



Agenda Item No. 3

To: Transportation Committee/Committee of the Whole
Meeting of June 8, 2006

From: Alan R. Zahradnik, Director of Planning
Celia G. Kupersmith, General Manager

Subject: **STATUS REPORT ON THE DEVELOPMENT OF THE SHORT-RANGE
TRANSIT PLAN FOR REGIONAL BUS AND FERRY SERVICE**

Recommendation

The following report is provided for informational purposes and no action is required.

Summary

The Metropolitan Transportation Commission (MTC) has adopted new requirements for the Short-Range Transit Plans (SRTP) submitted by transit operators in the Bay Area. A full SRTP is required once every four years, and in all other years, transit operators must submit a “Mini SRTP”.

Changes from Previous Requirements

Following is a list of the major changes from the previous SRTP reporting requirements.

1. Eliminate reporting on MTC regional programs (e.g., TransLink[®], Productivity Improvement Plan).
2. Transition from a biennial SRTP to a less-frequent SRTP every four years, in sync with MTC’s Transportation Improvement Plan and Regional Transportation Plan development, and require a Mini SRTP report, due in September of non-SRTP years.
3. Require operation and capital financial plans to assume a defined baseline level of service.
4. Require passenger survey demographic information.
5. Require three-year expenses and revenues retrospective.
6. Change contract to pay upon receipt of acceptable deliverables; eliminate progress reports.

The most significant changes are that a full SRTP will be required every four years rather than every other year and that the new Mini SRTP replaces the Interim Year Update in intervening years. Also, transit operators are required to provide specific passenger demographic information gathered from a passenger survey administered every four years. The first passenger survey will be conducted this coming Fall by MTC for all regional transit operators.

This year the District will provide a Mini SRTP covering base year FY 2006/07 and extending through FY 2015/16. Staff is now working to provide the draft Mini SRTP to MTC by June 30, 2006; the final report is due September 2006. The final report will be presented to the Board at

its August or September Transportation Committee meeting for approval before submittal to MTC. As has been the case with previous SRTP documents, this Mini SRTP will also report on local bus service contracted by Marin County Transit District (MCTD). Next year the District must submit a Full SRTP with a draft version due in July 2007 and the final due in September 2007. Staff anticipates developing a full SRTP to focus on regional bus and ferry services since MCTD has prepared an SRTP that addresses local Marin bus services.

Background

MTC's Mini SRTP Requirements

The Mini SRTP is a series of spreadsheets supported by brief narratives to include:

- A three-year retrospective (FYs 03, 04 and 05) of actual operating budgets.
- A 10-year service plan by mode and service type, with revenues and expenditures to fund the plan; this mini-SRTP will include FYs 06/07 through 15/16.
- Capital asset replacement requirements based on asset useful life.
- A fleet inventory update that provides the year vehicles went into use, the year vehicles are likely to be taken out of service, manufacturer, and fuel propulsion.

District's Mini SRTP Content

1. The **Operations Plan** will include a table to show the following:
 - Planned levels of service, i.e., service hours and miles, for fixed-route modes by type, including: (1) Ferry, (2) Regional Bus, (3) MCTD Local Bus, and (4) Special or Partnership Service, e.g., Routes 40/42 (East Bay), Route 66 (Muir Woods shuttle), and MTC Regional Express Bus Routes 72X and 75.
 - Planned levels of service for demand-responsive (DR) service by type: intercounty and local ADA responsibilities covered by the MCTD contract.
 - Service expansion or reduction by year. The District has no current plans to expand service. Some relatively minor efficiency reductions are being considered by staff but will not be included in the Mini SRTP.
2. The **Operations Budget** would demonstrate a sustainable level of transit service over the plan period. The baseline is the FY 2007 budget and prior 10-year projections. The budget will show committed service changes, separately identifying expenses, revenues and assets. At this time, the committed service changes involve local routes that are identified in the MCTD service plan due to be implemented in September 2006.

The Operations Budget will also include changes in fare revenue due to the five-year fare increase program and projected changes in expenses. Fixed route and demand-response revenues and expenses are separately identified. The budget will also distinguish services provided in partnership with others. The budget will correlate with the operations plan. Sources of operating revenues – such as fares, property tax, bridge tolls, sales tax, income from partners or federal or regional agencies, advertising, earned interest, and Transportation Development Act and State Transit Assistance funds – would be identified.

3. The **Capital Improvement Program** or **Capital Budget** includes the vehicles, facilities and equipment required to carry out operations. It would reflect “operator’s reasonable expectation of funding”. A table or graph will illustrate vehicle replacement, rehabilitation

or expansion by year and will include the number of vehicles, years of manufacture, length, seating capacities, wheelchair capacities, types, power, estimated replacement costs with escalation rate, funding amounts and sources.

The Capital Budget will also discuss replacement of non-revenue vehicles and major facilities replacement, rehabilitation, upgrade or expansion as identified in the District's 10-year Capital Plan.

Fiscal Impact

There is no direct fiscal impact associated with this item. Staff will use information in the District's adopted FY 06/07 Budget and previous 10-year financial projections as the basis for the content of the Mini SRTP due to MTC in final form in September 2006. The future 2007 submission of an adopted SRTP is a prerequisite to continued state and regional funding of the District's transit program.