimating the impacts to school service, TMD calculated the net difference in revenue running time, based upon needed running time adjustments (per the ridecheck) or proposed route changes (using an average speed of 15 mile per hour). This running time differential was applied as an adjustment to SCT's May 2008 baseline revenue and total hours. Similarly, any mileage differential due to changes in route alignment was applied as an adjustment to revenue miles.

Because the Commuter Express service is self-contained, with interlines only occurring between express routes, TMD's approach to estimating cost impacts of the proposed short-term changes was to develop tentative vehicle blocks. From these blocks, TMD directly calculated revenue (in-service) hours, total hours, and revenue miles. Because there were essentially no changes to Routes 794 and 799 services, TMD adjusted total hours to reflect those hours currently paid to shuttle drivers between downtown Los Angeles and SCT's garage.

Regardless of the methodology, TMD applied the 2008-2009 MV cost factors to the new service levels in order to calculate the cost of the proposed changes as well as the net change in operating costs.

Table 4.2.1 shows the changes in trips, hours, miles, and buses for proposed short-term changes in school service. Table 4.2.2 shows the changes in trips, hours, miles, and buses for proposed short-term changes to Commuter Express service.

If the proposed short-term Commuter Express changes are implemented in 2008-2009, TMD estimates that this will result in annual savings of approximately $490,000. These savings result primarily from the elimination of poorly utilized service on Routes 791, 792, and 793, of which a portion of the resources were reinvested into the realigned Route 798 service.

TMD estimates that there will be a minor increase in Supplemental School Day service operating costs associated with the short-term service proposals, which is consistent with the incremental approach that was taken, involving reallocating assigned bus types based on demonstrated ridership, realigning duplicate trips to achieve shorter travel times and distances, and adjusting route alignments on lower utilized routes to alleviate overcrowding on other routes. **TMD estimates that the short-term proposed changes to Supplemental School Day service will cost approximately $17,000 if implemented in 2008-2009.**

Table 4.2.1– Net Operating Cost Impacts of Short-Term School Service Changes

	Existing			Proposed			Net Change						
Route	Revenue Hours	Total Hours	Revenue Miles	Revenue Hours	Total Hours	Revenue Miles	Revenue Hours	Total Hours	Revenue Miles	Proposed Daily Cost	Existing Daily Cost	Net Change Daily Cost	Annual Change Daily Cost
620	0.88	2.27	20.8	0.66	2.05	16.30	-0.22	-0.22	-4.5	$71	$88	($18)	($3,131)
621	0.87	1.95	13.4	1.10	2.18	13.40	0.23	0.23	0.0	$92	$78	$14	$2,578
622	1.22	1.37	23.7	1.40	1.55	17.50	0.18	0.18	-6.2	$105	$99	$6	$1,010
623	1.22	1.94	19.5	1.77	2.49	19.50	0.55	0.55	0.0	$135	$101	$34	$6,077
624	0.88	1.22	18.7	1.28	1.62	18.70	0.40	0.40	0.0	$100	$75	$25	$4,419
625	0.62	3.53	12.6	0.74	3.64	15.10	0.12	0.12	2.5	$90	$80	$10	$1,698
626	0.75	1.50	11.0	0.58	0.80	5.30	-0.17	-0.70	-5.7	$43	$64	($21)	($3,763)
627	0.92	1.52	10.6	1.35	1.95	10.60	0.43	0.43	0.0	$100	$73	$27	$4,788
628	1.30	3.13	19.2	1.05	2.88	11.00	-0.25	-0.25	-8.2	$94	$117	($23)	($4,105)
629	0.82	1.38	15.2	0.90	1.46	9.80	0.08	0.08	-5.4	$71	$71	$0	$36
631	0.58	0.62	11.0	0.58	0.62	11.00	0.00	0.00	0.0	$47	$47	$0	$0
632	0.42	0.87	7.2	0.42	0.87	7.20	0.00	0.00	0.0	$37	$37	$0	$0
633	0.17	0.92	9.3	0.42	1.17	9.30	0.25	0.25	0.0	$42	$27	$16	$2,762
634	3.87	5.07	39.0	3.87	5.07	39.00	0.00	0.00	0.0	$289	$289	$0	$0
635	0.30	0.80	2.3	0.30	0.80	2.30	0.00	0.00	0.0	$26	$26	$0	$0
636	2.93	3.98	23.2	2.93	3.98	23.20	0.00	0.00	0.0	$214	$214	$0	$0
637	0.67	1.40	11.0	0.90	1.63	14.40	0.23	0.23	3.4	$77	$59	$17	$3,098
638	0.30	1.02	9.3	0.40	1.12	9.30	0.10	0.10	0.0	$41	$35	$6	$1,105
639	0.57	1.27	6.1	0.57	1.27	6.10	0.00	0.00	0.0	$48	$48	$0	$0
Totals	**19.29**	**35.76**	**283.1**	**21.24**	**37.17**	**259.0**	**1.95**	**1.41**	**-24.1**	**$1,722**	**$1,629**	**$93**	**$16,573**

Table 4.2.2 – Net Operating Cost Impacts of Short-Term Commuter Express service Changes

	Existing					Proposed					Net Change					
Route	Trips Per Day	Daily Revenue Hours	Daily Total Hours	Daily Revenue Miles	Daily Cost	Trips Per Day	Daily Revenue Hours	Daily Total Hours	Daily Revenue Miles	Daily Cost	Trips Per Day	Daily Revenue Hours	Daily Total Hours	Daily Revenue Miles	Daily Cost	Annual Cost
747	2	2.50	2.75	82.0	$233	2	2.50	2.75	82.0	$233	0	0.00	0.00	0.0	$0	$0
791	10	10.27	12.08	289.0	$922	3	2.92	3.08	95.6	$271	-7	-7.35	-9.00	-193.4	($651)	($166,121)
792	10	11.47	13.03	362.0	$1,061	1	1.05	1.65	30.0	$99	-9	-10.42	-11.38	-332.0	($962)	($245,362)
793	11	14.18	16.43	283.3	$1,164	0	0.00	0.00	0.0	$0	-11	-14.18	-16.43	-283.3	($1,164)	($296,874)
794	9	10.02	13.72	360.0	$992	9	10.02	13.72	360.0	$992	0	0.00	0.00	0.0	$0	$0
795	6	9.88	11.27	313.5	$916	6	9.95	11.57	337.8	$945	0	0.07	0.30	24.3	$29	$7,410
796	10	14.70	15.05	317.0	$1,208	10	13.95	13.95	324.0	$1,164	0	-0.75	-1.10	7.0	($44)	($11,158)
797	10	16.68	17.95	332.0	$1,354	10	17.53	17.90	371.0	$1,433	0	0.85	-0.05	39.0	$79	$20,258
798	11	15.45	16.25	289.3	$1,233	27	22.05	24.97	652.6	$1,999	16	6.60	8.72	363.3	$766	$195,313
799	19	28.77	40.15	697.3	$2,546	19	28.77	40.15	697.3	$2,546	0	0.00	0.00	0.0	$0	$0
All routes	**98**	**133.92**	**158.68**	**3325.4**	**$11,630**	**87**	**108.74**	**129.74**	**2950.3**	**$9,682**	**-11**	**-25.18**	**-28.94**	**-375.1**	**($1,947)**	**($496,534)**

4.3 Proposed Costs – Long Term Service Recommendations (School Service)

Employing the same methodology as used for short-term changes, TMD calculated the operating cost impacts of the long-term Supplemental School Day service changes, which included adding vehicles on those routes with very high load factors. Table 4.3.1 details the route-level and total cost impacts of these changes. These long-term cost impacts were calculated using MV Transit's third year (August 2010 – August 2011) cost factors:

- $33.91 per revenue hour
- $19.88 fixed fee/revenue hour
- $10.36 fuel cost per total hour
- $0.99 maintenance cost per revenue mile

Table 4.3.1 – Net Operating Cost Impacts of Long-Term Supplemental School Service Changes

Route	Existing Daily Revenue Hours	Existing Total Hours	Existing Revenue Miles	Adjustment - Daily Revenue Hours	Adjustment - Total Hours	Adjustment - Revenue Miles	Proposed Revenue Hours	Proposed Total Hours	Proposed Revenue Miles	Current Daily Cost (MV Transit)	Former Daily Cost (Veolia)	Current Annual Cost (MV Transit)
620	0.88	2.27	20.8	-0.22	-0.22	-4.5	0.66	2.05	16.30	$73.09	$57.86	$13,010
621	0.87	1.95	13.4	0.23	0.23	0.0	1.10	2.18	13.40	$95.23	$57.20	$16,952
622	1.22	1.37	23.7	0.18	0.18	-6.2	1.40	1.55	17.50	$108.90	$80.22	$19,385
623	1.22	1.94	19.5	0.55	0.55	0.0	1.77	2.49	19.50	$140.31	$80.22	$24,975
624	0.88	1.22	18.7	0.40	0.40	0.0	1.28	1.62	18.70	$104.15	$57.86	$18,538
625	0.62	3.53	12.6	0.12	0.12	2.5	0.74	3.64	15.10	$92.31	$40.77	$16,431
626	0.75	1.50	11.0	-0.07	-0.35	-4.7	0.68	1.15	6.30	$54.73	$49.31	$9,742
627	0.92	1.52	10.6	0.92	1.52	10.6	1.84	3.04	21.20	$151.46	$60.49	$26,959
628	1.30	3.13	19.2	-0.25	-0.25	-8.2	1.05	2.88	11.00	$97.21	$85.48	$17,303
629	0.82	1.38	15.2	0.08	0.08	-5.4	0.90	1.46	9.80	$73.45	$53.92	$13,075
631	0.58	0.62	11.0	0.00	0.00	0.0	0.58	0.62	11.00	$48.51	$38.14	$8,635
632	0.42	0.87	7.2	0.42	0.87	7.2	0.84	1.74	14.40	$77.47	$27.62	$13,789
633	0.17	0.92	9.3	0.25	0.25	0.0	0.42	1.17	9.30	$43.92	$11.18	$7,818
634	3.87	5.07	39.0	0.57	1.27	6.1	4.44	6.34	45.10	$349.16	$254.45	$62,150
635	0.30	0.80	2.3	-0.15	-0.40	-1.2	0.15	0.40	1.15	$13.35	$19.73	$2,376
636	2.93	3.98	23.2	1.46	1.99	11.6	4.39	5.97	34.80	$332.44	$192.65	$59,174
637	0.67	1.40	11.0	-0.33	-0.70	-5.5	0.34	0.70	5.50	$30.99	$44.05	$5,515
638	0.30	1.02	9.3	0.10	0.10	0.0	0.40	1.12	9.30	$42.33	$19.73	$7,534
639	0.57	1.27	6.1	0.57	1.27	6.1	1.14	2.54	12.20	$99.71	$37.48	$17,749
Totals	**19.29**	**35.76**	**283.1**	**4.84**	**6.92**	**8.45**	**24.13**	**42.68**	**291.55**	**$2,028.71**	**$1,268.32**	**$361,110**

TMD estimates that if implemented for the 2010-2011 school, year the proposed changes will cost SCT an additional $362,000 annually.

4.4 Fleet Impacts

Supplemental School Day Service

Table 4.4.1 below shows the number of existing, proposed short-term, and proposed long-term Supplemental School Day trips per route, as well as the total required buses to operate these trips. TMD assumed that no vehicles would be needed for the short-range changes, and also assumed that each additional long-range trip will require an additional bus. The number of buses in school service for the short-range service changes remain the current 12 A.M. and 17 P.M. buses. SCT's overall local bus requirement will remain 40 A.M. and 40 P.M. buses as it is today. SCT is currently operating with a fleet of 45 local buses, which gives it a 12.5 percent spare factor, which is well below the 20% allowed by FTA.

The proposed long-range Supplemental School Day service changes could potentially increase the local bus requirement by 3 A.M. and 2 P.M., increasing the total local bus requirement to 43 A.M. and 42 P.M. vehicles. Assuming a 20% spare factor, SCT should have a fleet of 50 local buses to meet the long-range Supplemental School Day service changes an increase of five buses over the current fleet.

SCT's current fleet plan shows a planned procurement of four local buses in 2008 (assumed delivery in 2010) and another four in 2009 (assumed delivery in 2011). If these purchases are for fleet expansion, as opposed to replacement, then SCT would be in a position to implement the long-range school service changes in 2011.

Commuter Express

The proposed short-term Commuter Express service changes will balance the current morning and afternoon vehicle requirements at 23, compared to the current 25 A.M and 25 P.M. vehicles. With the existing fleet of 28 MCI commuter coaches, the new requirement will allow for five spares (21.7 % spare ratio).

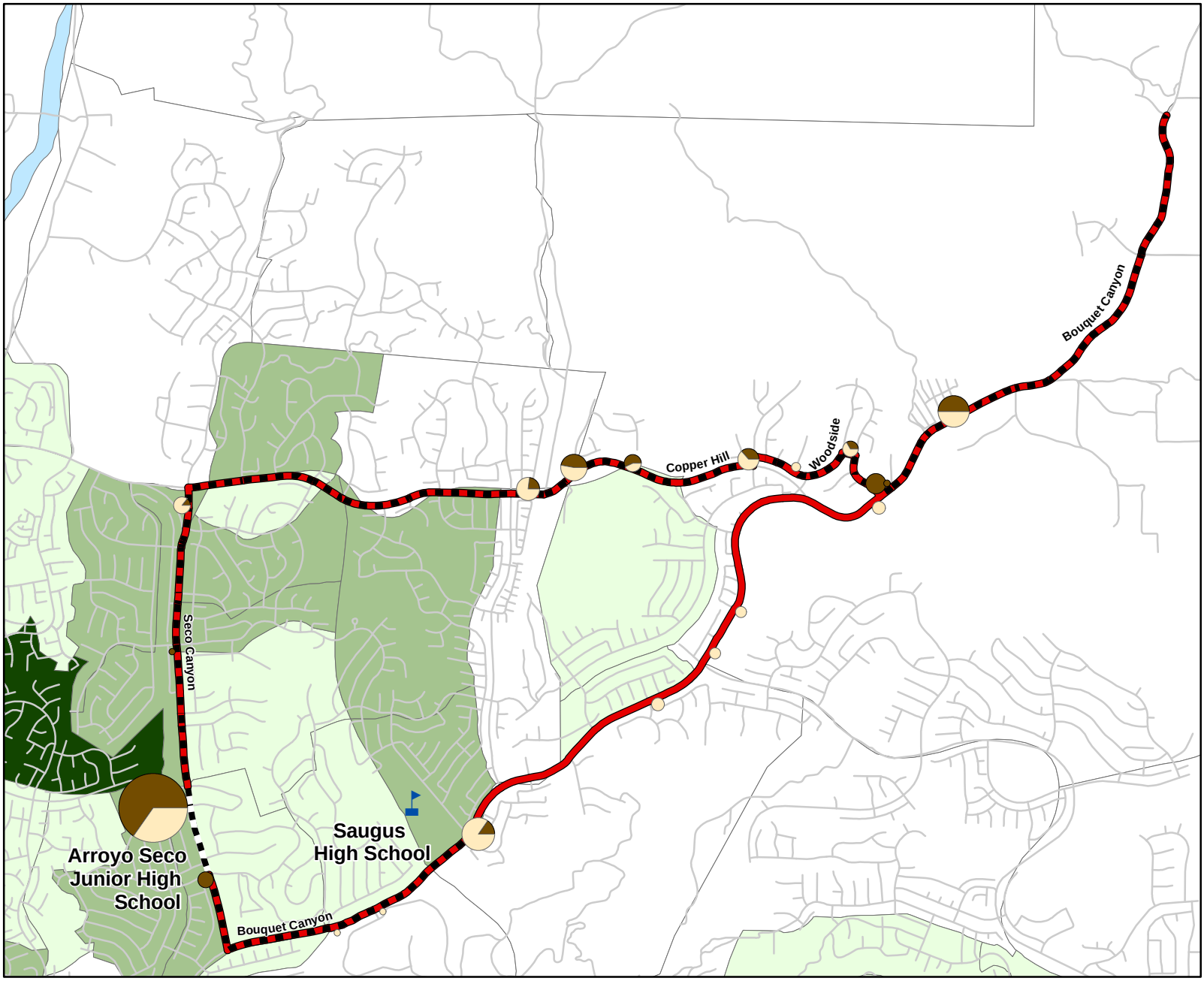
Table 4.4.1– Trip and Bus Impacts of Proposed Short- and Long-Range School Service Changes

	Existing		Short-Range		Long-Range	
Route	A.M trips	P.M. trips	A.M trips	P.M. trips	A.M trips	P.M. trips
620	1	1	1	1	1	1
621	1	1	1	1	1	1
622	1	2	1	2	1	2
623	1	2	1	2	1	2
624	1	1	1	1	1	1
625	1	1	1	1	1	1
626	2	1	1	1	1	2
627	1	1	1	1	2	2
628	1	2	1	2	1	2
629	1	1	1	1	1	1
631	--	1	--	1	--	1
632	1	--	1	--	2	--
633	--	1	--	1	--	1
634	2	4	2	4	2	4
635	1	1	1	1	1	--
636	1	1	1	1	1	2
637	--	2	--	2	--	1
638	--	1	--	1	--	1
639	1	--	1	--	2	1
Totals	17	24	16	24	19	26
Buses in School Service	12	17	12	17	15	19
Net change in buses	--	--	0	0	3	2

Appendix A: Table of Figures and Charts

Table of Contents of Figures and Charts

Appendix B: Route Profile Maps of Supplemental School Day Service



Route 620

Schools Served

Arroyo Seco Junior High School

Sagus High School

Current Span of Service

AM	7:02-7:18
PM	14:18-14:47

Service Performance

Total Ridership	Highest Load	Highest Load Factor
131	73	1.7
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
20.8	0.88	149
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
89%	$ (0.31)	5.8

Population Density

Children Aged 10-19 years old per Acre

1-2

2-4

More than 4

Route 620 AM Service

Route 620 PM Service

School Location

Source: LA County Planning Department 2004 Census Data

Passenger Activity

Ons

Offs

100

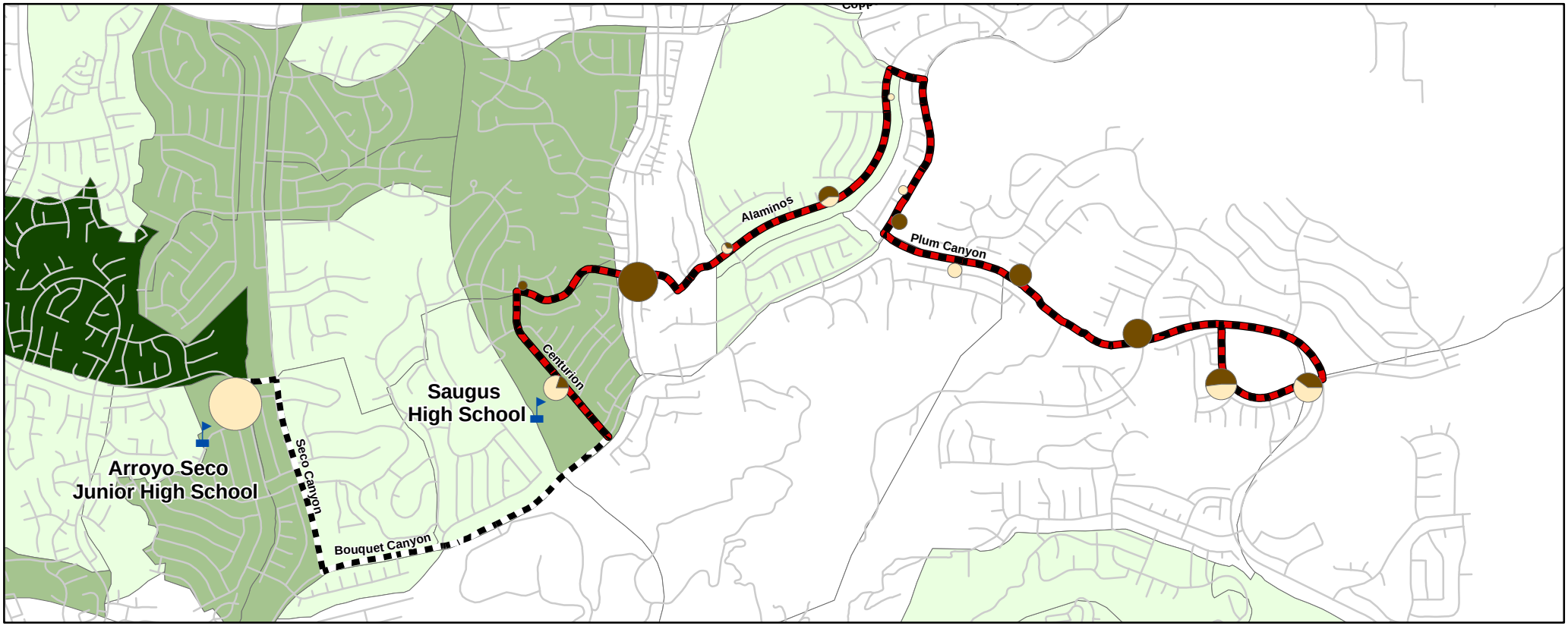
50

25

0 0.5 1 Miles

City of Santa Clarita Transit

ITMD



Route 621

Schools Served

Arroyo Seco Junior High School

Sagus High School

Current Span of Service

AM	6:55-7:23
PM	15:08-15:24

Service Performance

Total Ridership	Highest Load	Highest Load Factor
115	75	1.6
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
13.4	0.87	132
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
101%	$ (0.32)	4.9

Population Density

Children Aged 10-19 years old per Acre

1-2

2-4

More than 4

Route 621 AM Service

Route 621 PM Service

School Location

Source: LA County Planning Department 2004 Census Data

Passenger Activity

Ons

Offs

100

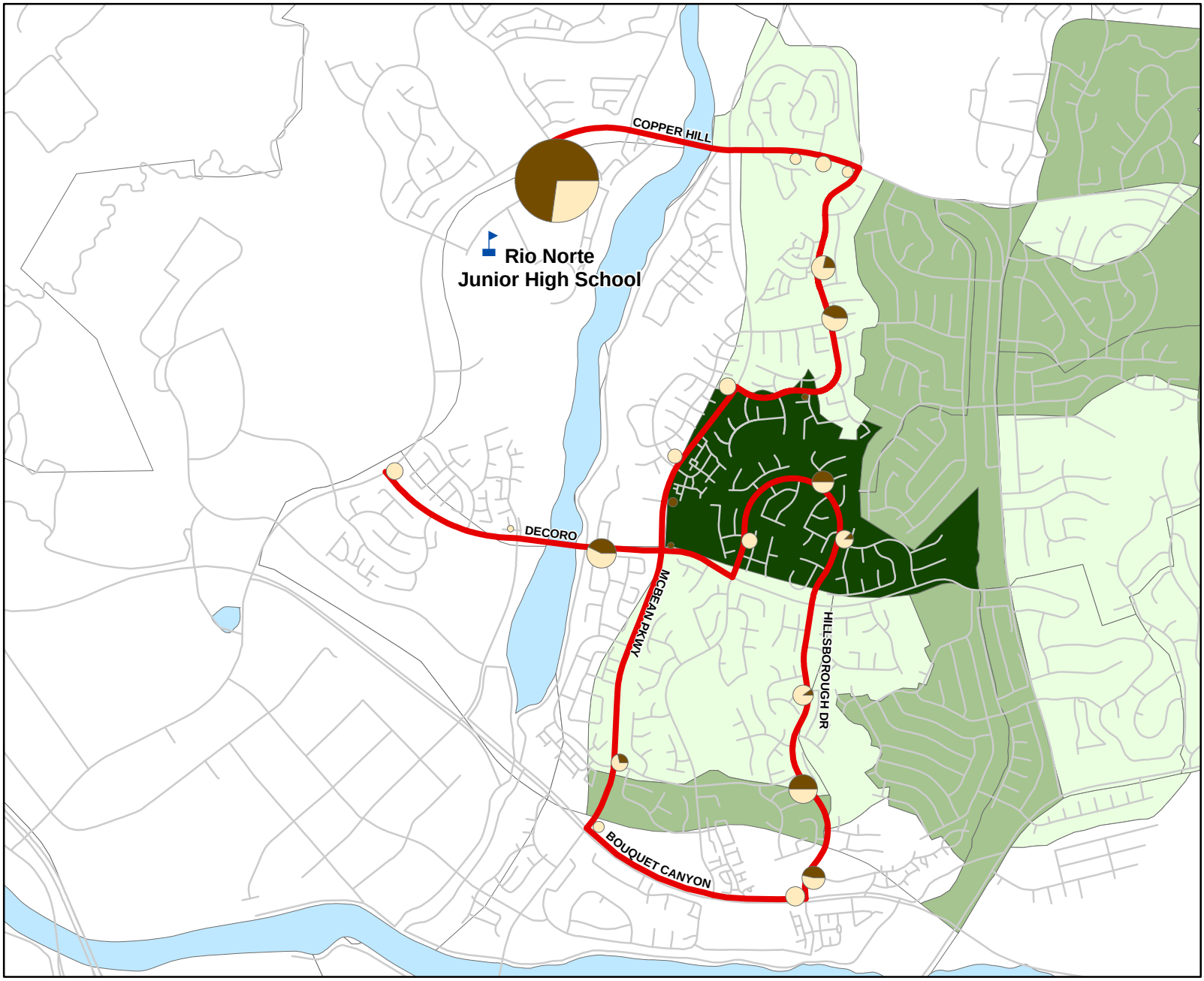
50

25

City of Santa Clarita Transit

0 0.5 1 Miles

TMD



Route 622

Schools Served

Rio Norte Junior High School

Current Span of Service

AM	6:45-7:10
PM	14:08-14:24

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
172	62	1.6
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
23.7	1.22	141
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
69%	$ (0.41)	3.6

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons / Offs

- 100
- 50
- 25

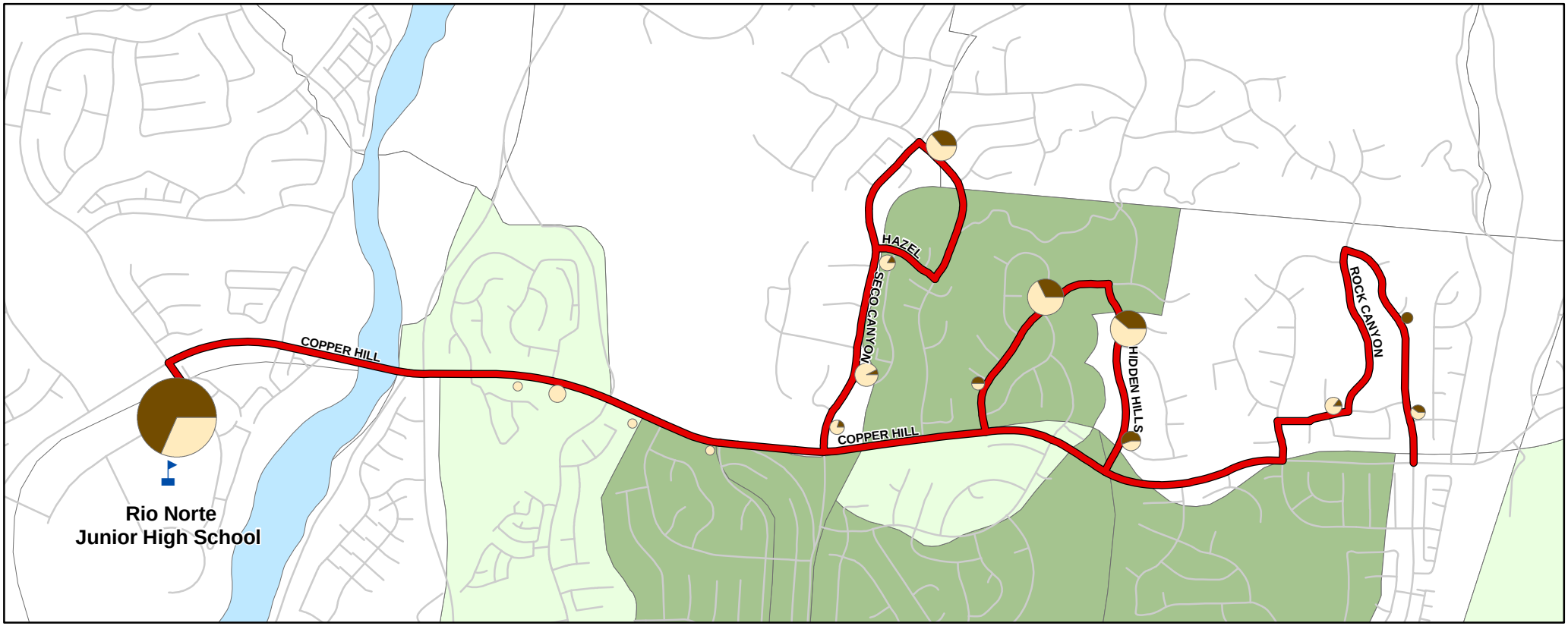
- Route 622
- School Location

Source: LA County Planning Department 2004 Census Data

City of Santa Clarita Transit

0 0.5 1 Miles

ITMD



Route 623

Schools Served

Rio Norte Junior High School

Current Span of Service

AM	6:55-7:16
PM	14:08-14:26

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
101	55	1.1
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
19.5	1.22	83
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
86%	$ (0.08)	4

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Route 623

School Location

Source: LA County Planning Department 2004 Census Data

Passenger Activity

Ons / Offs

100

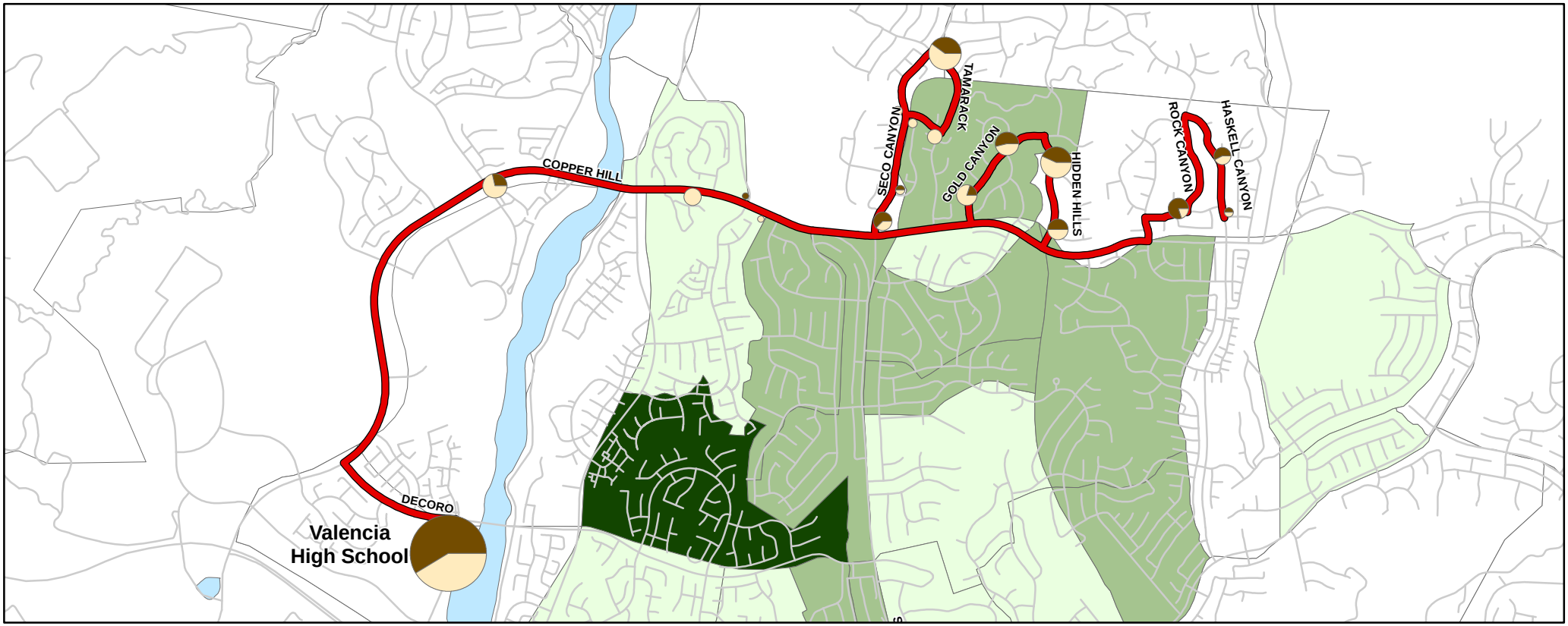
50

25

City of SANTA CLARITA TRANSIT

0 0.25 0.5 Miles

TMD



Route 624

Schools Served
Valencia High School

Current Span of Service

AM	7:12-7:36
PM	15:08-15:29

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
136	83	1.9
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
18.7	0.88	155
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
114%	$ (0.42)	5.9

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Route 624

School Location

Source: LA County Planning Department
2004 Census Data

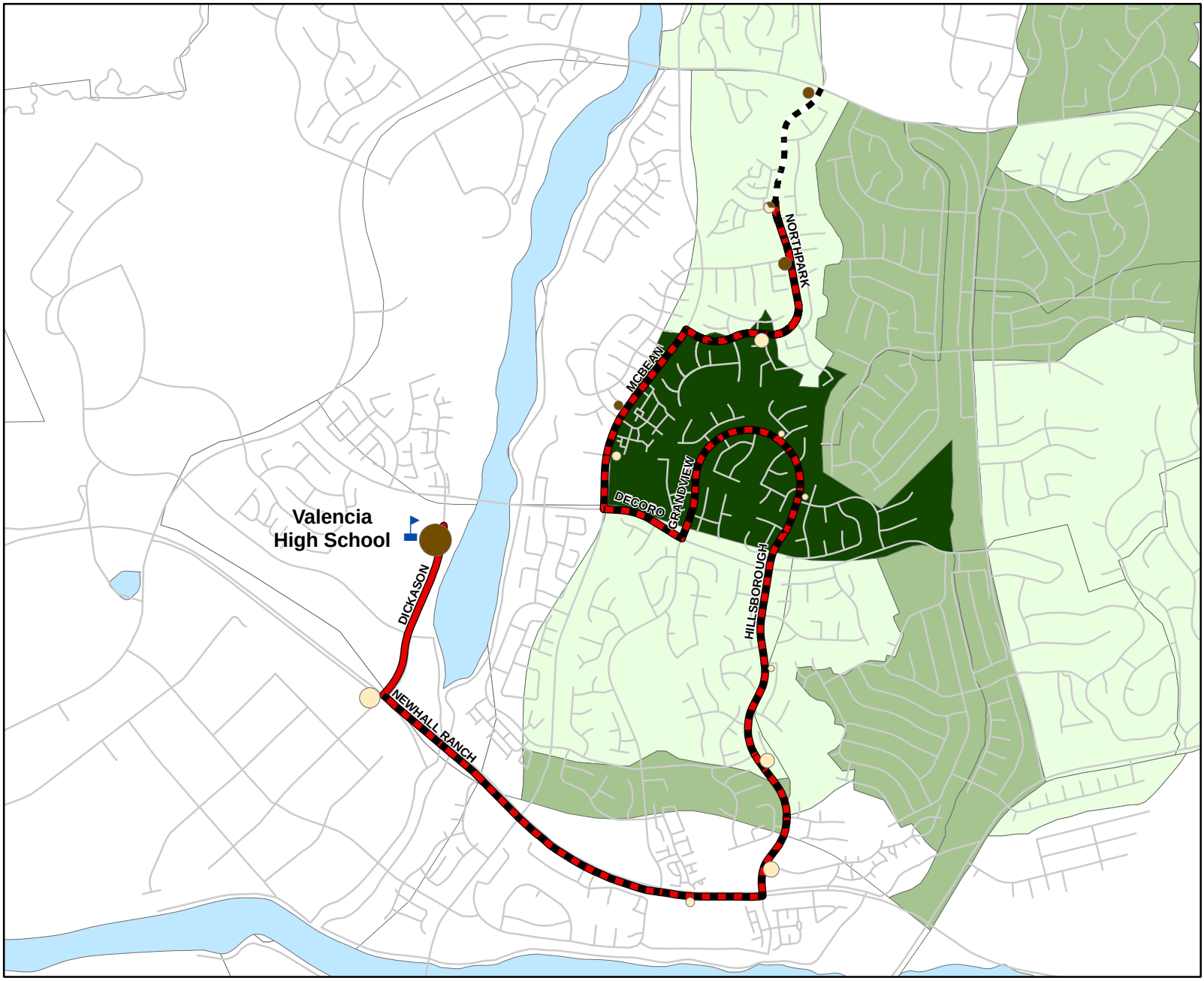
Passenger Activity

Ons
Offs
100
50
25

City of Santa Clarita Transit

0 0.5 1 Miles

TMD



Route 625

Schools Served

Valencia High School

Current Span of Service

AM	6:55-7:10
PM	15:08-15:22

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
35	25	0.7
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
12.6	0.62	56
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
27%	$ 0.72	3.3

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons / Offs

- 100
- 50
- 25

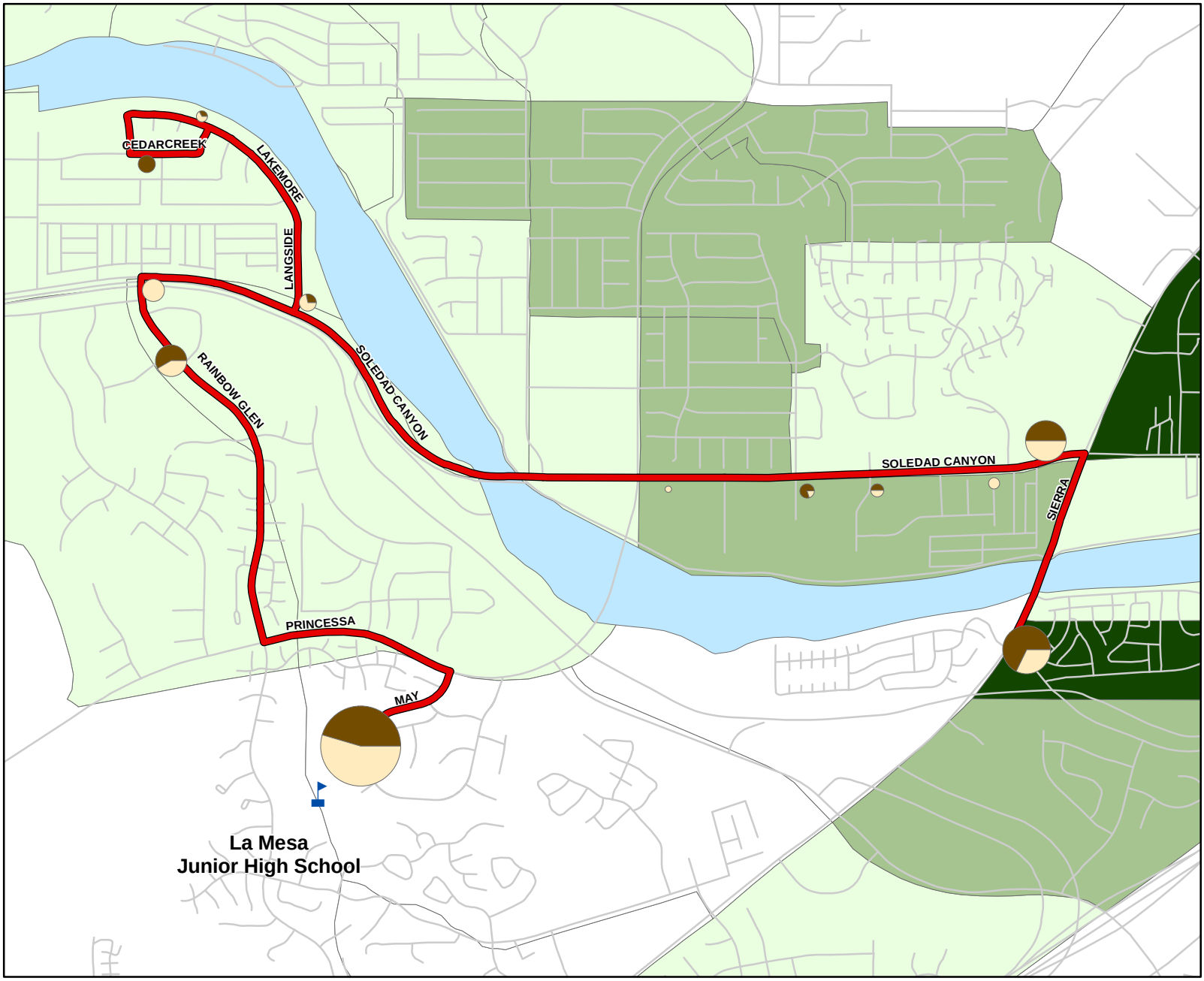
- Route 625 AM Service
- Route 625 PM Service
- School Location

Source: LA County Planning Department 2004 Census Data

0 0.25 0.5 Miles

City of Santa Clarita Transit

ITMD



Route 626

Schools Served

La Mesa Junior High School

Current Span of Service

AM	8:04-8:20
PM	15:15-15:30

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
159	71	1.7
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
11	0.75	212
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
101%	$ (0.53)	3.9

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons / Offs

- 100
- 50
- 25

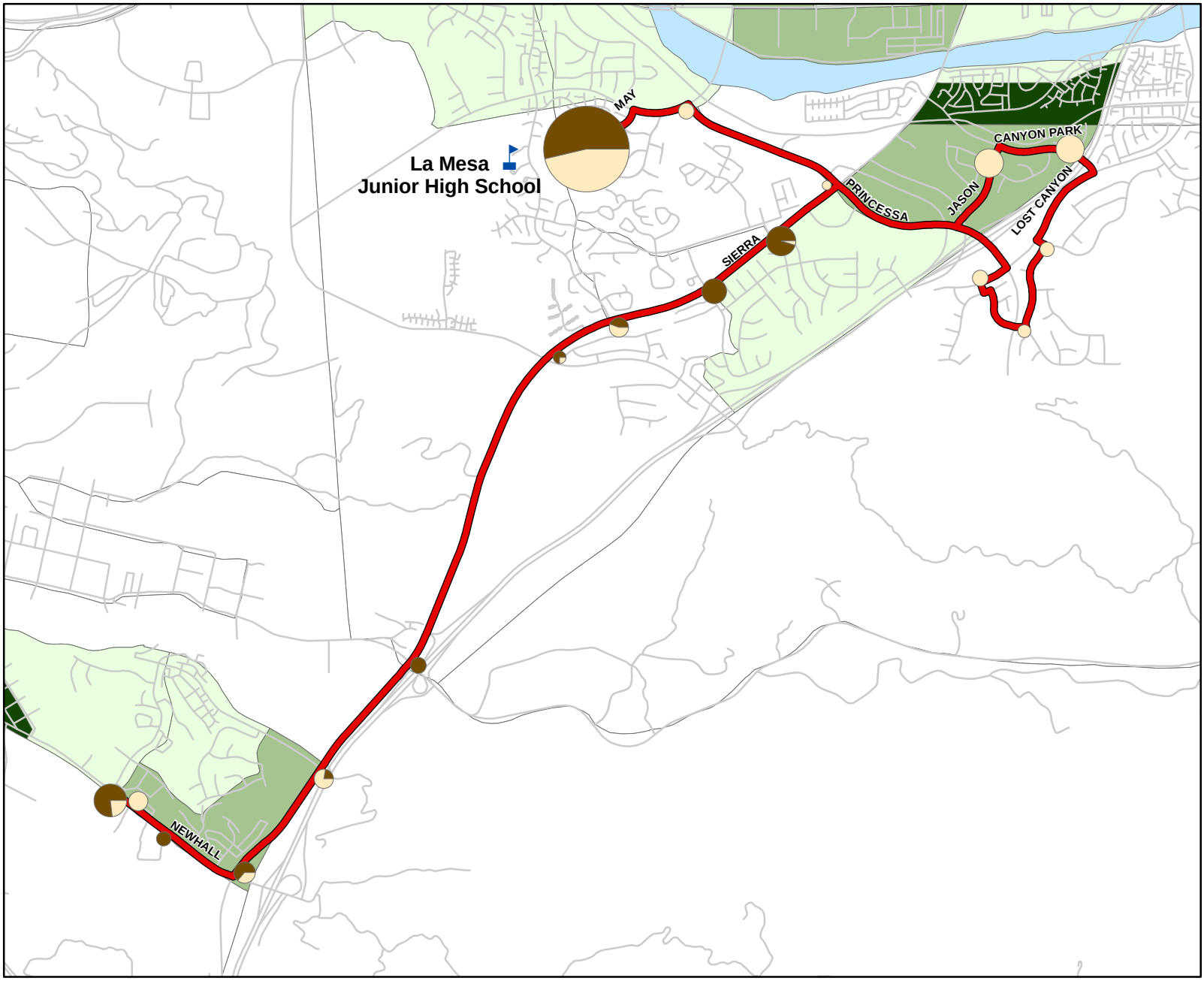
- Route 626
- School Location

Source: LA County Planning Department 2004 Census Data

City of Santa Clarita Transit

0 0.25 0.5 Miles

ITMD



Route 627

Schools Served

La Mesa Junior High School

Current Span of Service

AM	7:55-8:21
PM	15:20-15:44

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
177	95	2.5
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
10.6	0.92	192
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
132%	$ (0.54)	5.4

Population Density

Children Aged 10-19 years old per Acre

1-2

2-4

More than 4

Passenger Activity

Ons

Offs

100

50

25

Route 627

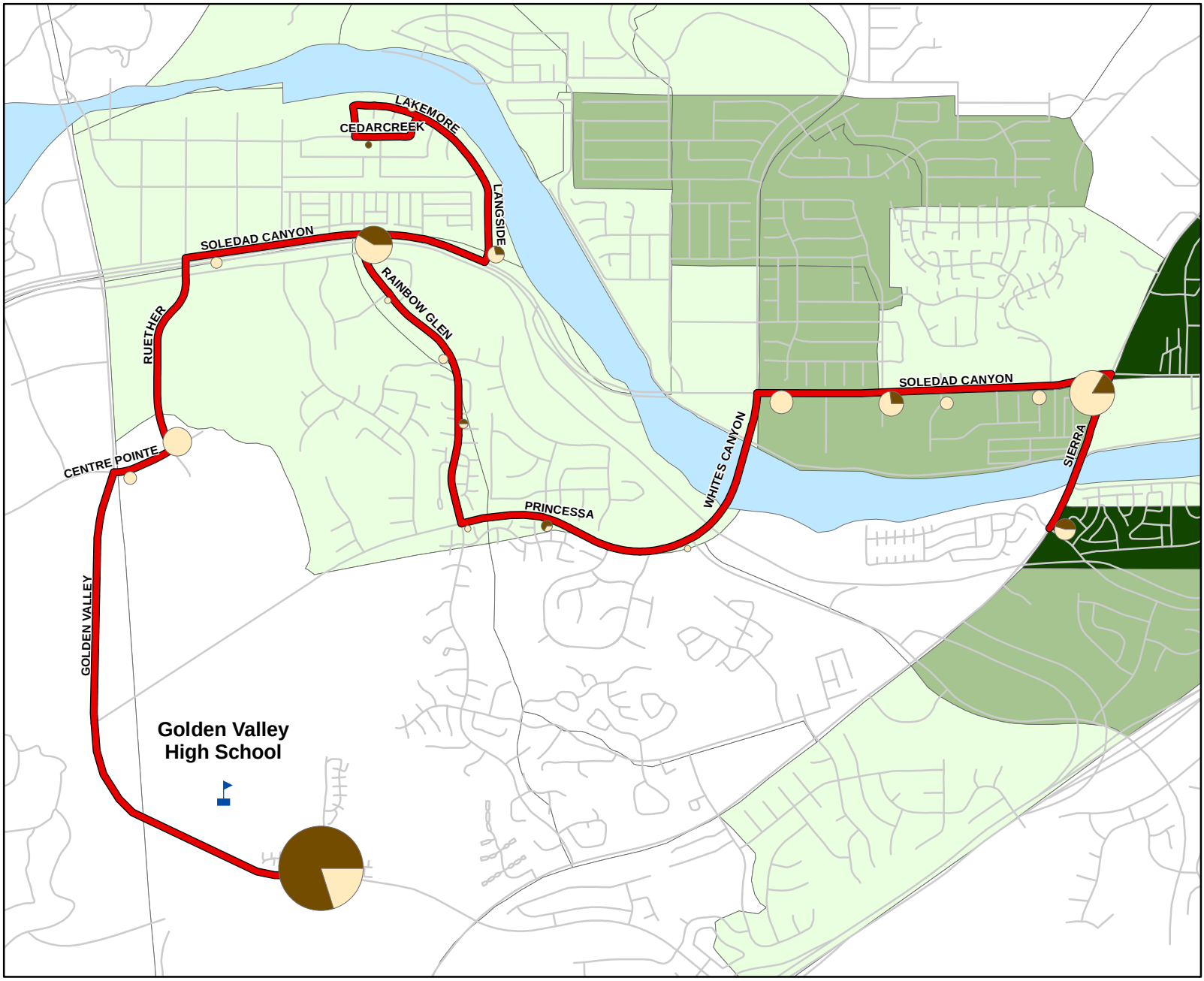
School Location

Source: LA County Planning Department 2004 Census Data

City of Santa Clarita Transit

0 0.5 1 Miles

ITMD



Route 628

Schools Served

Golden Valley High School

Current Span of Service

AM	6:50-7:14
PM	15:15-15:32

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
176	75	1.6
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
19.2	1.3	135
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
90%	$ (0.32)	5.4

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons / Offs: 100, 50, 25

Route 628

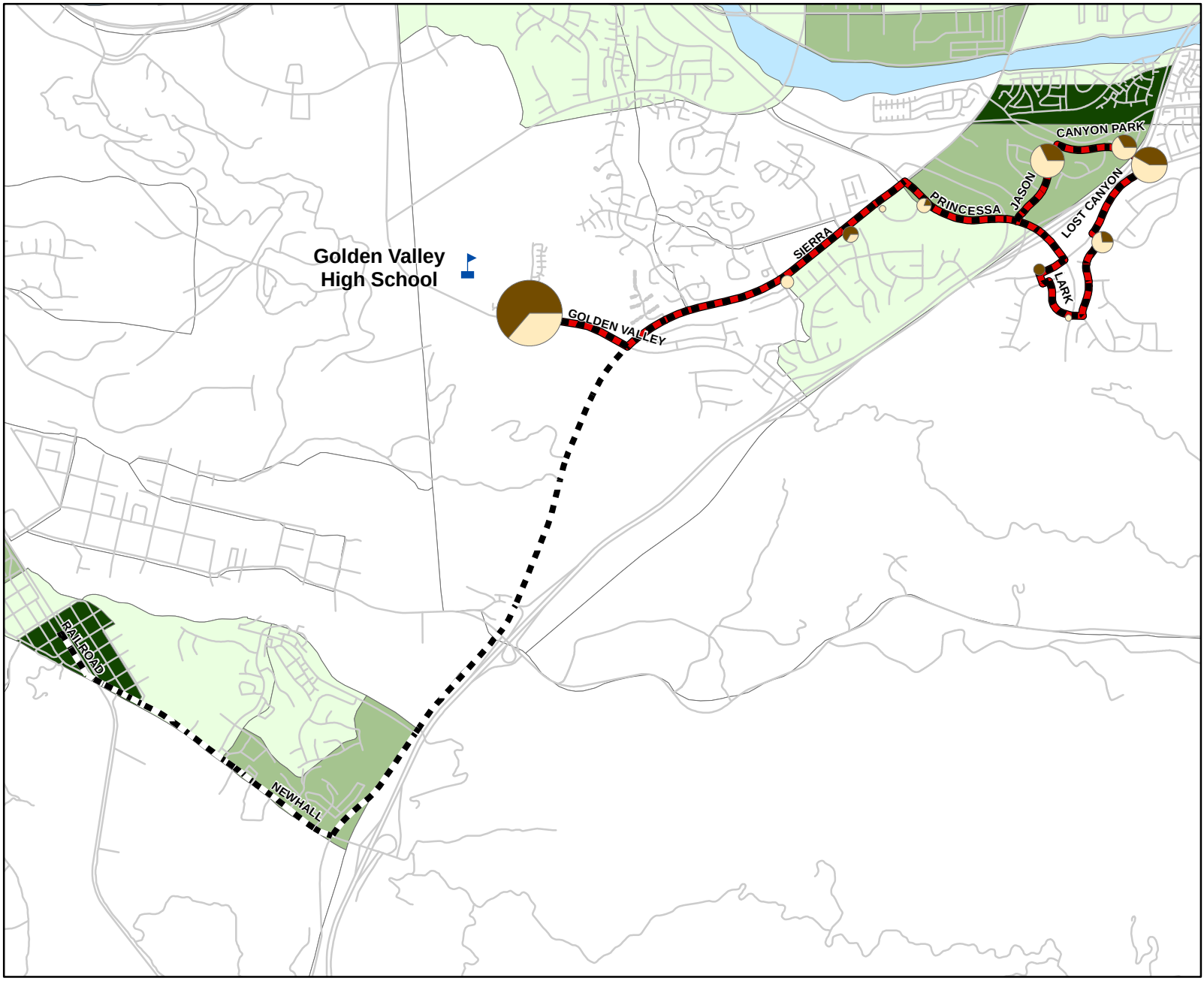
School Location

Source: LA County Planning Department
2004 Census Data

0 0.25 0.5 Miles

City of Santa Clarita Transit

ITMD



Route 629

Schools Served

Golden Valley High School

Current Span of Service

AM	6:50-7:16
PM	15:15-15:28

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
105	67	1.6
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
15.2	0.82	128
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
71%	$ (0.33)	3.2

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons
Offs

100
50
25

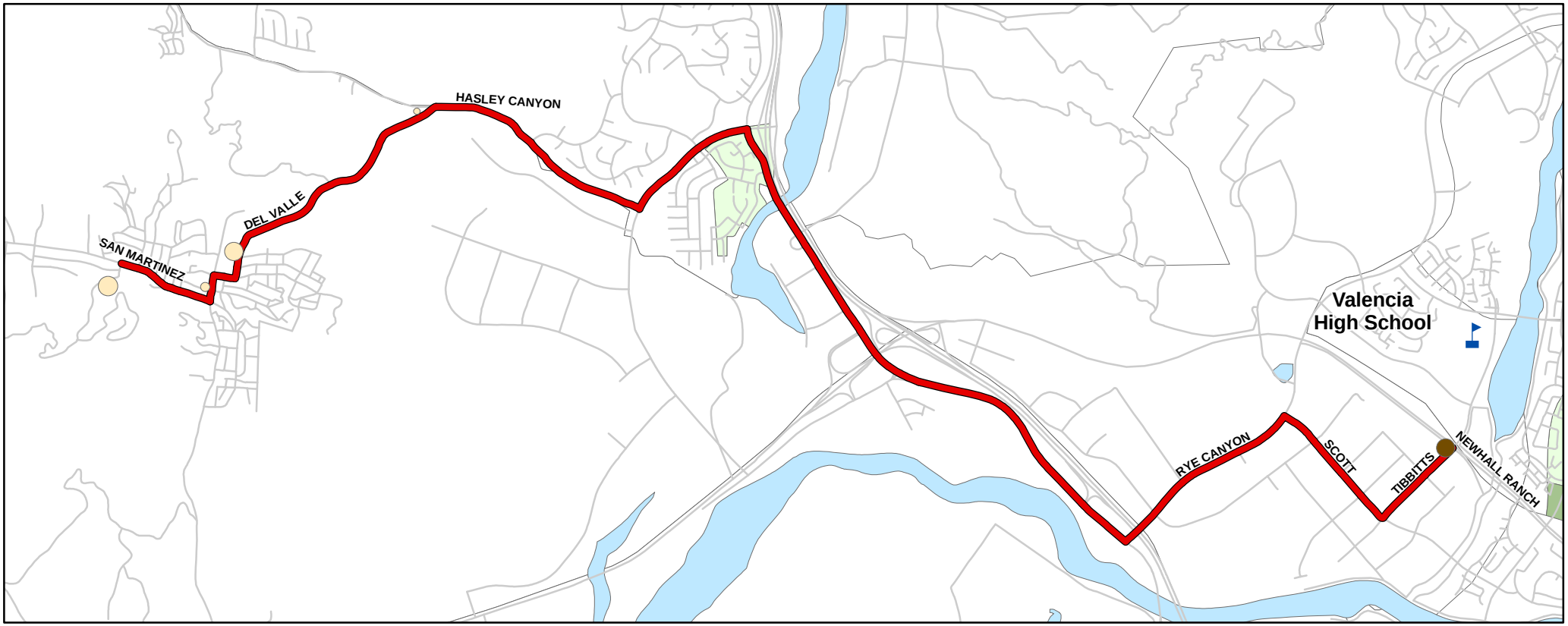
- Route 629 AM Service
- Route 629 PM Service
- School Location

Source: LA County Planning Department 2004 Census Data

City of Santa Clarita Transit

0 0.5 1 Miles

ITMD



Route 631

Schools Served
Valencia High School

Current Span of Service

AM	XX
PM	15:12-15:47

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
20	20	0.5
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
11	0.58	34
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
41%	$ 0.92	8.6

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Route 631 PM Service

School Location

Source: LA County Planning Department
2004 Census Data

Passenger Activity

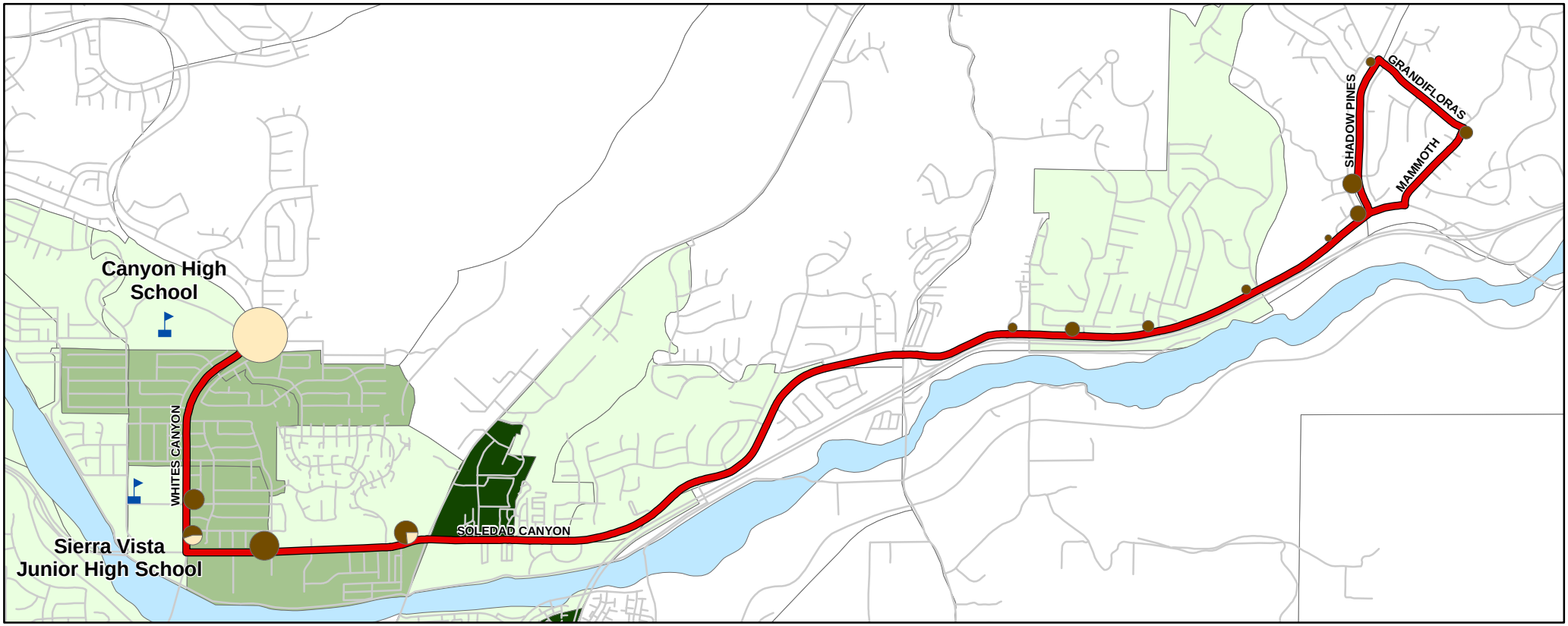
Ons
Offs

100
50
25

City of SANTA CLARITA TRANSIT

0 0.4 0.8 Miles

TMD



Route 632

Schools Served

Canyon High School

Sierra Vista Junior High School

Current Span of Service

AM	6:45-7:10
PM	XX

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
79	72	1.7
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
7.2	0.42	188
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
79%	$ (0.48)	3.3

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Route 632 AM Service

School Location

Source: LA County Planning Department
2004 Census Data

Passenger Activity

Ons / Offs

100

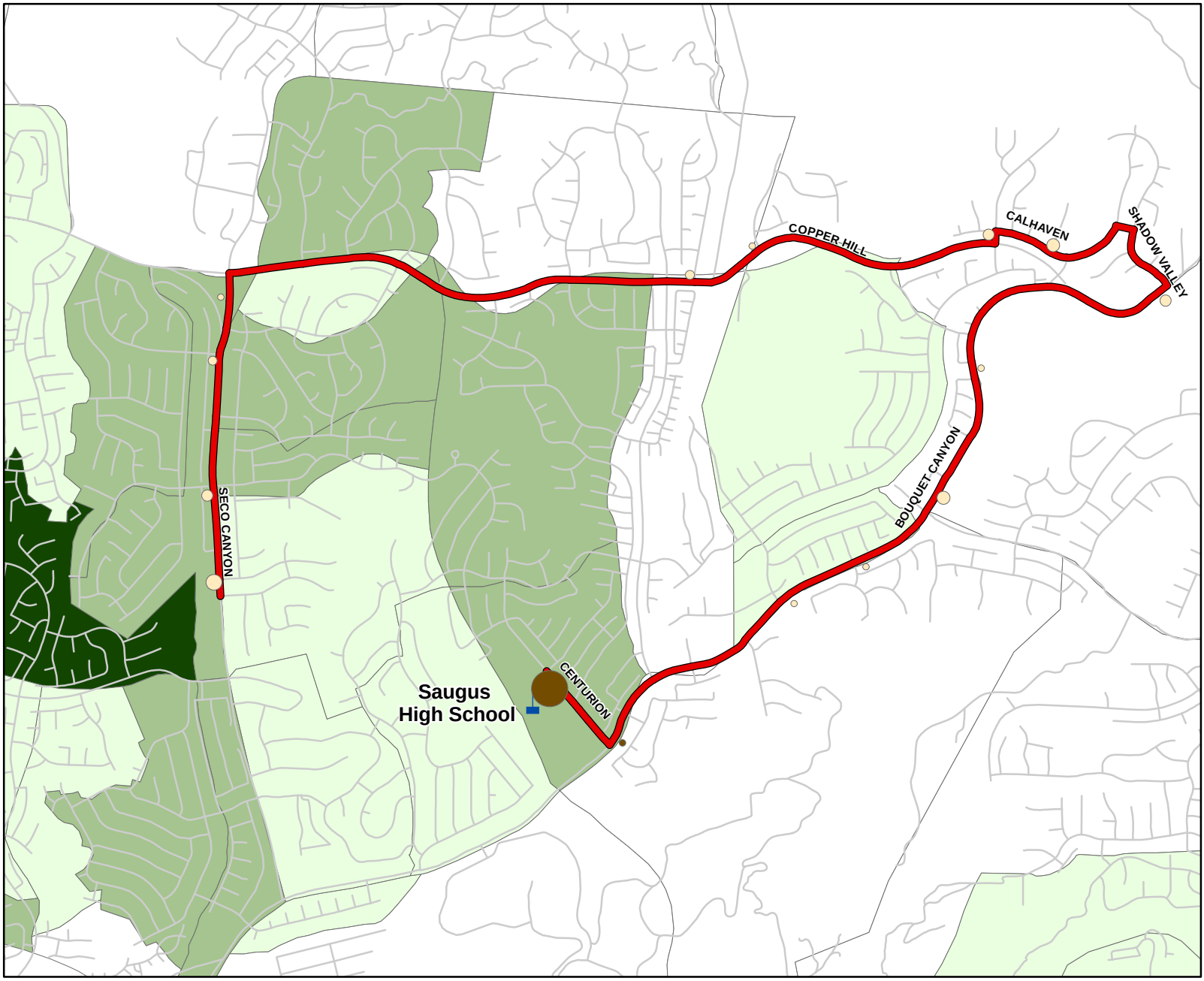
50

25

City of Santa Clarita Transit

0 0.5 1 Miles

TMD



Route 633

Schools Served

Saugus High School

Current Span of Service

AM	XX
PM	15:10-15:20

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
33	33	0.8
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
9.3	0.17	194
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
47%	$ (0.13)	4.2

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons / Offs: 100, 50, 25

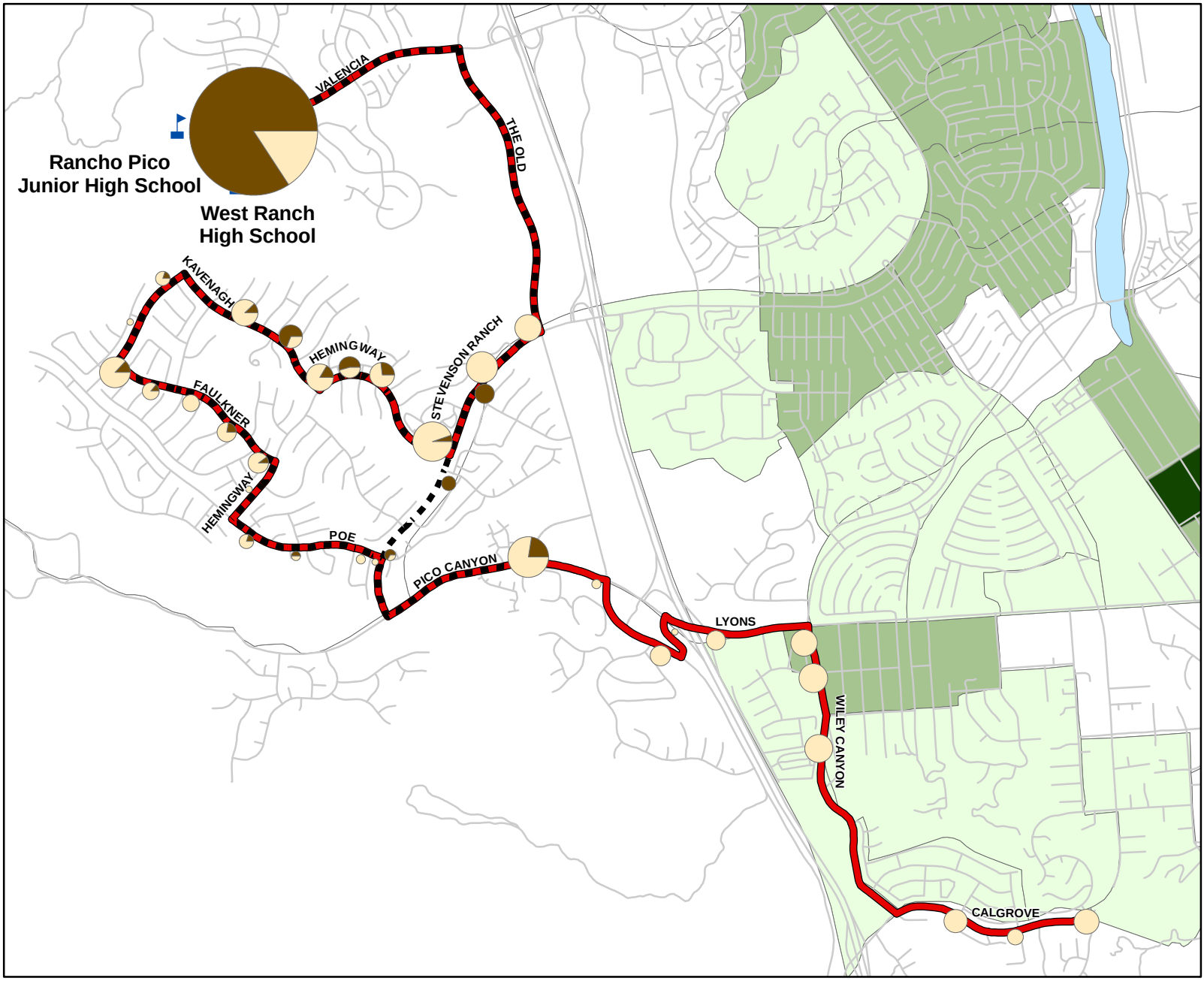
- Route 633 PM Service
- School Location

Source: LA County Planning Department 2004 Census Data

City of Santa Clarita Transit

0 0.25 0.5 Miles

ITMD



Route 634

Schools Served

West Ranch High School

Rancho Pico Junior High School

Current Span of Service

AM	7:20-8:17
PM	14:49-15:39

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
341	79	2.2
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
39	3.87	88
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
85%	$ (0.22)	6.1

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons
Offs

100
50
25

Route 629 AM Service

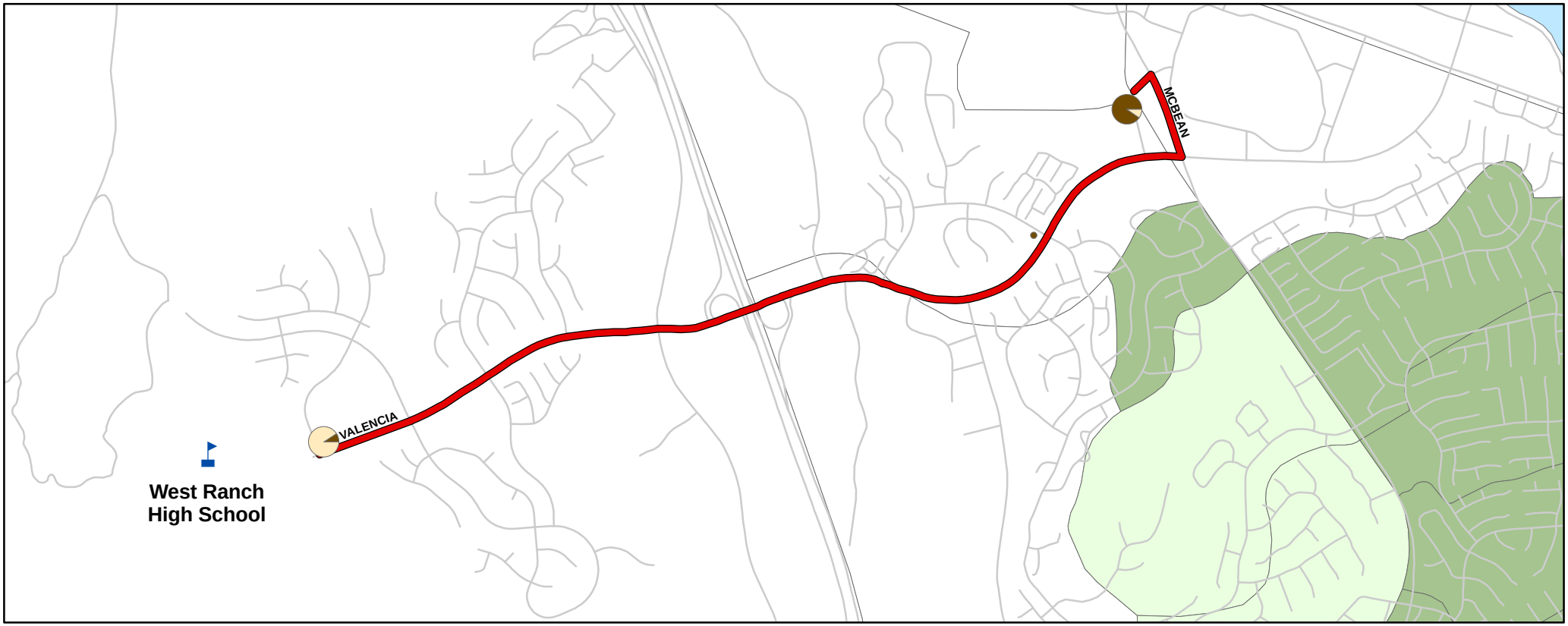
Route 629 PM Service

School Location

Source: LA County Planning Department 2004 Census Data

City of Santa Clarita Transit

0 0.5 1 Miles



Route 635

Schools Served
Wet Ranch High School

Current Span of Service

AM	7:55-8:03
PM	16:00-16:10

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
22	20	0.5
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
2.3	0.3	73
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
26%	$ 0.07	2.5

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Route 635

School Location

Source: LA County Planning Department
2004 Census Data

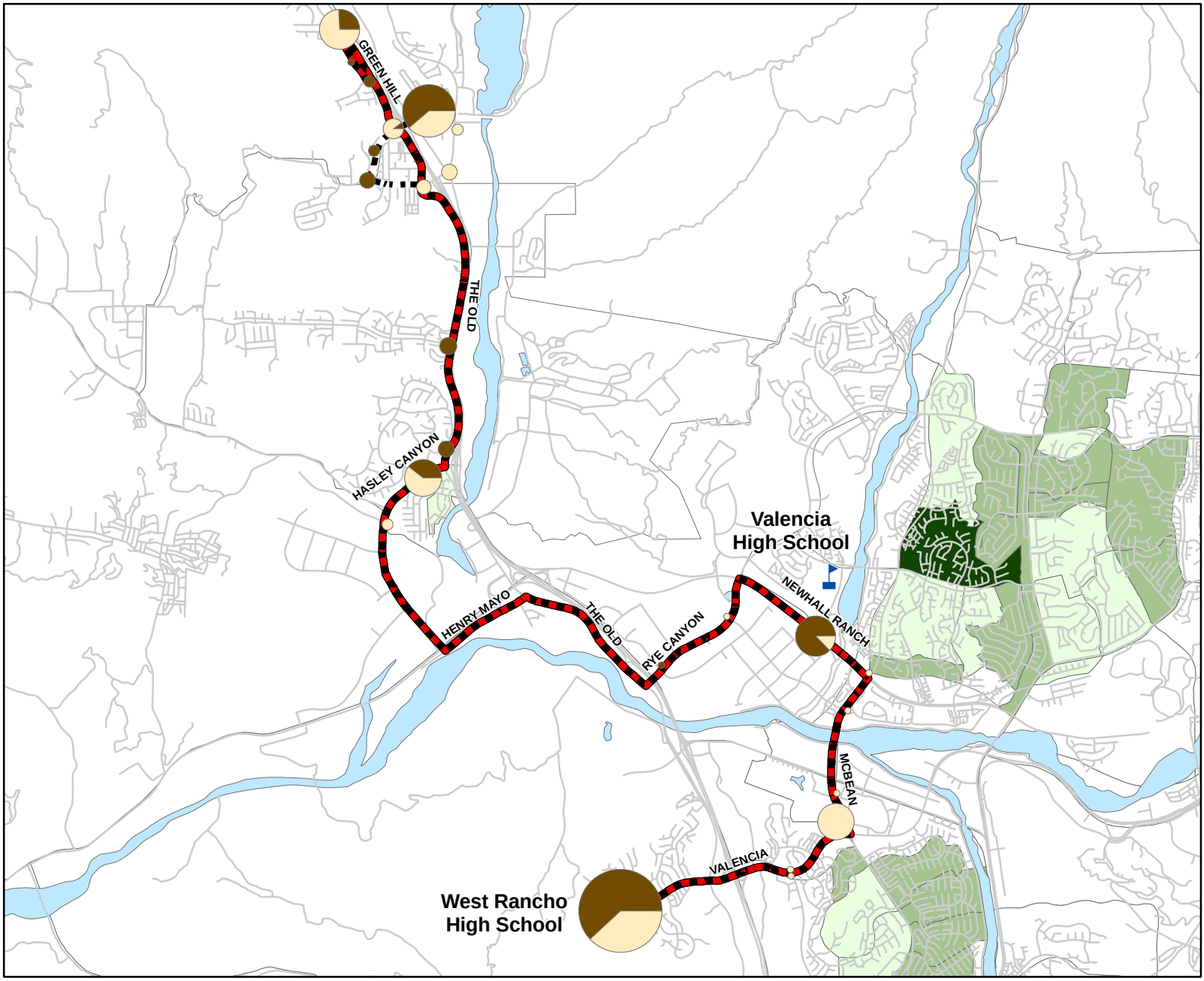
Passenger Activity

Ons
Offs
100
50
25

City of Santa Clarita Transit

0 0.25 0.5 Miles

TMD



Route 636

Schools Served

Valencia High School

West Ranch High School

Current Span of Service

AM	7:15-8:00
PM	14:49-15:43

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
208	104	1.7
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
23.2	2.93	71
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
115%	$ (0.09)	11.1

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons / Offs

- 100
- 50
- 25

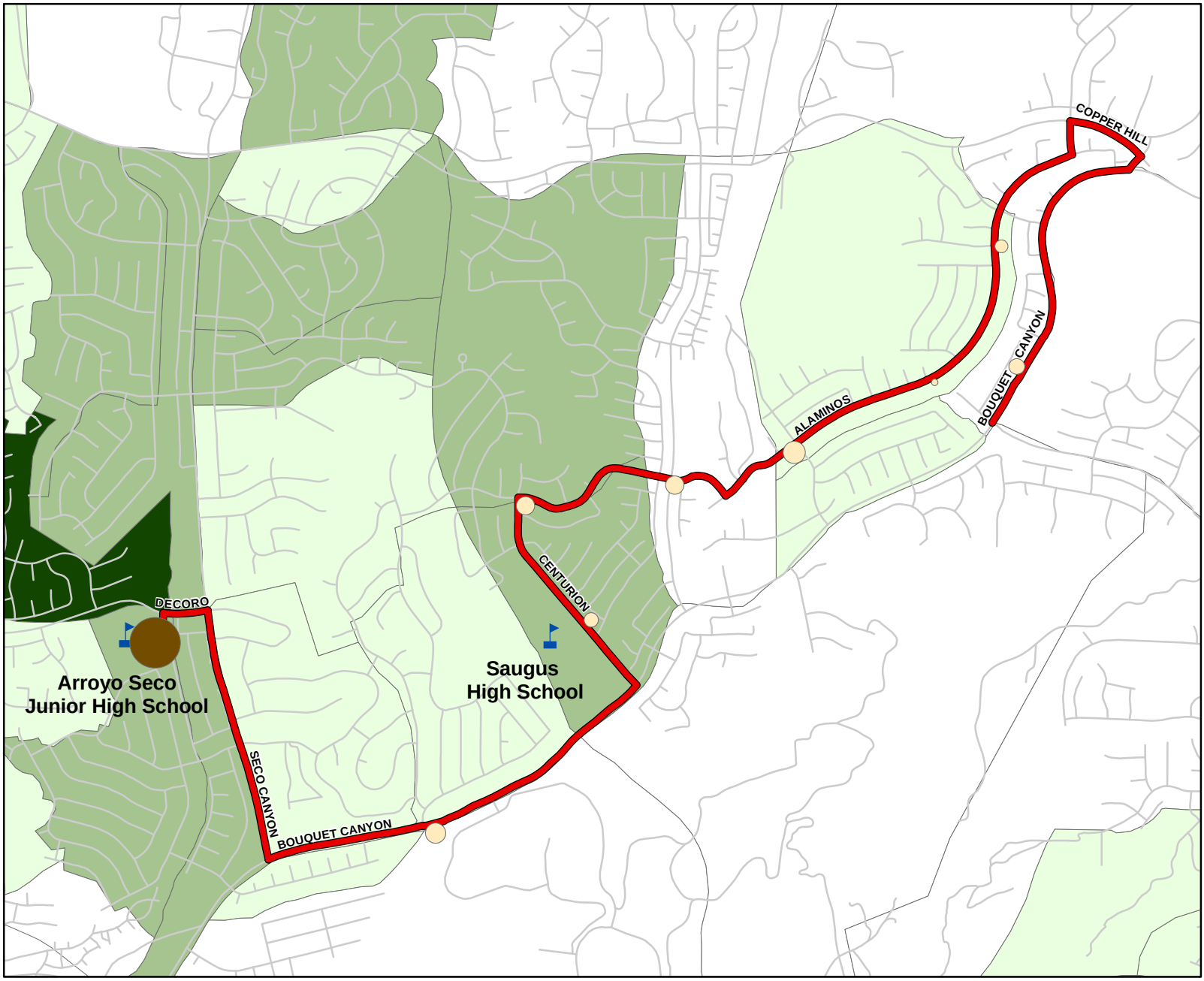
- Route 636 AM Service
- Route 636 PM Service
- School Location

Source: LA County Planning Department 2004 Census Data

City of Santa Clarita Transit

0 0.5 1 Miles

ITMD



Route 637

Schools Served

Saugus High School

Arroyo Seco Junior High School

Current Span of Service

AM	XX
PM	14:18-14:31

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
63	35	0.8
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
11	0.67	94
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
41%	$ (0.11)	3.2

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons / Offs: 100, 50, 25

Route 637 PM Service

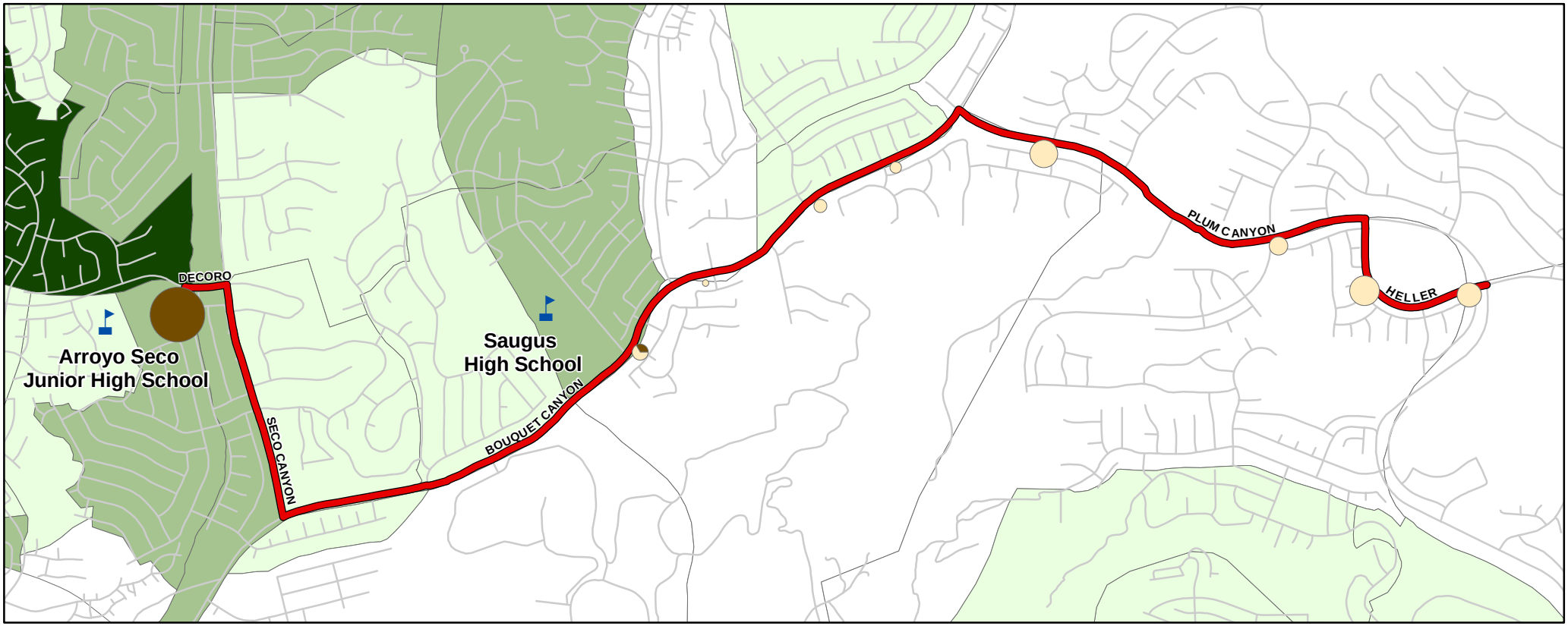
School Location

Source: LA County Planning Department 2004 Census Data

City of Santa Clarita Transit

0 0.25 0.5 Miles

ITMD



Route 638

Schools Served

Saugus High School

Arroyo Seco Junior High School

Current Span of Service

AM	XX
PM	14:18-14:28

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
73	71	1.9
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
9.3	0.3	243
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
153%	$ (0.45)	3.8

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Route 638 PM Service

School Location

Source: LA County Planning Department
2004 Census Data

Passenger Activity

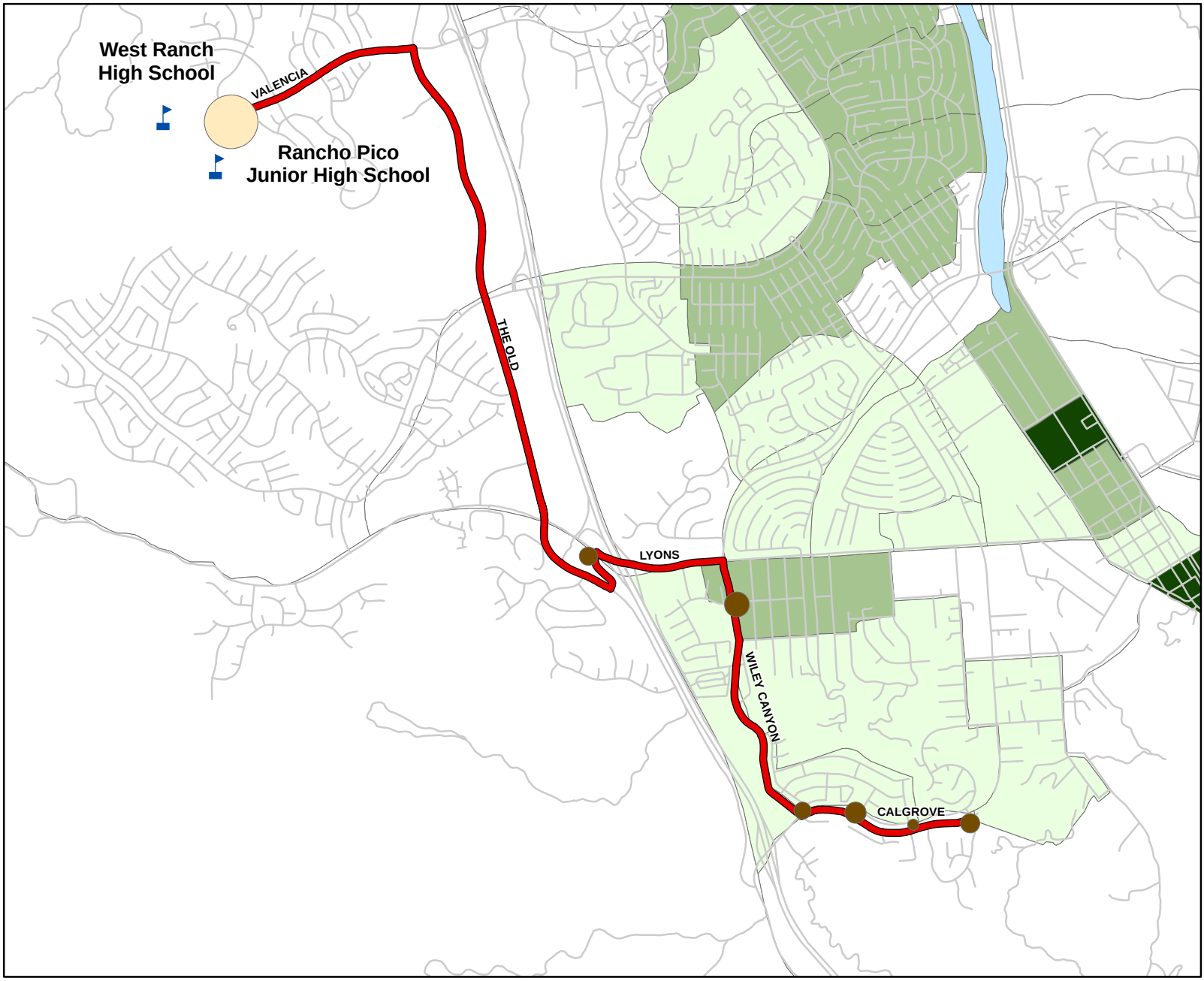
Ons
Offs

100
50
25

City of Santa Clarita Transit

0 0.25 0.5 Miles

TMD



Route 639

Schools Served

West Ranch High School

Rancho Pico Junior High School

Current Span of Service

AM	7:22-7:56
PM	XX

Service Performance

Total Daily Ridership	Highest Load	Highest Load Factor
70	70	2
Revenue Miles	**Revenue Hours**	**Passengers per Revenue Hour**
6.1	0.57	123
Seat Utilization	**Subsidy per Passenger**	**Average Trip Length**
152%	$ (0.32)	5.2

Population Density

Children Aged 10-19 years old per Acre

- 1-2
- 2-4
- More than 4

Passenger Activity

Ons / Offs

- 100
- 50
- 25

Route 639 AM Service

School Location

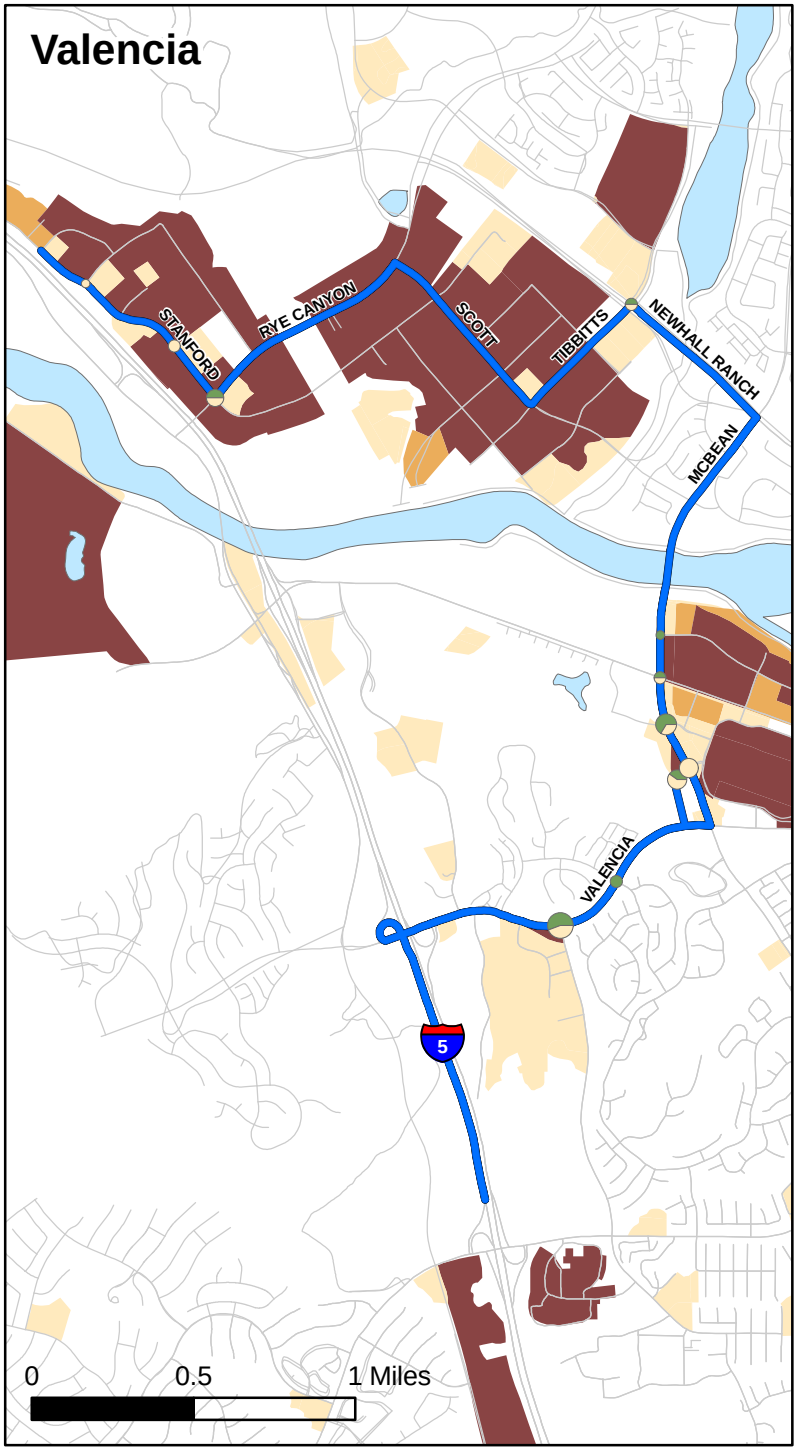
Source: LA County Planning Department, 2004 Census Data

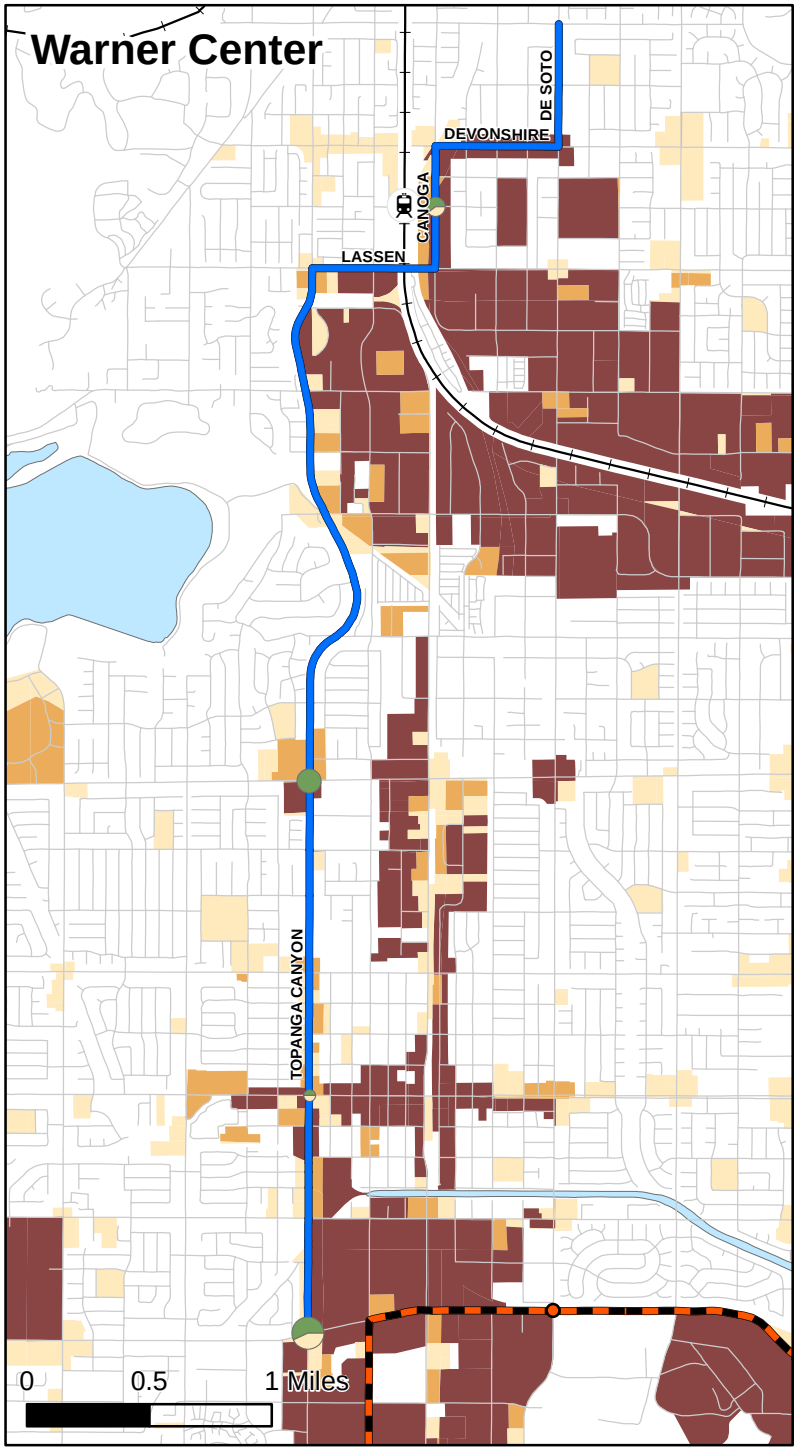
City of Santa Clarita Transit

0 0.5 1 Miles

ITMD

Appendix C: Route Profiles of Commuter Express Service





Route 791

Description

Reverse Commute Service from Warner Center

Service Frequency

AM	30-35 Minutes
PM	20-80 Minutes

Current Span of Service

AM	6:15-9:27
PM	14:20-18:11

Service Performance

Daily Ridership	Passengers per Revenue Hour	Subsidy per Passenger
39	4	$ 15.72

Revenue Hours	Revenue Miles	Seat Utilization
10.27	289	4.45%

Employment Density

Jobs/Acre

- 1-50
- 50-100
- More than 100

Passenger Activity

Ons
Offs

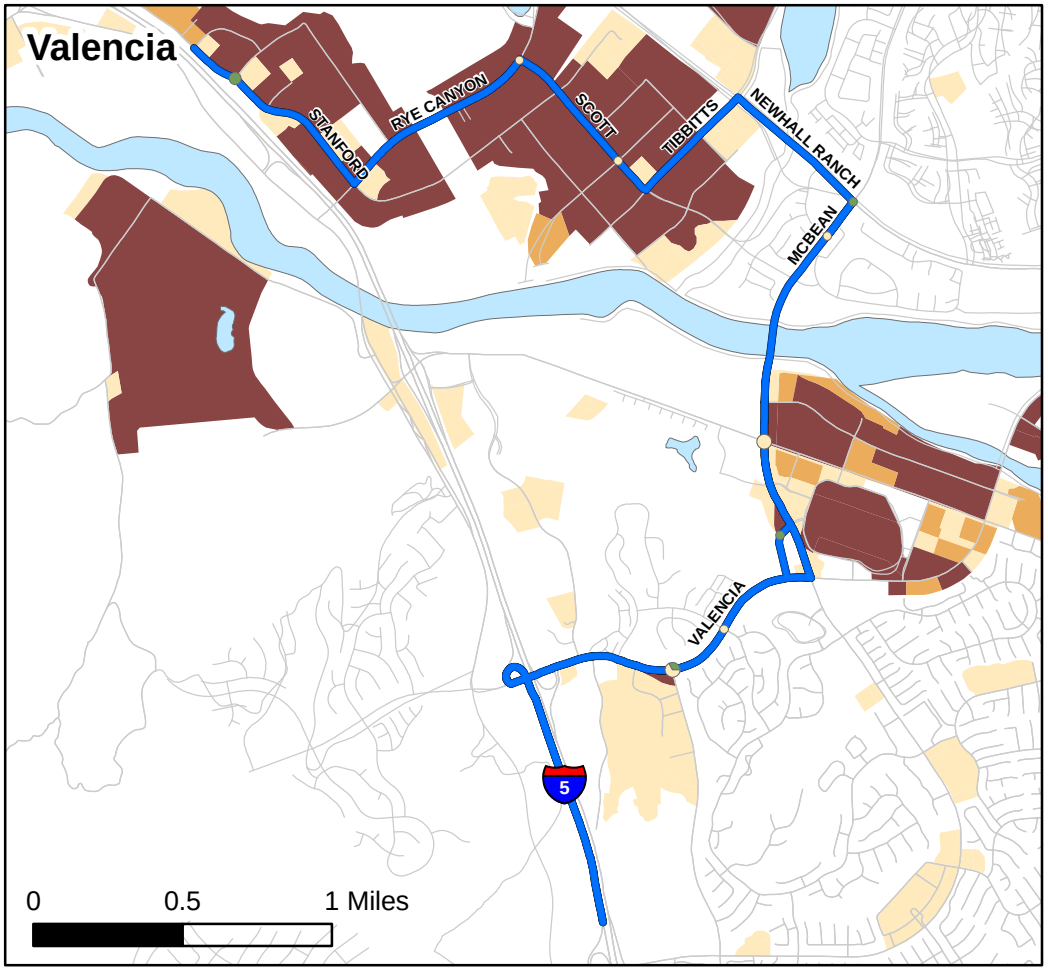
- 100
- 50
- 25

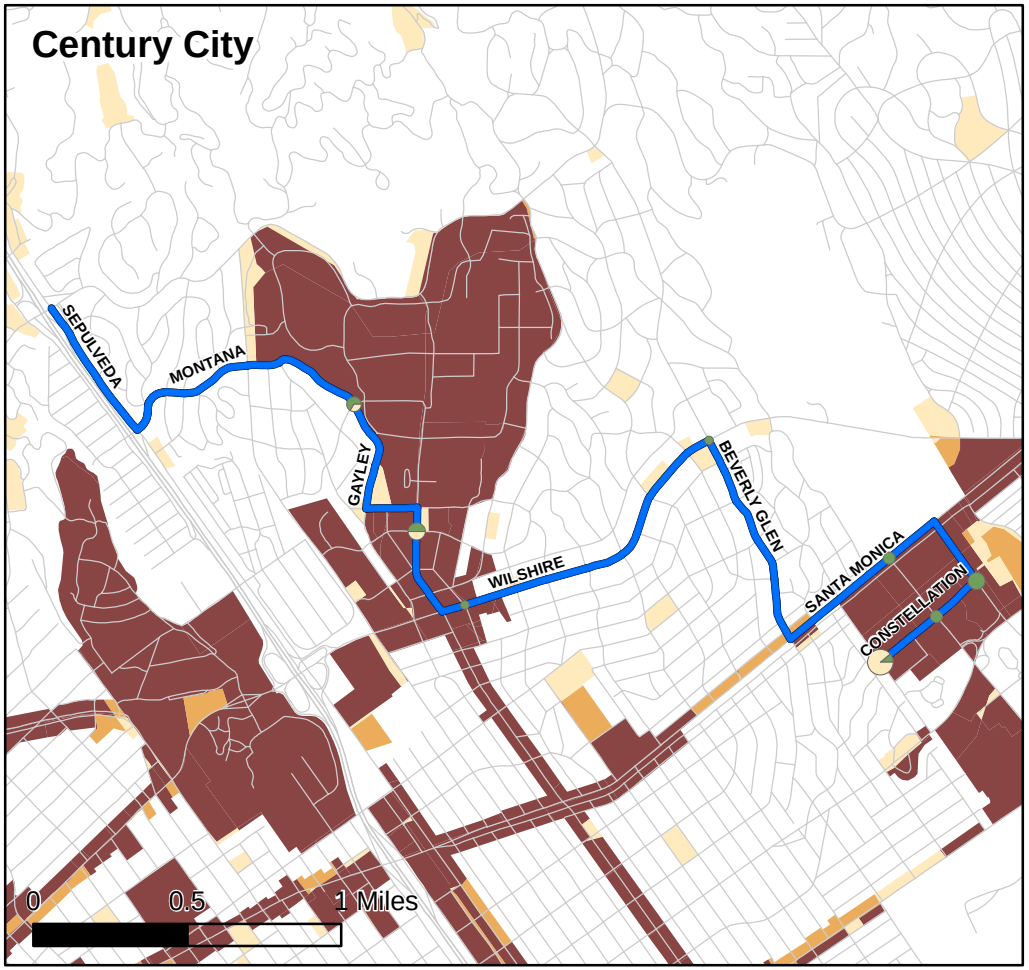
Legend

- SCT Commuter Bus Route
- Orange Line Station
- Orange Line
- Metrolink Station
- Metrolink Line

City of Santa Clarita Transit

TMD





Route 792

Description

Reverse Commute Service from Century City

Service Frequency

AM	30-50 Minutes
PM	30-50 Minutes

Current Span of Service

AM	7:06-10:07
PM	2:47-7:40

Service Performance

Daily Ridership	Passengers per Revenue Hour	Subsidy per Passenger
20	2	$ 39.19

Revenue Hours	Revenue Miles	Seat Utilization
11.47	362	1.55%

Employment Density

Jobs/Acre

- 1-50
- 50-100
- More than 100

Passenger Activity

Ons
Offs

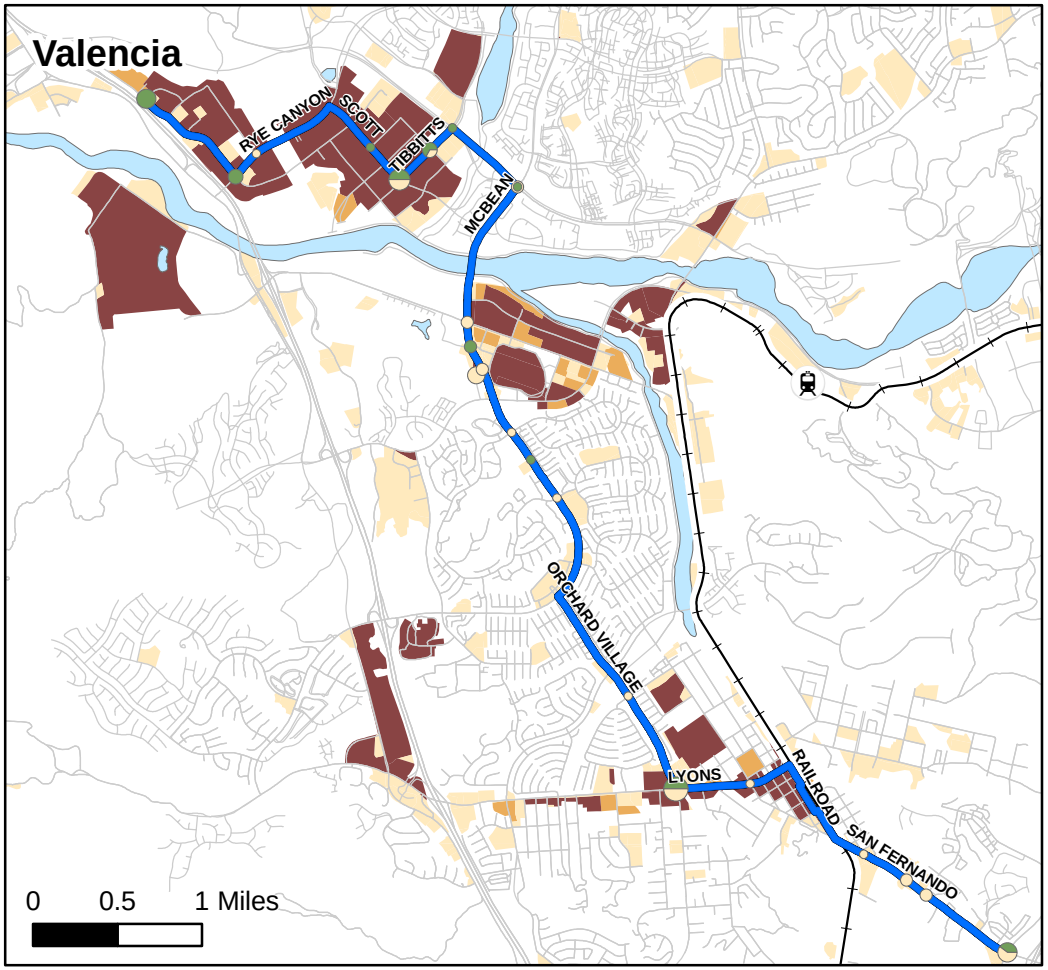
100
50
25

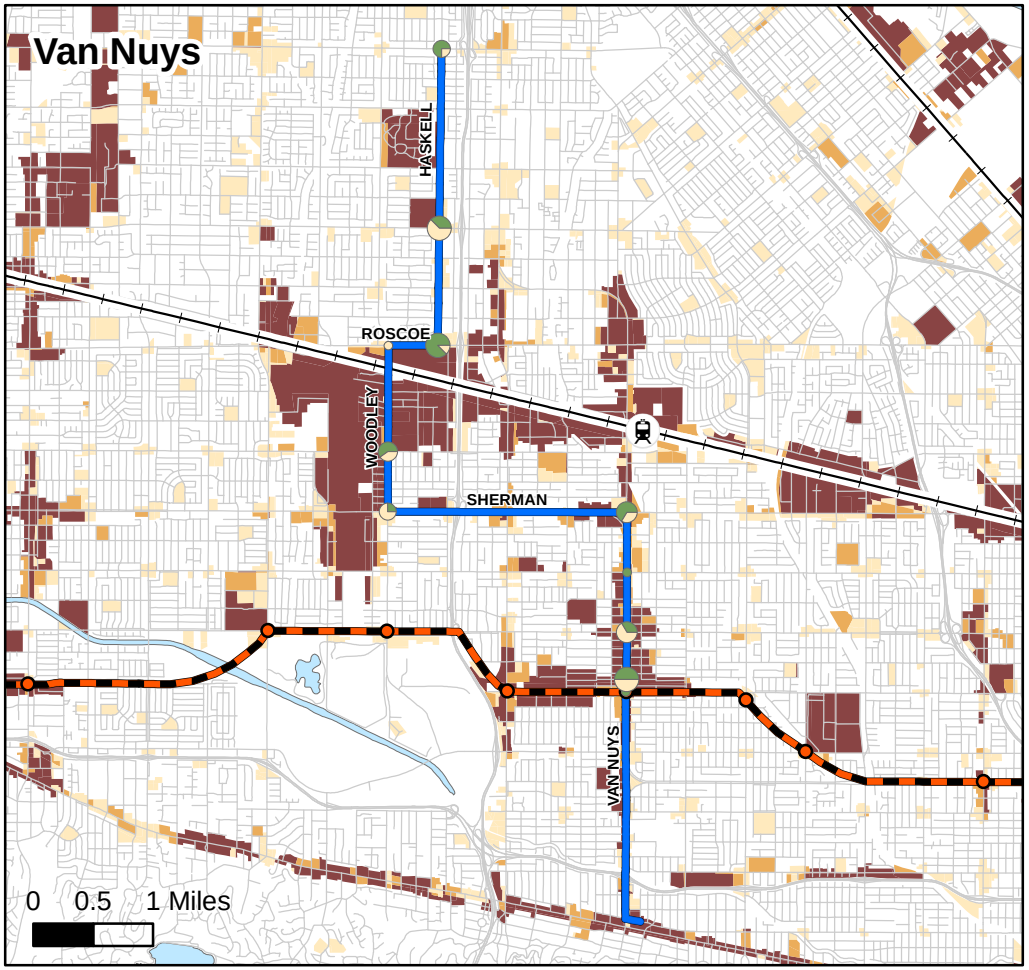
Legend

- SCT Commuter Bus Route
- Metrolink Station
- Metrolink Line

City of Santa Clarita Transit

ITMD





Route 793

Description

Reverse Commute Service from Van Nuys

Service Frequency

AM	25-60 Minutes
PM	30 Minutes

Current Span of Service

AM	6:25-10:14
PM	14:08-18:50

Service Performance

Daily Ridership	Passengers per Revenue Hour	Subsidy per Passenger
56	4	$ 13.06

Revenue Hours	Revenue Miles	Seat Utilization
14.18	283	6.85%

Employment Density

Jobs/Acre

- 1-50
- 50-100
- More than 100

Passenger Activity

Ons
Offs

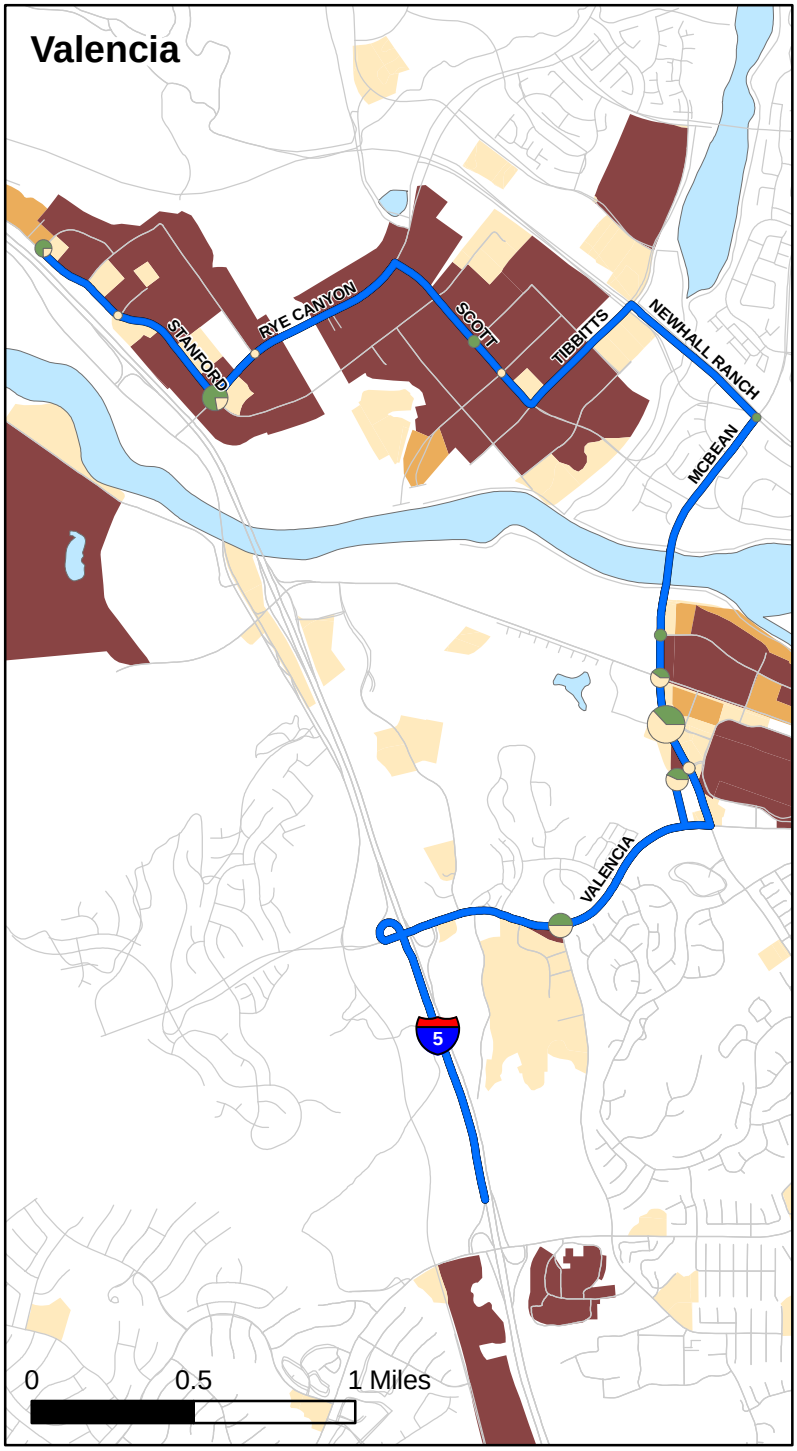
100
50
25

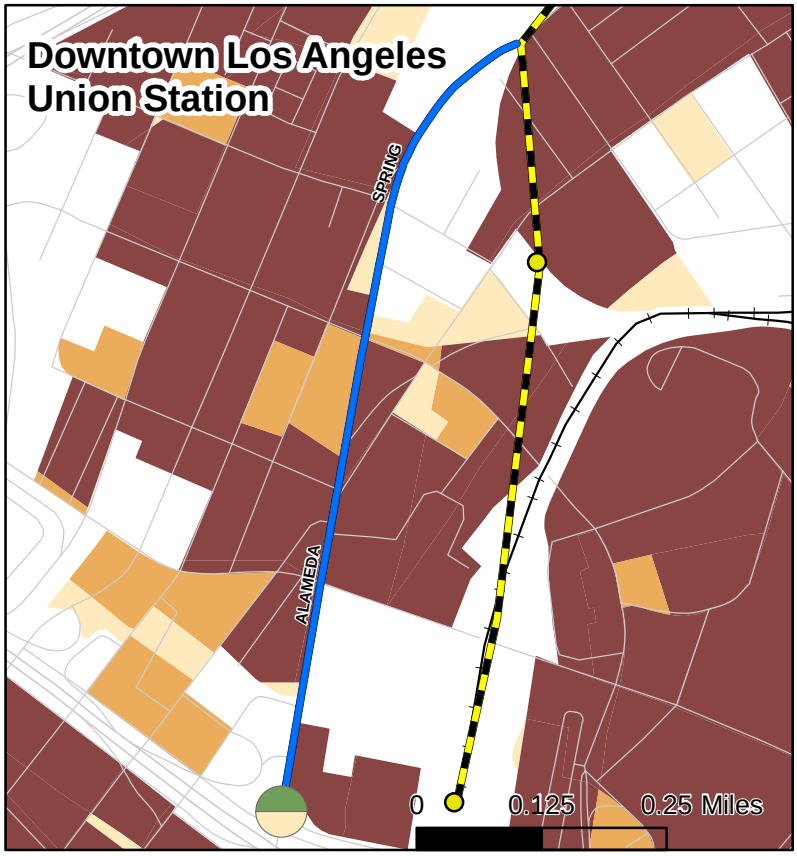
Legend

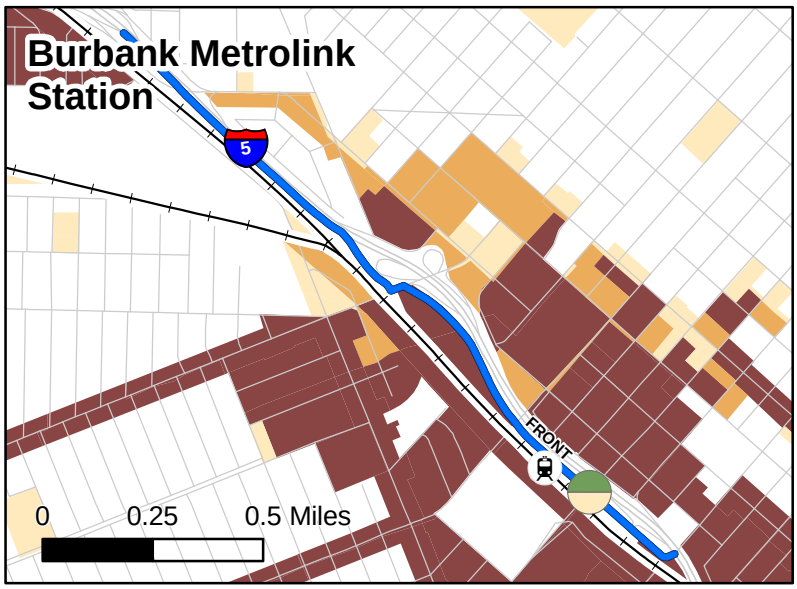
- SCT Commuter Bus Route
- Orange Line Station
- Orange Line
- Metrolink Station
- Metrolink Line

City of Santa Clarita Transit

ITMD







Route 794

Description

Reverse Commute Service from Downtown & Burbank Metrolink Station

Service Frequency

AM	25-60 Minutes
PM	50 Minutes

Current Span of Service

AM	6:50-10:04
PM	13:54-18:17

Service Performance

Daily Ridership	Passengers per Revenue Hour	Subsidy per Passenger
62	6	$ 10.02

Revenue Hours	Revenue Miles	Seat Utilization
10.02	360	8.53%

Employment Density

Jobs/Acre

- 1-50
- 50-100
- More than 100

Passenger Activity

Ons / Offs

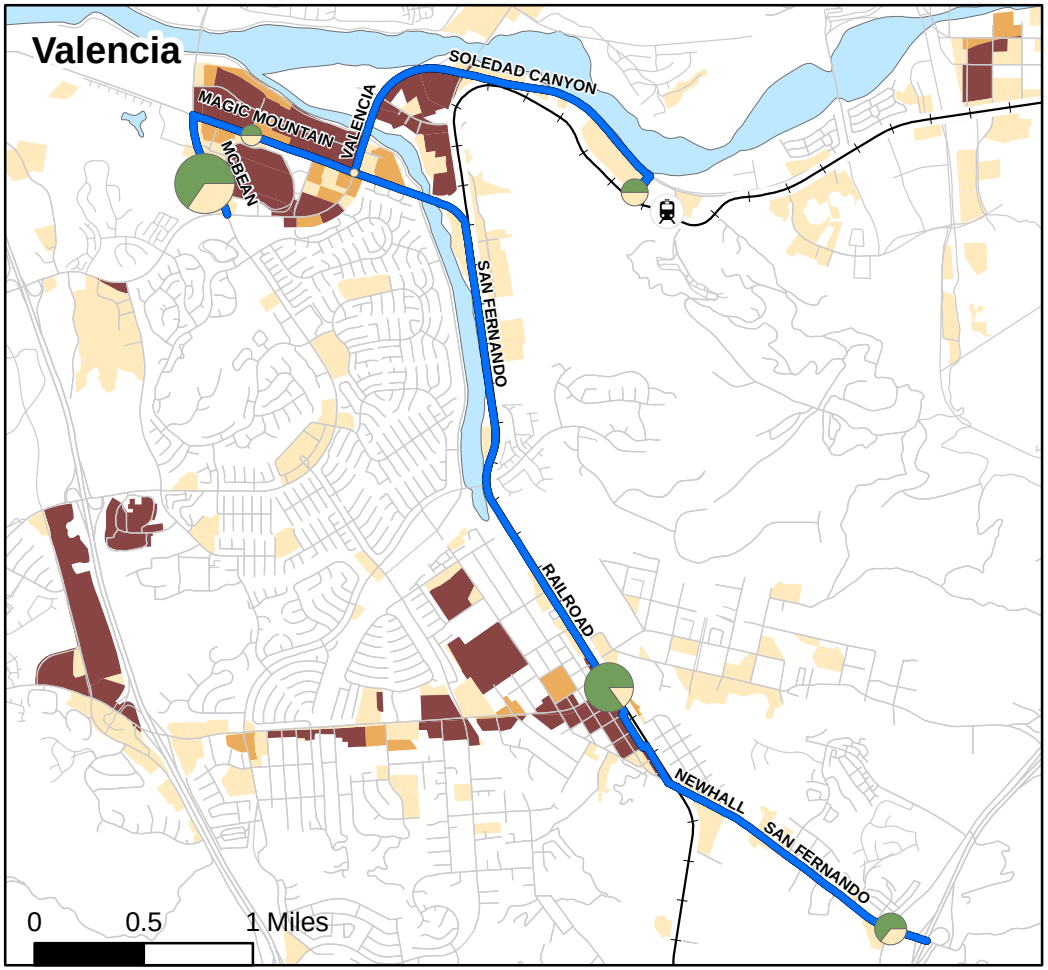
- 100
- 50
- 25

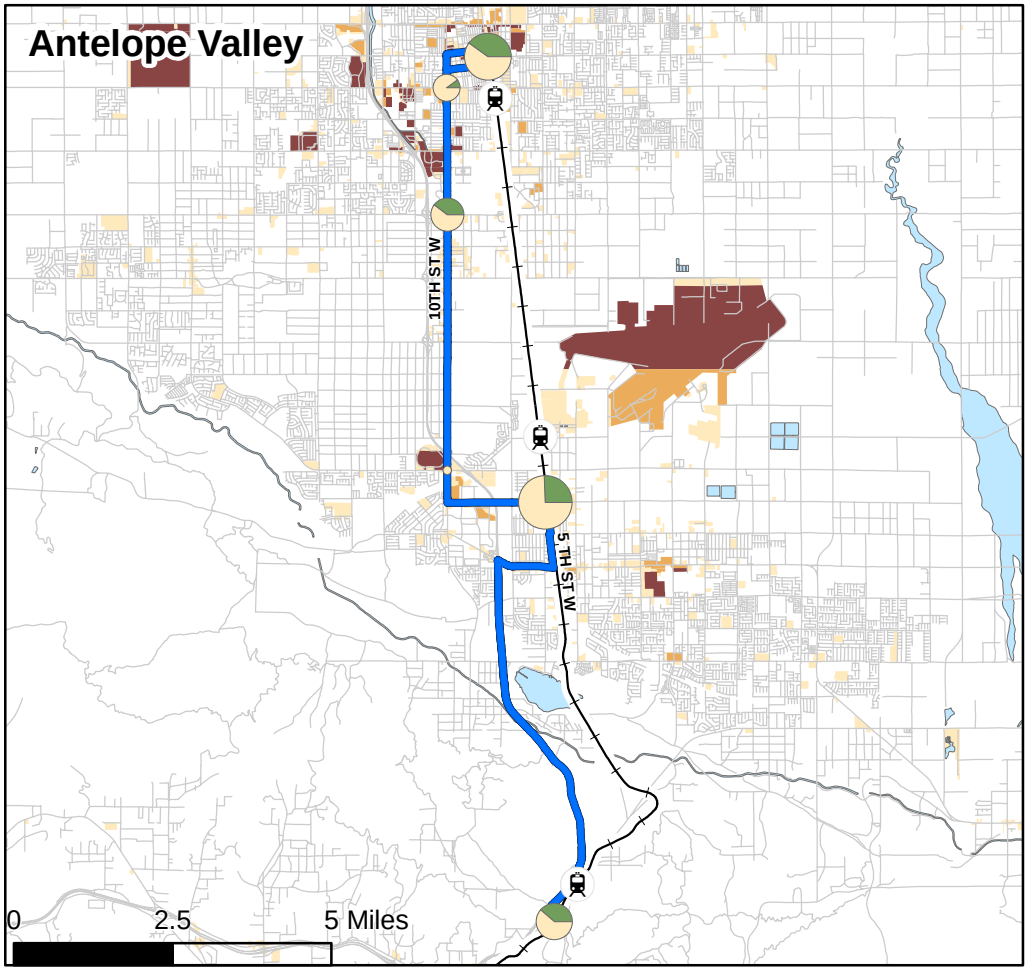
Legend

- SCT Commuter Bus Route
- Gold Line Station
- Gold Line
- Metrolink Station
- Metrolink Line

City of Santa Clarita Transit

TMD





Route 795

Description

Commuter Service to Antelope Valley

Service Frequency

AM	60 Minutes
PM	60 Minutes

Current Span of Service

AM	3:43-6:30
PM	14:30-20:33

Service Performance

Daily Ridership	Passengers per Revenue Hour	Subsidy per Passenger
113	11	$ 3.55

Revenue Hours	Revenue Miles	Seat Utilization
9.88	314	26.98%

Employment Density

Jobs/Acre

- 1-50
- 50-100
- More than 100

Passenger Activity

Ons
Offs

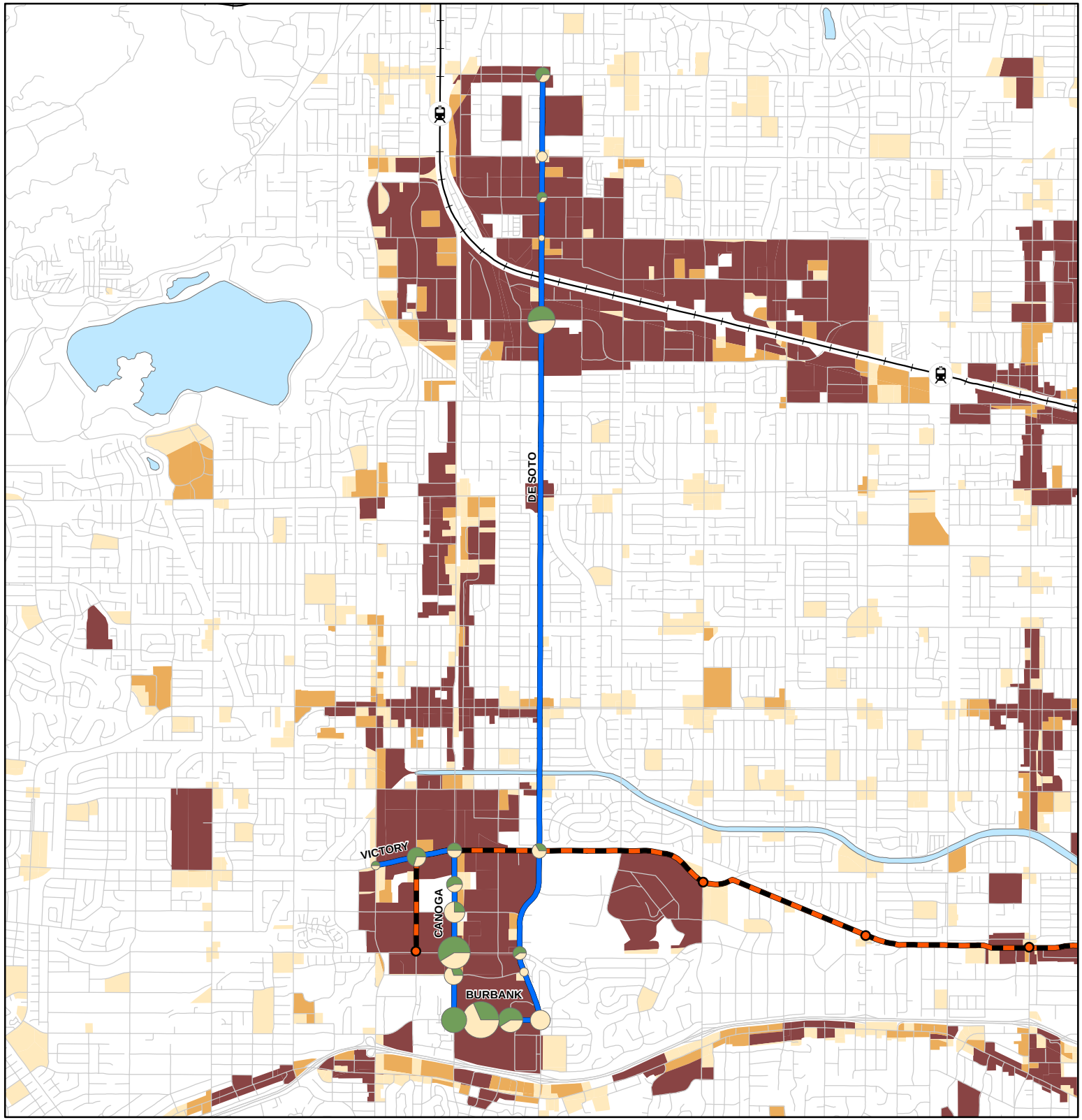
100
50
25

Legend

- SCT Commuter Bus Route
- Metrolink Station
- Metrolink Line

City of Santa Clarita Transit

ITMD



Route 796

Description

Commuter Service to Warner Center

Service Frequency

AM	30 Minutes
PM	30 Minutes

Current Span of Service

AM	5:04 - 8:30
PM	15:35 - 19:32

Service Performance

Daily Ridership	Passengers per Revenue Hour	Subsidy per Passenger
221	15.03	$ 1.13

Revenue Hours	Revenue Miles	Seat Utilization
14.7	317	35.28%

Employment Density

Jobs/Acre

- 1-50
- 50-100
- More than 100

Legend

- SCT Commuter Bus Route
- Orange Line Station
- Orange Line
- Metrolink Station
- Metrolink Line

Passenger Activity

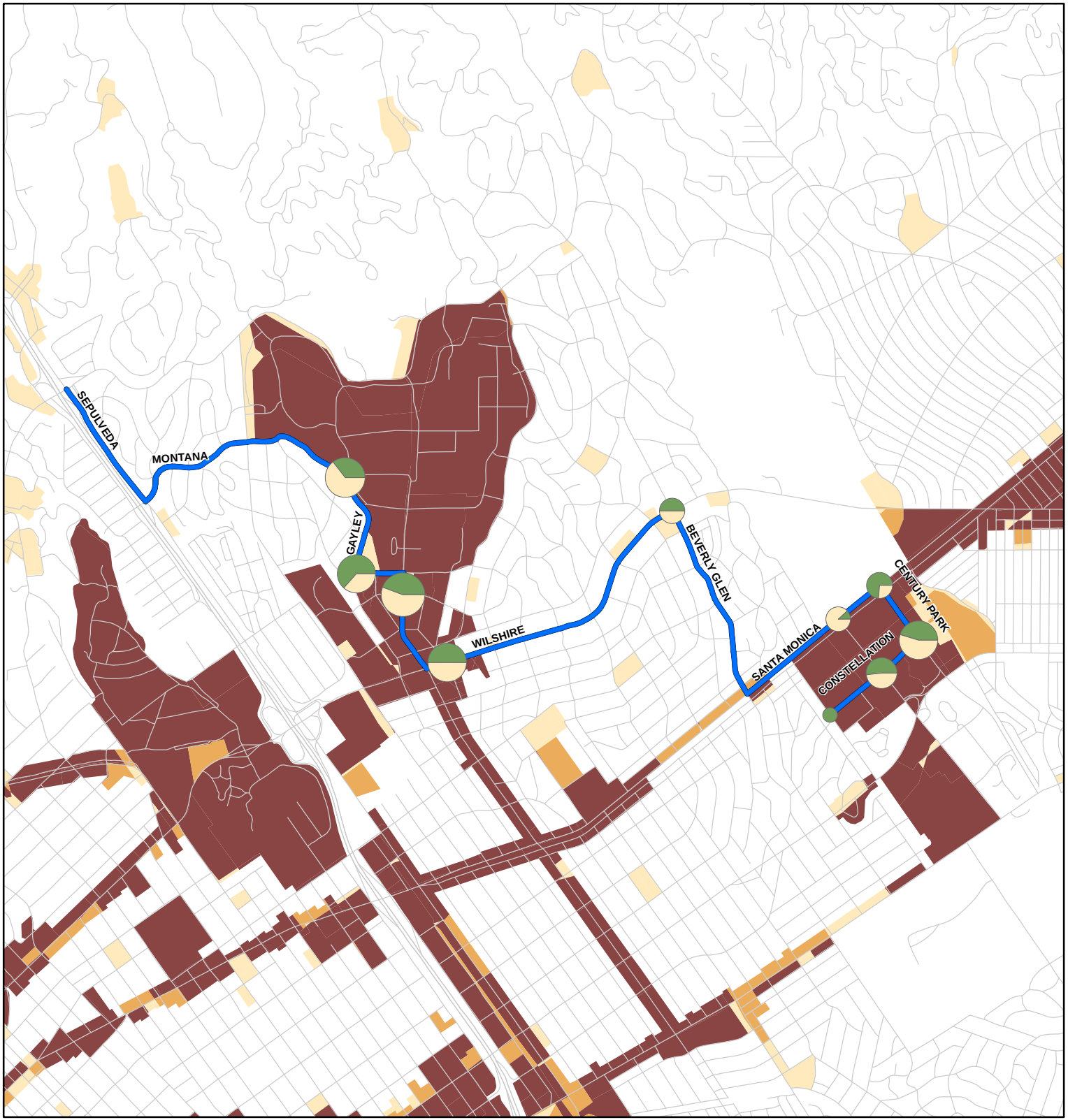
Ons
Offs

100
50
25

City of Santa Clarita Transit

0 0.5 1 Miles

ITMD



Route 797

Description

Commuter Service to Century City

Service Frequency

AM	30 Minutes
PM	30 -55 Minutes

Current Span of Service

AM	5:27 - 8:54
PM	16:10 - 17:08

Service Performance

Daily Ridership	Passengers per Revenue Hour	Subsidy per Passenger
311	18.65	$ 0.45
Revenue Hours	**Revenue Miles**	**Seat Utilization**
16.68	332	41.77%

Employment Density

Jobs/Acre

- 1-50
- 50-100
- More than 100

Legend

- SCT Commuter Bus Route

Passenger Activity

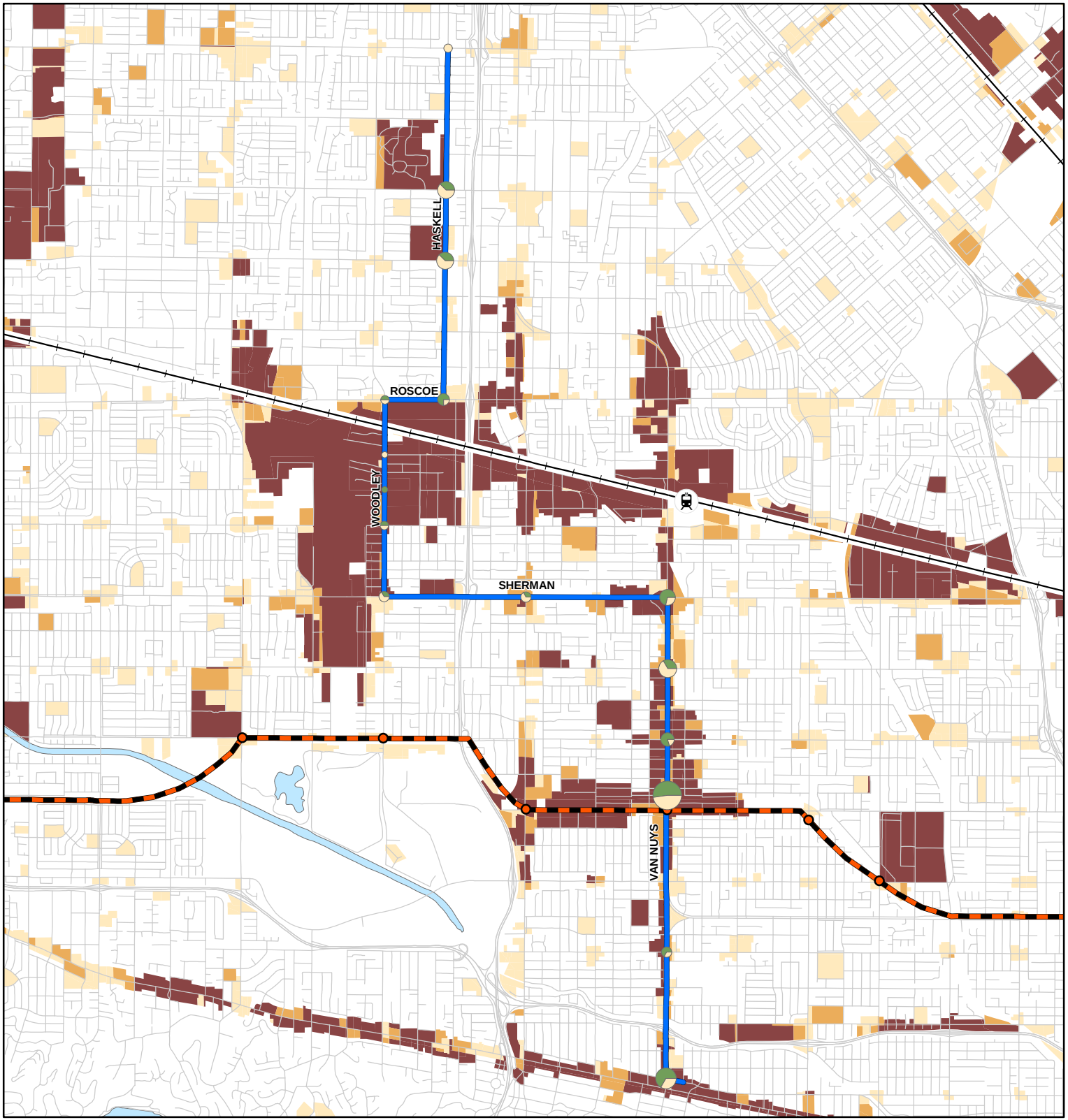
Ons
Offs

100
50
25

City of Santa Clarita Transit

0 0.25 0.5 Miles

TMD



Route 798

Description

Commuter Service to Van Nuys

Service Frequency

AM	20-50 Minutes
PM	15-70 Minutes

Current Span of Service

AM	5:10 - 9:09
PM	15:26 - 20:02

Service Performance

Daily Ridership	Passengers per Revenue Hour	Subsidy per Passenger
93	6.02	$ 7.20
Revenue Hours	**Revenue Miles**	**Seat Utilization**
15.45	289.3	10.86%

Employment Density

Jobs/Acre

- 1-50
- 50-100
- More than 100

Legend

- SCT Commuter Bus Route
- Orange Line Station
- Orange Line
- Metrolink Station
- Metrolink Line

Passenger Activity

Ons
Offs

100
50
25

City of Santa Clarita Transit

0 0.5 1 Miles

TMD

Route 799

Description

Commuter Service to Downtown

Service Frequency

AM	10-20 Minutes
PM	15-45 Minutes

Current Span of Service

AM	5:00 - 8:32
PM	15:22 - 20:04

Service Performance

Daily Ridership	Passengers per Revenue Hour	Subsidy per Passenger
654	22.73	$ 0.17
Revenue Hours	**Revenue Miles**	**Seat Utilization**
28.77	697.3	52.71%

Employment Density

Jobs/Acre

- 1-50
- 50-100
- More than 100

Legend

- SCT Commuter Bus Route
- Gold Line Station
- Gold Line
- Metrolink Station
- Metrolink Line

Passenger Activity

Ons / Offs

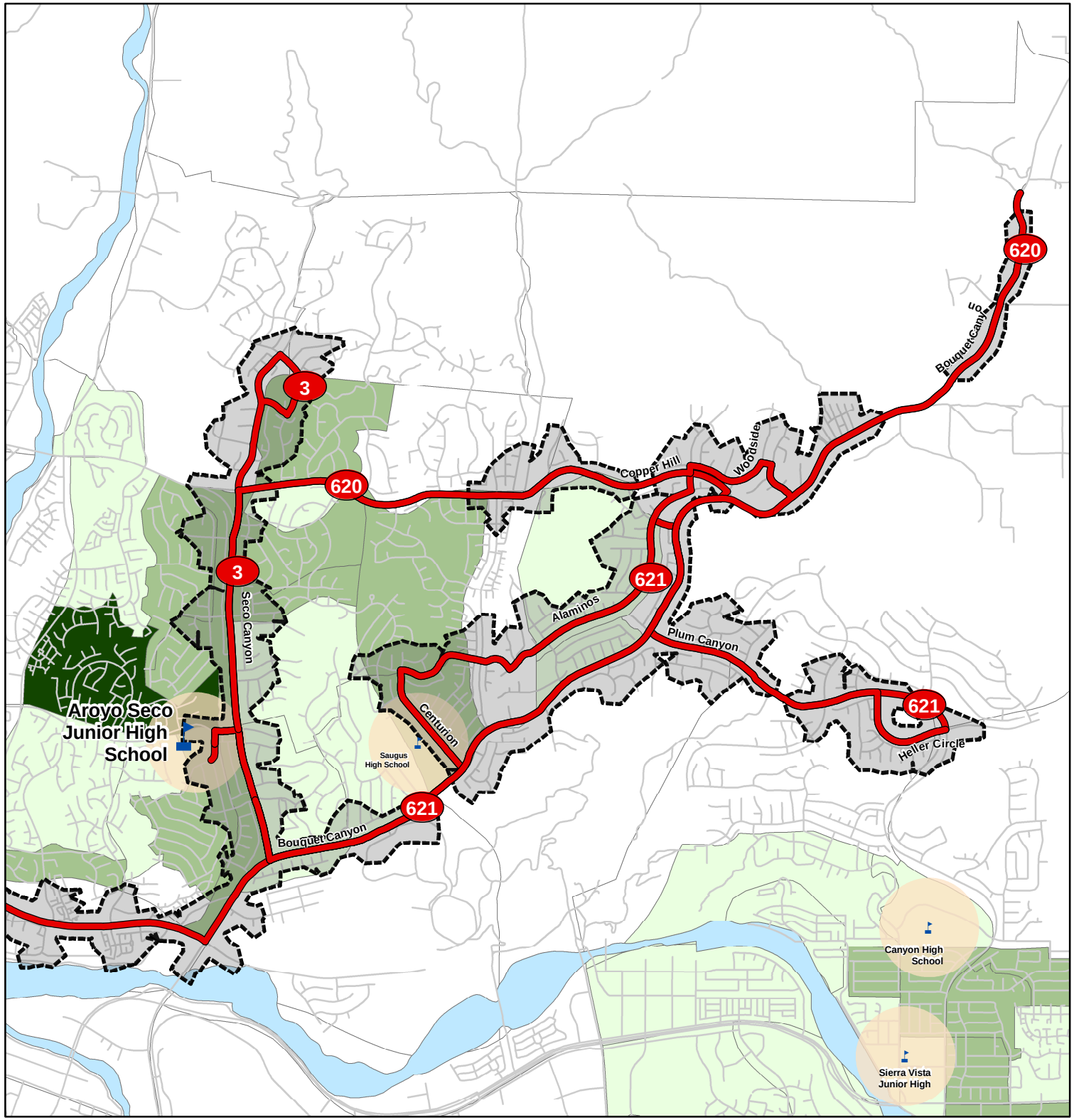
- 100
- 50
- 25

City of Santa Clarita Transit

0 0.125 0.25 Miles

TMD

Appendix D: School Profile Maps with Quart Mile Stop Buffers



Arroyo Seco Junior High School

Population Density

Children Aged 10-19 years old per Arce

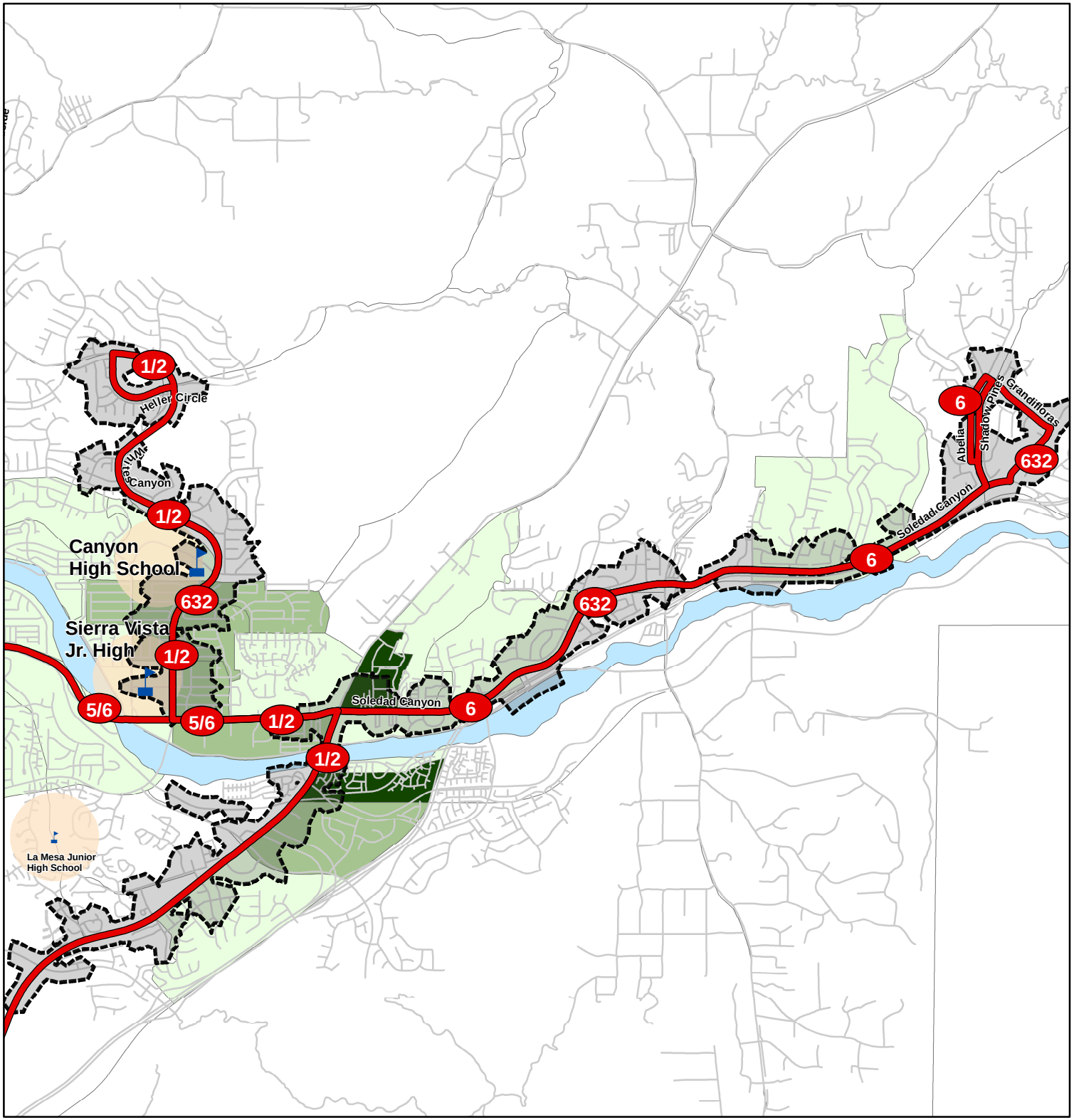
- 1-2
- 2-4
- More than 4

- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

City of Santa Clarita Transit

0 0.5 1 Miles

TMD



Canyon High School
Sierra Vista Jr. High

Population Density

Children Aged 10-19 years old per Arce

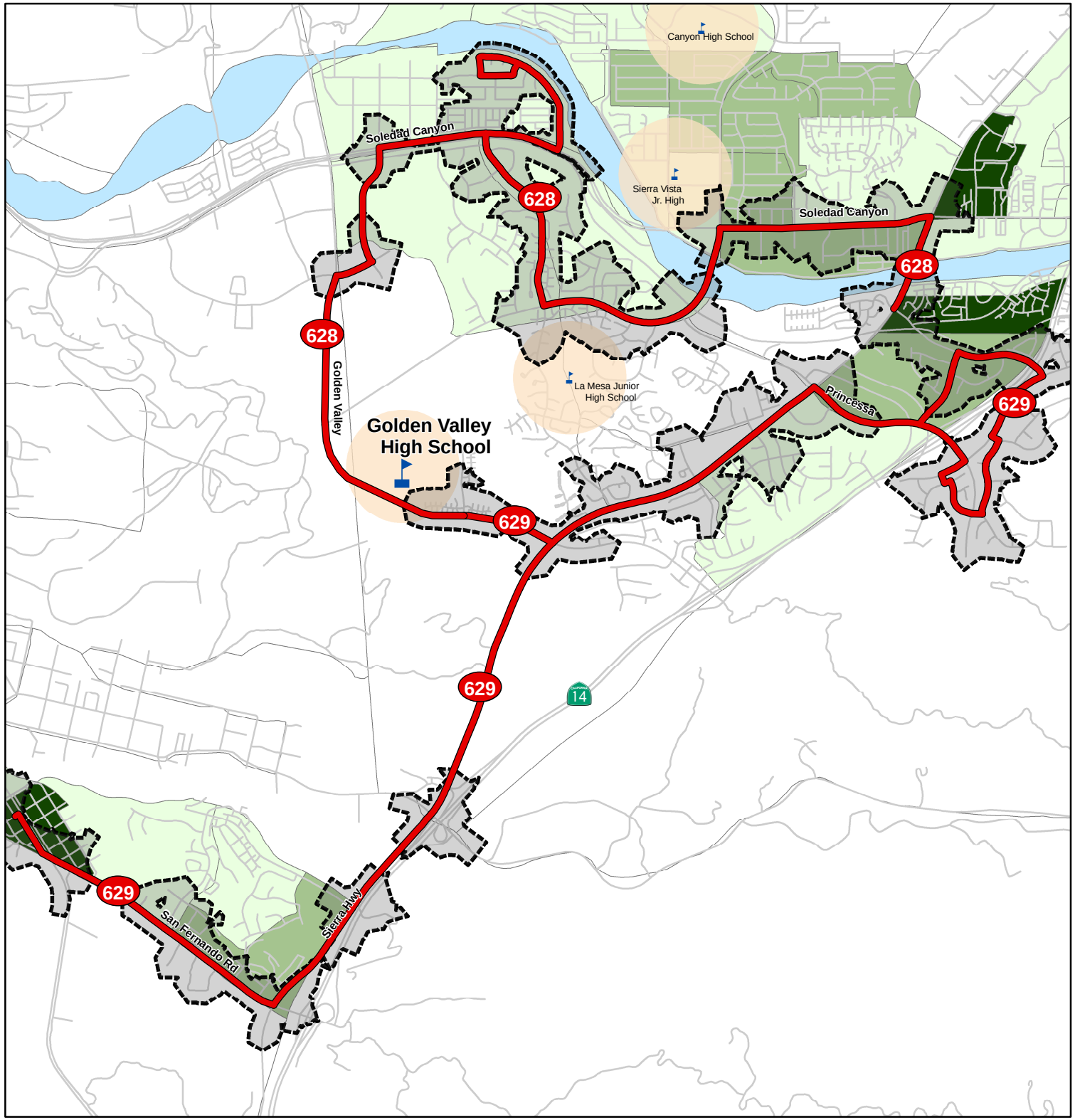
- 1-2
- 2-4
- More than 4

- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

City of Santa Clarita Transit

0 0.35 0.7 Miles

TMD



Golden Valley High School

Population Density

Children Aged 10-19 years old per Arce

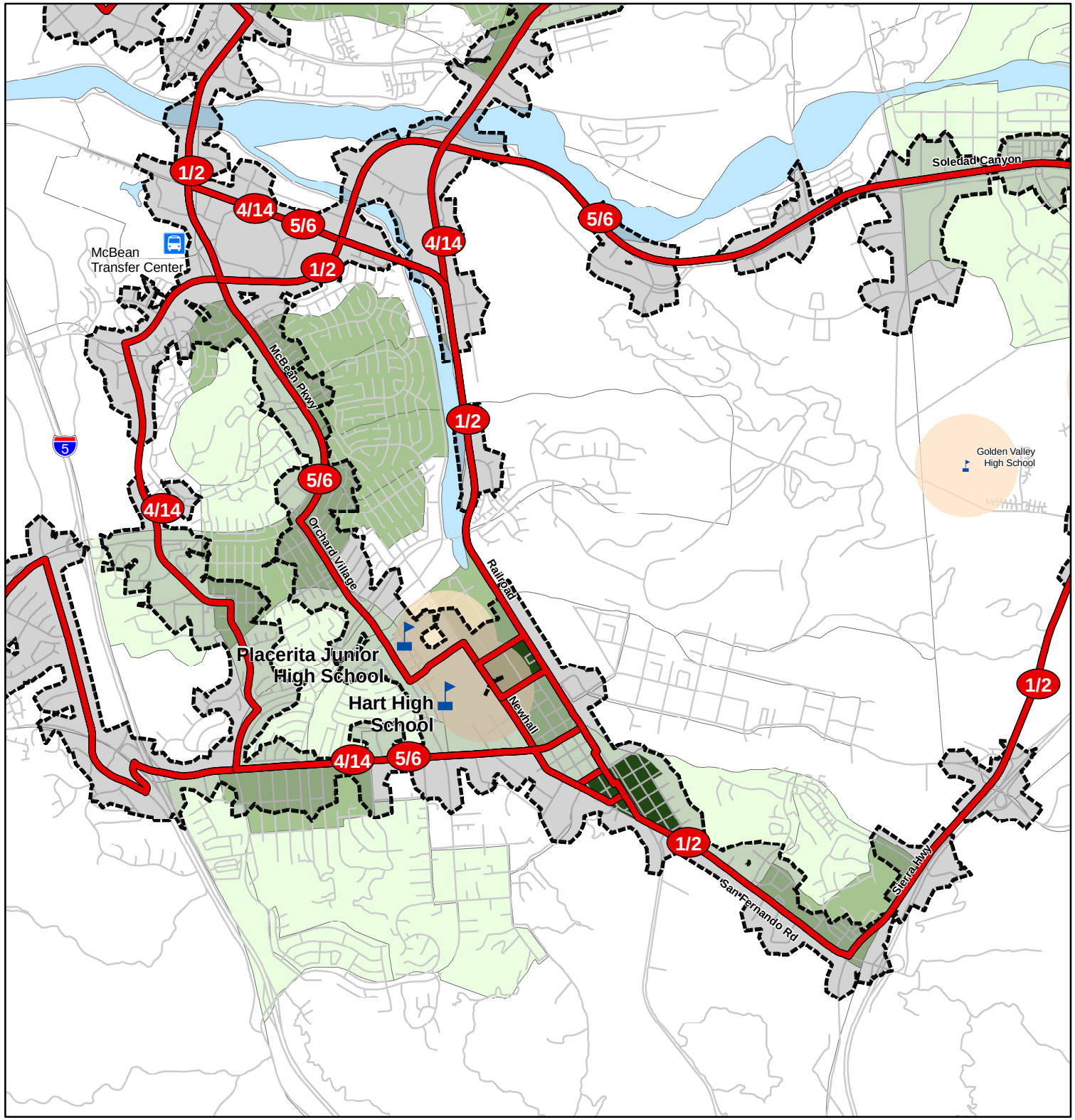
- 1-2
- 2-4
- More than 4

- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

City of Santa Clarita Transit

0 0.25 0.5 Miles

TMD



Hart High School
Placerita Jr. High School

Population Density

Children Aged 10-19 years old per Arce

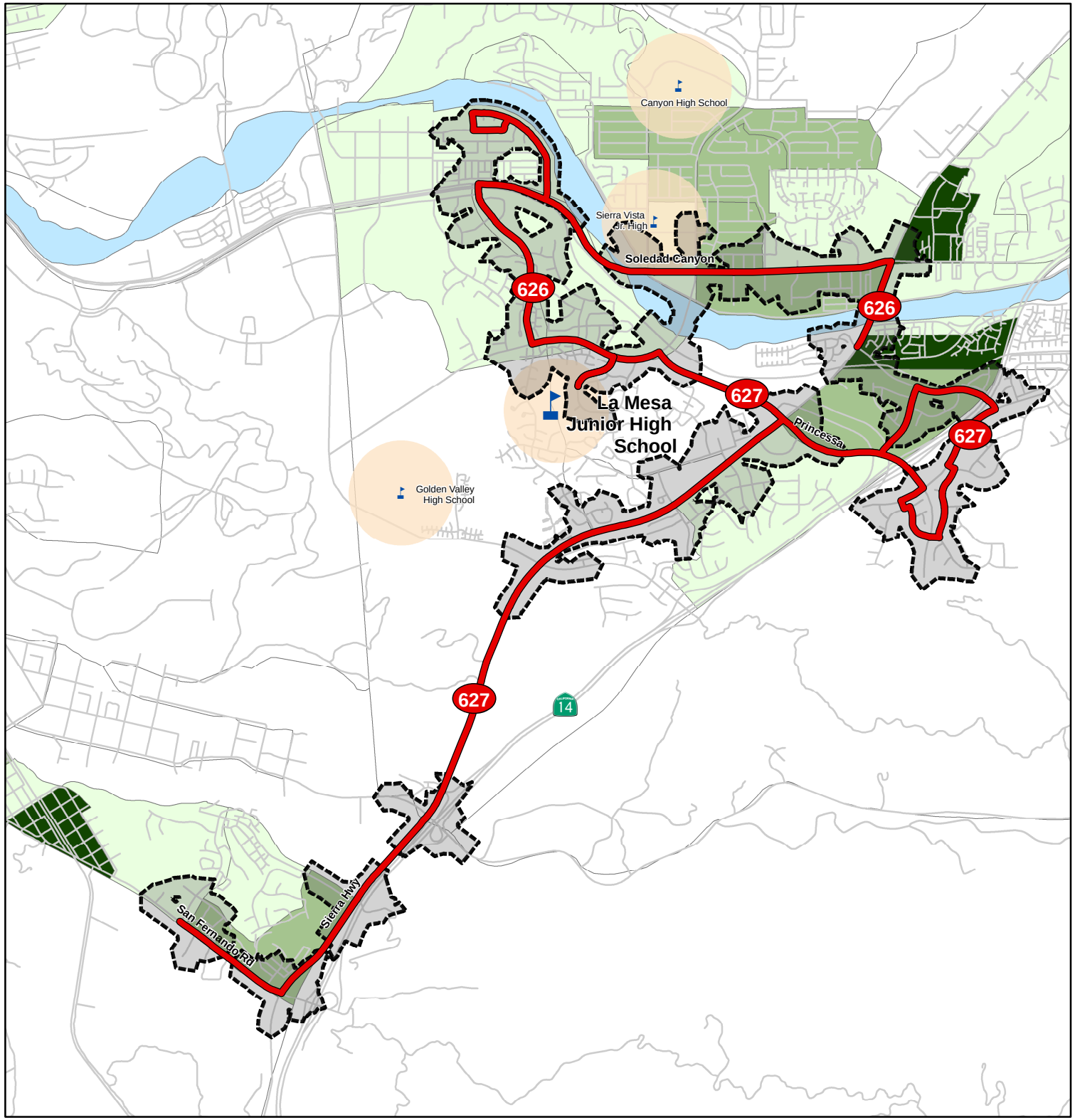
- 1-2
- 2-4
- More than 4

- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

City of Santa Clarita Transit

0 0.25 0.5 Miles

TMD



La Mesa Junior High School

Population Density

Children Aged 10-19 years old per Arce

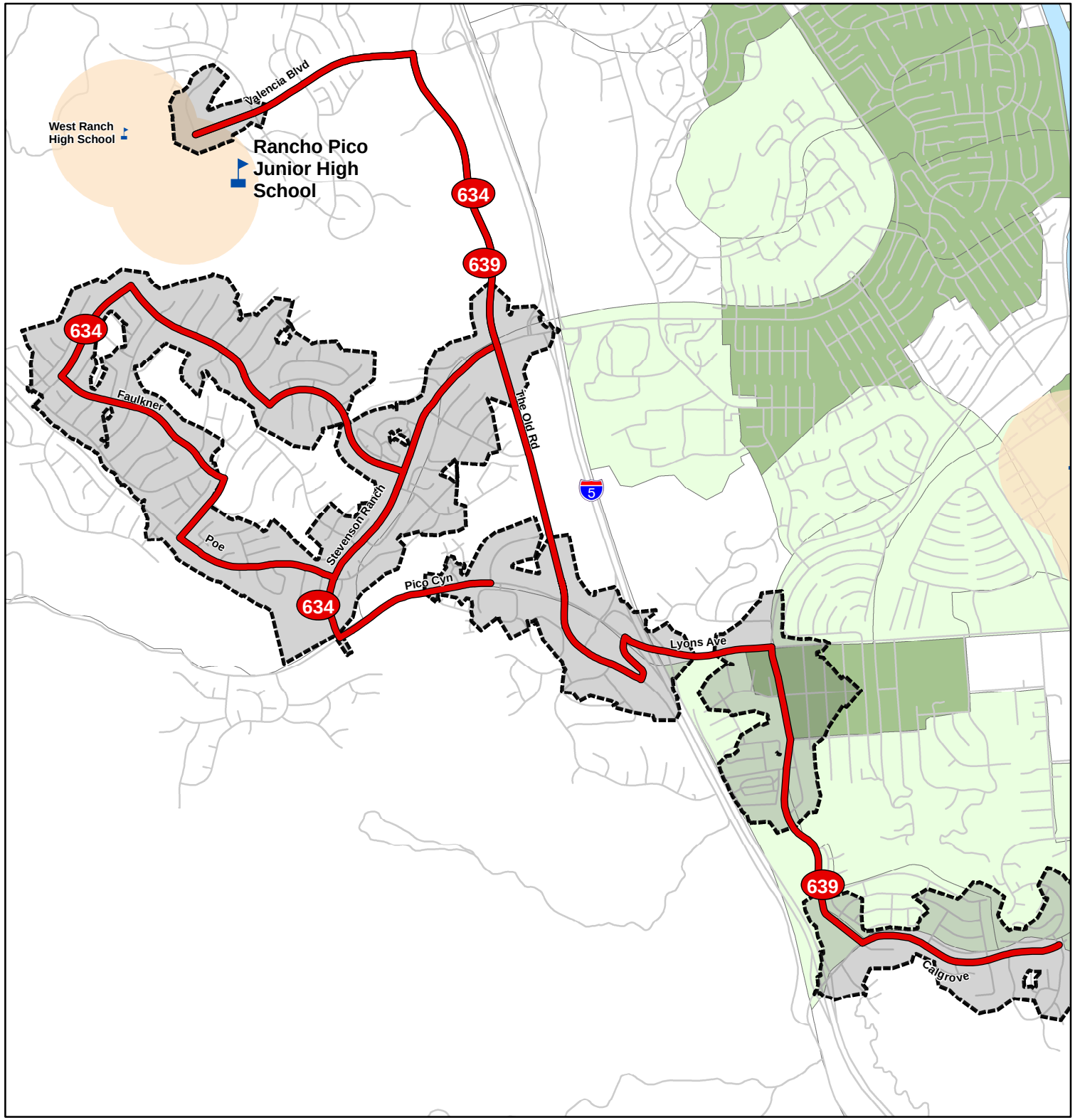
- 1-2
- 2-4
- More than 4

- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

City of Santa Clarita Transit

0 0.25 0.5 Miles

ITMD



Rancho Pico Junior High School

Population Density

Children Aged 10-19 years old per Arce

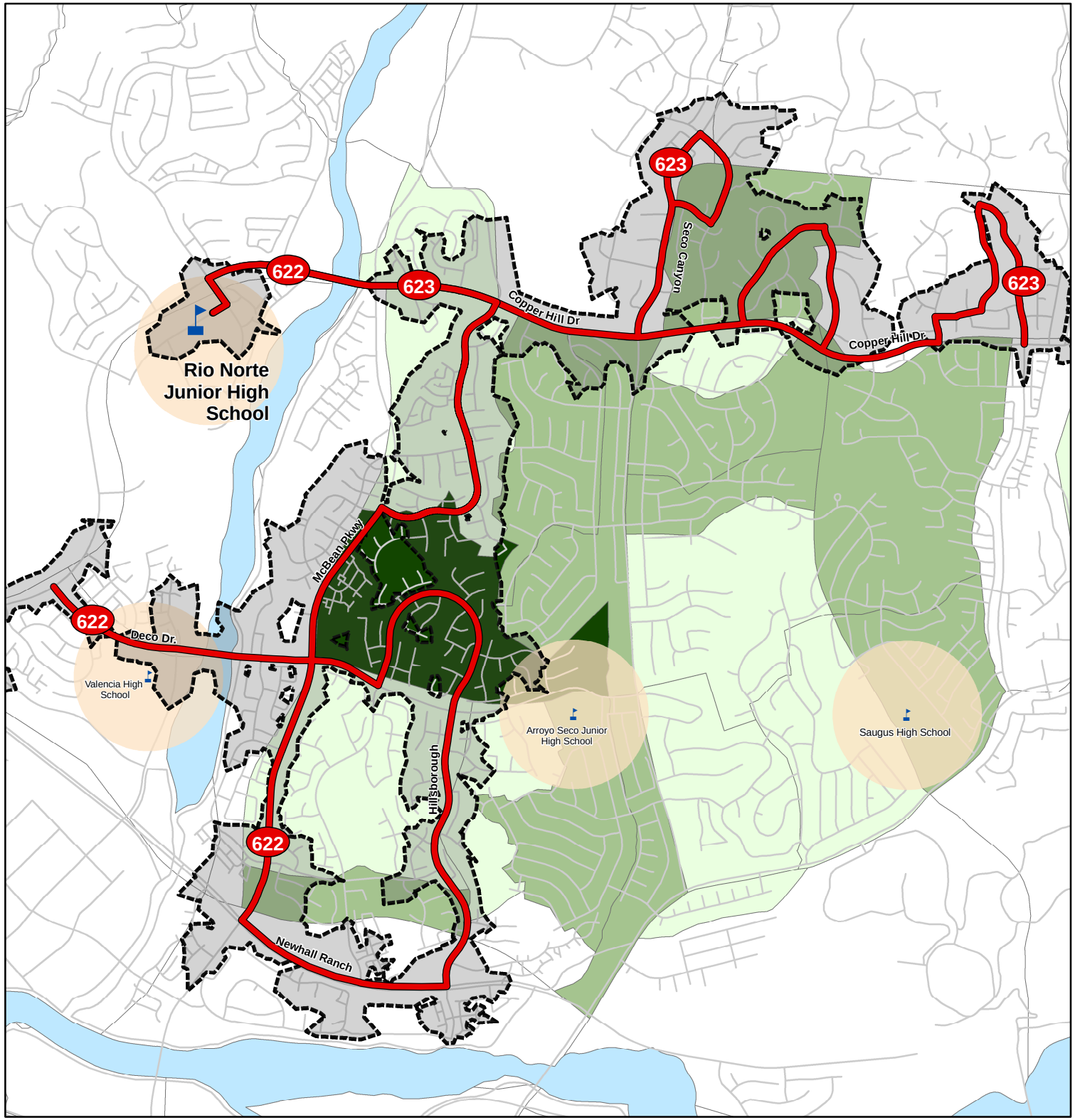
- 1-2
- 2-4
- More than 4

- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

City of Santa Clarita Transit

0 0.25 0.5 Miles

TMD



Rio Norte Junior High School

Population Density

Children Aged 10-19 years old per Arce

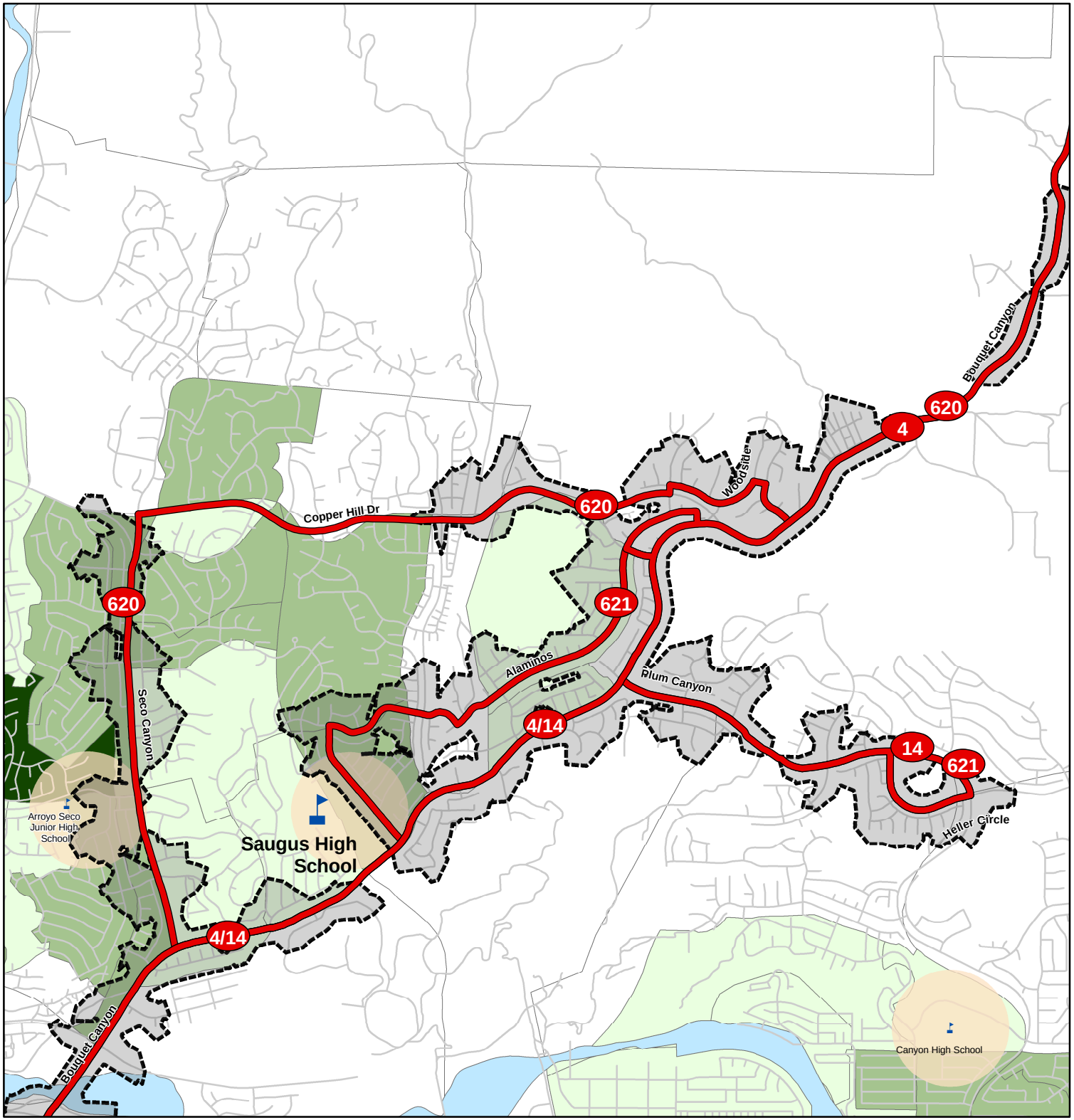
- 1-2
- 2-4
- More than 4

- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

City of Santa Clarita Transit

0 0.25 0.5 Miles

TMD



Saugus High School

Population Density

Children Aged 10-19 years old per Arce

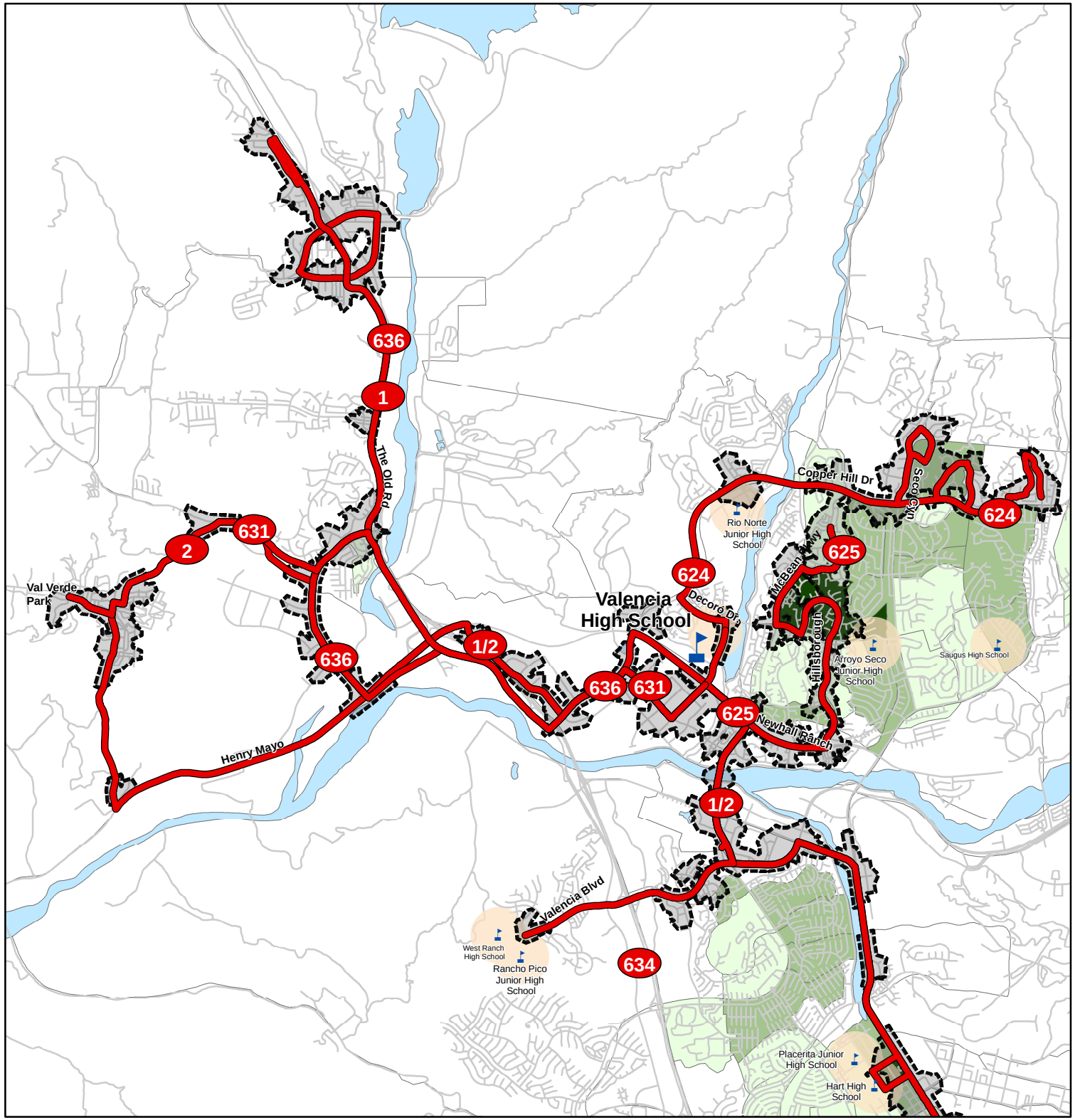
- 1-2
- 2-4
- More than 4

- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

City of Santa Clarita Transit

0 0.25 0.5 Miles

TMD



Valencia High School

Population Density

Children Aged 10-19 years old per Arce

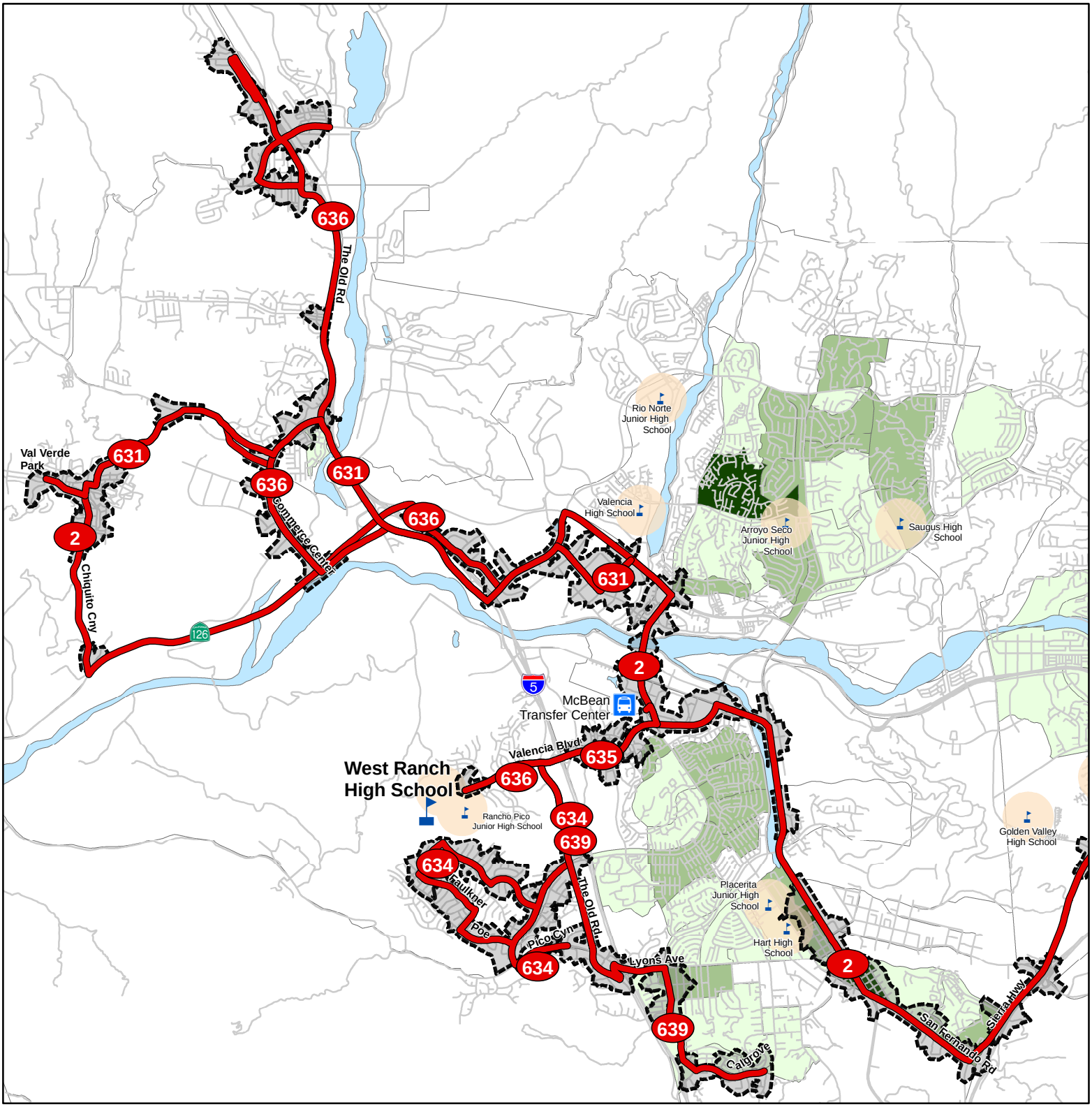
- 1-2
- 2-4
- More than 4

- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

City of Santa Clarita Transit

0 0.5 1 Miles

TMD



West Ranch High School

Population Density

Children aged 10-19 years old

- 1-2
- 2-4
- More than 4

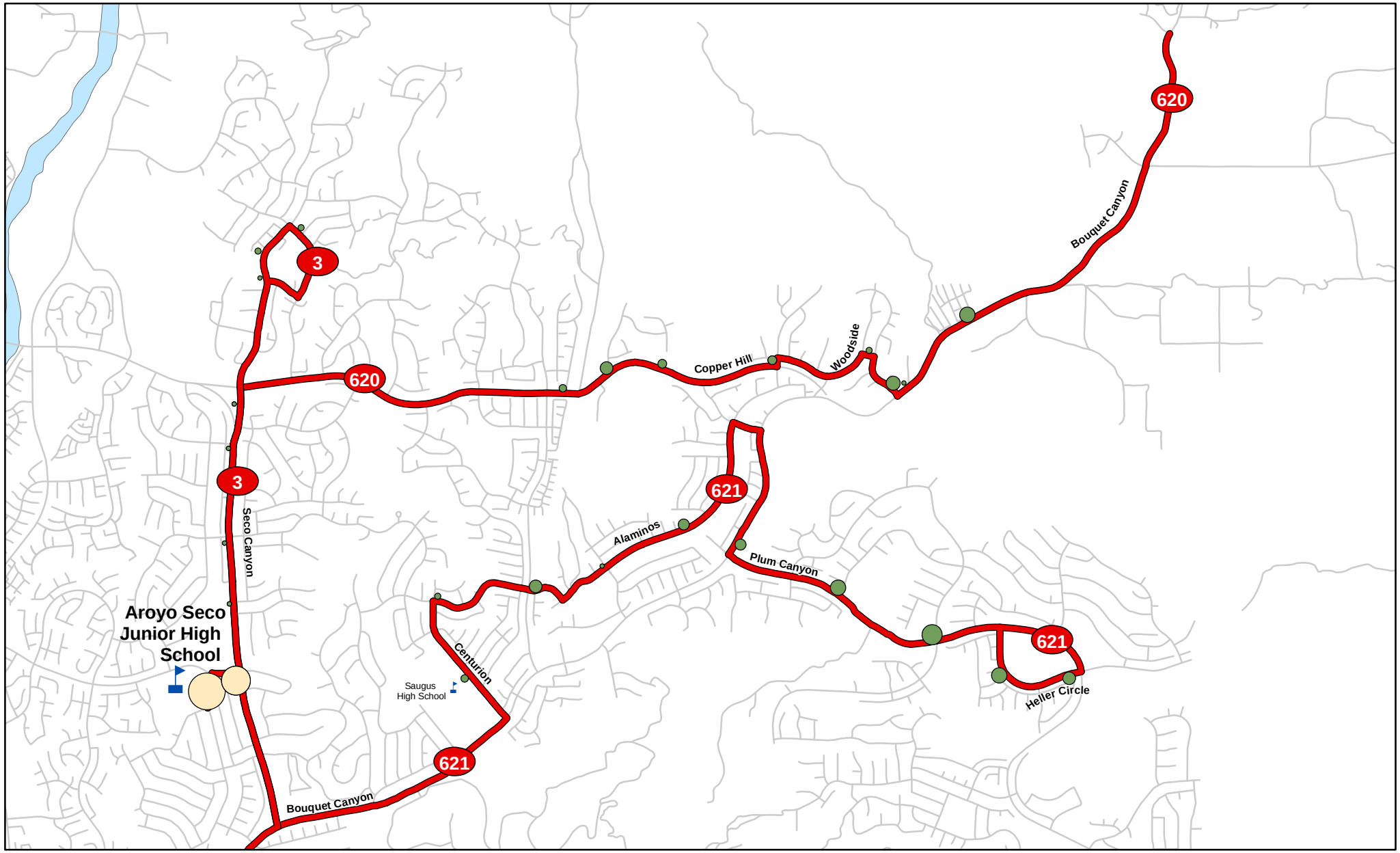
- Quarter Mile Stop Buffer
- Quarter Mile School Buffer
- Featured Route
- School Location

0 0.5 1 Miles

City of Santa Clarita Transit

ITMD

Appendix E : Supplemental School Day Service Ridership Maps



Arroyo Seco Junior High School

Morning Ridership

City of Santa Clarita Transit

Ons		Offs
	200	
	100	
	50	
	10	
	5	
	1	

Featured Routes

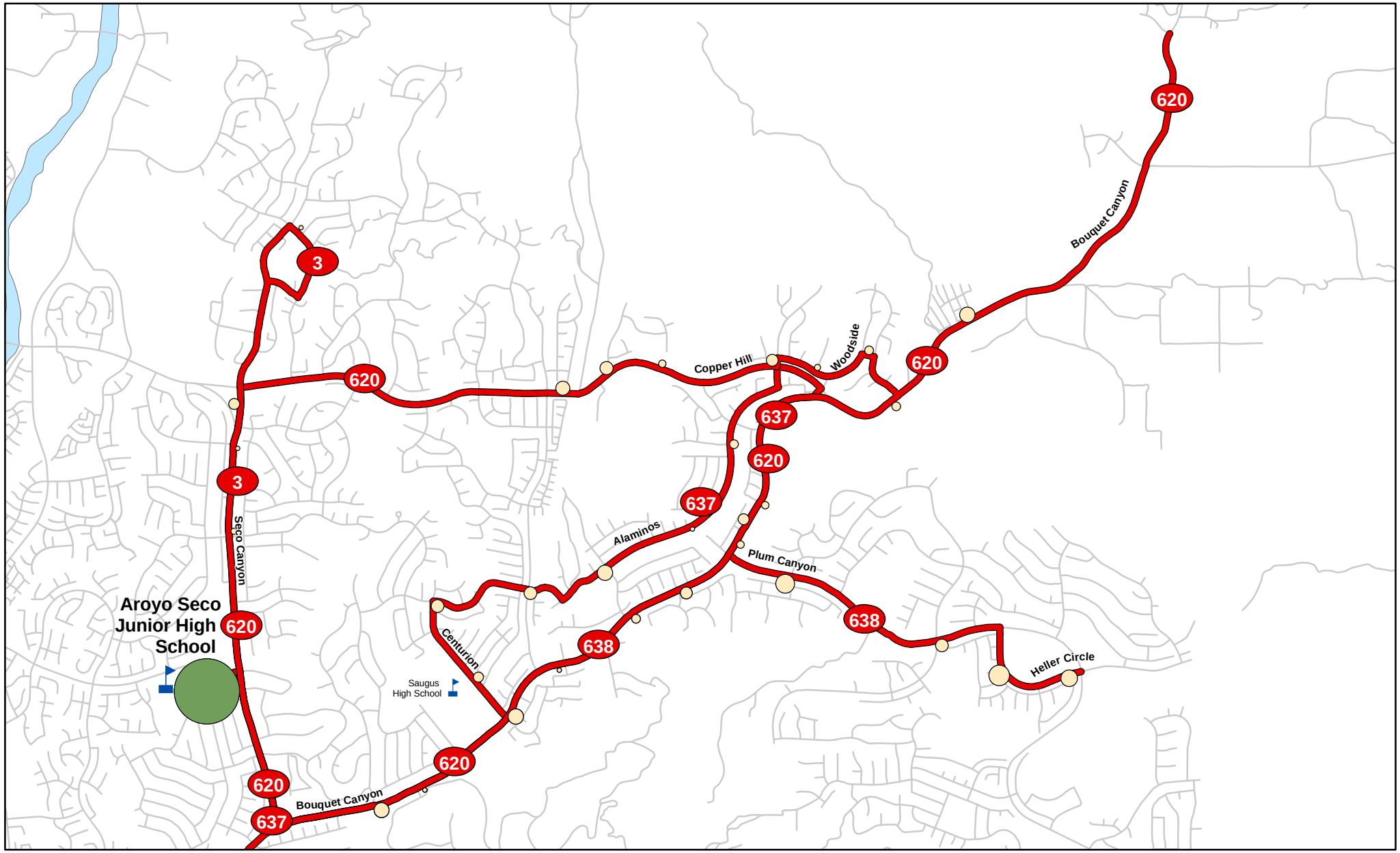
Updated: June 2008

Source: Manual Ridecheck May 2008

Note: Route 620 &621 also serves Saugus High School. Boardings along these routese represent both schools.

0 0.25 0.5 Miles

TMD



Arroyo Seco Junior High School

Afternoon Ridership

City of Santa Clarita Transit

	Ons	Offs
200		
100		
50		
10		
5		
1		

Featured Routes

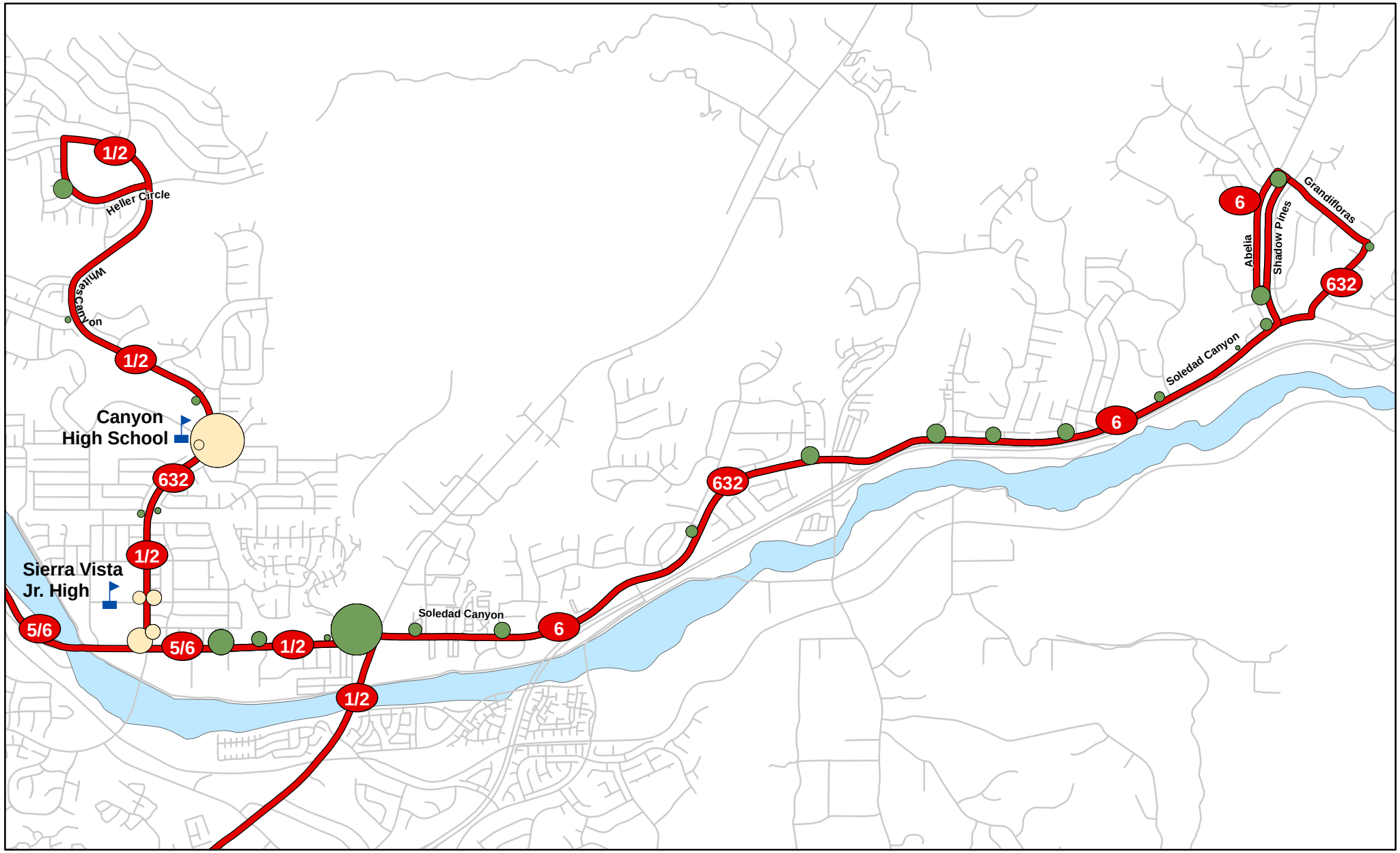
Updated: June 2008

Source: Manual Ridecheck May 2008

Note: Route 620, 621 & 638 also serves Saugus High School. Alightings along these routese represent both schools.

0 0.25 0.5 Miles

TMD



Canyon High School
Sierra Vista Junior High School
Morning Ridership

City of Santa Clarita Transit

Ons	Offs
200	
100	
50	
10	
5	
1	

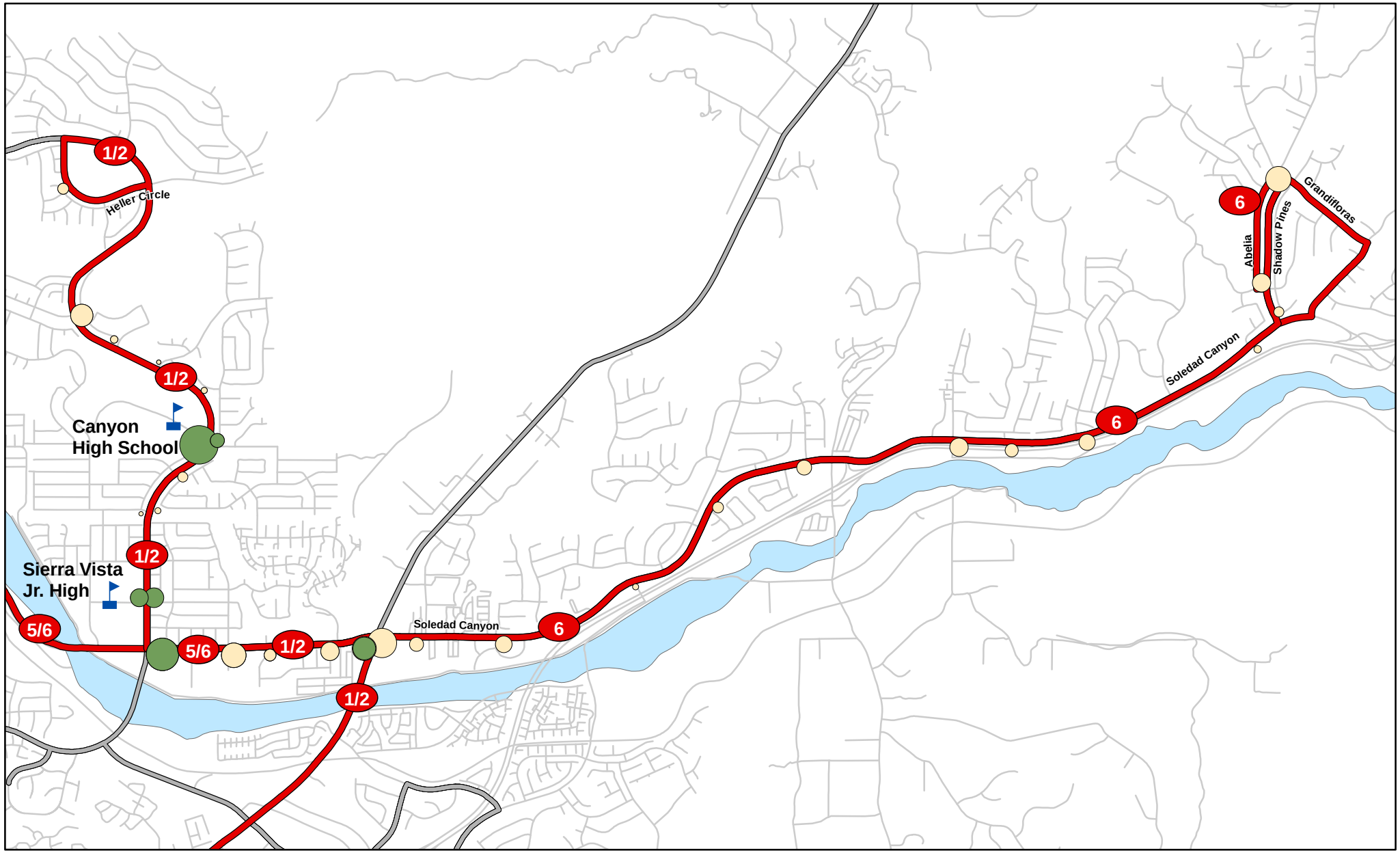
Featured Routes

Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.25 0.5 Miles

TMD



Canyon High School
Sierra Vista Junior High School
Afternoon Ridership

City of Santa Clarita Transit

Ons / Offs

200
100
50
10
5
1

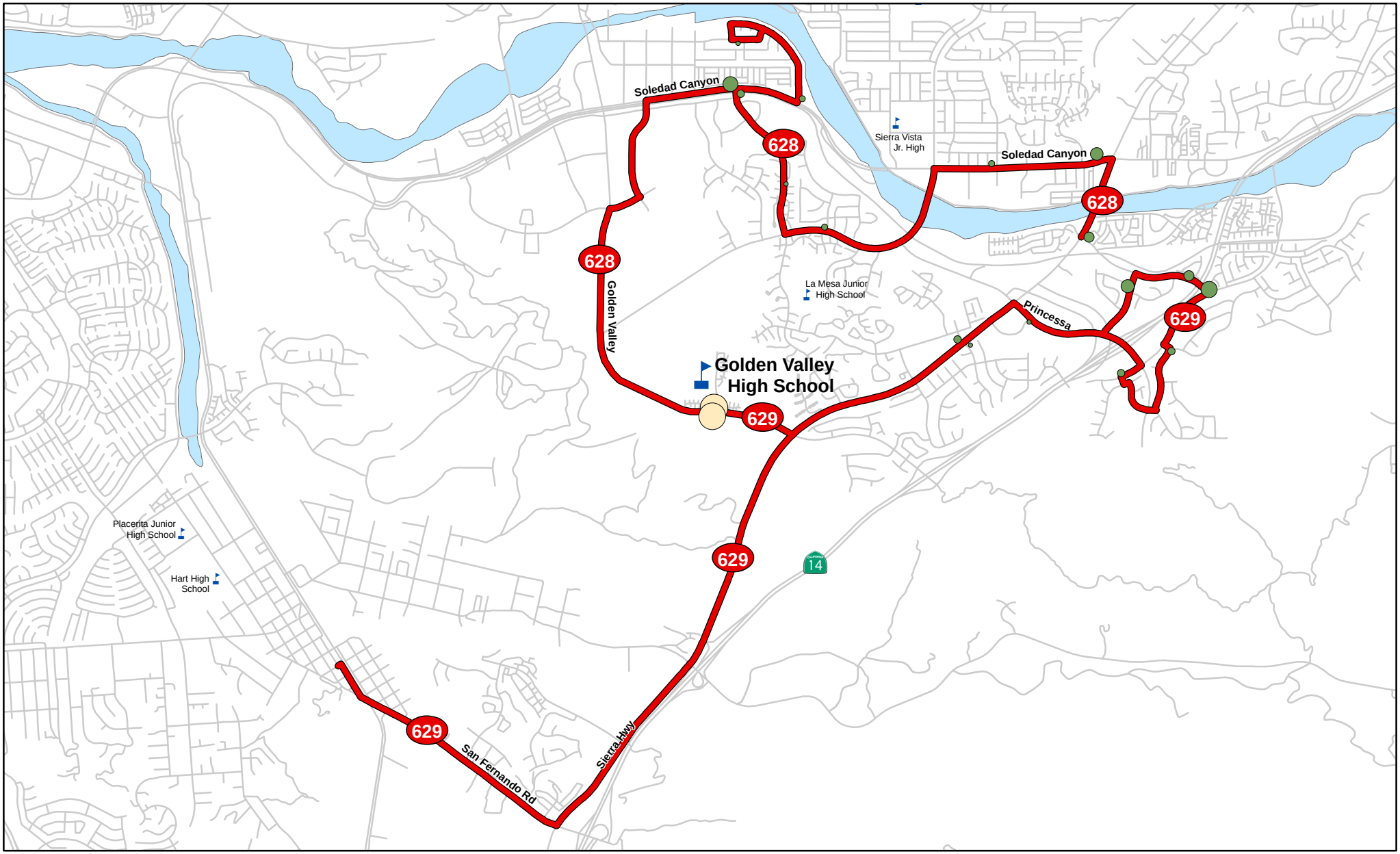
Featured Routes

Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.25 0.5 Miles

TMD



Golden Valley High School

Morning Ridership

Ons

Offs

200

100

50

10

5

1

Featured Routes

Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.25 0.5 Miles

City of Santa Clarita Transit

TMD

Golden Valley High School

Afternoon Ridership

Ons

Offs

200

100

50

10

5

1

Featured Routes

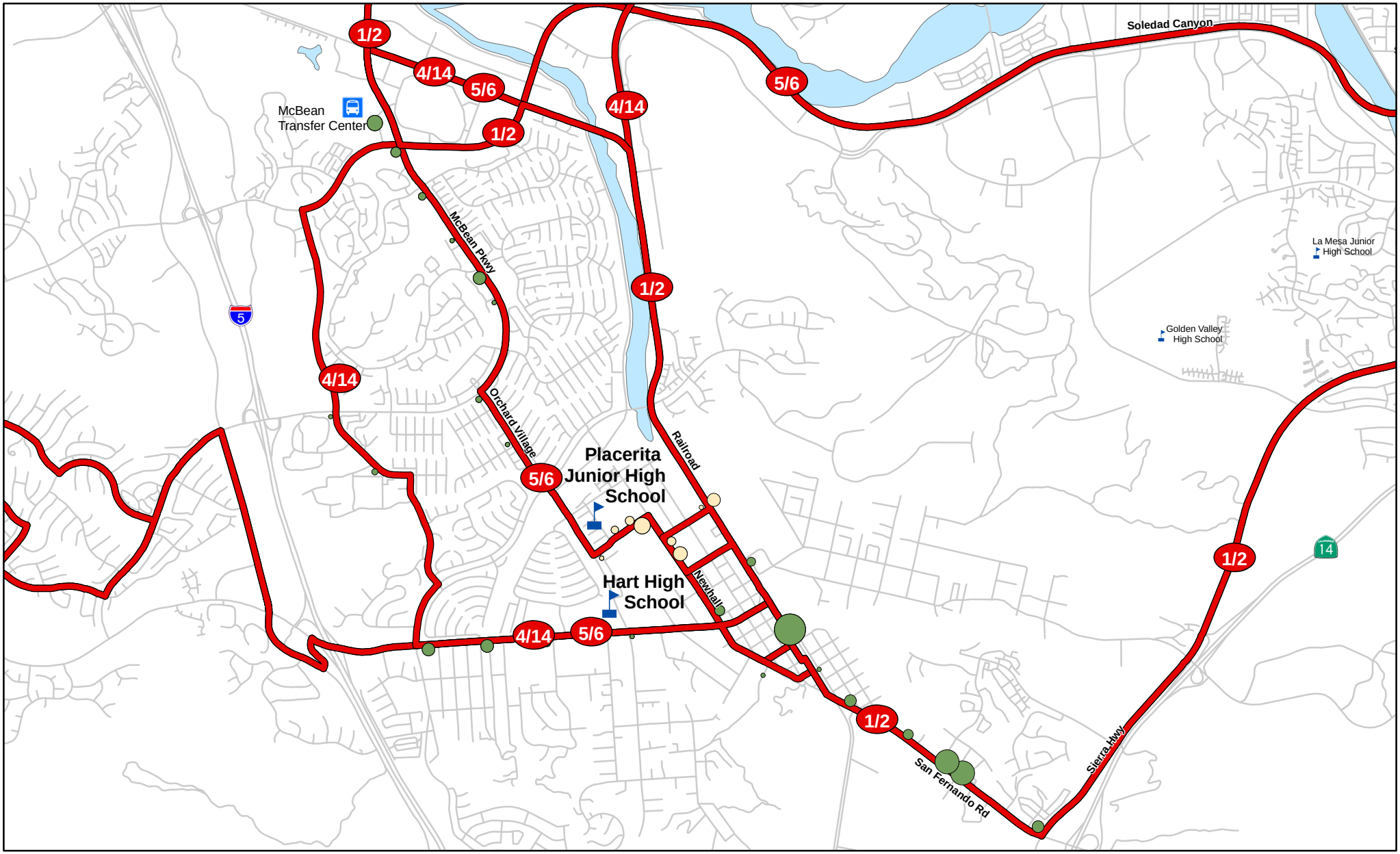
Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.2 0.4 Miles

City of Santa Clarita Transit

TMD



Hart High School
Placerita Junior High School
Morning Ridership

City of Santa Clarita Transit

Ons	Offs
200	
100	
50	
10	
5	
1	

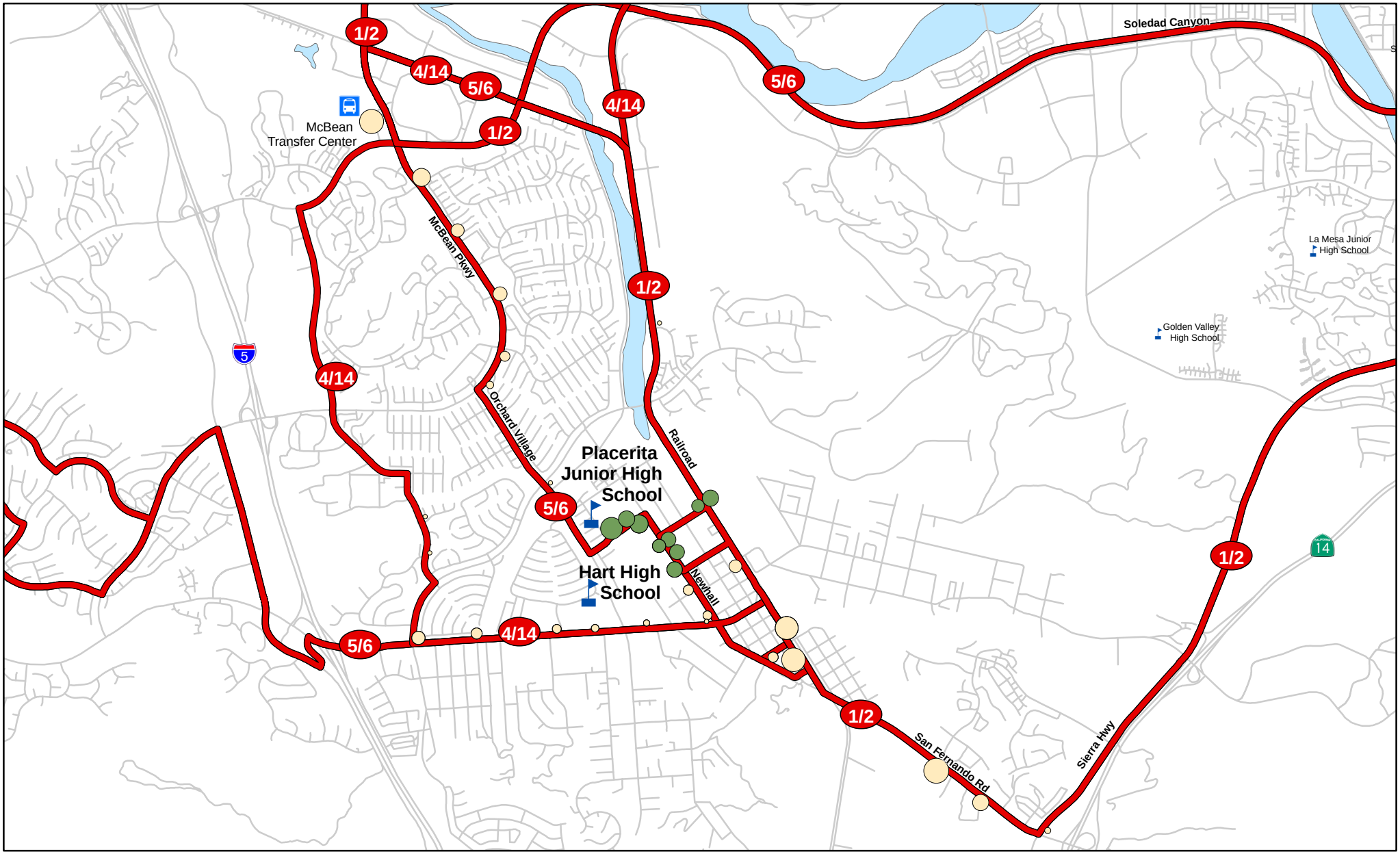
Featured Routes

Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.25 0.5 Miles

TMD



Hart High School
Placerita Junior High School
Afternoon Ridership

City of Santa Clarita Transit

Ons	Offs
200	
100	
50	
10	
5	
1	

Featured Routes

Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.3 0.6 Miles

TMD

La Mesa Junior High School

Morning Ridership

Ons

Offs

200

100

50

10

5

1

Featured Routes

Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.25 0.5 Miles

City of Santa Clarita Transit

TMD

La Mesa Junior High School

Afternoon Ridership

Ons

Offs

200

100

50

10

5

1

Featured Routes

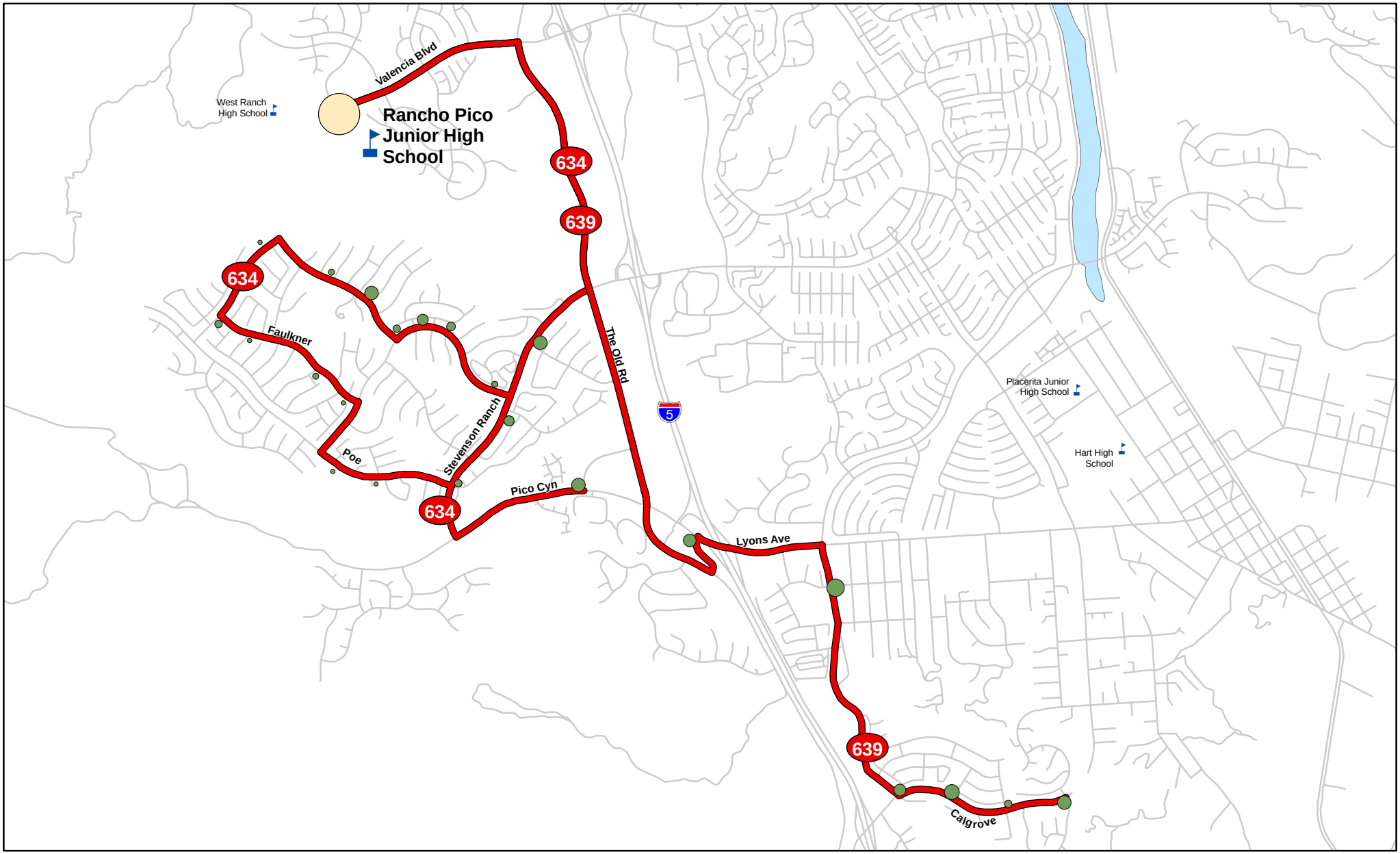
Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.25 0.5 Miles

City of Santa Clarita Transit

TMD



Rancho Pico Junior High School

Morning Ridership

City of Santa Clarita Transit

Ons	Offs
200	200
100	100
50	50
10	10
5	5
1	1

Featured Routes

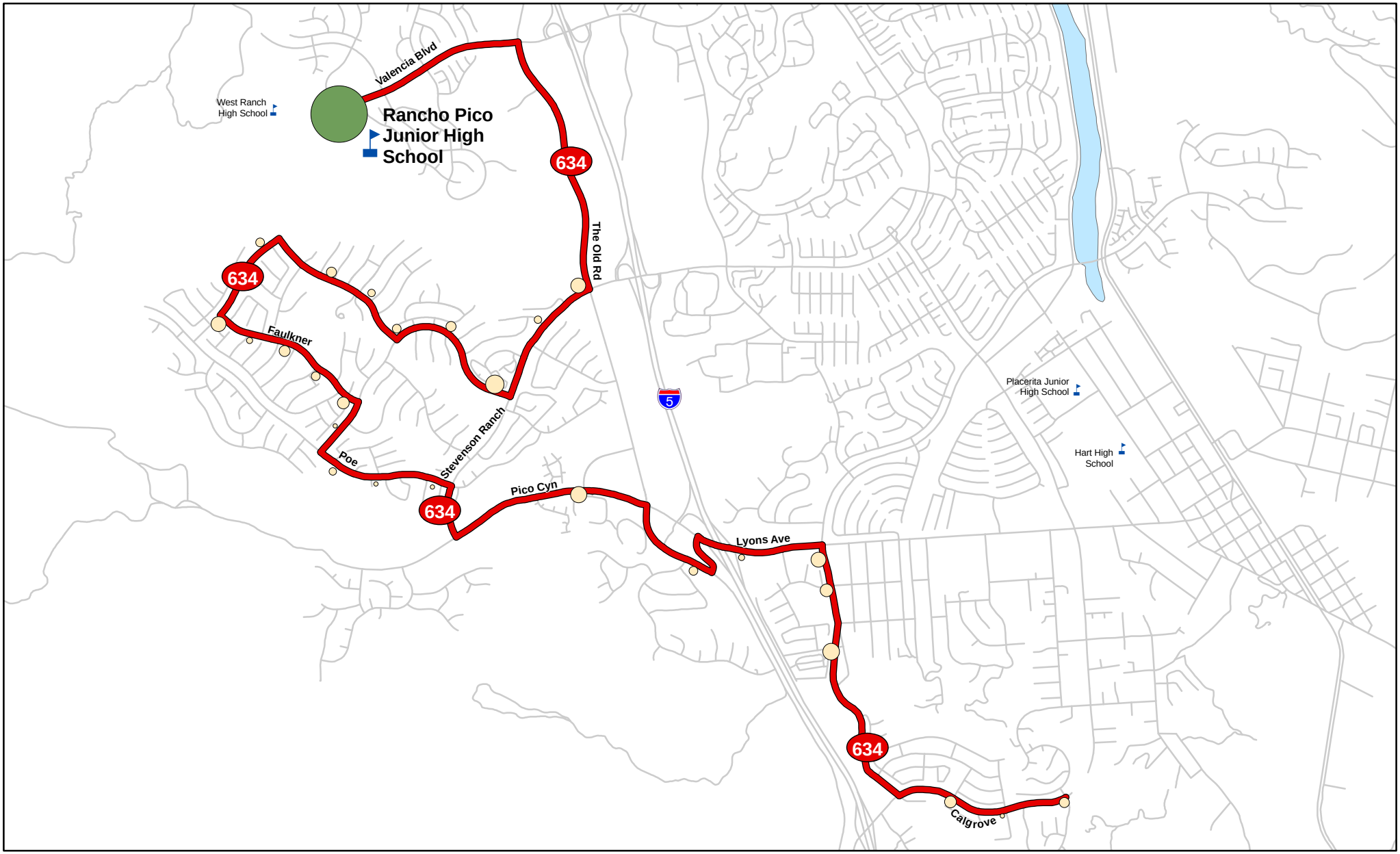
Updated: June 2008

Source: Manual Ridecheck May 2008

Note: Route 634 &639 also serves West Ranch High School. Boardings along these routese represent both schools.

0 0.25 0.5 Miles

TMD



Rancho Pico Junior High School

Afternoon Ridership

Ons

Offs

200

100

50

10

5

1

Featured Routes

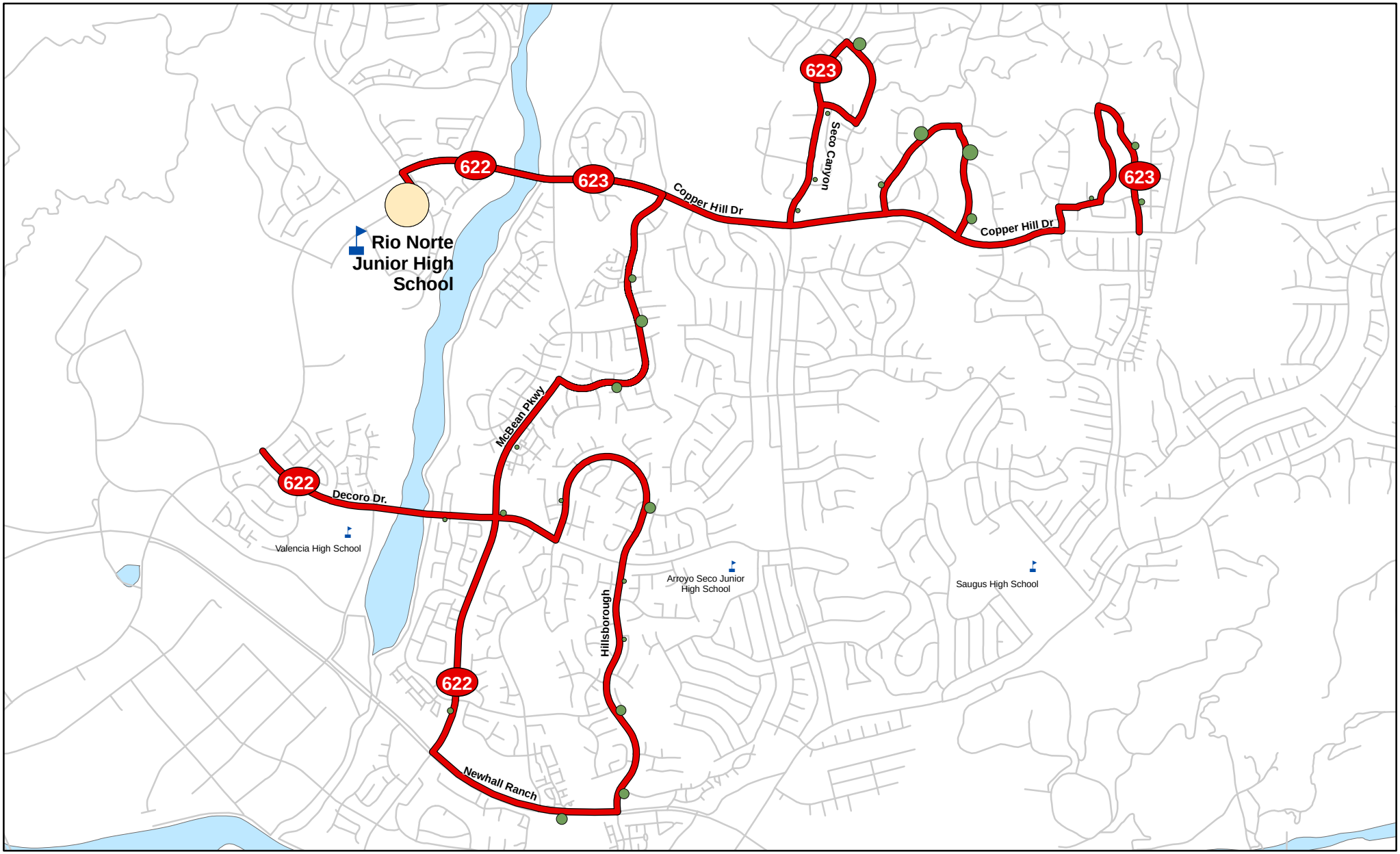
Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.25 0.5 Miles

City of Santa Clarita Transit

TMD



Rio Norte Junior High School

Morning Ridership

Ons / Offs

200
100
50
10
5
1

Featured Routes

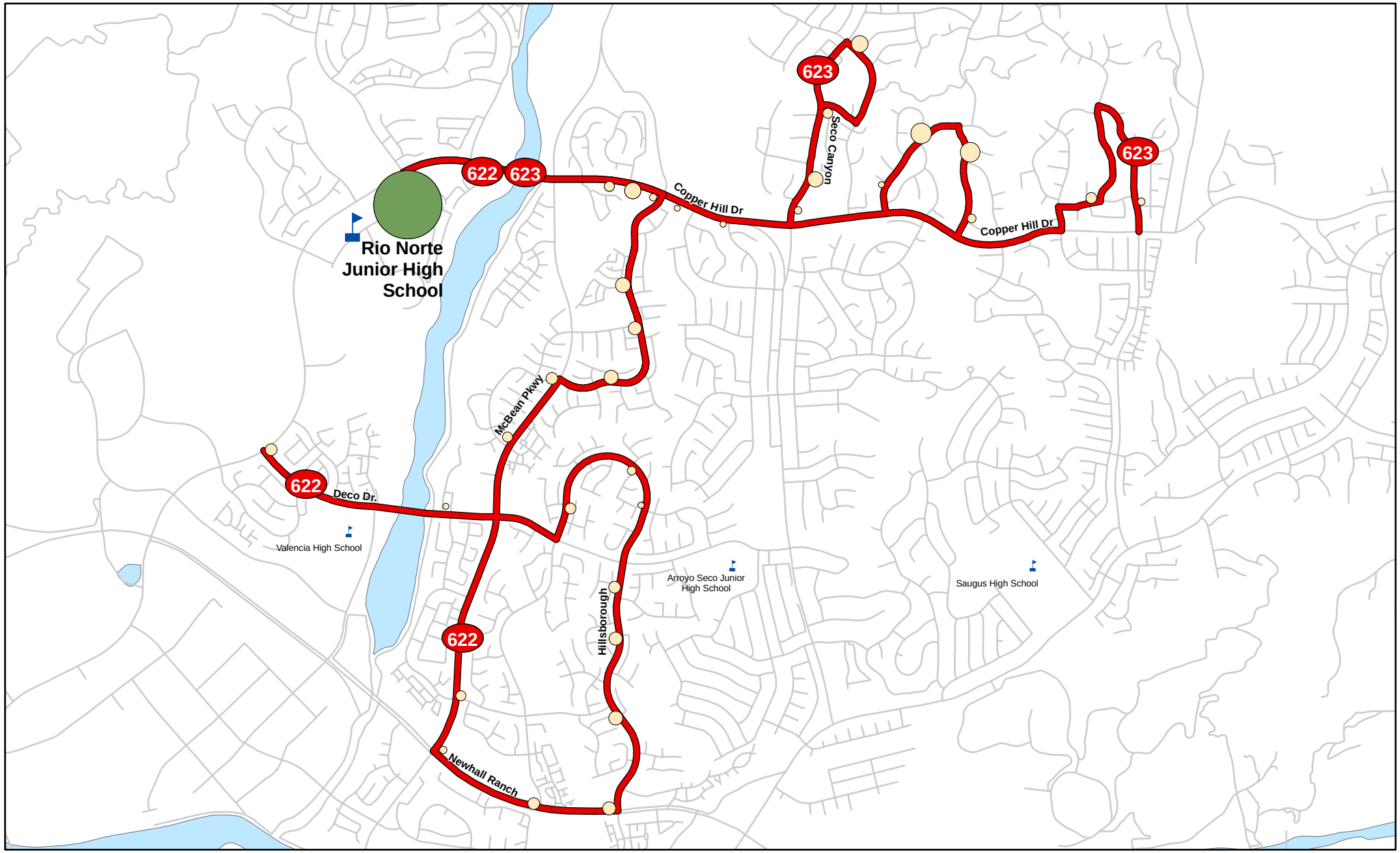
Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.25 0.5 Miles

City of Santa Clarita Transit

TMD



Rio Norte Junior High School

Afternoon Ridership

Ons / Offs

200
100
50
10
5
1

Featured Routes

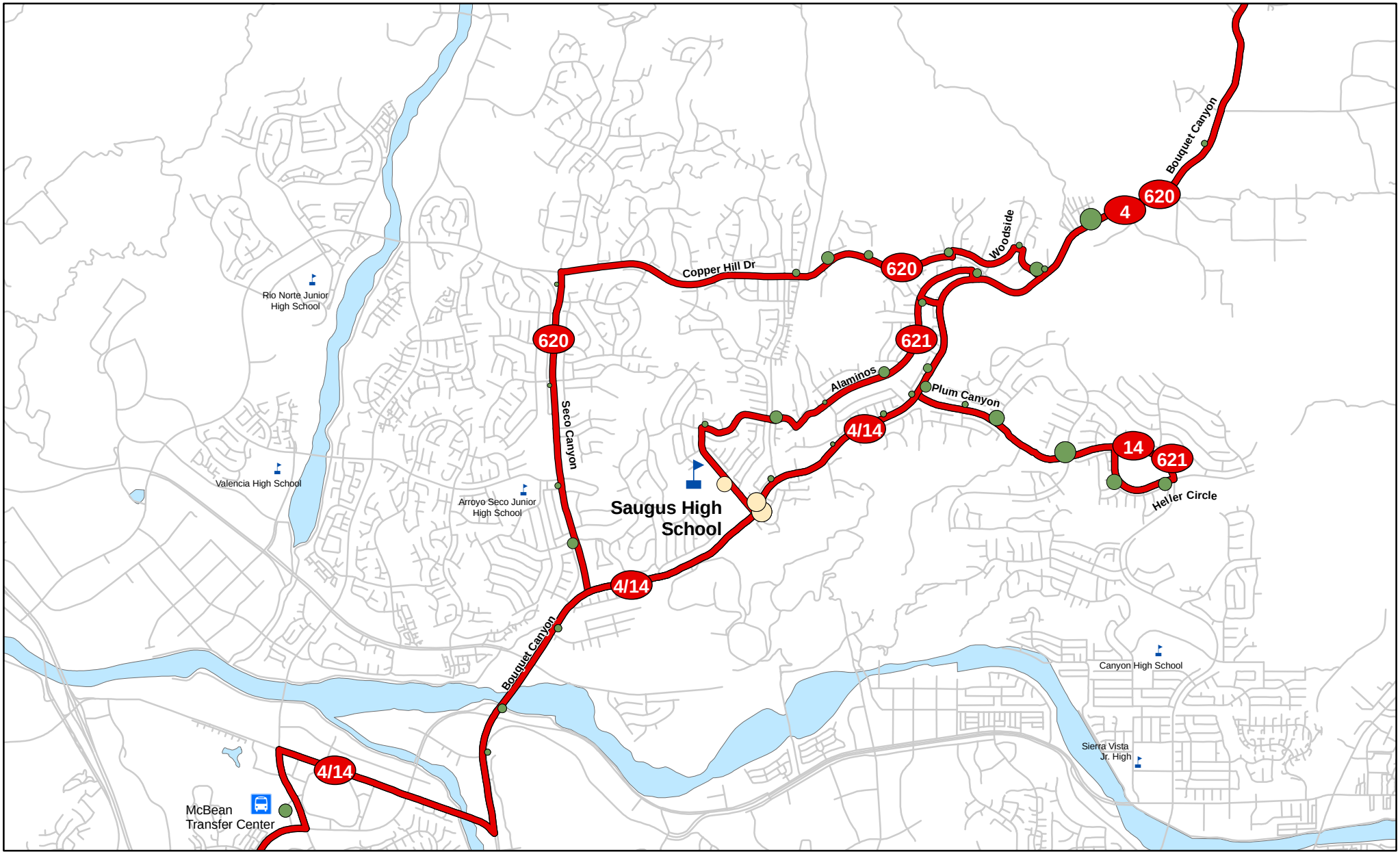
Updated: June 2008

Source: Manual Ridecheck May 2008

0 0.25 0.5 Miles

City of Santa Clarita Transit

TMD



Saugus High School

Morning Ridership

Ons

Offs

200

100

50

10

5

1

Featured Routes

Updated: June 2008

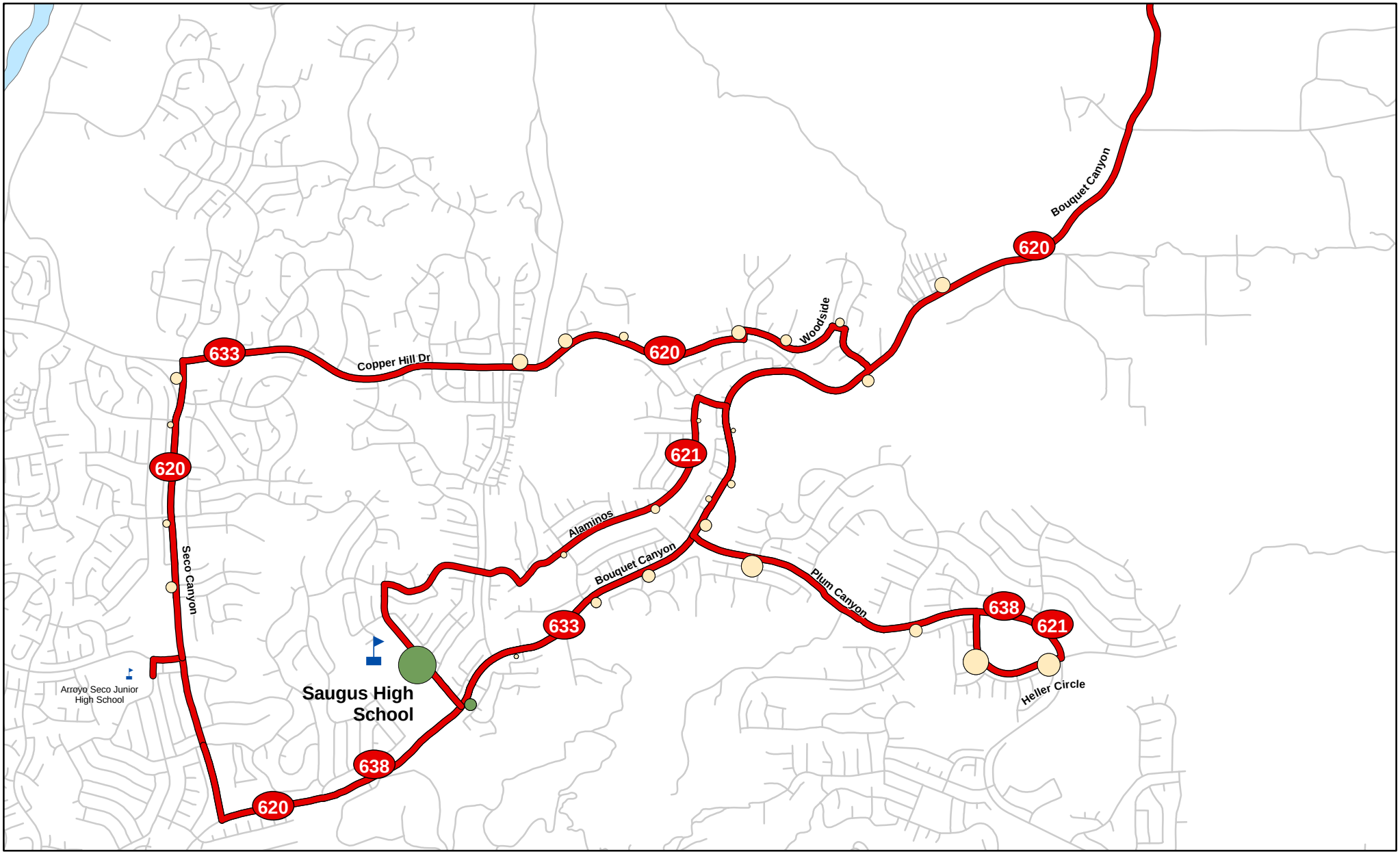
Source: Manual Ridecheck May 2008

Note: Route 620 &621 also serves Arroyo Seco Jr. High School. Boardings along these routese represent both schools.

0 0.25 0.5 Miles

City of Santa Clarita Transit

TMD



Saugus High School

Afternoon Ridership

Ons

Offs

200

100

50

10

5

1

Featured Routes

Updated: June 2008

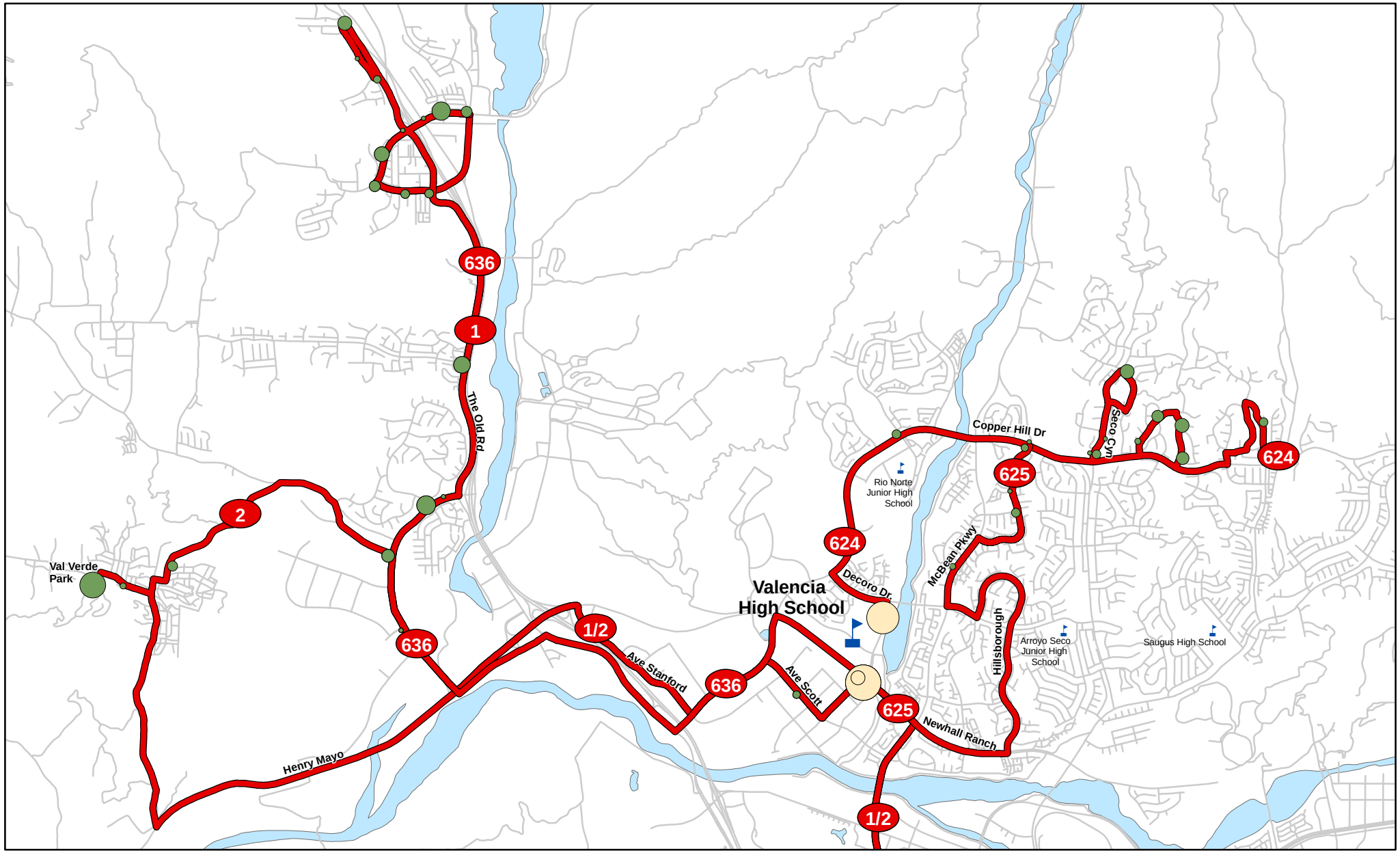
Source: Manual Ridecheck May 2008

Note: Route 620 &638 also serves Arroyo Seco Jr. High School. Boardings along these routese represent both schools.

City of Santa Clarita Transit

0 0.25 0.5 Miles

TMD



Valencia High School

Morning Ridership

Ons

Offs

200

100

50

10

5

1

Featured Routes

Updated: June 2008

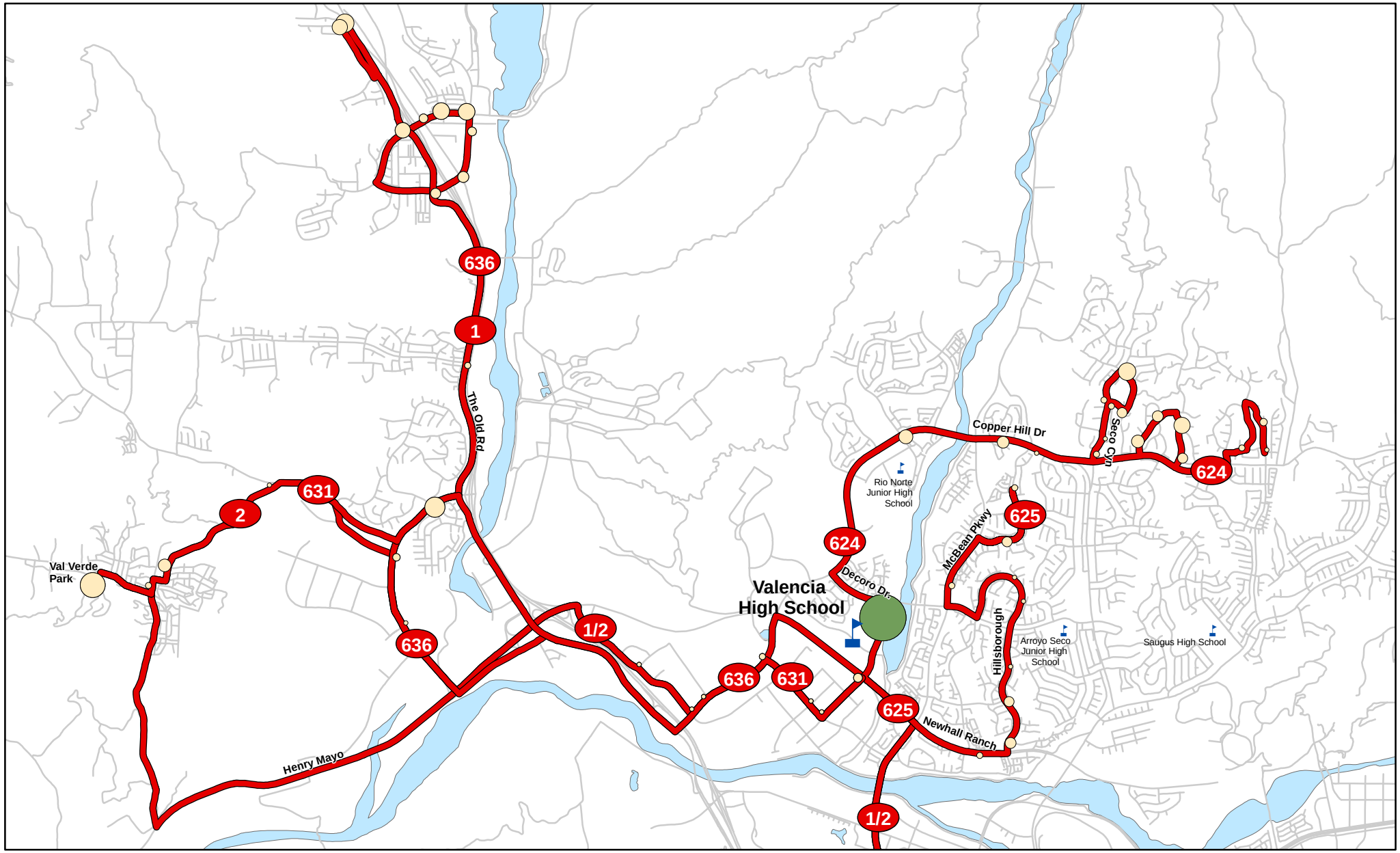
Source: Manual Ridecheck May 2008

Note: Route 636 also serves West Ranch High School. Boardings along these routese represent both schools.

0 0.5 1 Miles

City of Santa Clarita Transit

TMD



Valencia High School

Afternoon Ridership

City of Santa Clarita Transit

Ons	Offs
200	
100	
50	
10	
5	
1	

Featured Routes

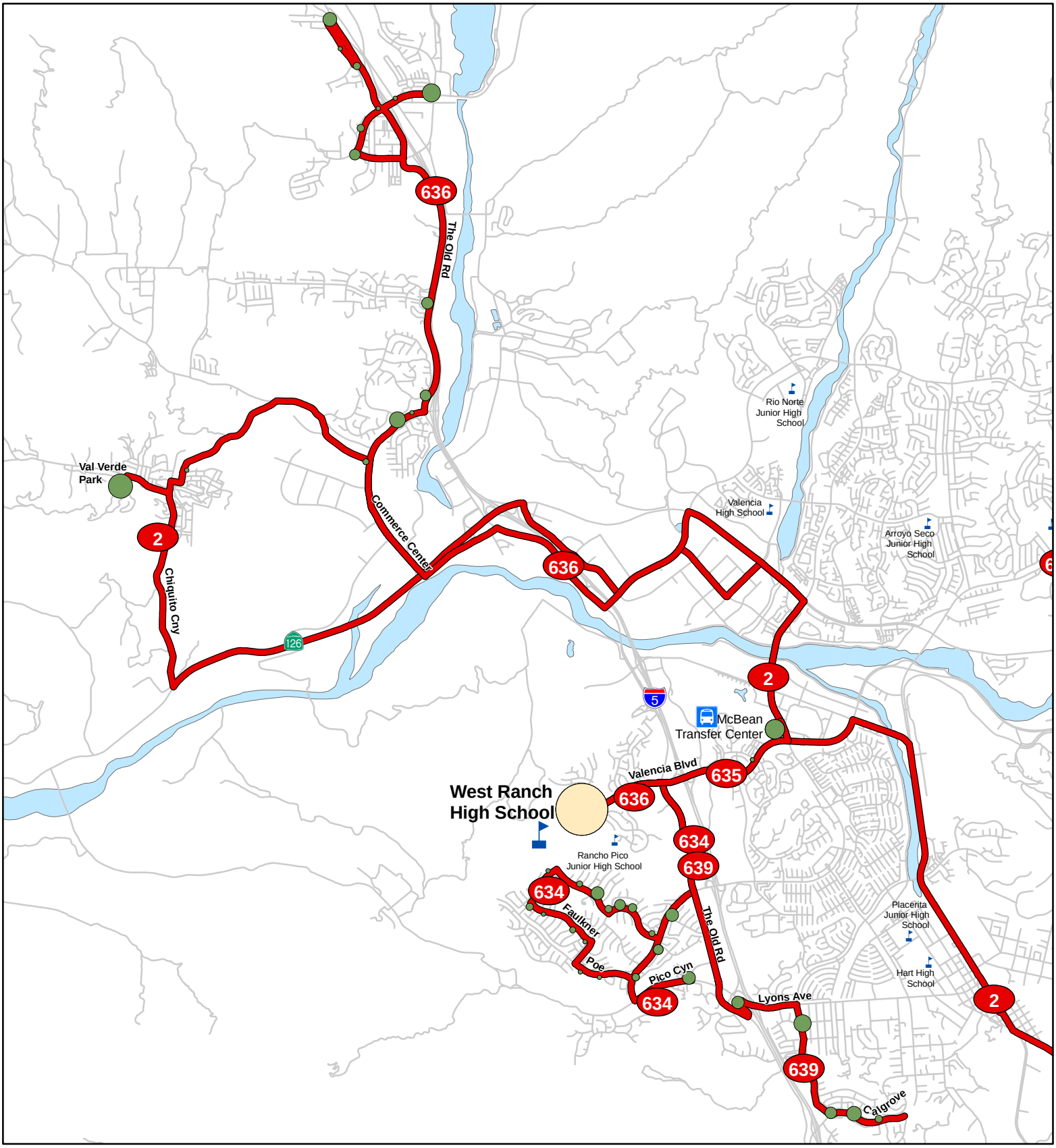
Updated: June 2008

Source: Manual Ridecheck May 2008

Note: Route 636 also serves West Ranch High School. Boardings along these routese represent both schools.

0 0.5 1 Miles

TMD



West Ranch High School

Morning Ridership

City of Santa Clarita Transit

Ons	Offs
200	200
100	100
50	50
10	10
5	5
1	1

Featured Routes

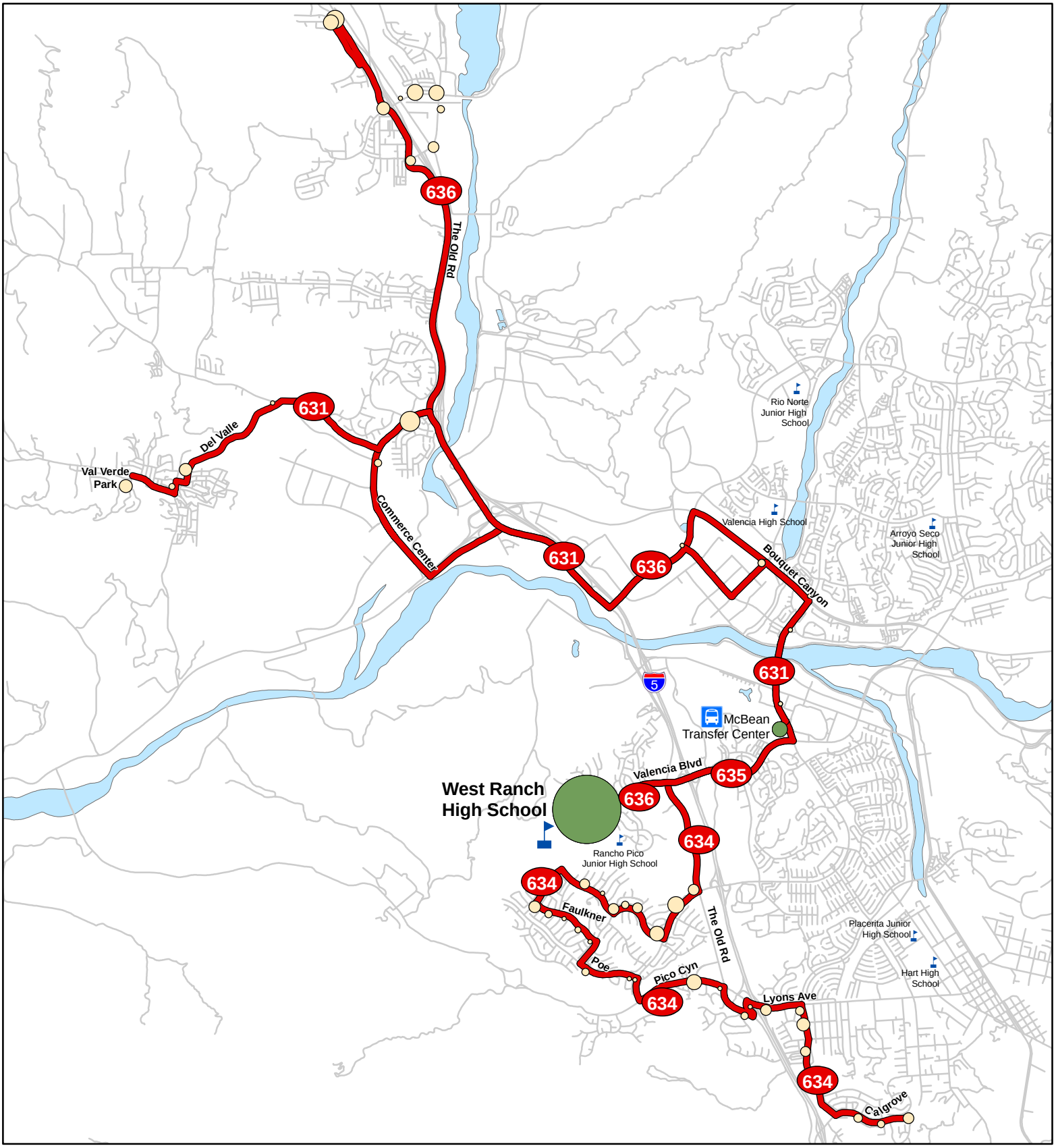
Updated: June 2008

Source: Manual Ridecheck May 2008

Note: Route 634 &639 also serves Rancho Pico Jr. High School. Route 636 also serves Valencia High School. Boardings along hese routese represent both schools.

0 0.3 0.6 Miles

ITMD



West Ranch High School

Afternoon Ridership

City of Santa Clarita Transit

Ons		Offs
	200	
	100	
	50	
	10	
	5	
	1	

Featured Routes

Updated: June 2008

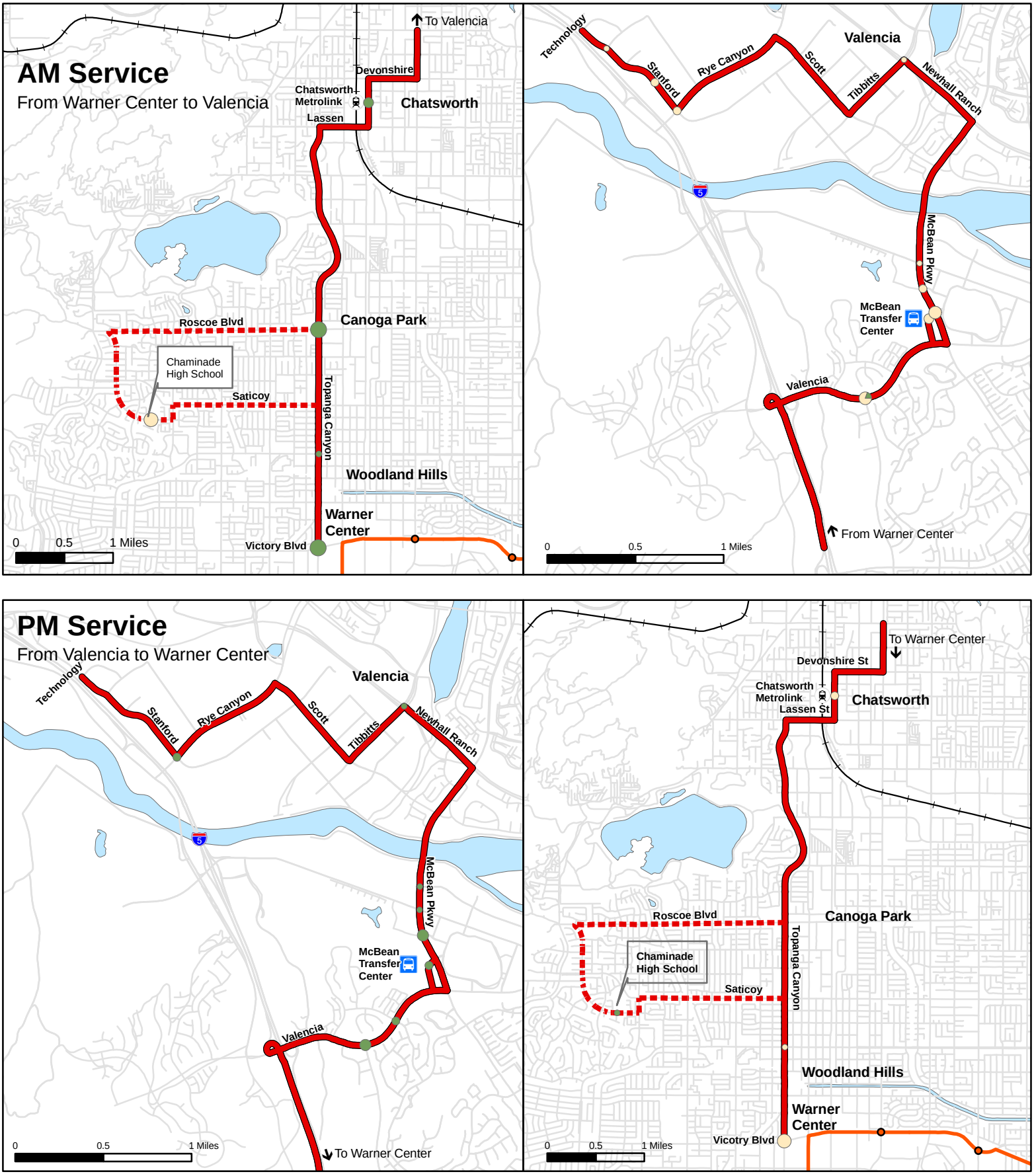
Source: Manual Ridecheck May 2008

Note: Route 636 also serves Valencia High School. Boardings along hese routese represent both schools.

0 0.3 0.6 Miles

ITMD

Appendix F: Commuter Express Service Ridership Maps



Commuter Service
Route 791

Total Daily Ridership

City of Santa Clarita Transit

Passenger Activity

Ons
Offs

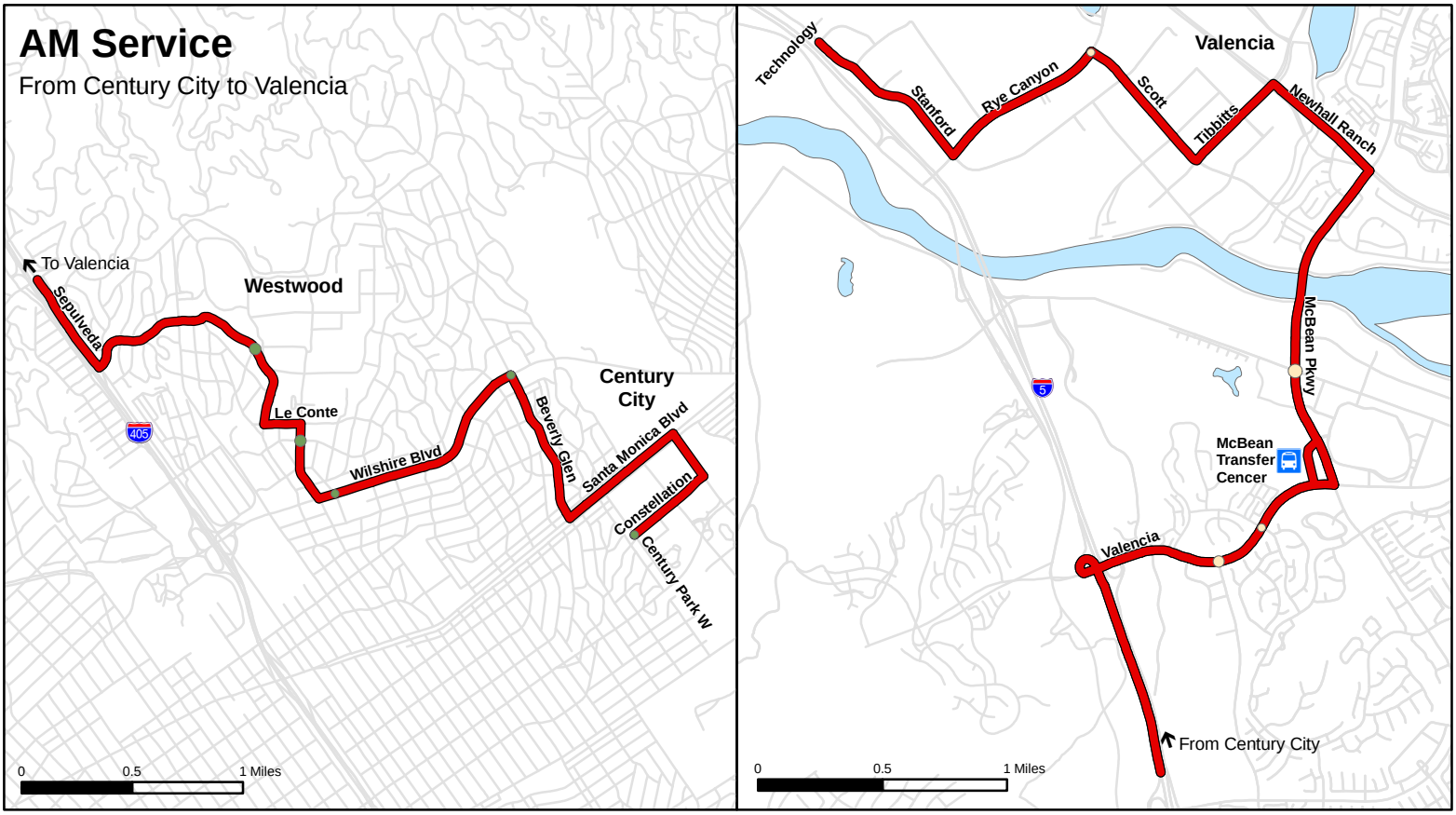
100
50
25

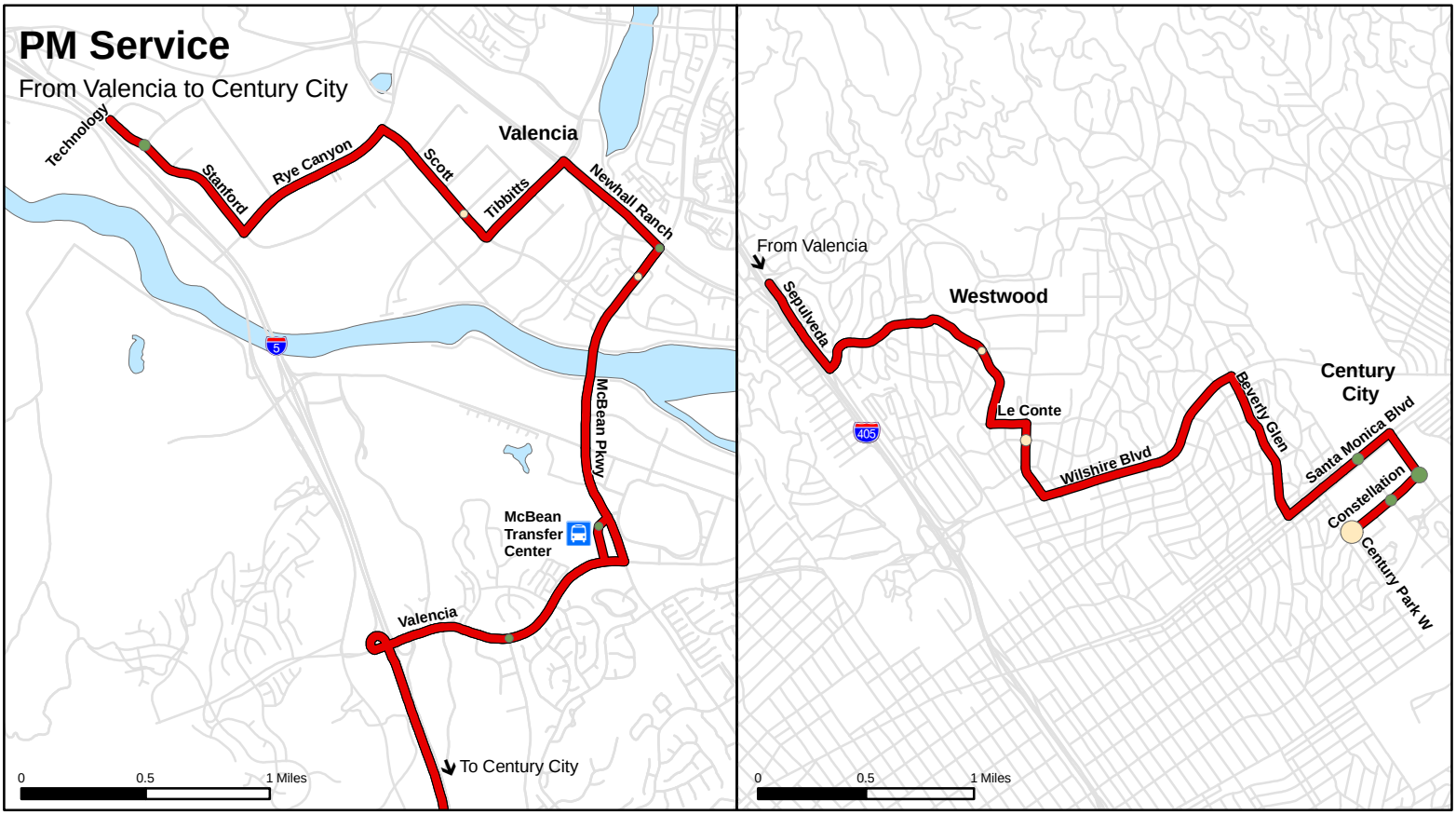
- Featured Route
- Enhanced Service
- Metrolink
- Metrolink Station
- Orange Line
- Orange Line Stop

Updated: June 2008

Source: Manual Ridecheck May 2008

TMD





Commuter Service
Route 792

Total Daily Ridership

City of Santa Clarita Transit

Passenger Activity

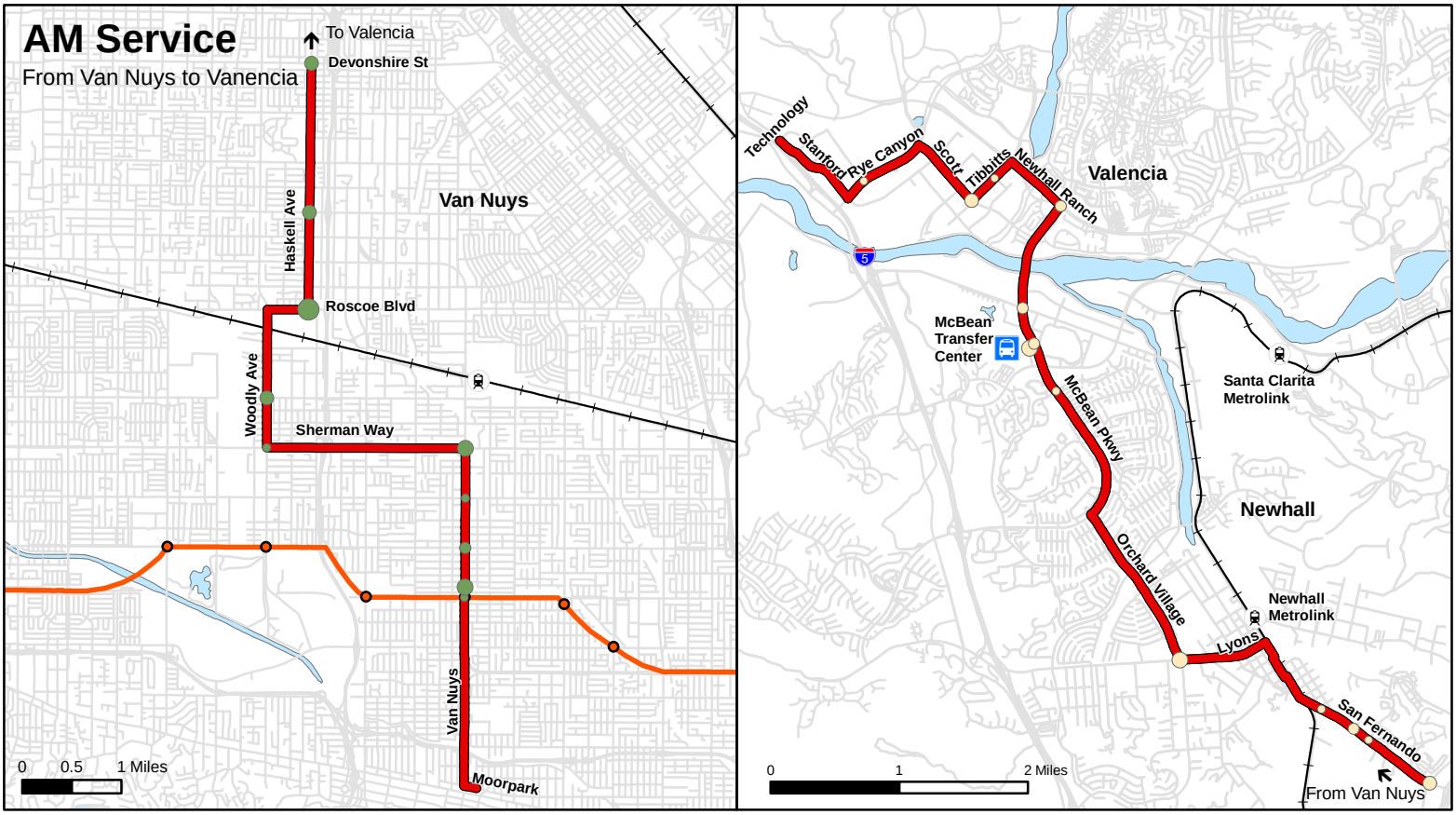
Ons
Offs

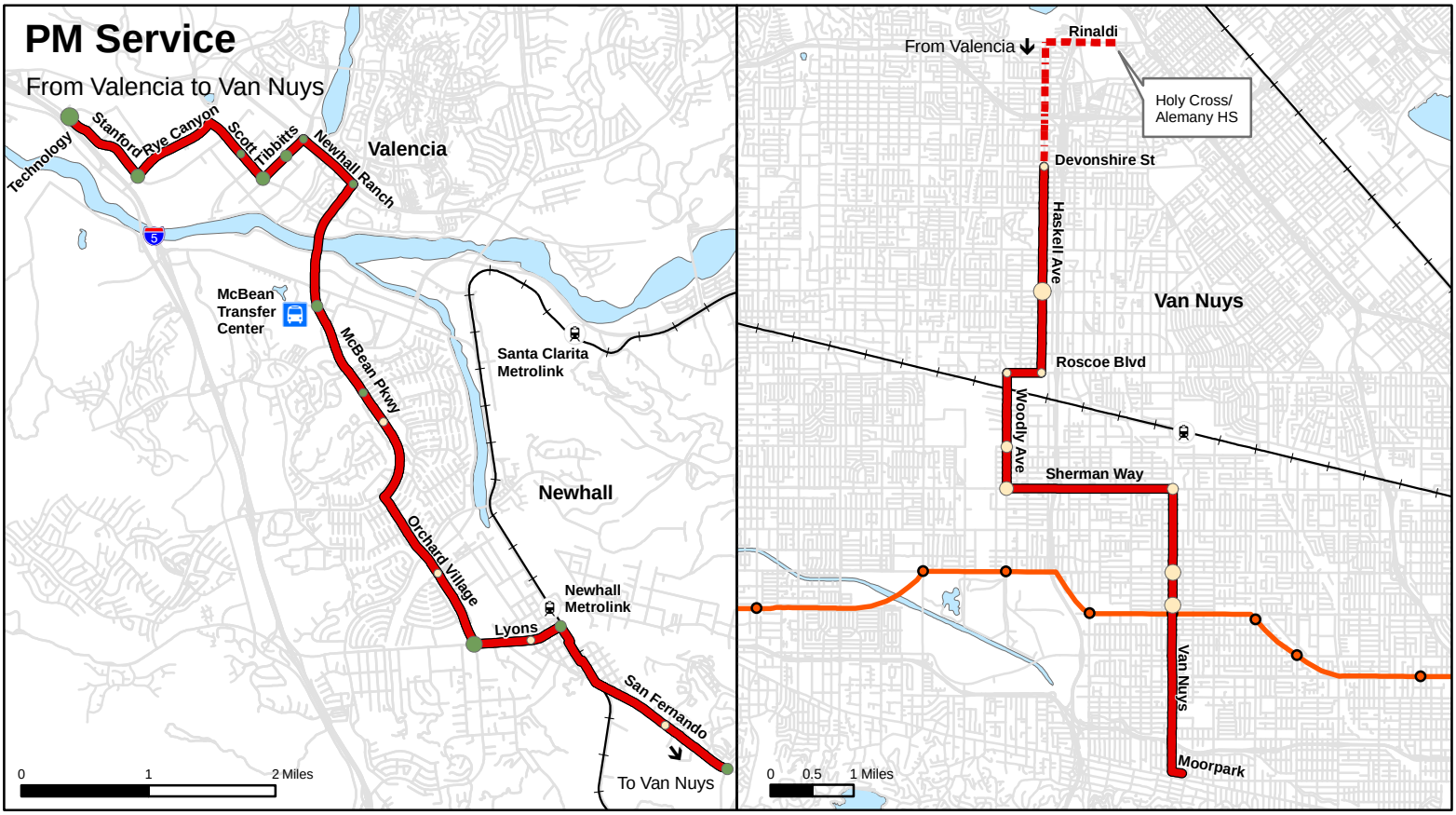
100
50
25

Featured Route

Updated: June 2008

Source: Manual Ridecheck May 2008





Commuter Service
Route 793

Total Daily Ridership

City of Santa Clarita Transit

Passenger Activity

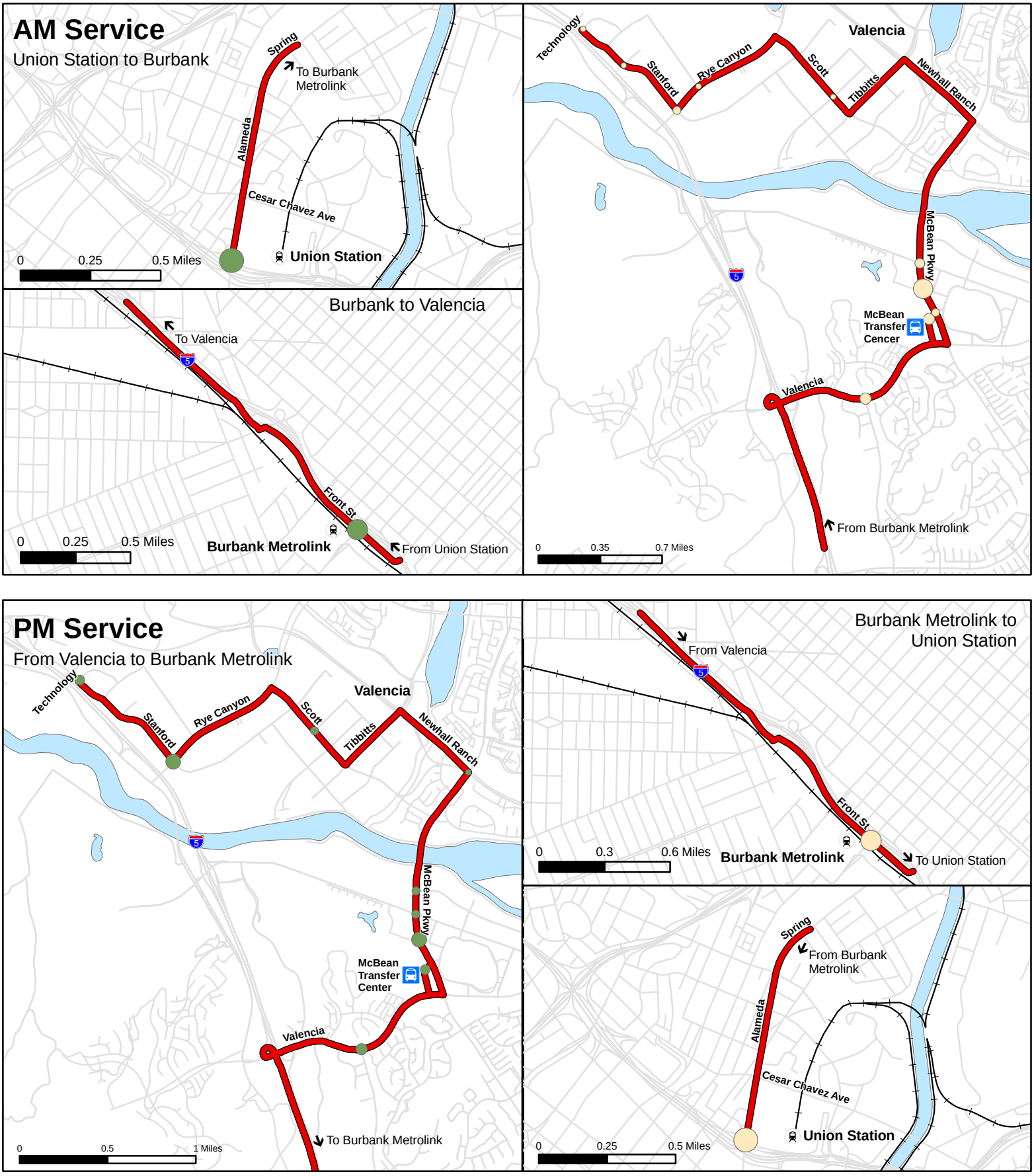
Ons
Offs
100
50
25

- Featured Route
- Enhanced Service
- Metrolink
- Metrolink Station
- Orange Line
- Orange Line Stop

Updated: June 2008

Source: Manual Ridecheck May 2008

ITMD



Commuter Service
Route 794

Total Daily Ridership

City of Santa Clarita Transit

Passenger Activity

Ons
Offs

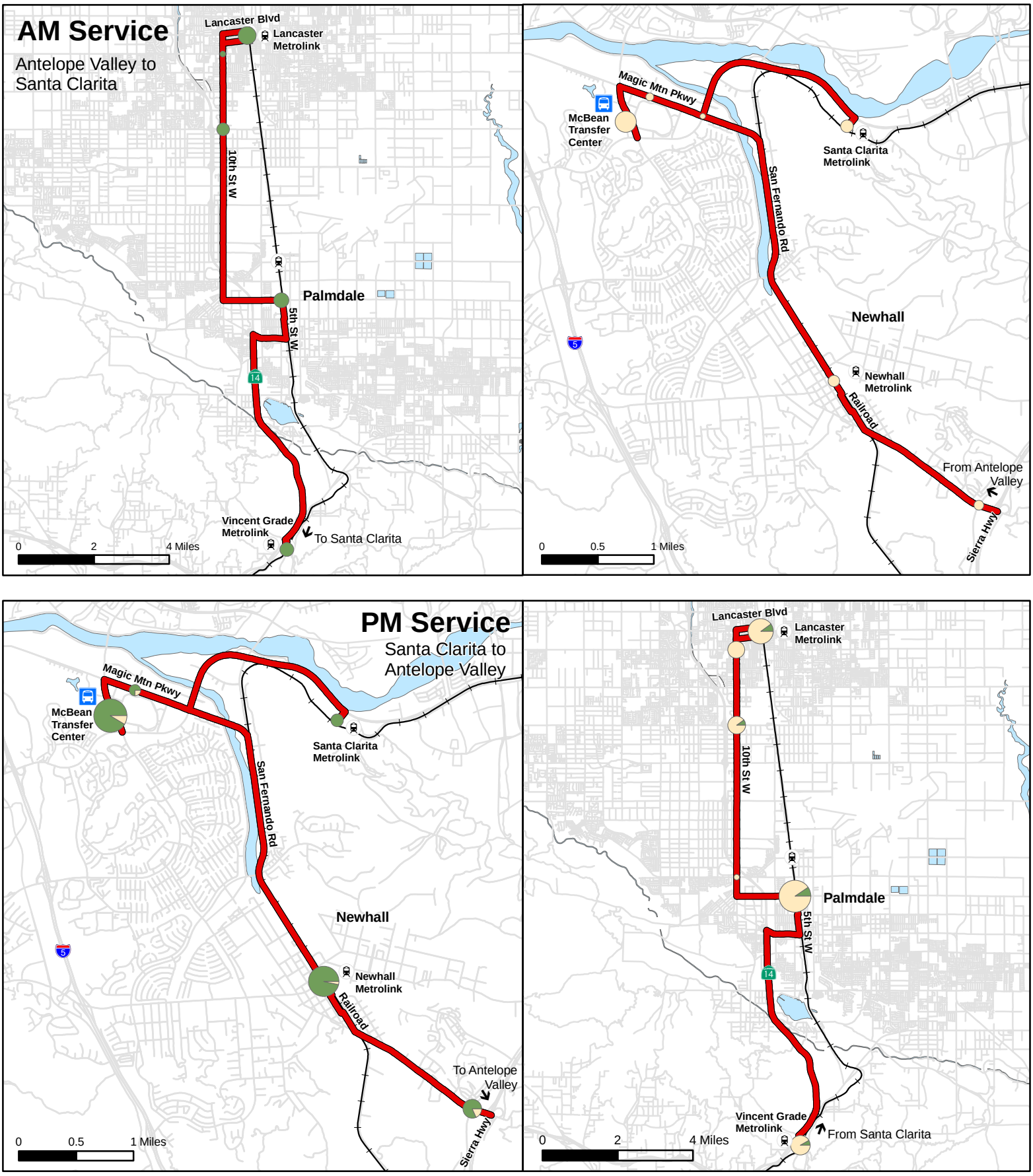
100
50
25

Featured Route

Updated: June 2008

Source: Manual Ridecheck May 2008

TMD



Commuter Service
Route 795

Total Daily Ridership

City of Santa Clarita Transit

Passenger Activity

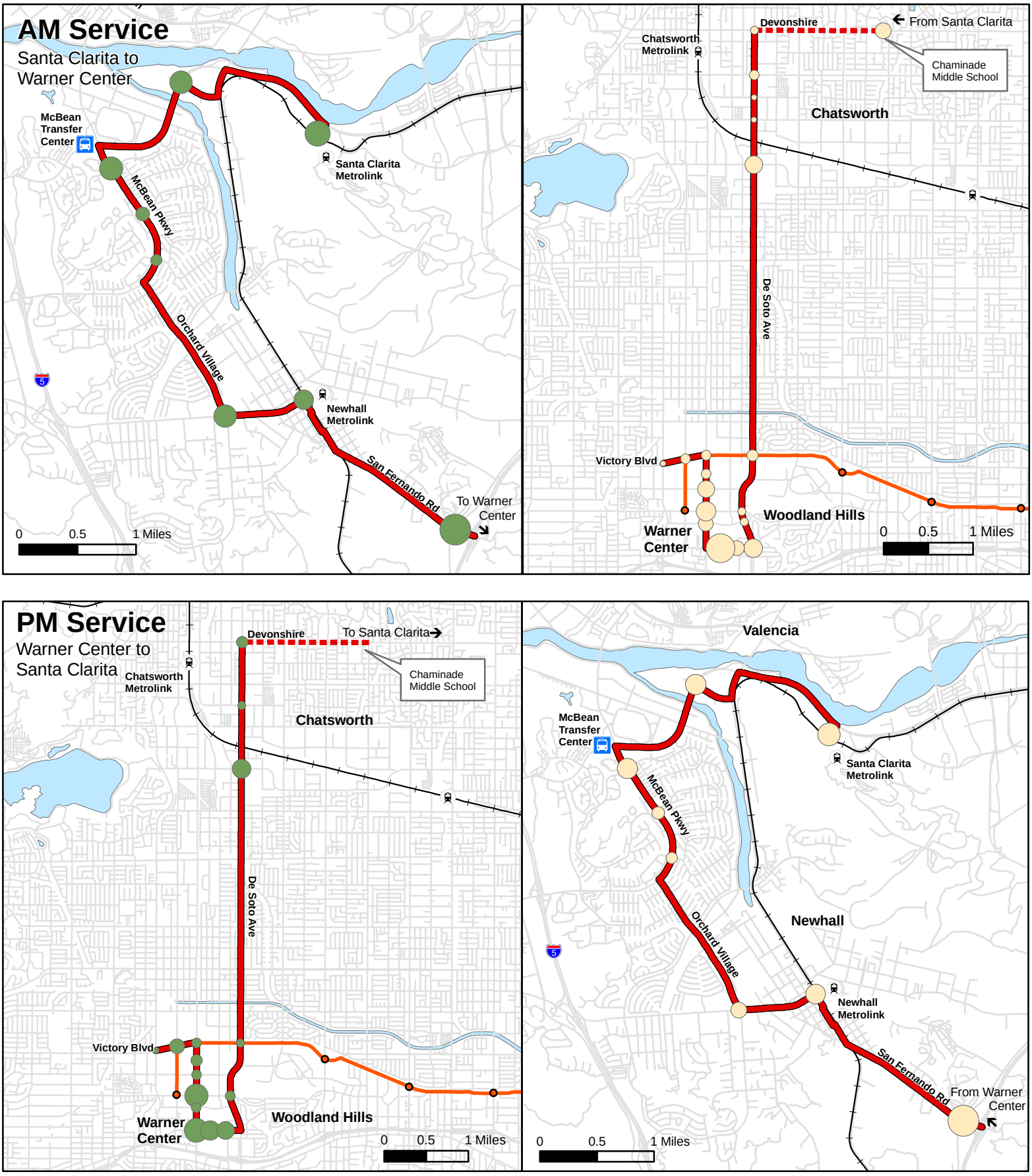
Ons
Offs

100
50
25

Featured Route
Metrolink
Metrolink Station

Updated: June 2008
Source: Manual Ridecheck May 2008

ITMD



Commuter Service
Route 796

Total Daily Ridership

City of Santa Clarita Transit

Passenger Activity

Ons
Offs

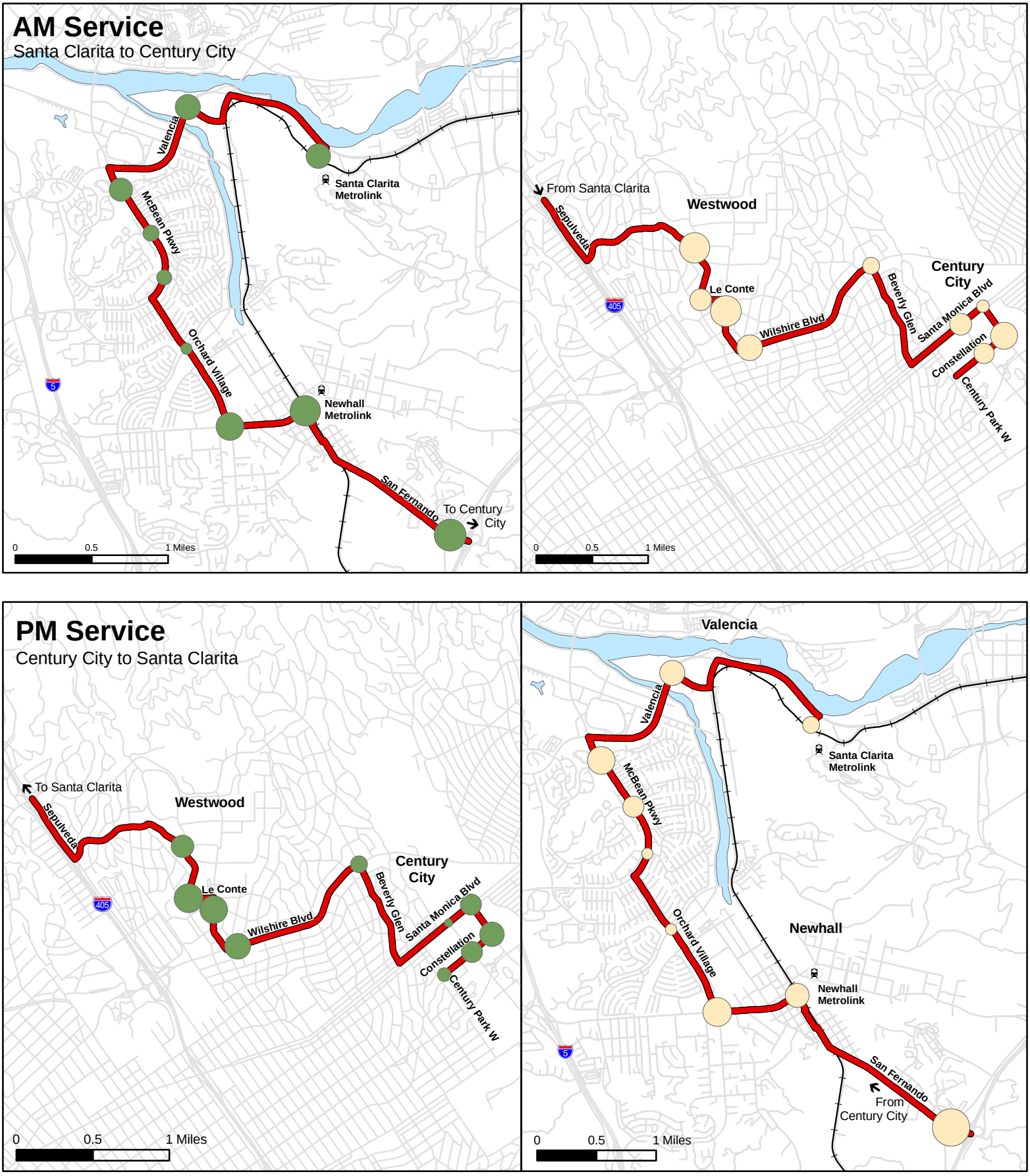
100
50
25

- Featured Route
- Enhanced Service
- Metrolink
- Metrolink Station
- Orange Line
- Orange Line Stop

Updated: June 2008

Source: Manual Ridecheck May 2008

ITMD



Commuter Service
Route 797

Total Daily Ridership

City of Santa Clarita Transit

Passenger Activity

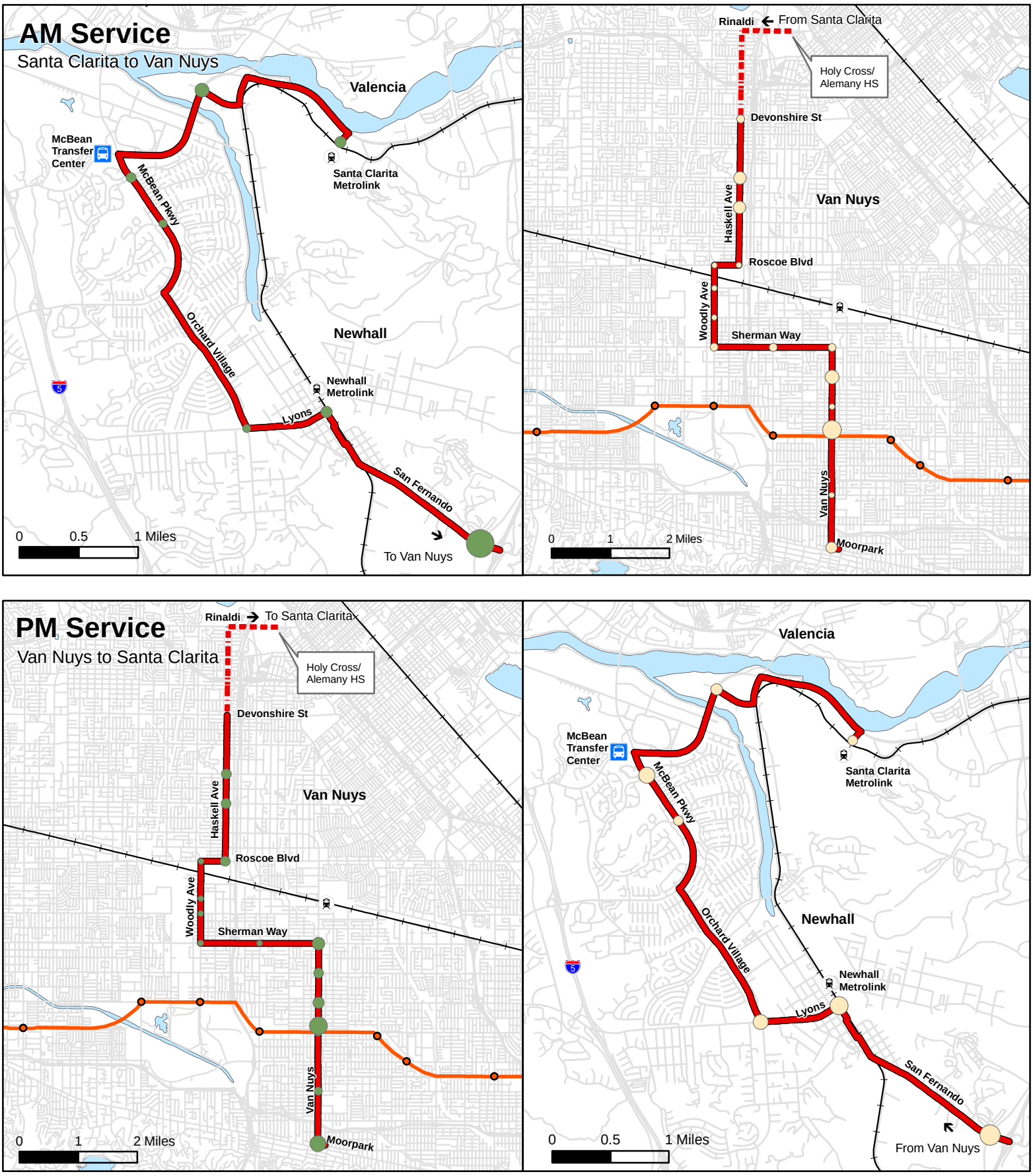
Ons
Offs

100
50
25

Featured Route
Metrolink
Metrolink Station

Updated: June 2008
Source: Manual Ridecheck May 2008

ITMD



Commuter Service
Route 798

Total Daily Ridership

City of Santa Clarita Transit

Passenger Activity

Ons
Offs

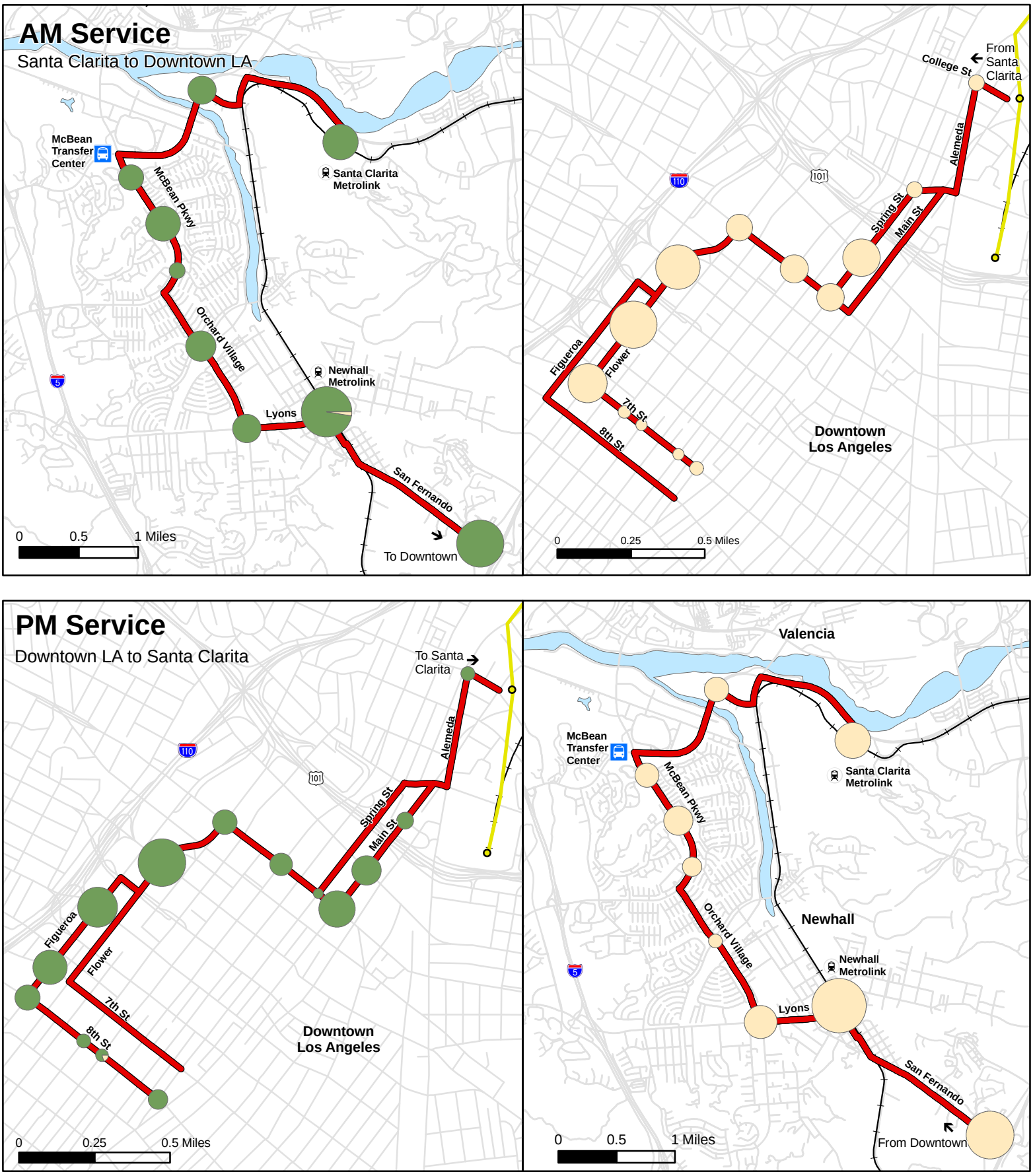
100
50
25

- Featured Route
- Enhanced Service
- Metrolink
- Metrolink Station
- Orange Line
- Orange Line Stop

Updated: June 2008

Source: Manual Ridecheck May 2008

ITMD



Commuter Service
Route 799

Total Daily Ridership

City of Santa Clarita Transit

Passenger Activity

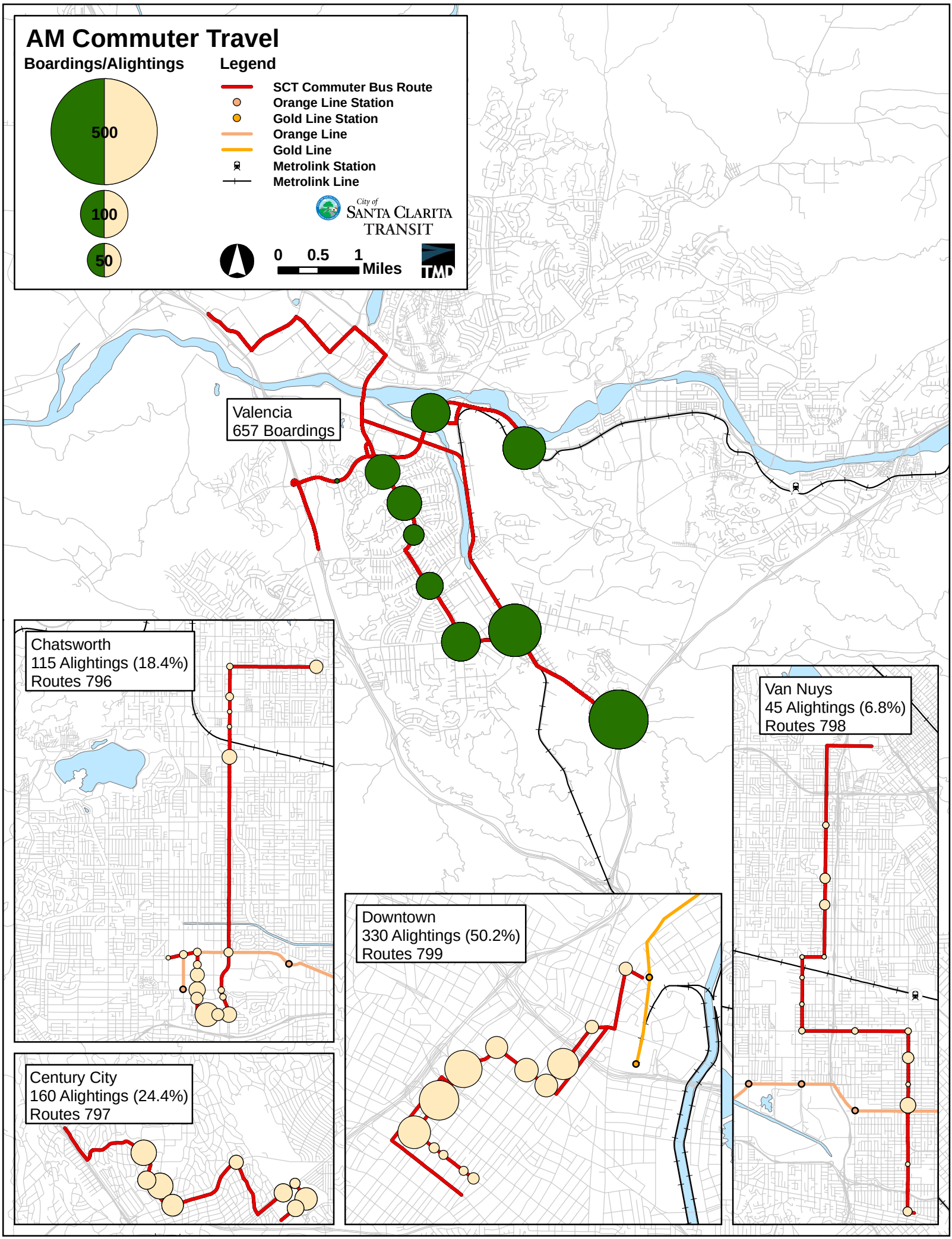
Ons
Offs
100
50
25

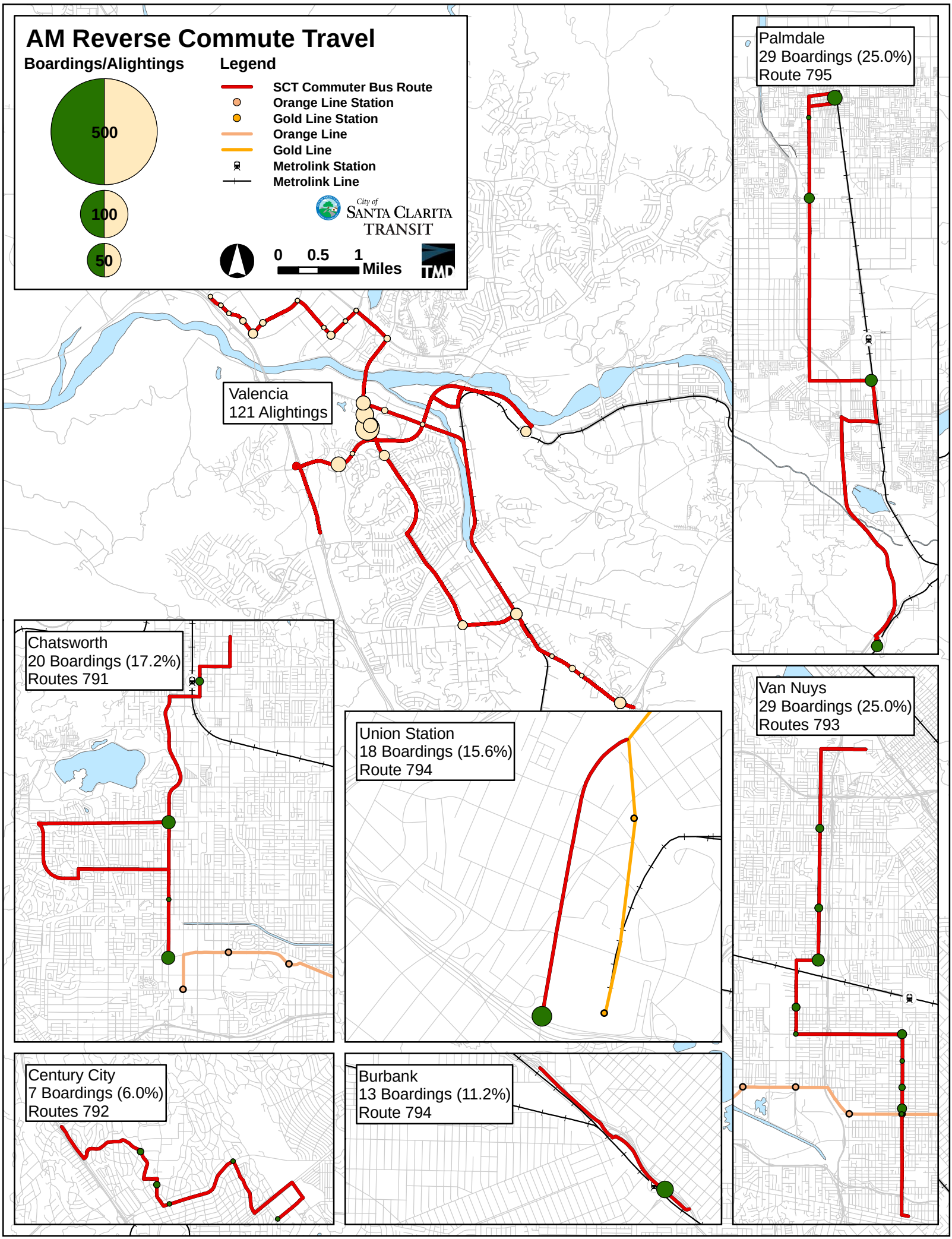
Featured Route
Enhanced Service
Metrolink
Metrolink Station
Gold Line
Gold Line Stop

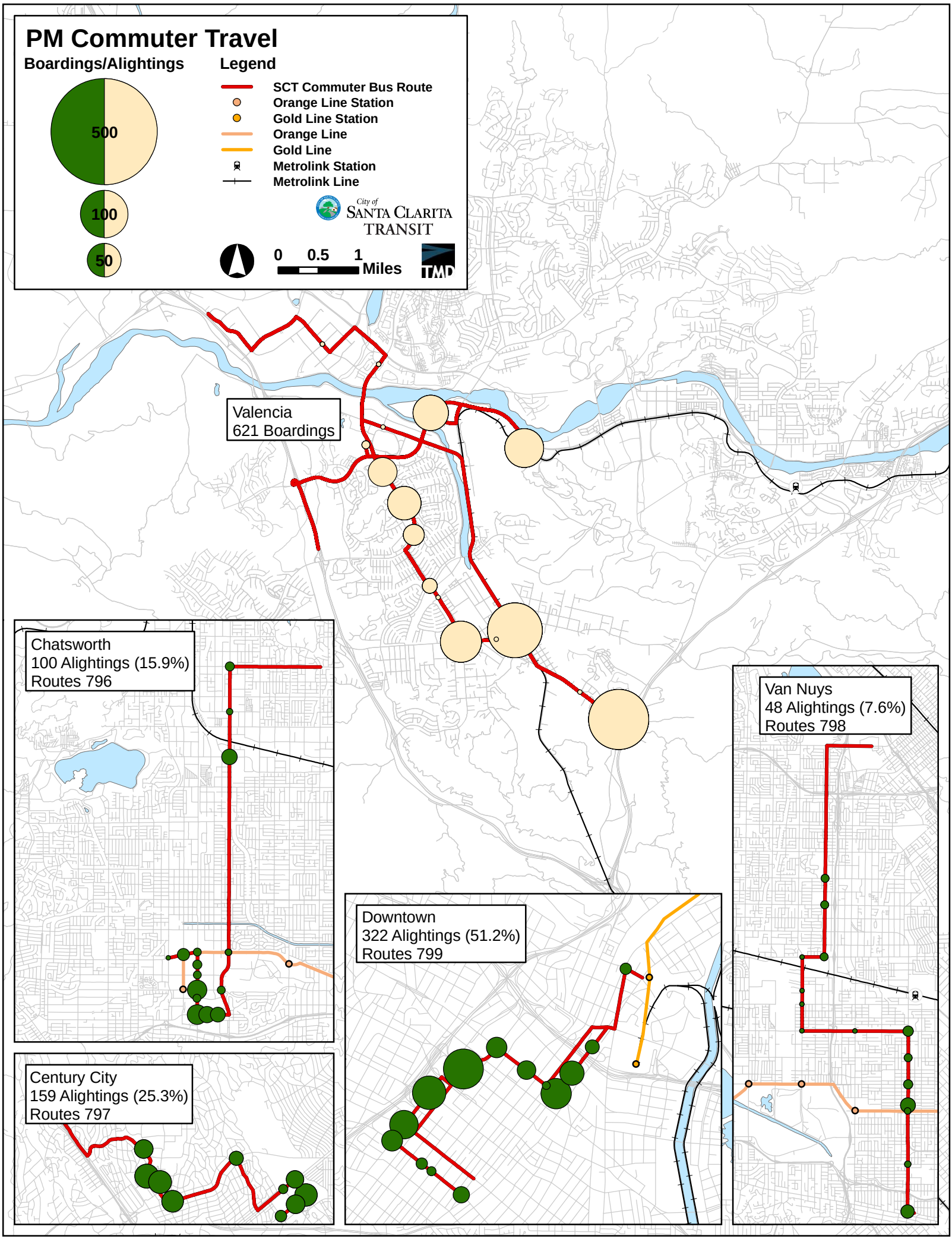
Updated: June 2008
Source: Manual Ridecheck May 2008

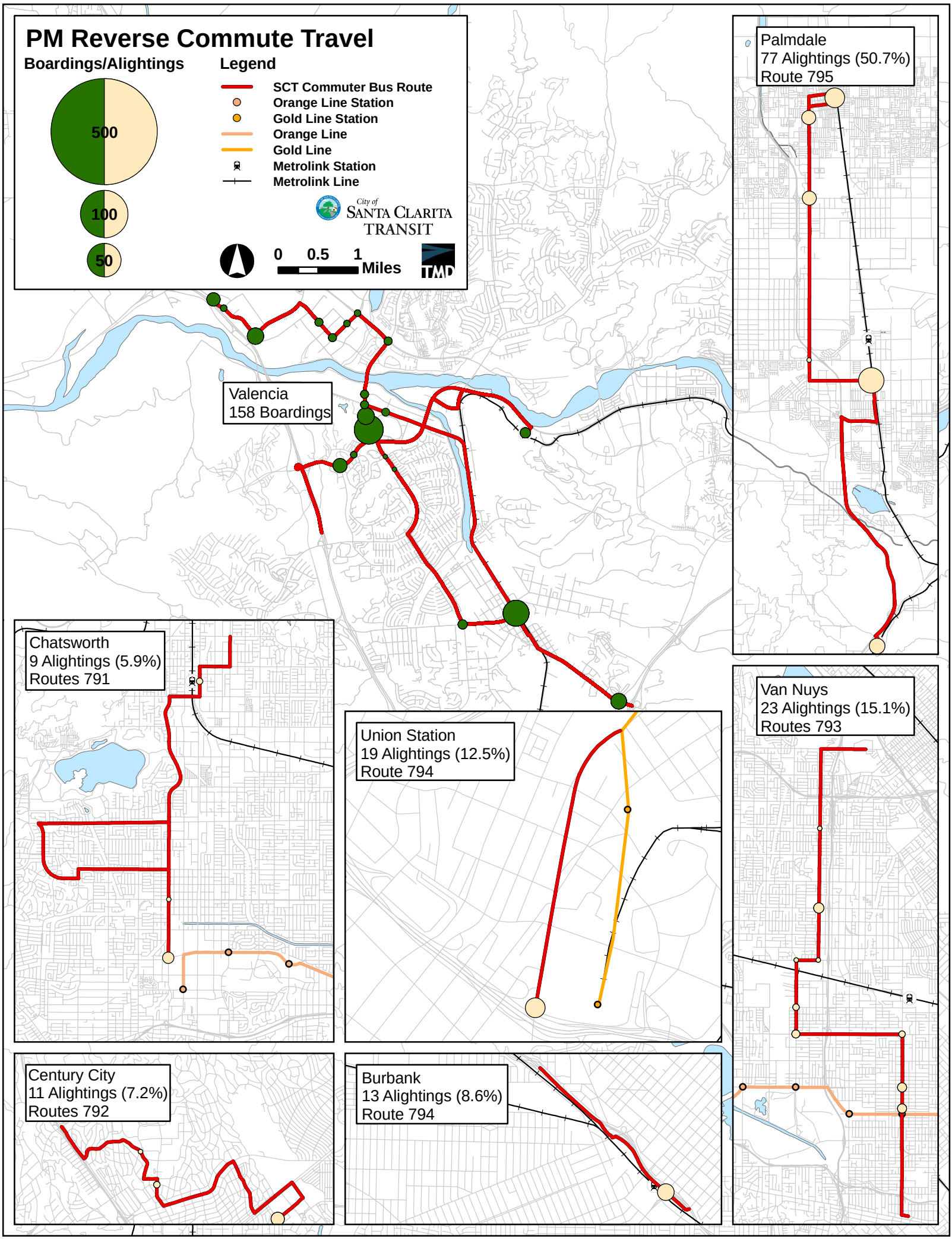
ITMD

Appendix G: Commuter Service Origin and Destination Maps by Time Period


AM Commuter Travel
Boardings/Alightings
500
100
50
Legend
SCT Commuter Bus Route
Orange Line Station
Gold Line Station
Orange Line
Gold Line
Metrolink Station
Metrolink Line
City of Santa Clarita Transit
0 0.5 1 Miles
ITMD
Valencia
657 Boardings
Chatsworth
115 Alightings (18.4%)
Routes 796
Century City
160 Alightings (24.4%)
Routes 797
Downtown
330 Alightings (50.2%)
Routes 799
Van Nuys
45 Alightings (6.8%)
Routes 798


AM Reverse Commute Travel
Boardings/Alightings
500
100
50
Legend
SCT Commuter Bus Route
Orange Line Station
Gold Line Station
Orange Line
Gold Line
Metrolink Station
Metrolink Line
City of Santa Clarita Transit
0 0.5 1 Miles
ITMD
Valencia
121 Alightings
Palmdale
29 Boardings (25.0%)
Route 795
Chatsworth
20 Boardings (17.2%)
Routes 791
Union Station
18 Boardings (15.6%)
Route 794
Van Nuys
29 Boardings (25.0%)
Routes 793
Century City
7 Boardings (6.0%)
Routes 792
Burbank
13 Boardings (11.2%)
Route 794


PM Commuter Travel
Boardings/Alightings
500
100
50
Legend
SCT Commuter Bus Route
Orange Line Station
Gold Line Station
Orange Line
Gold Line
Metrolink Station
Metrolink Line
City of Santa Clarita Transit
0 0.5 1 Miles
ITMD
Valencia
621 Boardings
Chatsworth
100 Alightings (15.9%)
Routes 796
Van Nuys
48 Alightings (7.6%)
Routes 798
Downtown
322 Alightings (51.2%)
Routes 799
Century City
159 Alightings (25.3%)
Routes 797


PM Reverse Commute Travel
Boardings/Alightings
500
100
50
Legend
SCT Commuter Bus Route
Orange Line Station
Gold Line Station
Orange Line
Gold Line
Metrolink Station
Metrolink Line
City of Santa Clarita Transit
0 0.5 1 Miles
ITMD
Valencia
158 Boardings
Palmdale
77 Alightings (50.7%)
Route 795
Chatsworth
9 Alightings (5.9%)
Routes 791
Union Station
19 Alightings (12.5%)
Route 794
Van Nuys
23 Alightings (15.1%)
Routes 793
Century City
11 Alightings (7.2%)
Routes 792
Burbank
13 Alightings (8.6%)
Route 794

Appendix H: Ridecheck Manual

Santa Clarita Ridecheck

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Starting Monday May 5, 2008

Checker's Manual

Name:_____

WELCOME

Starting on Monday May 5, and continuing through Friday May 9, you will be participating in a very important project for the City of Santa Clarita. The information you collect will be used in the following ways:

- To learn how current customers use the system (where they get on and off the bus)
- To assure the buses are running on time

Many people depend on Santa Clarita Transit (SCT) bus services for mobility, and SCT will be depending on **YOU** to provide accurate data in order to help them to continue to meet those needs.

This manual will explain your duties and assist you in learning and performing your important role in this project. **Please keep this manual with you when you report for your assignments**. **Feel free to scratch notes as necessary and please do not ever hesitate to ask questions about any aspect of the task you do not fully understand.**

PROJECT OVERVIEW

The reason for us being here today is because SCT is interested in gathering in-depth details regarding the growth and demand of their Commuter Express and Supplemental School-Day service. As part of this process, SCT is collecting detailed information regarding where people board and alight along bus routes, as well as collecting data regarding the time required to travel along the routes at different times of the day. Two important components of this project are described below:

- In order for SCT to develop a responsive system of Express and Supplemental School-Day bus services for customers, a complete review of the ridership on each route is required. This part of the project will involve a **ridecheck** of each trip on each of the bus routes currently operated. **You** will be responsible for **recording the actual number of passengers boarding and getting off at each stop on the route.**
- In order for the SCT to determine if buses are running on schedule, a review of on-time performance of each route is required. **You** will also collect this information, **noting the time of each trip as it departs or arrives at each time point**. These time points are indicated on the sheets for each trip.

These two activities will be performed at the same time. Normally, **you will be responsible for the entire effort associated with your daily assignment.**

JOB SPECIFICS

All ride-checkers will meet and check-in at **SC Facility** (see map at end of this manual) 15 minutes prior to their shift start time. The Friday afternoon shift will meet at the McBean Transfer Center. Surveyors will be responsible for their personal transportation to this location. Before you leave today, and at the end of each shift, **please make sure you know where and at what time to report for your next shift.**

The single most important aspect of our survey job is to -

BE ON TIME

Being on time means reporting at the appropriate location fifteen (15) minutes **before your report time**. **Your work schedule will change daily,** so make sure you know your shift time. **Bus operators operate on fixed schedules. They can't and will not wait a minute, 45 seconds, 30 seconds or even 5 seconds because you have not arrived to your scheduled shift.** When your bus operator leaves without you and you show up even just one minute later, you will have forfeited your day's work. It is possible that you could be used later in the day; however, the time between your original report time and the time you may be used is unpaid time. **Please, for the benefit of the Survey and your own wallet,** BE ON TIME**.**

Report to work with several sharp pencils with erasers. You will need several pencils to record the information with. **Do not use pens!** There are times when you may have to change a number and the best way to do so is to clearly erase it and record the correct number. When pens are used, the correction process often results in messy hard-to-read check sheets. This causes the data entry personnel to guess and interpret your penmanship. Thus, please write legibly at all times. Review your work as you go along to make sure it is neat and readable.

Report to work with a watch or some sort of timepiece. You will need to be able to set it for the correct time as given to you by your supervisor and be able to refer to it easily and regularly throughout your shift. Check with the supervisor if there are any problems or concerns with this.

Please use the data collection forms that will be provided to you at the beginning of each shift. It will tell you all the things you need to collect data for during your assignment.

Dress appropriately for the weather and prepare for the length of your scheduled assignment. **Dress must be casual/professional.** This means khakis and a shirt with a collar or a blouse. Do not report with any clothing that contains words, pictures or slogans that would be considered obnoxious,

demeaning, or vulgar by any persons around you. Remember that you are representing SCT.

Do bring along snacks and a water or juice bottle with a closeable lid. Depending on your assignment, there may not be time to eat a normal meal at normal times. While you are on the bus, there will be some time between each trip. The time between trips will generally be short, but will normally be such that a few minutes will be available to get off the bus, stretch your legs, and eat a snack. SCT **does not allow the consumption of food or drinks, or smoking on the bus**. Please adhere to this rule at all times. It will also be a good idea to bring a backpack or small bag to store all your belongings. Ask the driver if you can put your personal belongings behind the driver's seat so nobody can snatch it while you are busy counting passengers.

Extend courtesy not only to the passengers, but also to the employees that are helping us. The bus operators are fully informed about this survey and are expecting us. When on the bus however, minimize your conversation with the operator as much as possible. Some operators will be more talkative than others and you can converse with them if they initiate the conversation, but **do not get distracted**. If, from time-to-time, you lose your place on the stop list or map or can't identify a particular stop, politely ask the operator where you are on the route. Most operators now announce stops. Try to minimize such questions however, by paying close attention to where you are on the route and the stop list at all times.

It is important that you be polite and professional with all passengers. Do not engage them in conversation other than that required doing your job. **Any inappropriate or objectionable behavior with passengers will be grounds for termination.**

If you have any questions/minor problems en-route, a survey supervisor will be at the facility where you started work most of the day. Wait until your next break and call the phone number(s) provided to you. If you have an emergency, quietly use your cell phone to call a supervisor right away OR please ask the operator to call using the on-board radio. The use of the on-board radio is intended for only the bus operator. No ride-check personnel should at any time use this radio.

All times will be collected using the standard military time convention. This means that 8:00 AM is recorded as "8:00" and 4:00 PM is recorded as "16:00". If you have any questions regarding this, please ask a supervisor to explain it in more detail or see the chart below of standard military times and their normal time equivalents.

1:00 PM	=	13:00
2:00 PM	=	14:00
3:00 PM	=	15:00
4:00 PM	=	16:00
5:00 PM	=	17:00
6:00 PM	=	18:00
7:00 PM	=	19:00
8:00 PM	=	20:00
9:00 PM	=	21:00
10:00 PM	=	22:00
11:00 PM	=	23:00

12:00 midnight = 24:00

WHAT TO EXPECT OF YOUR WORK DAY

- Report to your assignment location **(SC Facility or McBean Transfer Center)** fifteen minutes before your scheduled report time. Make sure you know the time to report the next day before going home the day before. Normally, you will be notified at the end of each shift, at the latest, what your schedule is for the next day. Towards the end of this manual, you'll find a map showing the exact location of the SC Facility.

- Receive your checker forms for your shift from the Ridecheck supervisor and synchronize your watch to the master clock in the dispatch office. You will also be given any special instructions that are necessary. At this time, your bus operator will be located and hopefully will be introduced to you. Some checkers will be riding with bus drivers on their very first trip of the morning. These operators will be making a special stop at SC Facility, so it will be important for you to be ready to go when your bus arrives.

- In most cases, you will be riding one bus for about 4 hours per shift. During your work shift, there may be more than one driver operating your bus. Unless you are given specific instructions regarding changing buses (for example, switching to another bus at MTC), you are to stay with your assigned bus. You will have opportunities to get off the bus to stretch your legs, use the restroom, etc. Check your trip sheet to judge how much time you have before your next assigned trip.

- Once on the bus, get yourself situated. You should generally situate yourself near the front of the bus so you can count passengers as they board. However, it may be necessary to move around the bus some during the assignment in order to count passengers leaving the bus from the back door.

- As your work begins, you will count the number of passengers boarding and leaving the bus at each stop. You should also periodically count how many people are actually on the bus—you should verify this count against the calculated load on your trip sheet. For each stop marked on your sheets, you will record the time the bus arrives and leaves.

- Some riders will try to engage you in conversation or offer comments about bus services. If you have time, please note passenger comments if offered on the back of your forms. **DO NOT initiate requests for comments --** take them only if offered and only if it does not interfere with your primary duties. Also, at the end of each trip, if time permits, please ask the driver if he or she has any comments, suggestions, or complaints about the service. Please remember, **your top priority is recording passengers getting on and off the bus and recording the time buses arrive and leave the bus stops.**

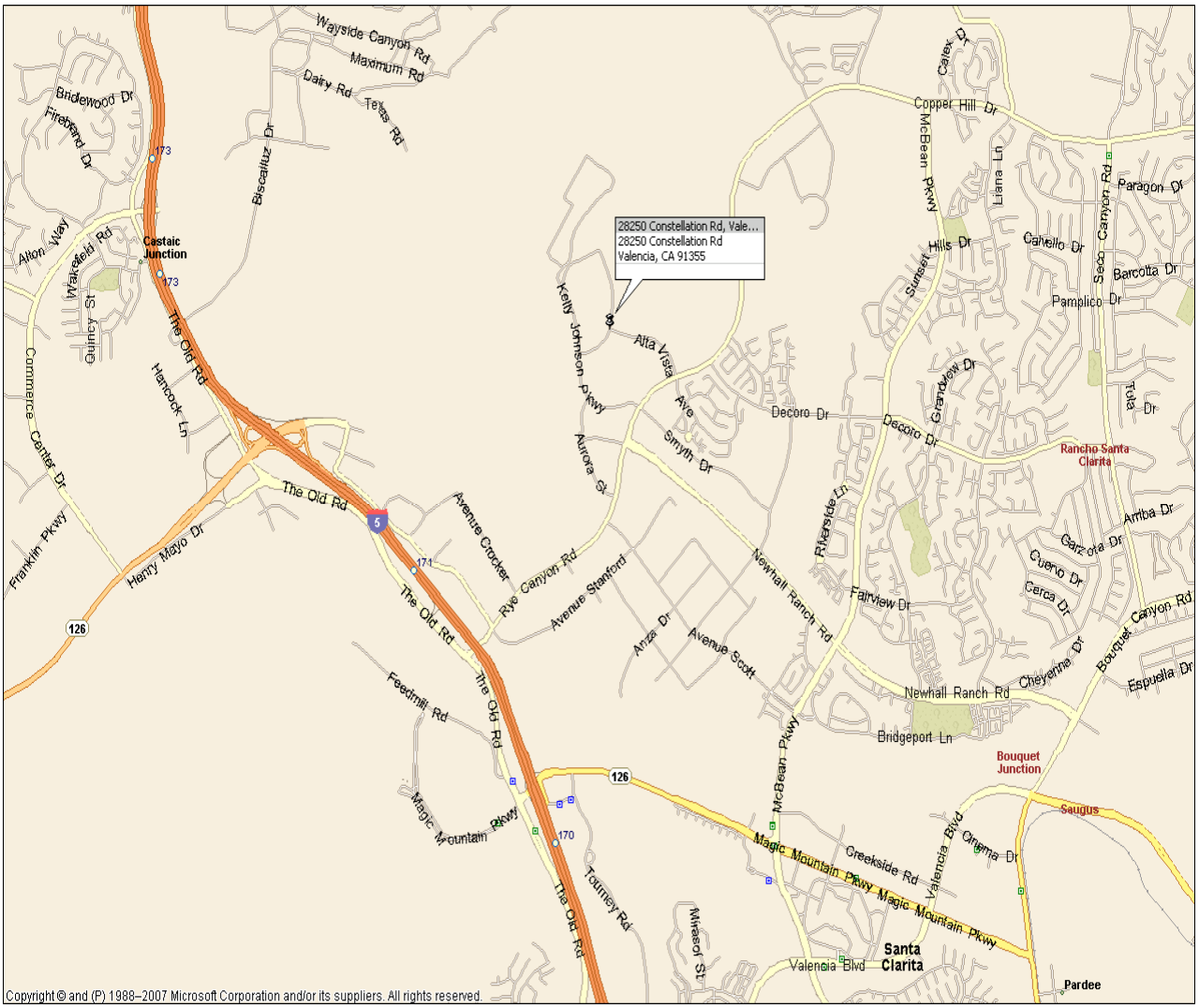
- You will end your shift at SC Facility, where you started. This is the drop-off point for all checker forms and pencils. Back at the office, please check in with the Ride-check Supervisor to turn in your materials, check your survey sheets for completeness and accuracy, and confirm the hours you have worked and the next day's assignment. **You will not be paid unless you turn in your work.**

COMPLETING CHECKER FORMS

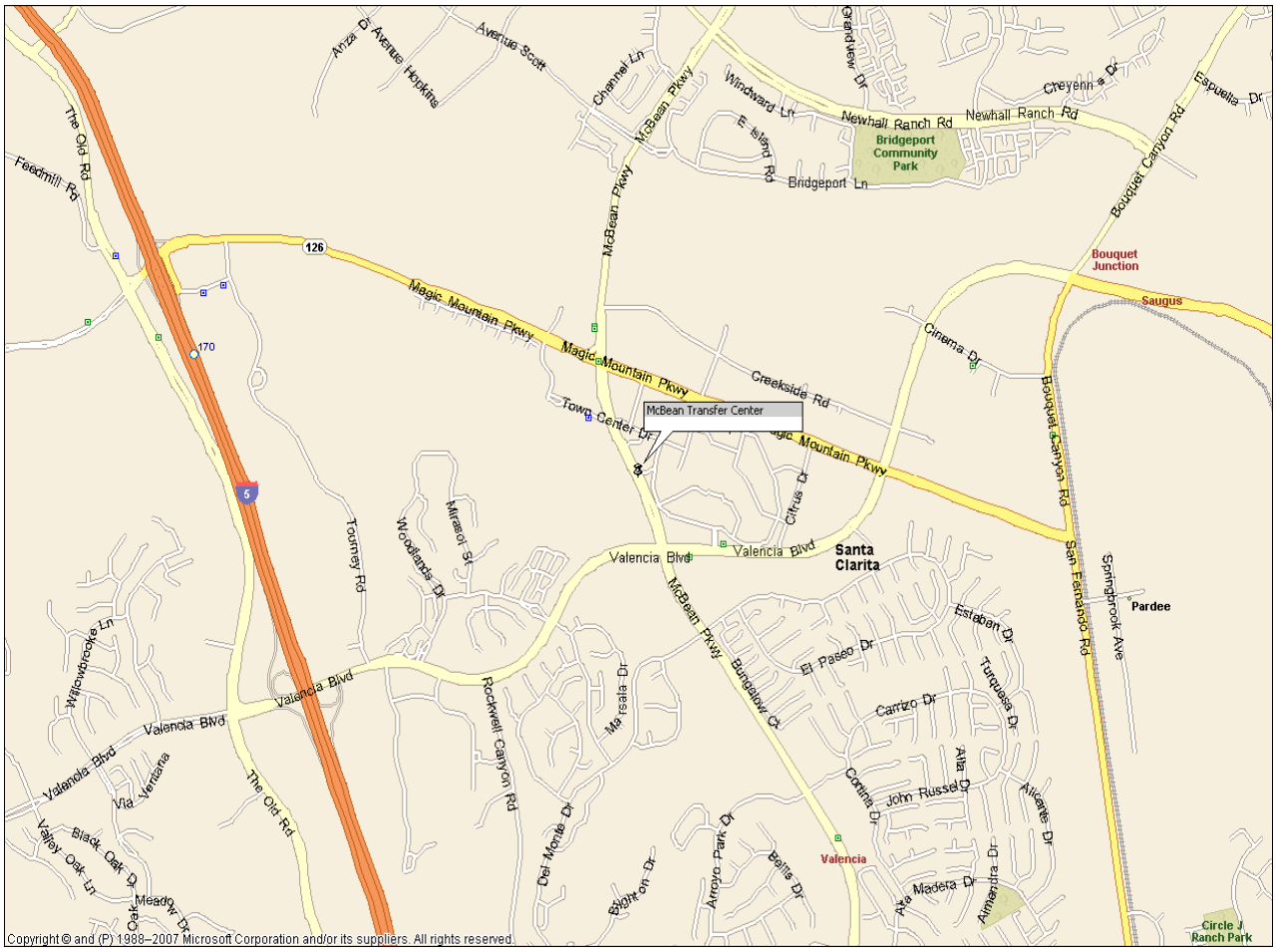
1) Make sure "**Name**" and "**Date**" are filled out on the first page.
2) Each packet includes sheets for all of the trips you will be counting. You should fill out each sheet during the course of your work assignment.
3) At the beginning of each trip, mark down how many people are on the bus in the row marked "To record at trip start: Passenger Load_____."
4) For each stop when someone gets off the bus, please write the appropriate number of offs in the "Passengers Off" column, for example 2 or 6 or 10. When each person gets on the bus, please write the appropriate number of offs in the "Passengers On" column, for example 2 or 6 or 10.
5) At the end of each trip, mark down the number of people on board the bus in the row marked "To record at trip end: Passenger Load_____."
6) This survey is of every passenger who gets on the bus. Thus, it is important to note every person who gets on or off the bus.
7) At every stop where someone either gets on or off the bus, you must count the total number of people on the bus. This number goes in the "Passenger Load" column and should be a number, such as 8 or 12 or 30.
8) Time points are key stops on the published timetable that allow riders to determine when the bus should leave that given stop. At each bus stop, marked with a *TP* on your forms and have a white box in either the "Time Leaving Stop" column or the "Time Arriving at Stop" column (or both), you must note the time the bus leaves or arrives (or both) at that stop. If the bus passes the Time Point Stop without picking up or dropping off any passengers, fill in the time that it passes the Time point. .
9) After you complete each trip, please turn the page and start filling out the form for the next trip.
10) Please note that for the last stop on a trip, do not have anybody getting on the bus. Please turn the page and have these people get on the bus at the first stop in the other direction.
11) Likewise, for the first stop on a trip, do not have anybody getting off the bus. Please turn back one page and have these people get off the bus at the last stop in the previous direction.

Map of SC Facility

28250 Constellation Rd,
Santa Clarita, CA 91355



Map of McBean Transfer Center



Important Contacts:

Shift Supervisors
(Please only contact the supervisor on duty)

Morning.: 3:00 A.M. – 12:30 P.M
China (Transportation Management & Design)
Telephone: (760) 390-1396

Afternoon: 12:30 P.M. – 9:00 P.M
Select Staffing Supervisor _____

Telephone: ( ) _____