

Date: March 26, 2003
W.I.: 1512
Referred by: PAC
Revised: 03/22/06-C

ABSTRACT

Resolution No. 3532, Revised

This resolution adopts the Short Range Transit Plan Guidelines.

Attachment A to this resolution was amended March 22, 2006.

Further discussion of these actions is contained in the MTC "Executive Director's Memoranda" to the Programming and Allocations Committee dated March 5, 2003 and March 1, 2006.

Date: March 26, 2003
W.I.: 1512
Referred by: PAC

RE: Short Range Transit Plan Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3532

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the San Francisco Bay Area, charged with carrying out the metropolitan transportation planning and fund programming processes required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC the federal Transportation Equity Act for the 21st Century (TEA-21) requires MPOs to work cooperatively with the state and public transit operators to develop regional transportation plans and Transportation Improvement Programs (TIP) for urbanized areas of the state; and

WHEREAS, MTC has developed, in cooperation with the State, and with public transit operators in the region, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area is annually prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP describes MTC's annual unified work program to achieve the goals and objectives of the Regional Transportation Plan (RTP); and

WHEREAS, in accordance with the goals and objectives of the RTP, MTC's Transportation Improvement Program (TIP) includes funds programmed for projects sponsored by public transit operators in the MTC region; and

WHEREAS, MTC, in cooperation with the FTA Region IX office requires that public transit operators in the MTC region which are FTA grantees prepare and regularly update a Short Range Transit Plan (SRTP) as inputs to regional transportation planning programming activities; and

WHEREAS, Appendix A of the Overall Work Program (OWP) lists the public transit operators in the region required to prepare and update an SRTP, and provides for the financial support of the operators' development of SRTPs through the use of FTA Section 5303 funds, and also includes an outline scope of work for the SRTP; and

WHEREAS, MTC biennially enters into a funding agreement with each public transit operator required to prepare and update an SRTP, which passes through to the operator FTA Section 5303 funds; and

WHEREAS, MTC desires to promulgate detailed SRTP guidelines that more precisely explain the outline scope or work included in the SRTP funding agreement, and which are in accord with and supportive of the planning, fund programming and policy requirements of MTC's Transit Capital Priorities Process and Criteria, the TIP and the RTP; now, therefore, be it

RESOLVED, that MTC does hereby adopt the "Short Range Transit Plan Guidelines," attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was adopted by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on March 26, 2003

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Attachment A
Resolution No. 3532, Revised
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METROPOLITAN TRANSPORTATION COMMISSION MINI-SRTP GUIDELINES

The new Mini-SRTP will be a series of spreadsheets, supported as necessary by brief narratives. Since this is a brand new requirement, the format and timing of the annual Mini-SRTP may vary between operators. The operators that submit annual New Starts reports to the FTA may find that these reports include the information that we are seeking. Other operators may be able to satisfy the requirement with other documents that their governing board approves annually. The Mini-SRTP should include:

1. A three-year retrospective of actual operating budgets.
2. The ten-year service plan (revenue hours and miles), characterized by mode and service type (e.g., local, express), with an accounting of revenue and expenditures to fund future operations.
3. Capital asset replacement requirements, based on asset useful life.
4. The fleet inventory update. This will include the year that the vehicles were first put into service and the year to be retired or switched into the operator's reserve fleet. It will also include vehicle manufacturer, fuel, and propulsion type.

MTC requires that an operator develop a Mini-SRTP during the years that they do not produce full SRTP documents. The Mini-SRTP must accurately reflect the budgeted service plans, plus the capital program.

Details

1. Title Page

The SRTP title page must include the words "Short Range Transit Plan," the fiscal years covered by the plan, the official name of the transit operator, the date approved by the governing board or the General Manger, and the following statement:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

2. Operations Plan

The operations plan sets forth the operator's intentions to provide fixed route and paratransit services over the SRTP period.

Portray the levels of service planned - Use a table (or other graphic format) to portray planned levels of service hours and service miles. Separately identify the following:

- A. Fixed route modes by type (e.g., local; express/commuter other than MTC Regional Express Bus);
- B. MTC Regional Express Bus;
- C. Demand responsive modes by type (e.g., ADA, non-ADA older adult); and
- D. Expansion service included in MTC Resolution No. 3434.
- E. The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction).

3. Operations Budget

A principal objective of the Mini-SRTP is to demonstrate that the operator is planning a sustainable stated level of transit service over the planning period, including rehabilitation and replacement of capital assets. This portrayal takes into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service agreements, competitive demands on funding, regional priorities and policies. The Mini-SRTP should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of its publication. Committed service changes must also be defined, with their expenses and revenue separately identified in the operating and capital financial plan tables.

The spreadsheet should clearly isolate in the appropriate year, by mode, any major change in service hours and miles due to deployment of new service or major service reductions. Furthermore, the capital plans must specifically identify assets necessary for, and consistent with, service changes shown.

The spreadsheet should isolate by year (e.g., through individual line items) the following:

- Change in fare revenue due to fare increases (or decreases).
- Change in fare revenue due to a change in the level of service.
- Change in expenses due to a change in the level of service.
- Change in expenses due to a labor or service contract change.

All operations financial plan expenses and revenues are to be stated in year of expenditure dollars, with the assumed escalation factors stated. All sources of revenue shown in the operations and in the capital financial plan should be identified individually.

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe the steps needed to achieve the revenue increases, and the contingent actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Identify funding contributions (expended or received) for services provided in partnership with others.

5. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond expiration, unless renewals have been approved. Operators are encouraged to use an appropriate tabular format agreed to by MTC staff, to portray the operating budget.
 - a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service.
 - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours).
 - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed.
 - d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including TDA reserves.
 - e. Budget levels must correlate with the changes in service identified in the “Operations Plan.”
 - f. Identify sources of operating revenue in accordance with MTC’s TDA claim form:
 - i. Fares;
 - ii. Property taxes (directly levied, levied by others);
 - iii. Bridge tolls (directly levied by the Golden Gate Bridge Highway Transportation District, MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2);
 - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
 - v. Contributions from partner funding agencies;
 - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, CMAQ Operating Assistance (new service), Jobs Access Reverse Commute);
 - vii. Regional (Lifeline, Air District);
 - viii. Advertising;
 - ix. Earned interest;
 - x. BART coordination funds (TDA, STA, BART district funds);
 - xi. TDA (directly apportioned, contributed by others);
 - xii. State Transit Assistance [(directly apportioned, contributed by others) - Revenue-Based, Population-Based (Small Operators, Northern Counties, Regional Paratransit, MTC Regional Express Bus)].

4. Capital Improvement Program (CIP)

The Capital Improvement Program lists vehicles, facilities, and equipment required to carry out the operations and services set forth in the operating plan and budget described above. While the CIP does not have to be financially constrained to the extent that the operations budget does, it should reflect the operator’s reasonable expectation of funding, as outlined in MTC’s Regional Transportation Plan.

Note: the replacement schedules for vehicles and other capital items shall reflect agreements that resulted in the temporary diversion of FTA Section 5307 funds to “preventive maintenance” purposes.

1. Basis for Revenue Vehicle/Vessel Projects and/or Proposals, for Replacement, Rehabilitation, and Expansion.

Vehicle/Vessel Replacement: Use tabular or other graphic format to portray items “a” through “k” below. Identify vehicle(s)/vessel(s) individually or by subfleet, showing the number of replacement vehicles/vessels to be placed in service per year over the planning horizon of the SRTP.

- a. Number of vehicles/vessels to be replaced;
- b. Anticipated year of manufacture of replacement vehicle(s)/vessel(s);
- c. Year vehicle(s)/vessel(s) will be placed in service;
- d. Length of vehicle(s)/vessel(s);
- e. Seating capacity of vehicle(s)/vessel(s);
- f. Wheelchair capacity of vehicle(s)/vessel(s);
- g. Vehicle/Vessel type;
- h. Placement of vehicle(s) in fixed route service or demand responsive service;
- i. Mode of power.
- j. Estimated cost of replacement vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
- k. Sources and amounts of funding for replacement vehicle(s)/vessel(s) (unit cost or total by subfleet - same as portrayed in “j” above), with annual escalation rates clearly portrayed.

Vehicle/Vessel Rehabilitation (if applicable): Use tabular or other graphic format to portray items “a” through “m” below. Identify vehicle(s)/vessel(s) individually or by subfleet, showing the number of vehicles/vessels to be rehabilitated per year over the planning horizon of the SRTP.

- a. Manufacturer, if known;
- b. Year of manufacture, if known;
- c. Identification number, if known (individual VIN or VIN sequence for subfleets);
- d. Length of vehicle(s)/vessel(s) ;
- e. Seating capacity of vehicle(s)/vessel(s);
- f. Wheelchair capacity of vehicle(s)/vessel(s);
- g. Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
- h. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
- i. Year of planned rehabilitation (even if this falls outside the time horizon of the SRTP);
- j. Years of service life to be added;
- k. Rehabilitation to be performed in-house or contracted, if known;
- l. Estimated cost of rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
- m. Sources and amounts of funding for rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet - same as portrayed in “j” above), with annual escalation rates clearly portrayed.

Vehicle/Vessel Expansion (if applicable): Use tabular or other graphic format to portray items “a” through “k” below. Identify vehicle(s)/vessel(s) individually or by subfleet, showing the number of expansion vehicle(s)/vessel(s) to be placed in service per year over the planning horizon of the Mini-SRTP.

- a. Number of vehicles/vessels to be placed in service;
- b. Anticipated year of manufacture;
- c. Year vehicle(s)/vessel(s) will be placed in service;
- d. Length of vehicle(s)/vessel(s);
- e. Seating capacity of vehicle(s)/vessel(s);
- f. Wheelchair capacity of vehicle(s)/vessel(s);
- g. Vehicle/Vessel type;
- h. Placement of vehicle(s) in fixed route service or demand responsive service;
- i. Mode of power.
- j. Estimated cost of expansion vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates portrayed;
- k. Sources and amounts of funding for expansion vehicle(s)/vessel(s) (unit cost or total by subfleet - same as portrayed in “j” above), with annual escalation rates portrayed.

Non-Revenue Vehicle Projects:

Use tabular or other graphic format to show the number of vehicles per year which are proposed for replacement with regionally programmed funds.

- Major Facilities Replacement, Rehabilitation, Upgrade, and Expansion
- Describe projects and/or proposals, including costs, sources of funds and amounts from each source, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured.
- Tools and Equipment: Replacement and/or Upgrade. Combine projects into a lump sum and indicate costs, sources of funds and amounts from each source, identifying funds that have been secured and funds that have not been secured.

5. Publish and Submit a full or mini- SRTP every year

- A. Print draft Mini-SRTP and submit two copies to MTC staff for review.
- B. Publish a final Mini-SRTP and submit fifteen copies to MTC and an electronic copy.

Deliverable Work Products	Delivery Dates*
Draft FY 2006/07-FY 2015/16 Mini-SRTP	June 2006 for operators that have not submitted an SRTP or Mini-SRTP in 2005 or 2006 July 2006 for operators that have submitted an SRTP or Mini-SRTP in 2005 or 2006
Final FY 2006/07-FY 2015/16 Mini-SRTP	Sept. 2006

*A modified schedule may be appropriate for operators who choose to submit an FTA New Starts report in order to satisfy the Mini-SRTP requirement.

METROPOLITAN TRANSPORTATION COMMISSION SHORT RANGE TRANSIT PLAN GUIDELINES

Basis of the SRTP Requirement

Federal statutes require that the Metropolitan Transportation Commission (MTC), in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC.

SRTPs are funded in part by FTA Section 5303 funds for which MTC is the grantee. MTC in turn makes these funds available to eligible transit operators through a funding agreement between MTC and the individual operator. These guidelines describe the purpose, planning horizon and frequency of updates for the SRTP, and provide detail relative to the tasks and subtasks outlined in the funding agreement.

SRTP Purpose

- A. To serve as a management and policy document for the transit operator, as well as a means of annually providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.
- B. To clearly and concisely describe and justify the transit operator's capital and operating budgets.
- C. To submit requests for federal, state, and regional funds for capital and operating purposes through MTC's Transit Capital Priorities, and in the MTC TIP.
- D. To assess an operator's financial capacity to carry out proposed levels of operations and the associated capital improvement plan. This assists FTA in making its own assessment of an operator's financial capacity.
- E. To regularly provide MTC with information on projects and programs of regional significance, which include: funding and scheduling of expansion projects included in MTC Resolution No. 3434, provision of paratransit service to persons with disabilities, older adults and others; compliance with federal Title VI reporting requirements; Environmental Justice outreach and public participation, and related service planning; results of the most recent FTA Triennial Review and related corrective actions.
- F. To provide the basis for inclusion of an operator's capital and operating programs in the RTP.
- G. The goals, objectives, and standards specified in an operator's SRTP serve as a basis for the assessment of the operator's performance conducted as part of the MTC Triennial Performance Audit of the operator.

The SRTP and the Operator's Goals, Objectives and Standards

Goals should reflect the major areas of concern for public transit operators, for example:

- scheduling and route planning
- service reliability
- system effectiveness
- system efficiency
- safety and security
- funding and reserve policies
- customer service
- statutory and regulatory compliance

Objectives should be comprehensive (there can be several objectives under each goal). Service standards should be specific, measurable and quantified where feasible. Goals, objectives and standards should reflect the basis under which new service would be deployed and existing service increased or reduced.

Planning Horizon

The planning horizon for the SRTP is a minimum of ten years. However, a longer planning horizon may be required if necessary to reflect significant capital replacement and/or rehabilitation that would not fall within the ten year period (e.g., railcars, ferryboats, bus subfleet). A longer planning horizon may also be required if necessary to capture the capital or operating budget implications of significant changes in service (e.g., rail extension coming on line, Regional Express Bus deployment).

Frequency of Updates

SRTPs must be fully updated every four years. The draft of the next full update is due to MTC by June 2007, with the final due by September 2007, covering, at a minimum, the ten-year period fiscal year 2008-2017. MTC requires that an operator develop a Mini-SRTP during the years that they do not produce full SRTP documents. The Mini-SRTP must accurately reflect the budgeted service plans, plus the capital program.

References to MTC Resolutions

These guidelines make reference in certain sections to the following MTC Resolutions:

- MTC Resolution No. 3434, "Regional Transit Expansion Policy."
- MTC Resolution No. 3176, "Procedures for Evaluating Transit Efficiency Improvements."
- MTC Resolution No. 3515: "Transit Capital Priorities, Economic Recovery Principles, Policy Governing the Use of FY 2003-04 FTA Section 5307 Funds."
- MTC Resolution No. 3427, revised, Attachment C3: Regional Transportation Plan 100% "Transit Capital Shortfall" policy.
- MTC Resolution No. 3055, revised: "Regional Transit Coordination Implementation Plan."

MTC staff will e-mail electronic copies of these resolutions to interested parties upon request.

Tasks and Subtasks - Details

1. Title Page

The SRTP title page must include the words “Short Range Transit Plan,” the fiscal years covered by the plan, the official name of the transit operator, the date approved by the governing board, and the following statements:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

2. Overview of Transit System

- A. Brief History (e.g., year of formation, facilities and fleet development, changes in service focus areas, key milestones and events).
- B. Governance.
 - 1. Type of unit of government (e.g., city, joint powers authority, transit district).
 - 2. Composition and nature of representation of governing body:
 - a. Number of members;
 - b. Elected or appointed (if appointed, how, and what agencies and/or groups do members represent (e.g., cities, county, general public);
 - c. Current members and terms.
- C. Organizational Structure (use graphic format).
 - 1. Management and staff positions.
 - 2. Reporting relationships.
 - 3. Contracted transportation services (name of contractor(s), length of current contract(s)).
 - 4. Labor unions representing agency employees and length of current contract(s).
- D. Transit Services Provided and Areas Served —Describe fixed route, demand responsive, and connecting services and areas served, and the number of vehicles required for each type of service.
 - 1. Fixed Route (includes bus and rail):
 - a. Local;
 - b. Express;
 - c. Other commuter service (e.g., subscription service);

- d. Services provided in partnership with others (funding contributions or policy oversight);
 - e. Accommodation of bicycles.
 2. Demand responsive (includes operator-provided services and services provided under partnership agreements):
 - a. General public;
 - b. Americans With Disabilities Act (ADA);
 - c. Persons with disabilities (non-ADA);
 - d. Older adults.
 3. Connecting services provided by others.
- E. Fare Structure — Describe fare structure for fixed route and demand responsive services, and for interoperator transfers.
 1. Fixed Route Fares:
 - a. Single fare (adults, seniors, student/youth);
 - b. Discounted and/or multi-ride fares (adults, seniors, student/youth);
 - c. Recent changes in fares;
 2. Demand Responsive Fares:
 - a. Single fare;
 - b. Discounted and/or multi-ride fares;
 - c. Recent changes in fares (include the year(s) in which the change(s) took place);
 3. Interoperator Transfer Arrangements and Fares
 - a. TransLink[®] (if currently deployed);
 - b. Other proof of transfer;
- F. Revenue Fleet — Provide a general description of your revenue vehicle/vessel fleet. Identify MTC Regional Express Buses separately. The description can be in narrative or graphic format, or a combination of both. (This description differs from the detailed inventory required under Section 6 of these guidelines.) Include the following information:
 1. Types of vehicles/vessels operated (e.g., standard bus (any length), trolley bus, articulated bus, over-the-road coach, cutaway van, standard van, minivan, cable car, passenger ferryboat, heavy rail, light rail);
 2. Number of each type of vehicle/vessel;
 3. Recognizing that each type of vehicle might be used in multiple types of service, type(s) of service in which each type of vehicle is used (e.g., local, express, commuter, demand responsive).
- G. Describe Existing Facilities — Describe individual or grouped facilities, according to the categories listed below.
 1. Administrative (locations, age, functions located within);
 2. Maintenance and Fueling (type, locations, age);

3. Vehicle/Vessel Storage/Staging (locations, age, capacity);
4. Park-and-Ride (locations, age, capacity);
5. Stations and Stops (type, locations, age, basic amenities);
6. Right-of-Way, Track or Guideway;
7. Bicycle Facilities.

3. Goals, Objectives and Standards

- A. Describe the process for establishing, reviewing, and updating goals, objectives, and standards. Goals and objectives should be comprehensive and address all major areas of operator activities, including principles and guidelines under which new service would be implemented. Performance standards should address both the efficiency and effectiveness of the services provided by the operator.
- B. Portray and discuss new or revised goals and related objectives and standards; and identify changes from prior SRTP.

4. Service and System Evaluation

- A. Evaluate route-level and systemwide performance against current service standards (if illustrative, portray local, express or commuter service, or other intercity service separately). Describe the evaluation process. Evaluate the most recent year for which complete data is available; however, a retrospective portrayal of performance (e.g., prior five to ten years) may be warranted to exemplify trends. Identify and evaluate MTC Regional Express Bus service separately. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted.
- B. Evaluate and discuss recent changes in patronage, operating costs, and operating revenue.
- C. Describe and discuss equipment and facility deficiencies, and describe proposed remedies.
- D. Describe any involvement in MTC's "Community-based Transportation Planning Program" ("CBTP"). Describe any specific fixed-route solutions to transit gaps recommended through the CBTP process and the status of their implementation. Describe any services funded specifically to address welfare-to-work and/or low-income transportation needs and the source(s) of funding (e.g., JARC, Lifeline).
- E. Identify paratransit services provided in compliance with the paratransit provisions of the Americans with Disabilities Act (ADA). Reference planned new activities, major service changes, or procurement of capital equipment to support ADA or other paratransit, dial-a-ride or demand responsive services. Identify other paratransit services with which your services are coordinated, and any proposed revisions or improvements to fixed route services intended to enhance their usage by seniors and/or by persons with disabilities.
- F. Provide the date of your agency's most recent federal Title VI analysis and report, and discuss any service deficiencies identified in the report. Generally describe the process used for complying with FTA Circular C4702.1. Attach the most recent triennial Title VI report, plus any subsequent Title VI reports, to the SRTP in an appendix.

- G. Provide the date of your agency's most recent FTA Triennial Review, and describe related remedial actions undertaken or currently underway in response to the review.

5. Operations Plan and Budget

A. Operations Plan

The operations plan sets forth the operator's intentions to provide fixed route and paratransit services over the SRTP period. From its base of current operations, as described under Section 2 above, the plan incorporates the results of the operator's ongoing evaluation of services and systems with respect to adopted goals, objectives and standards, and legal and regulatory requirements, subject to the operator's financial constraints. Accordingly, the SRTP shall:

1. Describe the modes and types of transit services to be operated over the period covered by the SRTP. Separately identify service provided in partnership with others:
 - a. For the continuation of existing service, refer to or summarize the descriptions provided under Section 2, Subsection "D", above;
 - b. For the deployment of new service, identify the mode, and describe the service characteristics using the format used in Section 2, Subsection "D," above. Separately identify new service(s) contained in MTC Resolution No. 3434.
2. Separately describe planned new activities or service changes relative to paratransit services provided in accordance with the Americans with Disabilities Act (ADA service).
3. Separately describe any proposed revisions or improvements to fixed route services intended to enhance their usage by persons with disabilities and older adults.
4. Where reductions in service levels are required in order to achieve a balanced operating budget, describe the reductions and assess their impact on the affected service areas and communities.
5. Portray the levels of service planned — Use a table (or other graphic format) to portray planned levels of service hours and service miles. Separately identify the following:
 - a. Fixed route modes by type (e.g. MTC Regional Express Bus, other Express Bus, Local, CBTP);
 - b. Demand responsive modes by type (e.g., ADA, non-ADA older adult);
 - c. Expansion service included in MTC Resolution No. 3434.

The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction). There shall be a rational relationship between the information portrayed and the "Service and System Evaluation" section of the SRTP.

6. Describe and discuss planned (not yet implemented or underway) service changes in response to the most recent federal Title VI report and/or FTA Triennial Review.

B. Operations Budget

A principal objective of the SRTP is to demonstrate that the operator is planning a sustainable stated level of transit service over the planning period, including rehabilitation and replacement of capital assets. This portrayal takes into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service agreements, competitive demands on funding, regional priorities and policies. The SRTP should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of publication of the SRTP. Committed service changes must also be defined, with their expenses and revenue separately identified in the operating and capital financial plan tables. Then, a reviewer of the SRTP report can evaluate costs of implementing the operating and capital plans, and compare the total with anticipated revenues available during the study period.

The narrative must specifically explain, and the spreadsheet clearly isolate in the appropriate year, by mode, any major change in service hours and miles due to deployment of new service or major service reductions.

The narrative must specifically explain, and the spreadsheet clearly isolate by year (e.g., through individual line items) the following:

- Change in fare revenue due to a fare increase or decrease.
- Change in fare revenue due to a change in the level of service.
- Change in expenses due to a change in the level of service.
- Change in expenses due to a labor or service contract change.

All operations expenses and revenues are to be stated in year of expenditure dollars, with the assumed escalation factors stated. All sources of revenue shown in the operations and in the capital financial plan should be identified individually. All assumptions that relate to expenditure and revenue estimates must also be documented, including specification of ridership or sales growth (if appropriate) separately from inflation forecasts.

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe and discuss the steps and timelines needed to achieve the revenue increases, and the contingent policies and actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Describe planned fare increases and/or decreases, and/or changes in fare policies, including the year(s) these changes are planned to take effect. Describe planned changes in interoperator transfer arrangements and/or fares (this pertains to interoperator fares themselves, not to the means of fare collection; i.e., TransLink[®]) Note: as set forth in MTC Resolution No. 3176, fare and local discretionary revenue contributions are

expected to keep pace with inflation, and fare structure shall comply with regional policy on fare coordination (Resolution No. 3055).

5. Separately identify funding sources and amounts to support operating budgets for ADA service, and any other paratransit or demand responsive services available to older adults and/or persons with disabilities.
6. If applicable, discuss strategies to address elimination of FTA Section 5307 Preventive Maintenance funding for operations as prescribed in MTC Resolution No. 3515.
7. Separately identify and describe funding contributions (expended or received) for services provided in partnership with others.
8. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond their expiration dates, unless specific renewals have been approved. In order to portray the operating budget:
 - a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service;
 - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours);
 - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed;
 - d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including anticipated unallocated TDA reserves;
 - e. Budget levels must correlate with the changes in service identified in the “Operations Plan.”
 - f. Identify sources of operating revenue:
 - i. Fares;
 - ii. Property taxes (directly levied, levied by others);
 - iii. Bridge tolls (directly levied (e.g., GGT), MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2);
 - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
 - v. Contributions from JPA partner funding agencies;
 - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, STP Preventive Maintenance, CMAQ Operating Assistance (new service), Jobs Access Reverse Commute);
 - vii. Regional (MTC Lifeline, Air District);
 - viii. Advertising;
 - ix. Earned interest;
 - x. BART coordination funds (TDA, STA, BART district funds);
 - xi. TDA (directly apportioned, contributed by others);

- xii. State Transit Assistance [(directly apportioned, contributed by others) – Revenue-Based, Population-Based (Small Operators, Northern Counties, Regional Paratransit, MTC Regional Express Bus)].
- C. In addition to future year forecasts, the SRTP should include a three-year retrospective of audited (if available) operating expenses and revenue.

6. Capital Improvement Program

The Capital Improvement Program (CIP) describes and discusses the capital programs (vehicles, facilities and equipment) required to carry out the operations and services set forth in the operating plan and budget described in Section 5, above. The CIP provides the basis for requests for federal, state and regional funding for capital replacements, rehabilitation, and expansion projects. While the CIP does not have to be financially constrained to the extent that the operations budget does, it should reflect the operator’s reasonable expectation of funding, particularly as outlined in MTC’s Regional Transportation Plan. MTC has reaffirmed its prior RTP commitment to fund 100% of the transit capital shortfall, subject to certain conditions as set forth in MTC Resolution No. 3427.

Note: the replacement schedules for vehicles and other capital items shall reflect agreements that resulted in the temporary diversion of FTA Section 5307 funds to “preventive maintenance”.

A. Basis for Revenue Vehicle/Vessel Projects and/or Proposals, for Replacement, Rehabilitation, and Expansion.

1. Describe and discuss policies (or basis), and justification for vehicle replacement:
 - a. Life cycle considerations (current vehicles/vessels);
 - b. Passenger amenity considerations (vehicles to be acquired);
 - c. Mode of power and/or emissions considerations (vehicles/vessels to be acquired);
 - d. Other considerations (e.g., safety, lack of availability of service parts for current vehicles/vessels)
2. Describe and discuss policies (or basis), and justification for rehabilitation/retrofit:
 - a. Life cycle considerations;
 - b. Passenger amenity considerations;
 - c. Emissions considerations;
 - d. Other considerations.
3. Describe and discuss policies (or basis), and justification for proposed fleet expansion (or contraction):
 - a. Relationship to fixed route or demand responsive operations plan;
 - b. Basis for type(s) of vehicles/vessels desired (expansion).
 - c. Number and type(s) of vehicles to be removed from service (contraction), including intended disposition (e.g., sale, placed for lease, salvaged).
4. Current Revenue Vehicle/Vessel Fleet Inventory: Identify items “a” through “k” below individually or by subfleet. Identify MTC Regional Express Buses separately.
 - a. Manufacturer;

- b. Year of manufacture;
 - c. Identification number (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, standard van, cutaway van, standard motorbus, articulated motorbus, trolley bus, articulated trolleybus, over-the-road coach, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. In fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Has major rehabilitation of the vehicle(s)/vessel(s) been performed; if yes, how many years of service life were added;
 - k. Year the vehicle(s)/vessel(s) will be retired from service (even if this is beyond the time horizon of the SRTP);
5. Vehicle/Vessel Replacement: Identify items “a” through “k” below individually or by subfleet, showing the number of replacement vehicles/vessels to be placed in service per year over the planning horizon of the SRTP.
- a. Number of vehicles/vessels to be replaced;
 - b. Anticipated year of manufacture of replacement vehicle(s)/vessel(s);
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of replacement vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for replacement vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
6. Vehicle/Vessel Rehabilitation (if applicable): Identify items “a” through “m” below individually or by subfleet, showing the number of vehicles/vessels to be rehabilitated per year over the planning horizon of the SRTP.
- a. Manufacturer;
 - b. Year of manufacture;

- c. Identification number, (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - i. Year of planned rehabilitation (even if this falls outside the time horizon of the SRTP);
 - j. Years of service life to be added;
 - k. Rehabilitation to be performed in-house or contracted, if known;
 - l. Estimated cost of rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - m. Sources and amounts of funding for rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
7. Vehicle/Vessel Expansion (if applicable): Identify items “a” through “k” below individually or by subfleet
- a. the number of expansion vehicle(s)/vessel(s) to be placed in service per year over the planning horizon of the SRTP.
 - b. Anticipated year of manufacture;
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of expansion vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for expansion vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
8. Summary of Revenue Vehicle/Vessel Fleet Inventory:
- a. Total number of fixed route vehicles in active fleet (identified by type; e.g., see item 7.g. above);

- b. Total number of fixed route vehicles in reserve fleet;
- c. Spare ratio of fixed route vehicles (at maximum pullout);
- d. Total number of vessels in active fleet;
- e. Total number of vessels in reserve fleet;
- f. Spare ratio of vessels (at maximum pullout);
- g. Total number of demand responsive vehicles in active fleet (identified by type; e.g., see item 7. g. above);
- h. Total number of demand responsive vehicles in reserve fleet;
- i. Spare ratio of demand responsive vehicles (at maximum pullout)
- j. Useful life of revenue vehicles;
- k. Next rehabilitation or replacement of vehicles and vessels, even if beyond the SRTP horizon.

B. Non-Revenue Vehicle Projects and/or Proposals: Replacement, Rehabilitation, and Expansion or Contraction.

- 1. Discuss replacement, and/or expansion or contraction of non-revenue vehicle fleet:
 - a. Briefly, describe uses of non-revenue vehicles;
 - b. Briefly, discuss policies or basis, and justification for replacement (e.g., life cycle, obsolescence, safety considerations);
 - c. Briefly discuss policies or basis, and justification for expansion and/or contraction.
- 2. Non-Revenue Vehicle Fleet Inventory: Identify items “a” through “n” below, showing the number of vehicles per year over the planning horizon of the SRTP.
 - a. Manufacturer (current vehicles);
 - b. The year of manufacture (or anticipated year of manufacture for replacement and expansion vehicles);
 - c. The years the vehicle(s) will remain in service;
 - d. Year vehicle(s) will be retired from service;
 - e. The year replacement vehicle(s) will be placed in service;
 - f. Estimated cost of replacement vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - g. Replacement vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - h. The year expansion vehicle(s) will be placed in service;
 - i. Estimated cost of expansion vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - j. Expansion vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - k. Vehicle type;
 - l. Mode of power;

- m. Has rehabilitation of the vehicle(s) been performed or is it planned;
- n. Total number of vehicles in non-revenue fleet.

Note: Operators with non-revenue vehicles which are not proposed for replacement with regionally programmed funds may choose to provide less detailed information.

- C. Major Facilities Replacement, Rehabilitation, Upgrade, and Expansion projects of the types listed below. Identify the locations of new or expanded facilities. Provide project budget, including costs, sources of funds and amounts from each source, identifying funds that have been programmed, allocated or received, and funds that have not been secured. Separately describe security projects. Specify if replacement and rehabilitation of facilities and equipment results in an asset that differs from the existing asset, and how it differs.
 - 1. Administrative;
 - 2. Maintenance and Fueling;
 - 3. Vehicle/Vessel Storage/Staging;
 - 4. Park-and-Ride;
 - 5. Stations and Stops;
 - 6. Right-of-Way, Track, or Guideway;
 - 7. Bicycle Facilities (e.g., lockers).
- D. Tools and Equipment: Replacement and/or Upgrade. Discuss current and/or proposed projects. Combine projects into a lump sum and indicate costs, sources of funds and amounts.

7. Onboard Survey

MTC is currently considering adoption of Environmental Justice principles which may include data collection and analysis of transportation related socioeconomic demographics, including that of transit rider demographics. This information is typically collected when an operator conducts an onboard survey of its riders. However, a consistent data base is not available because operators have not generally conducted onboard surveys on a regular basis. To ensure consistency in data collection and to minimize the burden on transit operator staff, a regional onboard demographic survey will be conducted by MTC on a four-year cycle, commencing in FY 2006-07.

Every effort will be made to ensure that this survey provides useful information to MTC and the operators. To that end, the operators are expected to participate with MTC and its consultants on the survey design and to provide access on its system to survey takers.

8. Other Requirements

- A. Provide the following information on expansion projects included in MTC Resolution No. 3434:
 - 1. Portray the project's current capital cost, providing explanation where costs differ from the portrayal in MTC Resolution No. 3434.

2. Capital Funding:
 - a. Discuss and describe secured funding, including fund programming and/or allocation actions, conditions imposed on the use of funds, fund sources and amounts;
 - b. Explain any changes in secured or anticipated funding, providing explanation where funding differs from the portrayal in MTC Resolution No. 3434;
 - c. Portray and discuss the project's cash flow needs, including any anticipated difficulties, and approved or anticipated decisions on bond financing.
 3. Project Schedule. Provide the most current schedule for the project, showing key milestones completed, and anticipated milestone completion dates.
 4. Operating Costs. Provide operating expense and revenue projections (including sources of funds).
 5. Discuss any activities related to changes in land use planned or anticipated in association with the project, including:
 - a. Participation in the development of local land use policies;
 - b. Policies and/or planning pertaining to, and/or development adjacent to transit stations;
 - c. Descriptions of land that the transit agency currently owns or controls adjacent to transit stop/stations (use a map if desired to show locations).
 6. Discuss any current or anticipated policy, planning, funding or operating issues associated with the project, not reflected in responses to items 1 through 5, above.
- B. Describe your agency's public outreach and involvement process relative to environmental justice goals. Describe the most recent outcomes from this process.
- C. In the event the operator intends to use FTA section 5303 funds to contract out for the authoring of the SRTP, the MTC SRTP Program Manager must review the description or scope of work before publication of the RFP. In addition, the SRTP Program Manager is to be invited to participate in or at least observe the consultant selection for work to be performed under contract. MTC may or may not be able to actually participate in the consultant selection process, depending upon scheduling and other commitments, but transit operators are to extend the invitation in a timely manner.

9. Publish and Submit a full or mini- SRTP every year

The full SRTP reports on all eight of the preceding items. The Mini-SRTP reports only on items 1, 5, and 6.

1. Publish (print and bind) a draft full or Mini-SRTP and submit two copies to MTC staff for review.
2. Publish a final full or Mini-SRTP and submit fifteen copies to MTC and an electronic copy. The operator's governing body must adopt the full SRTP and any Mini-SRTP containing policy changes from the latest board approved SRTP. Mini-SRTP with no policy changes may be adopted or approved by its General Manger.

Deliverable Work Products

Delivery Dates***

Draft FY 2007-2016 Mini-SRTP	July* 2006
Final FY 2007-2016 Mini-SRTP	Sept. 2006
Draft FY 2008-2017 Full SRTP	July 2007
Final FY 2008-2017 Full SRTP	Sept. 2007
Draft FY 2009-2018 Mini-SRTP	July 2008
Final FY 2009-2018 Mini-SRTP	Sept. 2008
Draft FY 2010-2019 Mini-SRTP**	July 2009
Final FY 2010-2019 Mini-SRTP**	Sept. 2009
Draft FY 2011-2020 Mini-SRTP	July 2010
Final FY 2011-2020 Mini-SRTP	Sept. 2010
Draft FY 2012-2021 Full SRTP	July 2011
Final FY 2012-2021 Full SRTP	Sept. 2011

- * The first draft Mini-SRTP is due in June 2006 for operators that have not submitted an SRTP or Mini-SRTP in 2005 or 2006.
- ** An operator at its discretion may choose to submit a full SRTP (instead of the Mini-SRTP) in 2009.
- ***Delivery dates may be modified for operators that choose to submit an FTA New Starts Report in order to satisfy the Mini-SRTP requirement.



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Memorandum

TO: Programming and Allocations Committee
FR: Executive Director
RE: Proposed Short Range Transit Plan Guidelines

DATE: March 5, 2003
W.I.: 1512

In accordance with MTC and FTA requirements, every transit operator receiving federal funding must update its SRTP at least biennially. The SRTP requirement is described in the MTC Overall Work Program, specifically with regard to goals and objectives related to the development of the RTP and MTC's fund programming responsibilities. At the same time, the SRTP is considered a management and policy analysis tool for operators.

MTC provides pass through FTA funding through agreement with each operator to support the development of the SRTP. In accordance with a provision of the funding agreement, the SRTP must "conform" to the most recent SRTP guidelines, which are intended to provide more detail to the outline scope or work included in the SRTP funding agreement.

Over the past several years the SRTPs from throughout the region have taken varied approaches to conveying the information outlined in the funding agreement scope of work, as described in the current SRTP guidelines. The currently proposed guidelines respond to the need for greater uniformity in the SRTPs, and to the need for the SRTPs to concisely convey information that is supportive of the planning, fund programming and policy requirements of the 2001 RTP, MTC's Transit Capital Priorities Process, and the Transportation Improvement Program (including the requisite financial capacity analysis of the transit operators).

Generally, the proposed guidelines do not add requirements, but rather provide greater definition and detail (e.g., more detailed portrayal of operating and capital expenses, and related sources of revenue; more detailed portrayal of revenue-vehicle/vessel fleet replacement, rehabilitation and expansion).

In order to establish a stronger policy linkage between the RTP, MTC's planning and fund programming responsibilities, and the development of the SRTPs, the proposed guidelines are being submitted for adoption by the Commission. The proposed guidelines would first go into effect with the FYs 2004-2013 SRTPs.

Steve Heminger

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 5, 2003

Item Number 4b

Resolution No. 3532

Subject: Short Range Transit Plan (SRTP) Guidelines

Background: Federal statutes and regulations require that MTC, in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP). In order to effectively carry out its federally required planning and fund programming responsibilities, as well as its responsibilities to allocate state transportation funds, MTC requires each transit operator receiving federal funding to prepare, adopt, and submit an SRTP to MTC at least biennially.

While general SRTP requirements are set forth in MTC's Overall Work Program (OWP), in the past these general requirements were supplemented by more specific guidance that was not formally adopted by the Commission. In order to establish a stronger policy linkage between the RTP, MTC's planning and fund programming responsibilities, and the development of the SRTPs, the proposed guidelines are being submitted for adoption by the Commission. The proposed guidelines would first go into effect with the FYs 2004-2013 SRTPs.

Generally, the proposed guidelines do not add new requirements, but rather provide more precise instructions regarding the level of operating and capital detail required.

Issues: None

Recommendation: Refer the Commission for approval

Attachments: Executive Director's Memorandum
MTC Resolution No. 3532
Attachment A –SRTP Guidelines



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Memorandum

TO: Programming and Allocations Committee

DATE: March 1, 2006

FR: Executive Director

W.I.: 1512

RE: Proposed Short Range Transit Plan Guideline Revisions

Federal statutes and regulations require that MTC, in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP). In order to effectively carry out its federally required planning and fund programming responsibilities, as well as its responsibilities to allocate state transportation funds, MTC requires each transit operator receiving federal funding to prepare, adopt, and submit a Short Range Transit Plan (SRTP) to MTC. At the same time, the SRTP is considered a management and policy analysis tool for operators.

In March 2003, MTC adopted SRTP Guidelines (Resolution No. 3532) which specify that the board-approved SRTP include the following content:

- Brief history of the operator, including major service changes
- Organization and governance structure
- Brief description of each service mode offered, service area, and supporting programs
- Fare structure
- Existing fleet, terminals, and vehicle service facilities
- Goals and objectives, related performance measures and standards, and an explanation of how they are used and reviewed
- Evaluation of service against adopted standards
- Operations service plans, planned service changes and related financial plan, including any anticipated changes in fares
- Capital funding plans for replacement, rehabilitation, and expansion
- Fleet inventory and turnover

Under current MTC policy, every transit operator must update its SRTP at least biennially. MTC executes a pass-through FTA funding agreement with each operator to support the development of the SRTP. Typically, the final, board-approved SRTP is due in September of each odd-numbered year.

With the enactment of SAFETEA, MTC needs to update its long-range plan every four years. Thus, the transit operators will need to prepare their SRTPs on a four-year cycle, although they can continue to produce SRTPs every two years should they so choose. To allow an update to the fleet roster, current capital priorities and operating plans during the off years, staff proposes a new Mini-SRTP Report to be due in September of the years during which no full SRTP is produced.

In addition, to address gaps in availability of consistent rider socio-demographic data, MTC is recommending a regional approach to conducting rider surveys on a four-year cycle. This recommendation recognizes the current proposal before the Commission to adopt Environmental Justice principles that include data collection analysis of transportation related socioeconomic demographics

Concurrently with the scheduling changes and onboard survey modifications, we recommend a number of other changes for SRTP reports, which are summarized below, and then described in more detail in Resolution 3532's revised Attachment A:

Summary of Recommended Changes

1. Eliminate requirements for reporting on regional programs (e.g., TransLink[®], PIP) since status updates are provided in other venues.
2. Eliminate the Interim Year Update and replace it with an annual Mini-SRTP requirement (spreadsheet-based report on service plan and capital plan).
3. Require operation and capital financial plans to assume a defined baseline level of service.
4. Add requirement to show three-year retrospective expenses and revenue.
5. Transition from a biennial to a less frequent SRTP, in sync with TIP and RTP development, and require a mini-SRTP report due in September of non-SRTP years.
6. Change contract to pay upon receipt of acceptable deliverables; eliminate progress reports.

The recommended changes reflect the questions and comments raised at and subsequent to the Transit Finance Working Group's December and February meetings. The most controversial item was whether onboard passenger demographic surveys should be conducted by each transit operator for its own system, or whether MTC should conduct a single survey for the entire region. To ensure consistency in data collection and to minimize the burden on transit operator staff, a regional onboard demographic survey will be conducted by MTC on a four-year cycle, commencing in FY 2006-07, using the same Federal Funding source that supports the SRTP program.

Staff recommends that this Committee refer MTC Resolution No. 3532, Revised to the Commission for approval as requested.

Steve Heminger

SH:MR

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**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 1, 2006

Item Number 4a

Resolution No. 3532, Revised

Subject: Short Range Transit Plan (SRTP) Guideline Revisions

Background: Federal statutes and regulations require that MTC, in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP). In order to effectively carry out its federally required planning and fund programming responsibilities, as well as its responsibilities to allocate state transportation funds, MTC requires each transit operator receiving federal funding to prepare, adopt, and submit an SRTP to MTC at least biennially. At the same time, the SRTP is considered a management and policy analysis tool for operators.

Under SAFETEA, the update cycle for long-range plans and transportation improvement programs shifts to four years. Thus, the transit operators will need to prepare their SRTPs on a four-year cycle as compared to the biennial schedule in the past. To allow MTC fund programming activities to keep current with revenue vehicle fleet changes, and updates to capital priorities and operating plans during the off years, we propose a new Mini-SRTP Report that will be due in September of the years during which no full SRTP is produced.

Concurrently with the scheduling changes, we recommend a number of other changes for SRTP reports, in order to have them better describe the transit operators' future service and capital plans.

In addition, to address gaps in availability of consistent rider socio-demographic data, MTC is recommending a regional approach to conducting rider surveys on a four-year cycle. This recommendation recognizes the current proposal before the Commission to adopt Environmental Justice principles that include data collection and analysis of transportation related socioeconomic demographics.

Issues: None

Recommendation: Refer MTC Resolution No. 3532, Revised to the Commission for approval.

Attachments: Executive Director's Memorandum
MTC Resolution No. 3532, Revised