



Santa Rosa CityBus FY 2016-25 Short Range Transit Plan

October 11, 2016

SRTP Process

- Presented to City Council on September 27th 2016
- Council continued item to today's meeting
- SRTP Background
 - 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

What we updated

- Financial Plan – both Operations and Capital
- Improved layout
 - Included formulas and growth assumptions
 - Highlighted
 - FY 14-16 past actual accounting figures
 - FY 17 budgeted figures
 - FY 18-25 projected
 - Included annual farebox recovery for fixed route and paratransit
 - Better defined line items to improve transparency
- Updated data
 - FY 16 data updated using most recent information from Finance
 - Double checked all calculations and assumptions in FY17-25 and made changes based on best available information

Table 4-1 CityBus 10-year System Performance, Funding and Operating Financial Plan

		Formula Line #	FY 13-14 ACTUALS	FY 14-15 ACTUALS	FY 15-16 ACTUALS	FY 16-17 BUDGETED	FY 17-18 PROJECTED	FY 18-19 PROJECTED	FY 19-20 PROJECTED	FY 20-21 PROJECTED	FY 21-22 PROJECTED	FY 22-23 PROJECTED	FY 23-24 PROJECTED	FY 24-25 PROJECTED		
SYSTEM PERFORMANCE	Fixed Route	1 Passengers (2-3% ↑)		2,330,076	2,184,508	2,097,501	2,097,501	2,160,426	2,203,635	2,247,707	2,292,661	2,338,515	2,385,285	2,432,991	2,481,650	
		2 Average Fare (FY18↑17%, FY21↑15%, FY24↑10%)	17/1	\$0.82	\$0.85	\$0.78	\$0.82	\$0.96	\$0.96	\$0.96	\$1.11	\$1.11	\$1.11	\$1.22	\$1.22	
		3 Farebox Recovery (20%)	17/32	17.20%	16.03%	14.27%	14.96%	17.50%	17.33%	17.16%	19.55%	19.36%	19.17%	20.88%	20.68%	
		4 Revenue Hours		80,227	80,185	80,890	88,865	89,705	89,705	89,705	89,705	89,705	89,705	89,705	89,705	89,705
		5 Revenue Miles		936,046	930,385	929,350	945,000	960,000	960,000	960,000	960,000	960,000	960,000	960,000	960,000	960,000
		6 Passengers/revenue hour	1/4	29.0	27.2	25.9	23.6	24.1	24.6	25.1	25.6	26.1	26.6	27.1	27.7	
		7 Passengers/revenue mile		2.5	2.3	2.3	2.2	2.3	2.3	2.3	2.4	2.4	2.4	2.5	2.5	
		8 Cost/Hour	32/4	\$139.34	\$145.25	\$141.36	\$129.78	\$132.42	\$136.40	\$140.49	\$144.70	\$149.04	\$153.51	\$158.12	\$162.86	
	Paratransit	9 Passengers (1.5% ↑)		41,030	48,102	44,930	46,300	46,995	47,699	48,415	49,141	49,878	50,626	51,386	52,157	
		10 Average Fare (FY19↑10%, FY23↑10%)	18/9	\$3.06	\$3.00	\$3.15	\$2.85	\$2.85	\$3.13	\$3.13	\$3.13	\$3.13	\$3.45	\$3.45	\$3.45	
		11 Farebox Recovery (10%)	18/33	10.26%	11.84%	11.63%	9.10%	8.88%	9.53%	9.30%	9.08%	8.86%	9.51%	9.28%	9.06%	
		12 Revenue Hours (1.5% ↑)		21,473	21,376	18,117	19,500	19,793	20,089	20,391	20,697	21,007	21,322	21,642	21,967	
		13 Revenue Miles		280,069	271,796	228,351	244,336	248,001	251,721	255,496	259,329	263,219	267,167	271,175	275,242	
		14 Passengers/revenue hour	9/12	1.9	2.3	2.5	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	
		15 Passengers/revenue mile	9/13	0.15	0.18	0.20	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	
		16 Cost/Hour	33/12	\$56.94	\$56.99	\$67.10	\$74.34	\$76.17	\$78.04	\$79.97	\$81.94	\$83.95	\$86.02	\$88.14	\$90.31	
Operations Funding	17 Fares - Fixed Route	1*2	\$1,922,282	\$1,866,944	\$1,632,156	\$1,725,132	\$2,078,957	\$2,120,536	\$2,162,946	\$2,537,136	\$2,587,879	\$2,639,636	\$2,961,672	\$3,020,906		
	18 Fares - Paratransit	9*10	\$125,431	\$144,263	\$141,319	\$131,850	\$133,828	\$149,419	\$151,660	\$153,935	\$156,244	\$174,446	\$177,063	\$179,719		
	19 Fares-Oakmont (2%↑)		\$69,241	\$71,184	\$57,348	\$57,348	\$58,495	\$59,665	\$60,858	\$62,075	\$63,317	\$64,583	\$65,875	\$67,192		
	20 City General Fund		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000		
	21 Trans. Fund for Clean Air (TFCA)		\$186,036	\$156,864	\$100,707	\$100,707	\$100,707	\$100,707	\$100,707	\$100,707	\$100,707	\$100,707	\$100,707	\$100,707		
	22 Measure M (3% ↑)		\$709,648	\$689,492	\$764,415	\$795,163	\$819,018	\$843,588	\$868,896	\$894,963	\$921,812	\$949,466	\$977,950	\$1,007,289		
	23 Transportation Development Act (TDA) (3.85% ↑)		\$4,440,291	\$5,739,366	\$6,936,482	\$6,041,859	\$5,980,294	\$6,262,973	\$6,518,980	\$6,504,333	\$6,824,618	\$7,139,885	\$7,212,736	\$7,561,020		
	24 State Transit Assistance (STA) (3%↑)		\$1,024,027	\$1,001,527	\$847,945	\$1,653,161	\$1,702,756	\$1,753,839	\$1,806,454	\$1,860,647	\$1,916,467	\$1,973,961	\$2,033,180	\$2,094,175		
	25 State/local funds		\$2,215,983	\$511,404	\$51,635											
	27 MTC-Transit Performance Initiative					\$156,000	\$156,000	\$156,000	\$156,000	\$156,000	\$156,000	\$156,000	\$156,000	\$156,000		
28 FTA 5307 - Urbanized Area Formula		\$2,821,965	\$1,990,164	\$2,108,346	\$1,852,351	\$1,896,490	\$1,896,490	\$1,946,490	\$1,946,490	\$1,946,490	\$1,946,490	\$1,946,490	\$1,946,490			
29 Total Operating Revenue	SUM 17-28	\$13,524,905	\$12,181,209	\$12,650,353	\$12,982,571	\$13,386,544	\$13,803,216	\$14,232,991	\$14,676,286	\$15,133,533	\$15,605,175	\$16,091,672	\$16,593,498			
Operating Expenses	30 Fixed Route Operations & Planning (3% ↑)		\$9,707,272	\$10,060,431	\$9,341,686	\$9,821,042	\$10,115,673	\$10,419,143	\$10,731,718	\$11,053,669	\$11,385,279	\$11,726,838	\$12,078,643	\$12,441,002		
	31 Fixed Route Maintenance (3% ↑)		\$1,471,552	\$1,586,604	\$2,093,074	\$1,711,954	\$1,763,313	\$1,816,212	\$1,870,698	\$1,926,819	\$1,984,624	\$2,044,163	\$2,105,487	\$2,168,652		
	32 TOTAL FIXED ROUTE (3%↑)	30+31	\$11,178,824	\$11,647,035	\$11,434,760	\$11,532,996	\$11,878,986	\$12,235,355	\$12,602,416	\$12,980,489	\$13,369,903	\$13,771,000	\$14,184,130	\$14,609,654		
	33 TOTAL PARATRANSIT (4% ↑)		\$1,222,598	\$1,218,274	\$1,215,593	\$1,449,575	\$1,507,558	\$1,567,860	\$1,630,575	\$1,695,798	\$1,763,630	\$1,834,175	\$1,907,542	\$1,983,843		
	34 TOTAL OPERATING EXPENSES	32+33	\$12,401,422	\$12,865,309	\$12,650,353	\$12,982,571	\$13,386,544	\$13,803,216	\$14,232,991	\$14,676,286	\$15,133,533	\$15,605,175	\$16,091,672	\$16,593,498		

Table 4-4 CityBus 10-year Capital Improvement Plan and Funding

	FY 15-16 ACTUALS	FY 16-17 BUDGETED	FY 17-18 PROJECTED	FY 18-19 PROJECTED	FY 19-20 PROJECTED	FY 20-21 PROJECTED	FY 21-22 PROJECTED	FY 22-23 PROJECTED	FY 23-24 PROJECTED	FY 24-25 PROJECTED	
Project Costs	Fixed Route Bus replacement	\$2,026,216	\$1,545,000		\$1,639,092		\$2,318,548		\$1,844,811	\$2,609,548	
	No. of vehicles/unit cost	4 / \$506,000	3 / \$515,000		3 / \$546,364		4 / \$579,367		3 / \$633,385	4 / \$652,387	
	Paratransit bus replacement		\$390,000			\$350,000		\$450,000		\$425,000	
	No. of vehicles/unit cost		6 / \$65,000			5 / \$70,000		6 / \$75,000		5 / \$85,000	
	Oakmont bus replacement		\$85,000						\$100,000		
	No. of vehicles/unit cost		1 / \$85,000						1 / \$100,000		
	Non-revenue vehicle replacement				\$50,000		\$50,000		\$50,000		\$50,000
	Miscellaneous equipment	\$360,000	\$15,000		\$15,000		\$15,000		\$15,000		\$15,000
	Hybrid engine replacement		\$156,000					\$264,000			
	Major bus parts			\$50,000		\$50,000		\$50,000		\$50,000	
	Bus stop Improvements		\$231,146				\$100,000				\$100,000
Total Capital Expenditures	\$2,386,216	\$2,422,146	\$50,000	\$1,704,092	\$400,000	\$2,483,548	\$764,000	\$2,009,811	\$50,000	\$3,199,548	
Capital Funding Source	Transportation Development Act (TDA) (3.85% ↑)		\$624,691	\$50,000	\$392,818	\$120,000	\$101,782	\$45,741		\$50,000	\$132,951
	Prop 1B PTMISEA	\$1,397,879	\$372,665								
	FTA 5307 - Urbanized Area Formula	\$288,000	\$410,101		\$811,274		\$800,000	\$211,200	\$800,000		\$800,000
	FTA-5339 - Bus and Bus Facilities		\$702,689		\$500,000		\$500,000		\$500,000		\$500,000
	FTA-5310 - Seniors/People with Disabilities	\$5,300	\$312,000			\$280,000		\$360,000			\$340,000
	Other Local	\$72,000									
	Sale of Property and Equipment	\$623,037									
	Total Capital Funding	\$2,386,216	\$2,422,146	\$50,000	\$1,704,092	\$400,000	\$1,401,782	\$616,941	\$1,300,000	\$50,000	\$1,772,951
Funding Deficient	\$ -	\$ -	\$0	\$ -	\$ -	\$ (1,081,766)	\$ (147,059)	\$ (709,811)	\$ -	\$ (1,426,597)	

Recommendation

- 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.

Questions?

Goals, Objectives, and Performance Standards

- Highlights of changes from prior S RTP:
 - 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

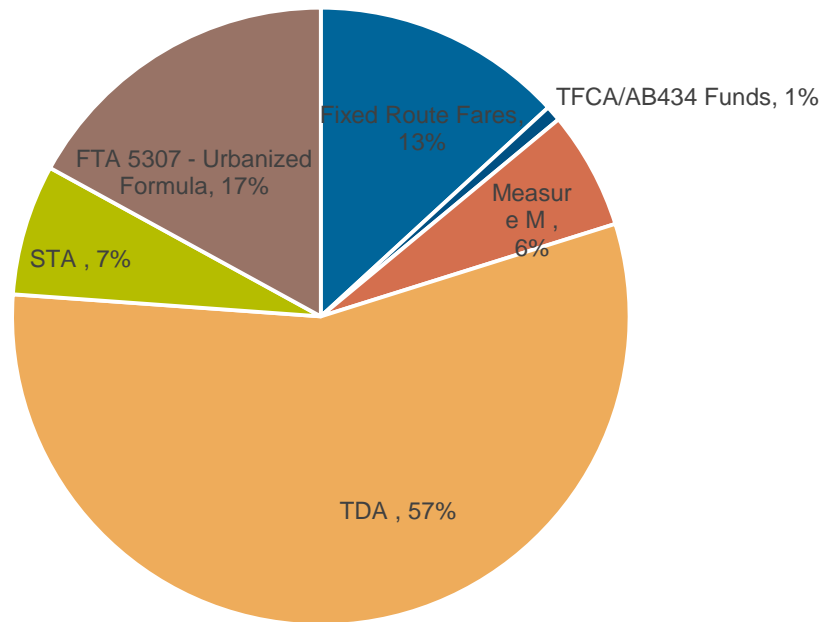
Proposed Goals for Transit Division

- 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

- 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



Fare Policy Considerations

- 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

- 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

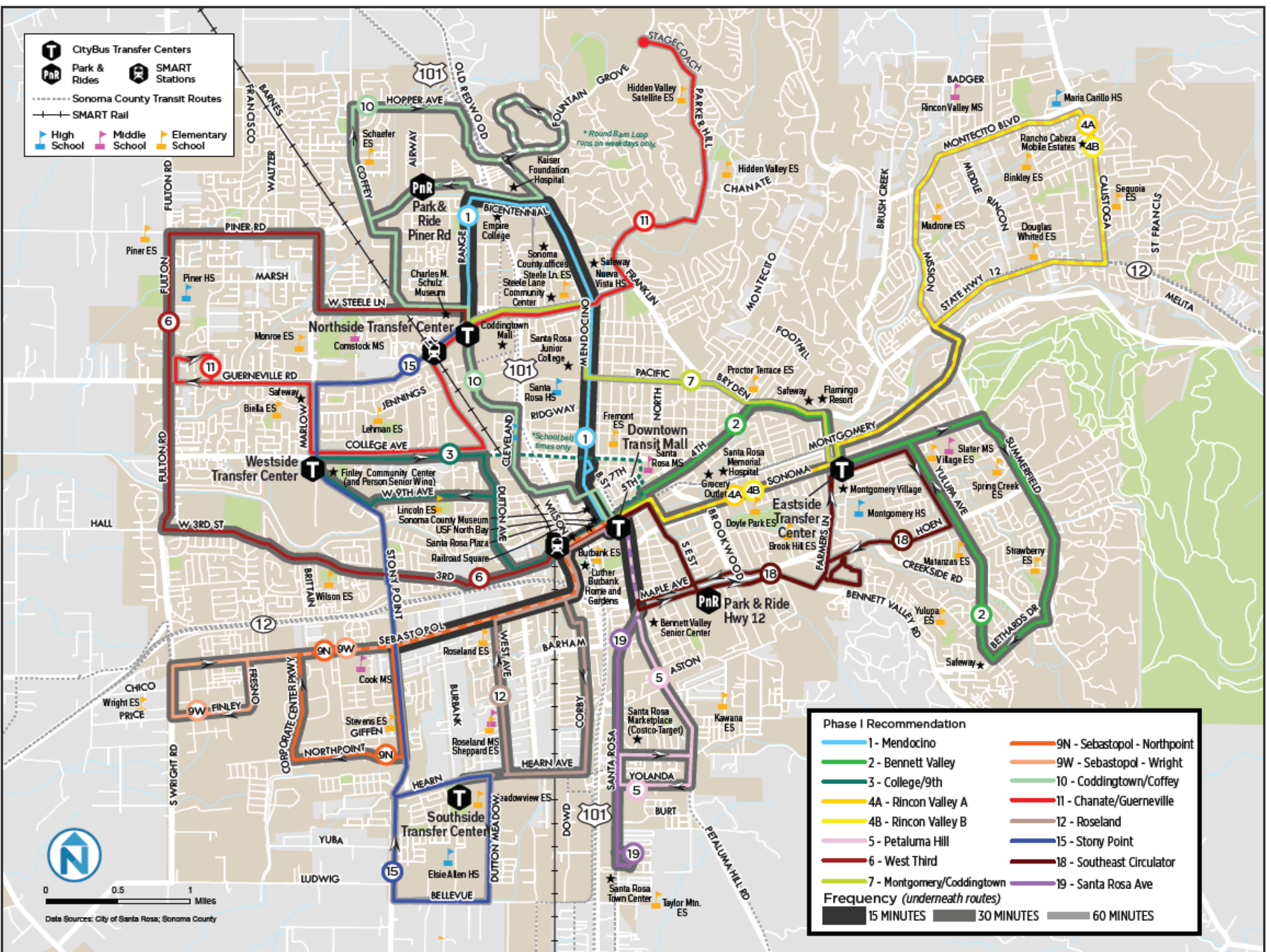
Operational Plan

- 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

- 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

- CityBus Transfer Centers
- Park & Rides
- SMART Stations
- Sonoma County Transit Routes
- SMART Rail
- High School
- Middle School
- Elementary School



Phase I Recommendation

1 - Mendocino	9N - Sebastopol - Northpoint
2 - Bennett Valley	9W - Sebastopol - Wright
3 - College/9th	10 - Coddington/Coffey
4A - Rincon Valley A	11 - Chanate/Guerneville
4B - Rincon Valley B	12 - Roseland
5 - Petaluma Hill	15 - Story Point
6 - West Third	18 - Southeast Circulator
7 - Montgomery/Coddington	19 - Santa Rosa Ave

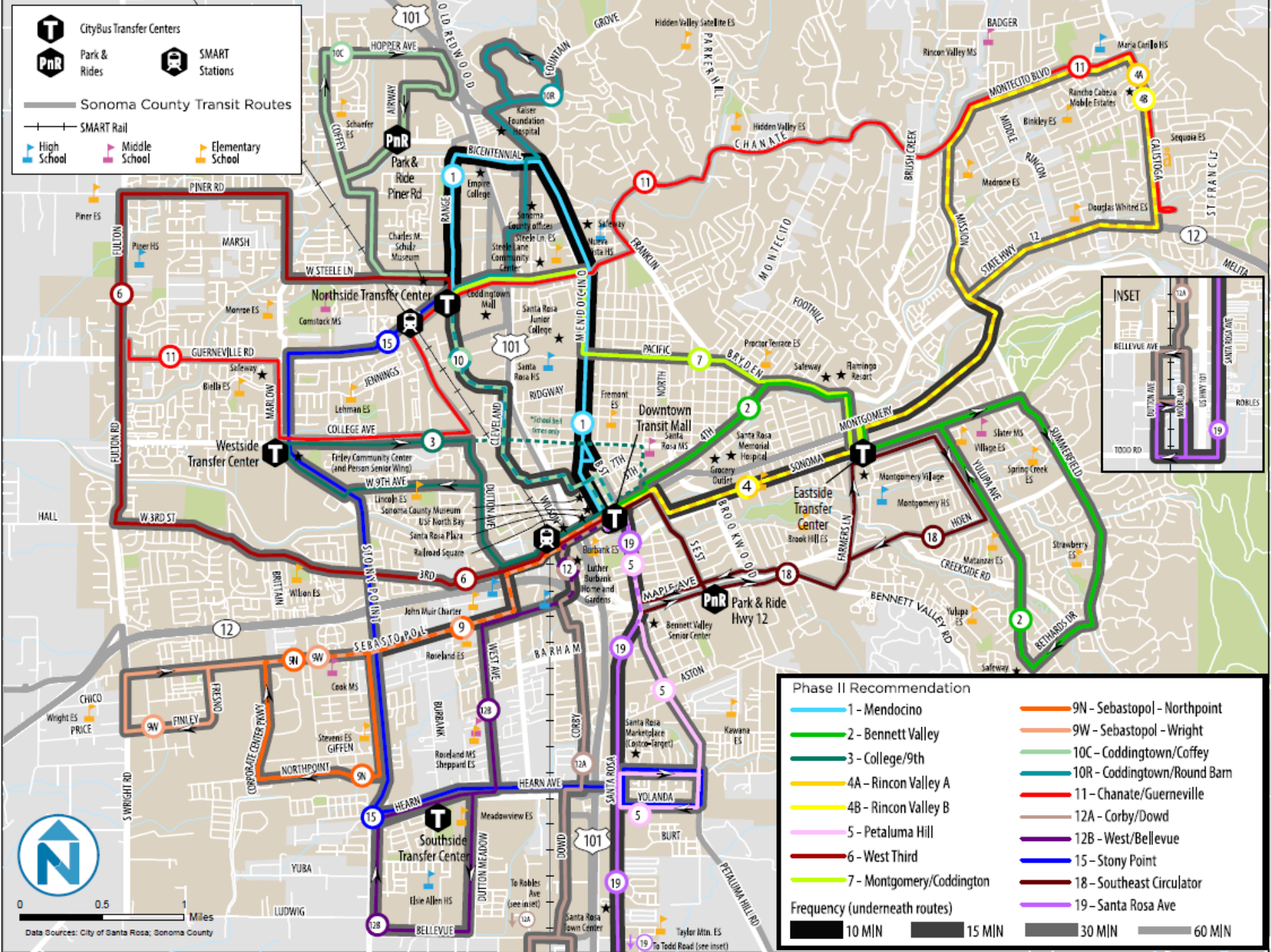
Frequency (underneath routes)

15 MINUTES	30 MINUTES	60 MINUTES



Data Sources: City of Santa Rosa; Sonoma County

CityBus Transfer Centers
 Park & Rides
 SMART Stations
 Sonoma County Transit Routes
 SMART Rail
 High School
 Middle School
 Elementary School



Phase II Recommendation

1 - Mendocino	9N - Sebastopol - Northpoint
2 - Bennett Valley	9W - Sebastopol - Wright
3 - College/9th	10C - Coddington/Coffey
4A - Rincon Valley A	10R - Coddington/Round Barn
4B - Rincon Valley B	11 - Chanate/Guerneville
5 - Petaluma Hill	12A - Corby/Dowd
6 - West Third	12B - West/Bellevue
7 - Montgomery/Coddington	15 - Stony Point
9 - Sebastopol	18 - Southeast Circulator
19 - Santa Rosa Ave	

Frequency (underneath routes)

10 MIN	15 MIN	30 MIN	60 MIN
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0 0.5 1 Miles

Data Sources: City of Santa Rosa; Sonoma County