



Countywide Coordinated School Transportation Workshop

Marin Transit Board of Directors

December 1, 2015

Purpose and Agenda



Purpose:

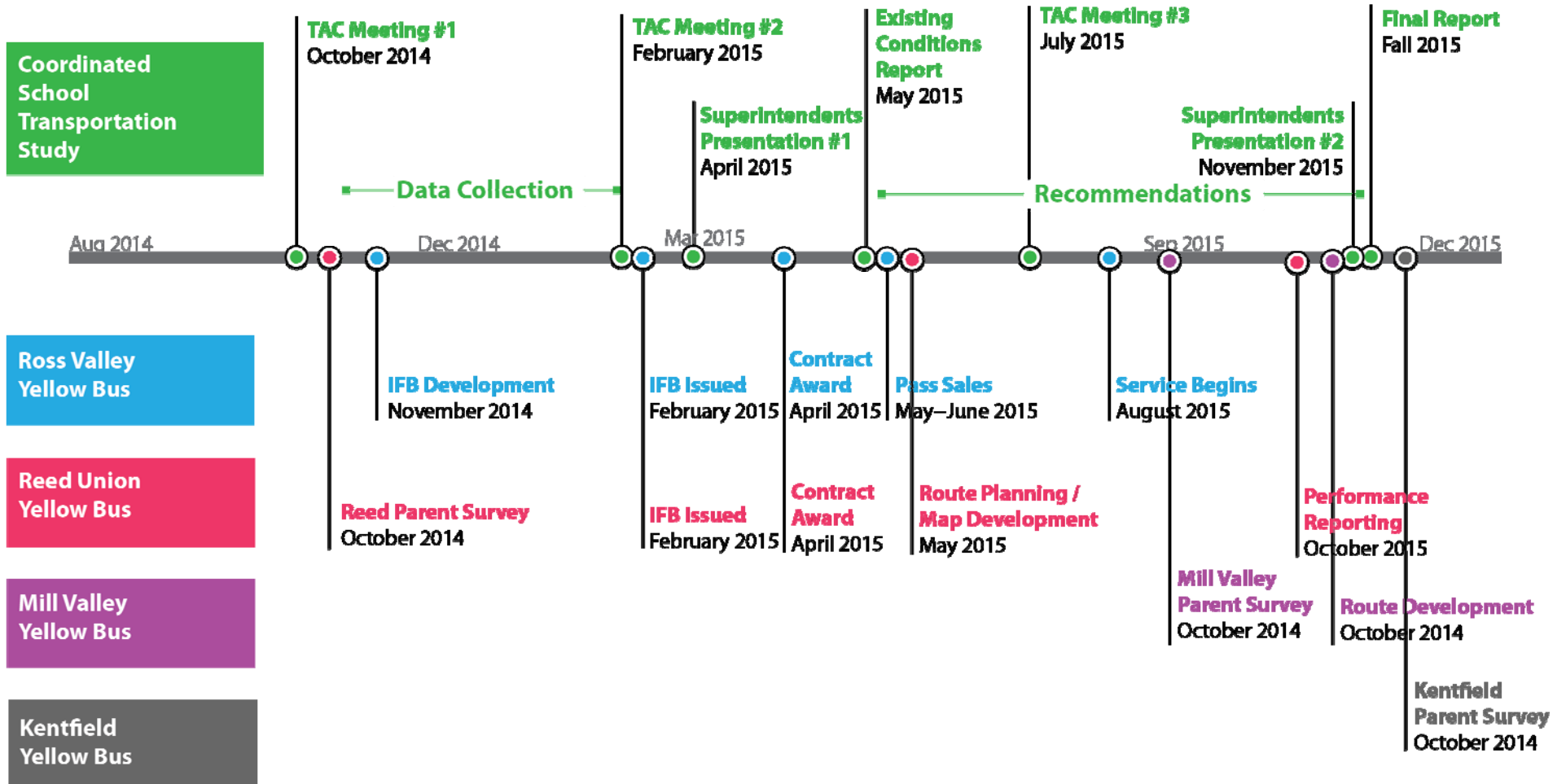
- To understand student transportation needs and how they might be addressed
- To understand key issues that affect Marin Transit
- To provide direction to staff on next steps

Agenda:

1. Presentation of draft Countywide School Transportation Study Findings and Recommended Approach **45 min**
2. Outstanding Issues **45 min**
3. Feedback and Direction **30 min**





COORDINATED COUNTYWIDE STUDENT TRANSPORTATION STUDY

Timeline



School Bus Models



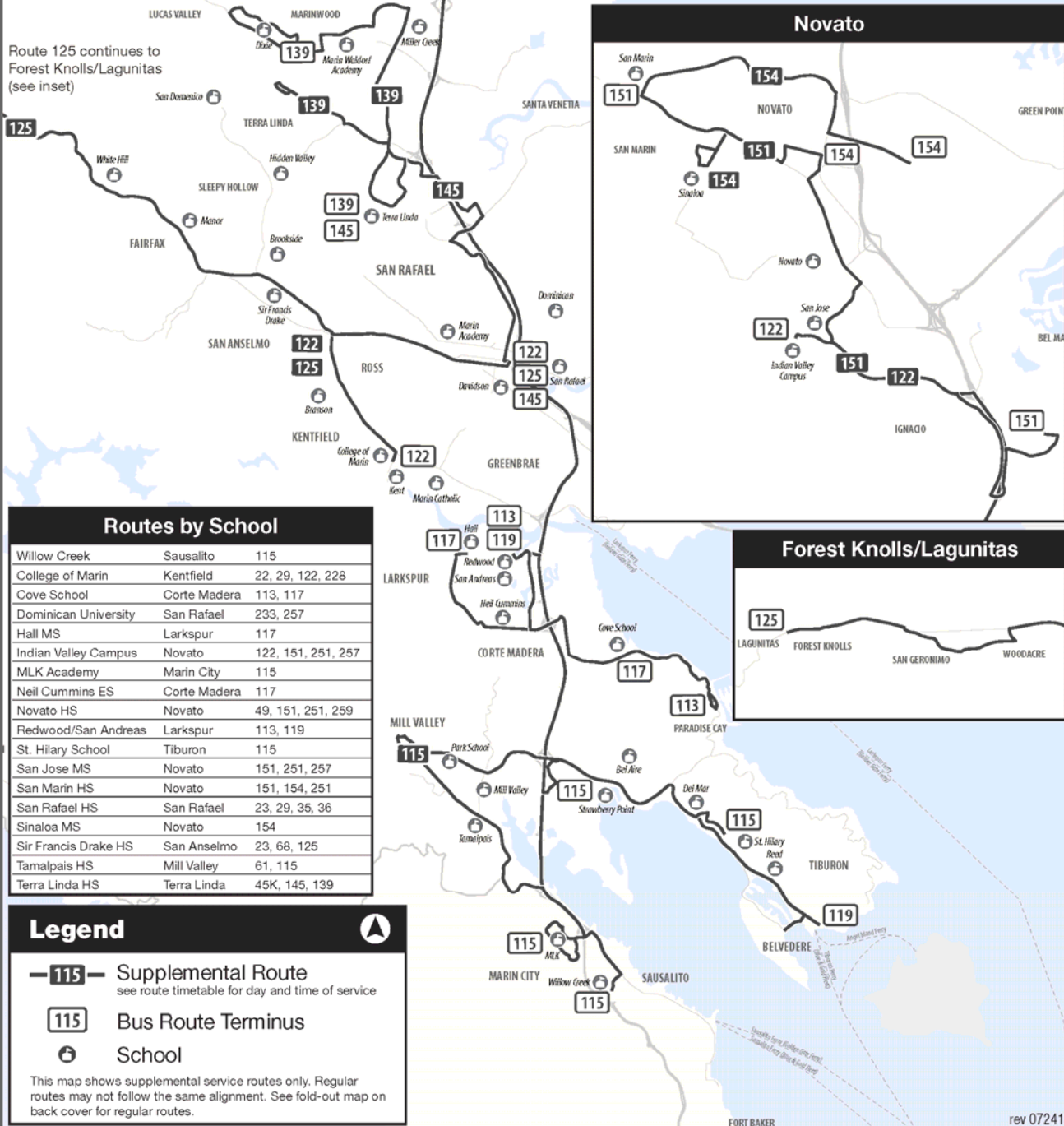
	 Yellow Bus	 Supplemental
Advantage	<ul style="list-style-type: none"> Designed specifically for children High Capacity Low vehicle cost 	<ul style="list-style-type: none"> Offers opportunities to share with other public transit services – increased efficiencies
Disadvantages	<ul style="list-style-type: none"> Challenging to share equipment across programs 	<ul style="list-style-type: none"> State and federal regulation limit flexibility Service is not designed specifically for younger riders
Current Conditions	<ul style="list-style-type: none"> Most common form of home-to-school transportation 5 Districts + Marin Transit provide 2 (in-house), 4 (under contract) 	<ul style="list-style-type: none"> Marin Transit offers 9 routes serving 13 schools including all high schools, two middle schools, two elementary schools, and one private school At capacity, no ability to expand due to equipment
Future Applicability	<ul style="list-style-type: none"> Focus on elementary and middle schools  	<ul style="list-style-type: none"> Focus on high schools 



No single organization is solely responsible for home to school transportation

MARIN TRANSIT SUPPLEMENTAL SERVICE

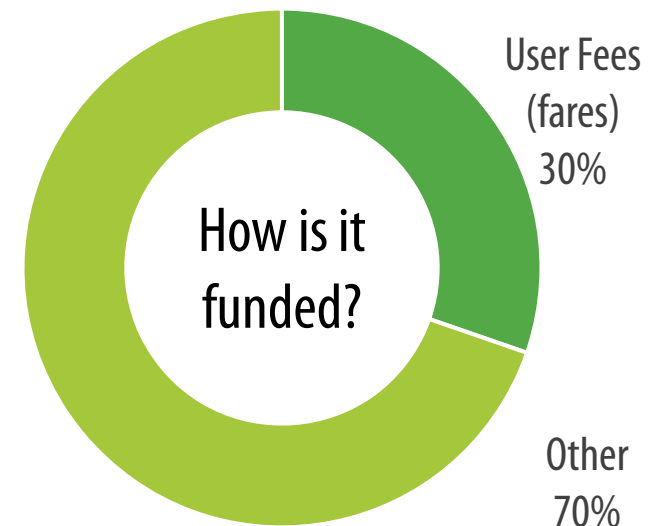
SCHOOL DAYS ONLY



Annual Home to School Busing Expenditures



Program	Estimated Annual Cost of Operations	
	FY 2014/15	FY 2015/16 (est)
Yellow Bus	\$1,436,416	\$2,850,000
Supplemental Transit Service	\$571,721	\$239,940
Total	\$2,008,137	\$3,092,940



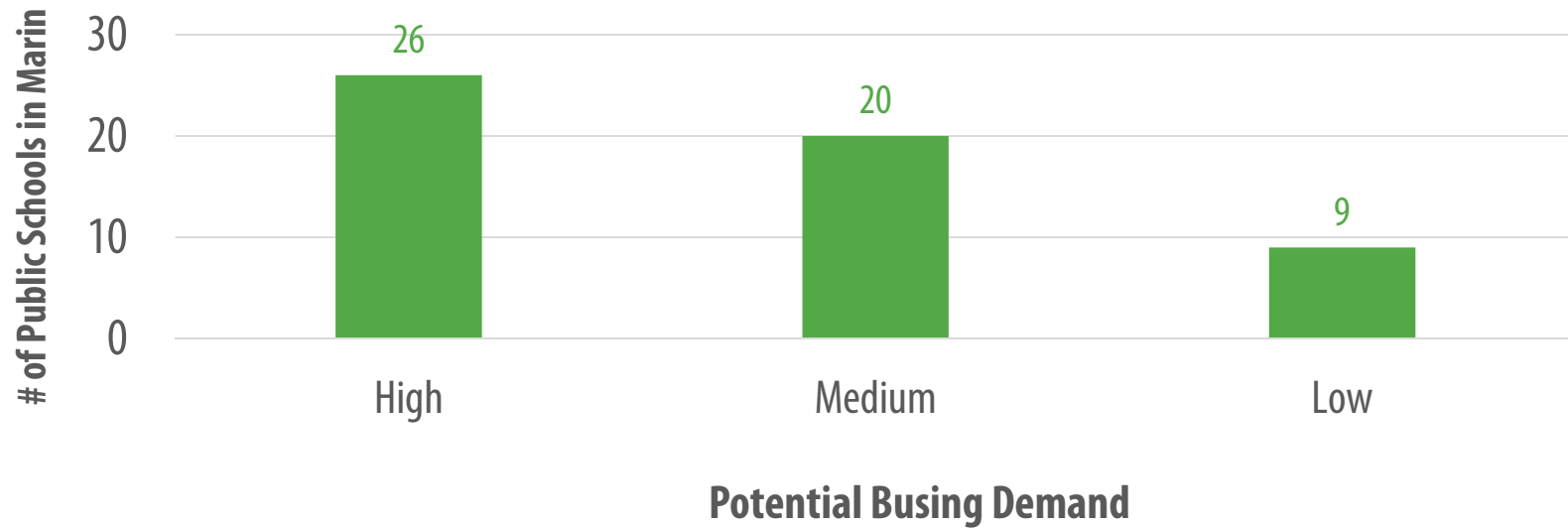
School Level Assessment



■ Factors Considered:

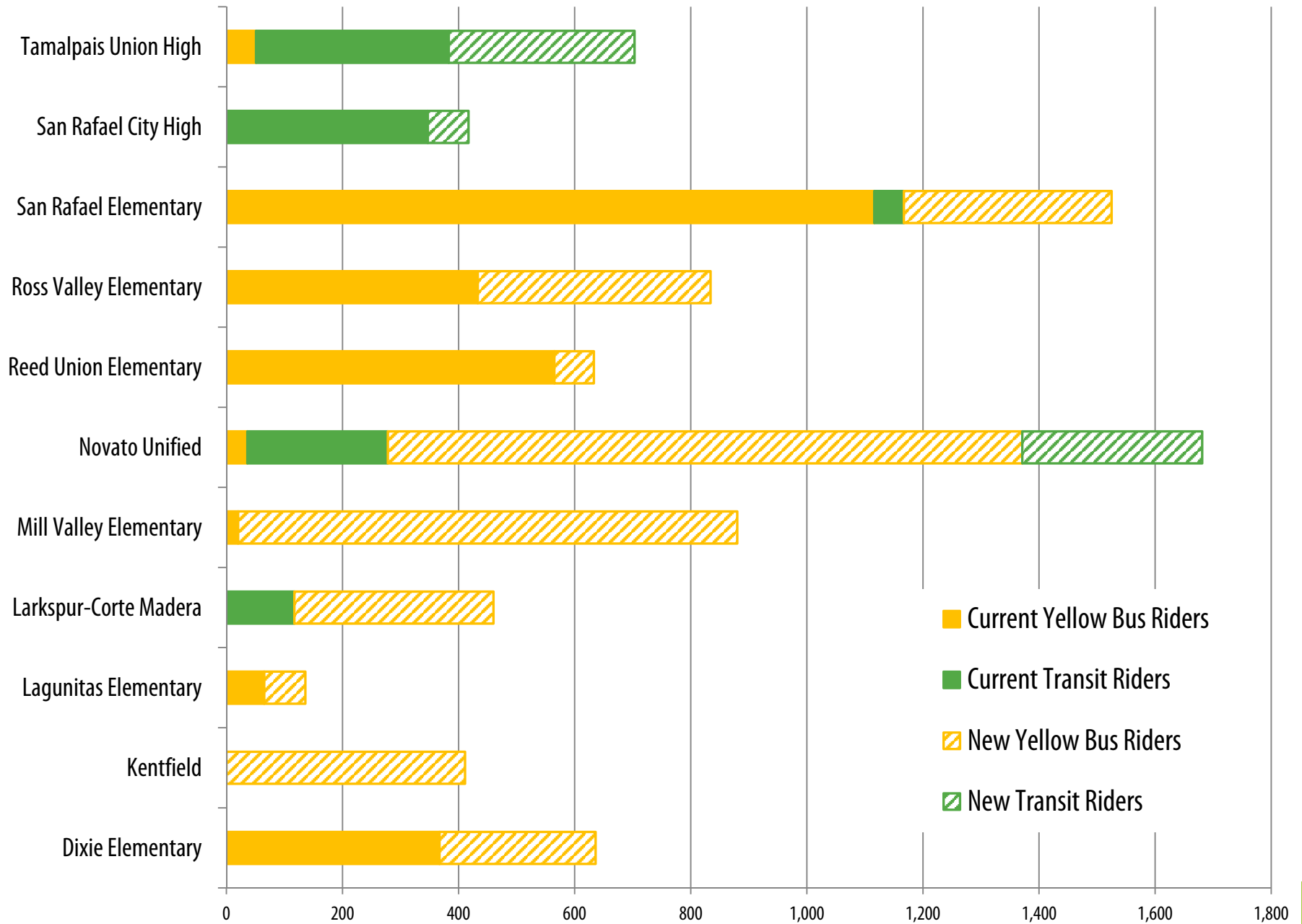
- Existing bus services, their usage, and potential for expansion based on their current model (existing conditions assessment)
- Student distribution and distance from attending school site (quantitative from existing conditions)
 - ✓ **Elementary & Middle Schools:** 75% of students or more $> \frac{1}{2}$ mile = high rating
 - ✓ **High Schools:** 50% of students or more > 1 mile = high rating
- Observed barriers within the school catchment area that may limit connectivity (existing conditions mapping)
- Grades and ages of students attending the school (existing conditions school profiles)
- Proximity of the school to key transportation corridors (CMP roadway network)
- Proximity of the school to existing fixed route public transit services (existing conditions mapping)

Busing Demand Summary

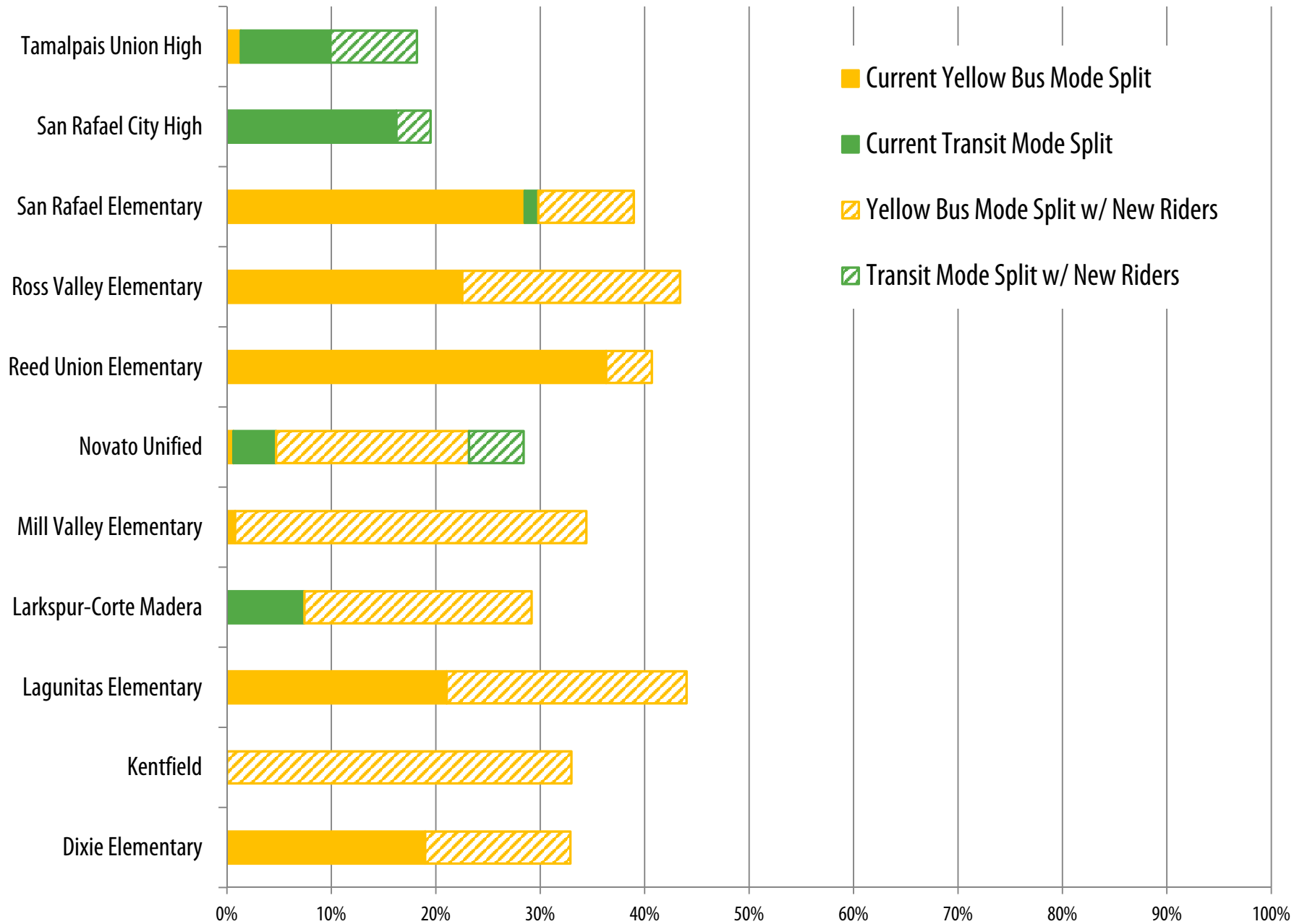


- All high schools and most middle schools are “high” demand
- All “high” demand schools except those in Mill Valley and Kentfield School Districts have some level of bus service today

School District Bus Demand (current and potential)





School District Bus Demand (current and potential)



Demand Projections



	 Yellow Bus	 Supplemental	Total
Current Students	2,800	1,000	3,800
Potential New Students	+3,900	+700	+4,600
Total Students	6,700	1,700	8,400

Current Mode Split = **13%**, Potential Mode Split = **30%**



Yellow bus provides the best opportunity to increase “green trip” rates and mitigate traffic congestion

Estimated Operating Costs



Type of Busing Program	Est. Annual Operating Costs - <i>Yellow Bus</i>	Est. Annual Operating Costs - <i>Supplemental Transit Service</i>	Estimated Total
Existing Service	\$2,850,000	\$239,940	\$3,089,940
Expansion Service	\$4,050,000	\$360,060	\$4,410,060
Total Annual Cost	\$6,900,000	\$600,000	\$7,500,000

! *Today, 70% of operating costs are subsidized*

assuming a...

	Est. Annual Subsidy - <i>Yellow Bus</i>	Est. Annual Subsidy - <i>Supplemental Transit Service</i>	Estimated Subsidy
75% Subsidy Level	\$5,120,000	\$450,000	\$5,570,000
50% Subsidy Level	\$3,450,000	\$300,000	\$3,750,000
25% Subsidy Level	\$1,730,000	\$150,000	\$1,880,000

Estimated Capital Needs



Type of Busing Program	Current Vehicles Used	Potential Vehicles Used	New Vehicles Needed	Estimated Cost of Current Vehicles	Estimated Cost of New Vehicles	Total Fleet Costs
Yellow Bus	34	72	38	\$5,100,000	\$5,700,000	\$10,800,000
Transit Bus	12	30	18	\$6,360,000	\$9,540,000	\$15,900,000
Total	46	102	56	\$11,460,000	\$15,240,000	\$26,700,000



Facilities for storage and maintenance in Marin County are currently at capacity and locating new sites to support future growth will be challenging

Financial Summary



School bus service is costly to operate and requires a significant investment in capital

- Annual operating costs: \$6.8 - \$8.2 million
- Annualized capital costs: \$2.4 million
- **Annual total costs: ~ \$10 million**



There is no single, dedicated funding source for home-to-school bus transportation

- Potential Revenue Sources (high likelihood in Marin)
 - Statewide Home to School Transportation (LCFF Add-on funding)
 - City or School Contributions
 - Parcel Taxes (County, School, or JPA)
 - New Countywide Transportation Sales Tax

More Key Findings and Conclusions



- ! School transportation is expensive
- ! There is no organization that brings together yellow school bus, public transit service for schools, and the Safe Routes Program under one umbrella
- ! Congestion related to school traffic can not be quantified with current countywide model
- ! An estimated 4,600 new students would use the bus at high and medium need schools if service was available. Busing mode split could go from 13% to 30% of all students
- ! Transit subsidies available to support supplemental school routes and yellow school bus are currently less than \$500K per year or less than 7% of the estimated need
- ! Near term, funding for expansion will need to be pieced together from localized sources (city, districts, parents, etc.)
- ! Longer term, other subsidies will be needed to pursue expansion and encourage increased ridership

QUESTIONS?

ISSUES/DISCUSSION POINTS

School Transportation Planning and Policy Context



- Mission Statement

“Marin Transit anticipates the needs of Marin County’s diverse travel markets and delivers cost-effective, targeted service options. Marin Transit is a future-oriented mobility manager.”

- Short Range Transit Plan

- No expansion of supplemental school service included in the funded plan
- Expansion of K-12 school bus service rated high among unfunded expansion projects
- No funding identified for expansion; study referenced

SRTP Expansion Project Ratings



Expansion Project	Project Evaluation Rating	Feasibility to Implement	Estimated Cost
Expand and Enhance Shuttle Services	+	+	\$
Expand and Enhance Service to the College of Marin	+	+	\$
Expand and Enhance K-12 School Bus Services	+	+	\$\$
Provide Limited Stop or Express Services	+	+	\$\$
Restore Ferry Feeder Services (Wave)	+	+	\$\$
Expand Rural and Recreational Services	+	+	\$
Provide and Support Flexible First and Last Mile Services	+	+	\$\$\$

Marin Transit's Role



Supplemental Service Issues

- **Near Term:** Reallocate supplemental service to high schools
- **Longer Term:** Achieve growth in service

Yellow Bus Issues

- **Near Term:** Support (planning, funding, and oversight) of current programs and new requests
- **Longer Term:** Organization structure and dedicated funding



Reallocate Supplemental Resources to High Schools



Near Term Issue:

How do we reallocate supplemental resources to focus on high schools?

Current Condition:

- Nine (9) total current routes serve eight (8) high schools and six (6) K-8 schools
- Nearly all routes are at capacity; additional ridership is not realized due to capacity constraint
- No additional equipment is available
- Fare options are more attractive to students/parents for Supplemental Service
- Program oversight provided by Marin Transit

Options/Solutions:

- Purchase new buses and look for complementary program expansion opportunities (College of Marin, Muir Woods, etc.)
- Reassign buses from K-8 and private supplemental routes to overcrowded routes
- Adjust fare policy on supplemental service to better align with yellow bus fares

K-8 Schools Currently Served by Supplemental Services



District	School	Grades	Route	AM / PM Trips
Private	St. Hilary	K-8	115	1 / 1
Larkspur – Corte Madera	Cove School	K-5	117	1 / 1
	Hall Middle School	6-8	117	3 / 3
Novato	San Jose Middle School	6-8	151	1 / 2
	Sinaloa Middle School	6-8	154	1 / 1
Sausalito – Marin City	Bayside MLK Academy	K-8	115	1 / 0

Pass Price Comparison



	Supplemental Public Transit – Marin Transit	Typical Marin County Yellow Bus
Per Trip User Cost	\$1.00	\$2.25 - \$4.00¹
Weekly Pass	\$10.00 (\$1.00 per trip)	Not offered
Monthly Pass	\$40.00 (\$0.91 per trip)	Not offered
Semester Pass	\$175.00 (\$0.98 per trip)	\$225.00 - \$330.00 (\$1.25 – \$1.83 per trip)
Annual Pass	\$325.00 (\$0.90 per trip)	\$399.00 - \$600.00 (\$1.11 – \$1.67 per trip)
Annual Pass (for students receiving a reduced price lunch)	Free	\$50.00 - \$285.00 (\$0.27-\$1.58 per trip)
Annual Pass (for students receiving a free lunch)	Free	\$0.00-\$60.00 (\$0.00 - \$0.33 per trip)

1. Note: per trip costs and those shown in (X) are based on two trips per day and use every day (180 school days)
Per trip costs for yellow bus are based on schools offering ticket books or per day seats for sale. Not all schools offer this option.



Achieve Growth in Supplemental Services



Long Term Issue:

How do we grow supplemental transit services to meet future demands of high school students?

Current Condition:

- All public high schools are served but at different levels and well below projected demand
- Expansion of Supplemental Services is identified as unfunded service need in S RTP

Options/Solutions:

- Identify new funding sources for capital and operating; Further invest in vehicles and expand complementary programs
- Increasing revenues by increasing fares
- Reprioritize current S RTP service plan to focus on increasing supplemental services (decreasing other areas of local service)



Support of Current Programs and New Requests



Near Term Issue:

What is Marin Transit's role in supporting yellow bus programs countywide?

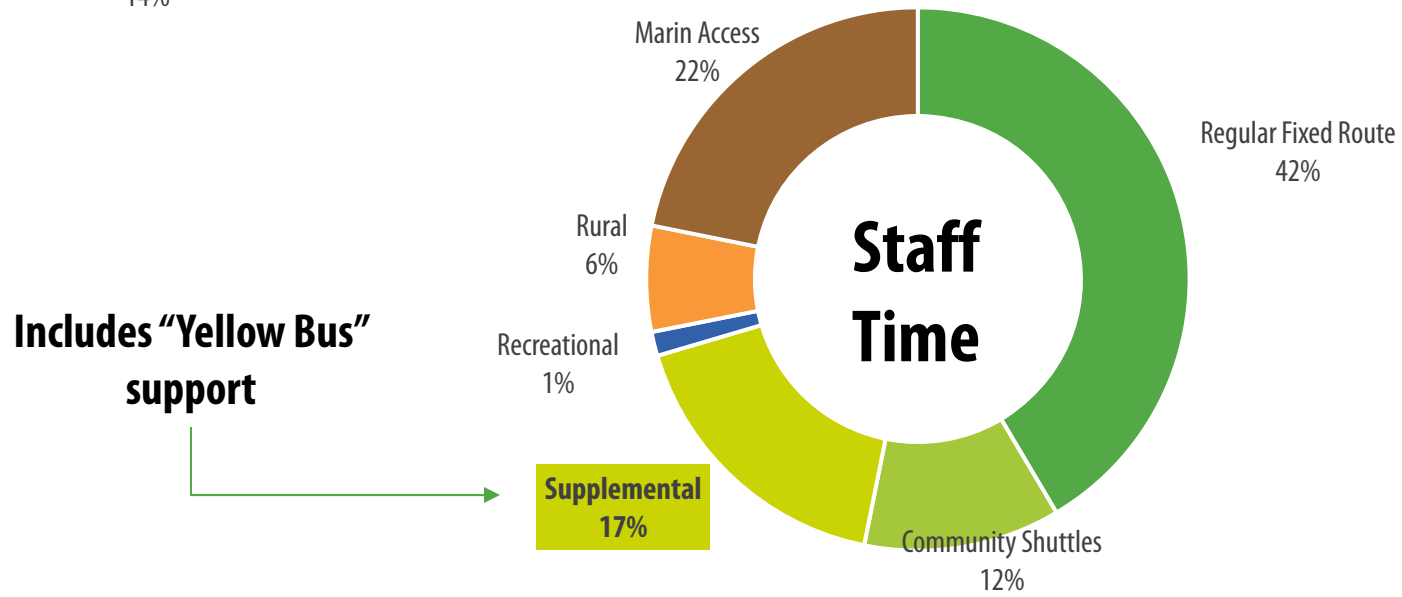
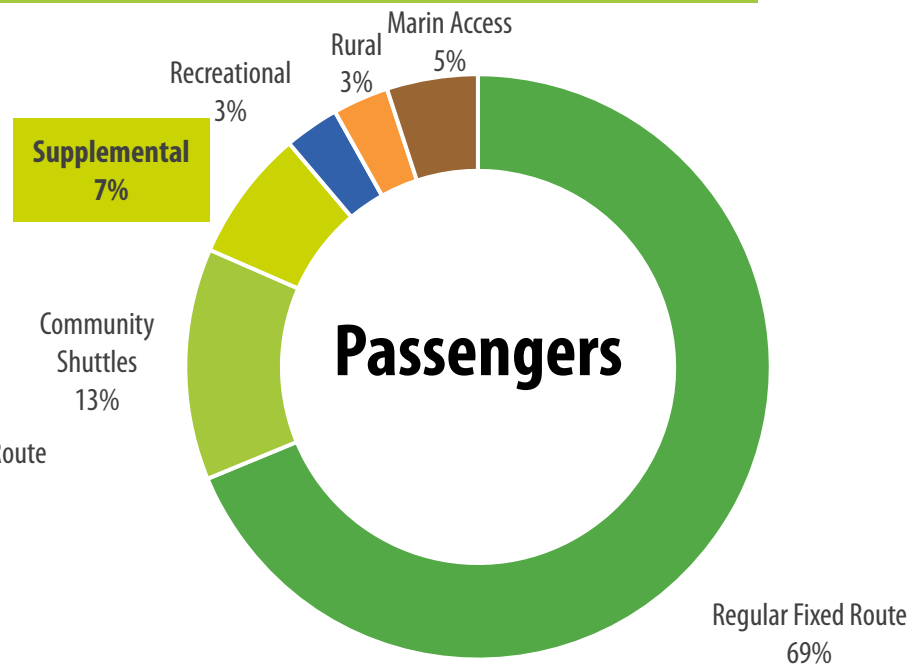
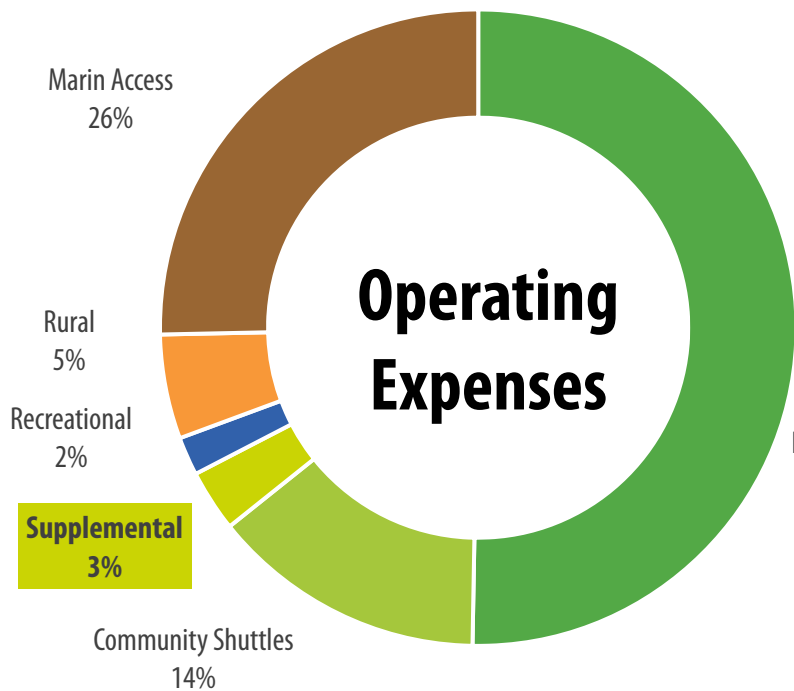
Current Condition:

- Ross Valley School District— Marin Transit contracts, manages, and partially funds service (0.5 fte)
- Reed Unified – Marin Transit supports planning of yellow bus services (staff time)
- Mill Valley / Kentfield – Marin Transit is working with Districts to survey and plan future services (staff time)

Options/Solutions:

- Discontinue involvement in yellow bus services
- Only Support Ross Valley (planning, oversight, and financial)
- Continue to support planning of yellow bus services as needed
- Take on planning, oversight, and financial responsibilities (similar to Ross Valley) for K-8 supplemental programs needing transition

Marin Transit Program Allocations





Organizational Structure and Dedicated Funding



Long Term Issue:

What is Marin Transit's role in identifying a future organizational structure and dedicated funding for yellow bus?

Current Condition:

- Lead agency on Countywide Study
- Multiple entities providing yellow bus services: school districts, cities, transit district, and JPA
- Funding for each program is unique and dedicated sources are limited

Options/Solutions:

- Marin Transit has no involvement
- Marin Transit participates as a stakeholder
- Marin Transit takes the lead on the effort to advance yellow bus expansion

DIRECTION AND NEXT STEPS