

Plan Bay Area 2050: Transit Operating Needs Data Request Guidance

In order to accurately reflect the transit operating and maintenance levels, costs and revenues in Plan Bay Area 2050, MTC staff will be collecting information from transit operators for the period from Fiscal Year (FY) 2018-19 to FY 2049-50. MTC will work directly with transit operators to update information on transit operators' operating needs and revenues. County transportation agencies (CTAs) should expect to play a supporting role should transit operators serving their county call on the CTA for assistance.

Detailed information, an Excel template, and guidance on the PBA 2050 Transit Operating Needs Assessment will be released directly to transit agencies in February 2018. The following is an overview of the proposed approach:

Overall	<ul style="list-style-type: none"> ▪ As with Plan Bay Area 2040, Transit Operating Needs Assessment should only include data on an operator's existing service levels and the projected costs of operating that service in future years. ▪ Only committed projects which add additional service should be included in the Transit Operating Needs Assessment <ul style="list-style-type: none"> ○ For example, SMART would include service levels and costs associated with the Larkspur extension by reflecting the change in service levels and costs in the first year of operation of the extension. ▪ Consistent with federal regulations, PBA 2050 must demonstrate that existing transit service levels and operations are fully funded for the duration of the Plan period. Should there be a projected shortfall for an individual operator, after including regionally projected operating revenue sources (see below), MTC will work with the operator to address the funding shortfall before adoption of the Plan.
Timeline	<ul style="list-style-type: none"> ▪ Mid-February 2019, Release of Transit Operating Needs Assessment ▪ MTC staff are available to assist transit operators throughout the process. ▪ May 17, 2019, Transit Operating Needs Assessments are Due
Requested Information	<ul style="list-style-type: none"> ▪ Projected costs to operate at existing service levels over the period of the Plan. <ul style="list-style-type: none"> ○ Planned service increases not associated with a committed capital project or an already approved/legislated and funded increase in service should not be included in the Needs Assessment. ▪ Projected costs and service levels associated with planned, committed projects. ▪ Projected revenue from local sources to be used for transit operations. <ul style="list-style-type: none"> ○ Include revenue from all sources apart from the following regionally projected operating sources: State Transit Assistance (STA), Transportation Development Act Local Transportation Fund (TDA LTF), State of Good Repair (SGR) Program, Low Carbon Transit Operation Program (LCTOP), Federal Transit Administration (FTA) funds used for preventative maintenance. ○ Please include expected Regional Measure 2 or other bridge toll operating contributions.