



Agenda Item No. (4)

To: Transportation Committee/Committee of the Whole
Meeting of December 15, 2022

From: David Davenport, Principal Planner
Ron Downing, Director of Planning
Kellee J. Hopper, Deputy General Manager, Administration and Development
Denis J. Mulligan, General Manager

Subject: **DISCUSSION AND ACTION TO ADOPT THE FINAL SHORT-RANGE
TRANSIT PLAN FOR REGIONAL BUS, FERRY, AND PARATRANSIT
SERVICE PREPARED FOR THE METROPOLITAN TRANSPORTATION
COMMISSION FOR FISCAL YEARS 2022/23 THROUGH 2027/28**

Recommendation

The Transportation Committee recommends that the Board of Directors (Board) adopt the Final Short-Range Transit Plan (SRTP) for Fiscal Years 2022/23 through 2027/28 for submission to the Metropolitan Transportation Commission (MTC).

This matter will be presented to the Board at its December 16, 2022, meeting for appropriate action.

Summary

MTC requires Bay Area transit operators that receive federal funding through the Transportation Improvement Program (TIP) to prepare, adopt, and submit SRTPs on an ongoing basis. SRTPs are used by MTC to develop a long-range Regional Transportation Plan (RTP), which is implemented through the TIP by programming federal funds. MTC typically requires the Golden Gate Bridge, Highway and Transportation District (District) to prepare an updated SRTP every two years; however, the current update was delayed due to the COVID-19 pandemic. The previous SRTP was adopted by the Board of Directors in September 2019.

MTC does not require a public hearing for the SRTP, but it must be made available for public review and be formally adopted by the submitting agency's governing body. A draft of the SRTP was submitted to MTC in September 2022 for review and comment. MTC's comments and recommendations have been incorporated into this final report.

Report Description

The SRTP consists of four sections related to the District and its transit operations:

1. Transit System Overview
2. Transit Service Performance
3. Transit System Status
4. Transit Service Plan

This report was developed in compliance with MTC guidelines and is consistent with the District's other reports where applicable. MTC issued a reimagined approach for this update, which includes a five-year planning horizon and excludes a capital improvement plan. The reimagined approach does not specifically require some aspects of the Transit System Overview and Transit Service Performance sections, but the contents of these sections were kept intact to improve readability and provide continuity between past and future SRTPs.

The SRTP addresses the District's regional bus, ferry, and paratransit services and does not provide an evaluation of bus service the District operates under contract with Marin Transit or Bay Area Rapid Transit (BART). BART and Marin Transit are required to prepare their own SRTPs.

Scenario Planning

MTC's reimagined approach for this year's SRTP mandated the inclusion of three future funding scenarios from all transit agencies to aid MTC staff in providing a standardized comparison of transit systems across the Bay Area. These scenarios are not consistent with budget projections developed by the District, so the SRTP presents a fourth scenario that more accurately represents the District's projected revenue streams in addition to MTC's three scenarios. Each scenario shows a funding shortfall over the report's five-year planning horizon should transit service levels be restored to pre-pandemic levels. The District's projection shows a \$423 million deficit over five years while the three MTC scenarios show a five-year deficit ranging from \$302 to \$407 million.

The District's budget projection is based on known conditions, including the use of existing one-time federal funds and the bridge toll increase scheduled for July 1, 2023. No additional funding sources have been identified or approved and are, therefore, not included in this scenario. While the SRTP presents plans that reduce transit service levels to meet budget constraints identified for all four scenarios, the SRTP itself does not contain specific actionable proposals. All such proposals that meet the District's Major Service Change Policy would require a separate public process and Title VI equity analysis.

Fiscal Impact

There is no direct fiscal impact associated with this item. However, submission of an adopted SRTP is a prerequisite to continued federal, state, and regional funding of the District's transit services.

Attachment: The Final Short-Range Transit Plan for Regional Bus, Ferry, and Paratransit Service Prepared for the Metropolitan Transportation Commission for Fiscal Years 2022/23 through 2027/28 is available online at:

<https://www.goldengate.org/district/board-of-directors/meeting-documents/>