



# **Santa Rosa CityBus FY 2016-25 Short Range Transit Plan**

**October 11, 2016**

# S RTP Background

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- Requirement of Metropolitan Transportation Commission for transit operators receiving federal funding
- Updated every 4 years
- Major elements:
  - Goals, objectives, performance measures and standards
  - Evaluation of current service
  - 10-year financial plan (operating and capital program)
  - 10-year service plan
- FY 2016-25 update incorporates adopted Reimagining CityBus service plan

# Goals, Objectives, and Performance Standards

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- Highlights of changes from prior SRTP:
  - Revised Goals and Objectives reflecting recent work accomplished and current City priorities
  - Adjustment of performance measures to incorporate new “route types”
  - Adjustment of standards to reflect current costs and performance
  - Incorporation of Principles of Transit Service Design adopted by Council for Reimagining CityBus
  - New service availability standard incorporating “transit supportive areas” consistent with Reimagining CityBus process
  - New performance measures/standards for Santa Rosa Paratransit to bring in line with fixed-route measures

# Proposed Goals for Transit Division

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- 1. Provide High-Quality Services to Our Patrons**
- 2. Ensure Sustainable Growth of the Transit System**
- 3. Support Development of an Effective Multi-Modal Transportation System in Sonoma County**
- 4. Seek New Ways to Meet the Needs of an Evolving and Diverse Community**

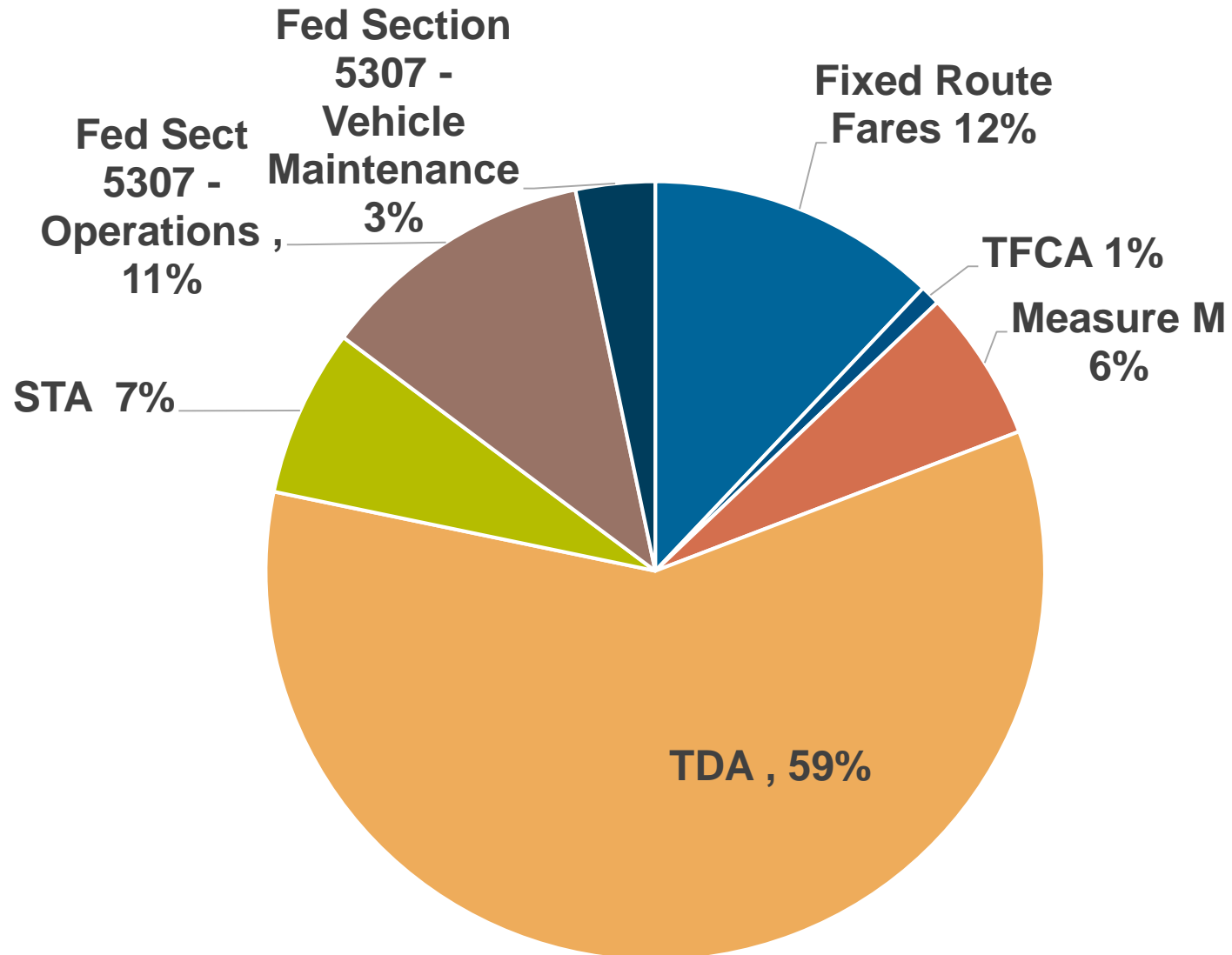
# Financial Plan

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- Fully funds CityBus and Santa Rosa Paratransit operations at existing levels over 10-year period
- Capital program fully funded for first five years of plan
- Current funding challenges:
  - Loss of Proposition 1B funding source
  - Cap and Trade funds not meeting expectations
  - Decline in State Transit Assistance funding due to drop in gas and diesel fuel prices

# Operating Revenues, FY 2015-16

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# Fare Policy Considerations

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- Fare increase anticipated for FY 17-18 to meet 20% farebox recovery requirement and provide revenue to sustain CityBus and paratransit operations
  - Last fare increase in February 2013
  - Staff to prepare fare analysis and comprehensive proposal for consideration by public and Council
- Financial Plan assumes modest fare increase every other year after FY 17-18

# Capital Funding and Improvement Plan

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- Reimagining CityBus Phase I implementation
- Ongoing replacement of revenue and non-revenue vehicles, maintenance equipment, and vehicle components
- Bus Stop Improvement Program
- Not fully funded after first five years
- Discusses capital needs for implementation of Reimagining CityBus Phase II



# Operational Plan

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- Incorporates Phase I and Phase II of Reimagining CityBus Final Plan, as adopted by Council
- Fixed-route service hours held flat after Reimagining CityBus Phase I implementation (Phase II elements require additional funding that has not been identified)
- Paratransit service hours held flat reflecting current trends and successful demand management strategies improving service productivity
- Assumes ongoing partnership with the Oakmont Village Association to provide deviated fixed-route service

# S RTP Joint Appendix

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- Summary of inter-operator transit coordination efforts in Sonoma County and along 101 corridor in North Bay
- Prepared by SCTA with participation by CityBus, Sonoma County Transit, Petaluma Transit, Golden Gate Transit, SMART, and Marin Transit

## Recommendation

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- It is recommended by the Transportation and Public Works Department that the Council, by resolution, adopt the FY 2016-25 Short Range Transit Plan which incorporates the adopted Reimagining CityBus Service Plan, updates the 10-year financial plan and updates the Santa Rosa CityBus and Santa Rosa Paratransit services goals, objectives, performance measures and standards.