

# Short Range Transit Plan (S RTP) Bay Area Transit Recovery Scenario Planning December 7, 2022



# Basis of the SRTP Requirement

- Federal statutes require MTC in partnership with state and local agencies develop and update a Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP)
- Done through SRTP
- Required every four (4) years

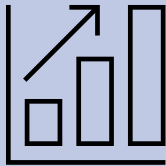
# Reimagined Approach

- Pandemic significantly impacted Transit Operators
- In light of impacts SRTP is being reimagined and restructured for FY 2023
- Narrows scope to 5-year planning horizon
- All transit operators required to complete regardless of when last plan was done
- 
- Requires scenario planning

# S RTP Purpose

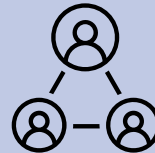
- Serve as management document and provides FTA and MTC with information
- Understand status and outlook of transit service in the Bay Area
- Understand the impacts of varying levels of funding on transit service
- Develop actionable information to support funding advocacy and tradeoffs

# Scenario Planning



## 1. Robust Recovery

There is adequate funding to return overall revenue to 100% of pre-pandemic levels, with escalation



## 2. Revenue Recovery, with Fewer Riders:

Federal Relief funds are eventually exhausted, other funds recover to pre-pandemic levels, but farebox revenue remains 20-50% below pre-pandemic levels for next 5 years



## 3. Some Progress

Federal relief funds are eventually exhausted and total revenue available to the agency is 15% below pre-pandemic levels for the next five years

# Scenarios

- Three scenarios
- Operating Budgets were provided by MTC by year for each scenario
- Had to provide operating hours and miles for each scenario
- SMART developed a scenario #4 based on current state

# Scenarios

	Prepandemic	Current	SRTP Planning Horizon - Scenario 1				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	32,890	34,863	27,984	28,531	29,169	29,807	30,445
Revenue Vehicle Miles	923,002	980,735	787,225	802,611	820,560	838,510	856,460
Ridership	716,847	594,028	476,820	486,139	497,011	507,883	518,755
Operating Budget	27,490,190	38,246,448	30,700,000	31,300,000	32,000,000	32,700,000	33,400,000

	Prepandemic	Current	SRTP Planning Horizon - Scenario 2				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	32,890	34,863	26,708	27,255	27,893	28,531	29,078
Revenue Vehicle Miles	923,002	980,735	751,326	766,711	784,661	802,611	817,996
Ridership	716,847	594,028	455,075	464,394	475,267	486,139	495,458
Operating Budget	27,490,190	38,246,448	29,300,000	29,900,000	30,600,000	31,300,000	31,900,000

	Prepandemic	Current	SRTP Planning Horizon - Scenario 3				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	32,890	34,863	23,791	24,247	24,794	25,341	25,888
Revenue Vehicle Miles	923,002	980,735	669,270	682,091	697,476	712,862	728,247
Ridership	716,847	594,028	405,374	413,140	422,459	431,778	441,097
Operating Budget	27,490,190	38,246,448	26,100,000	26,600,000	27,200,000	27,800,000	28,400,000

Changes in Revenue Hours, Revenue Vehicles, and Ridership were based on mathematical ratios and were not modeled

# Scenario #4 – SMART Projections

	Prepandemic	Current	SRTP Planning Horizon - Scenario 4				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Operating Budget	27,490,190	38,246,448	40,784,076	42,007,598	43,743,183	45,055,479	46,407,143

- Assumes sales & use tax continues to grow but at much slower pace than FY 21, FY22, and FY 23
- Assumes fare revenues don't increase until FY 25 and then only by inflation
- Assumes ridership doesn't reach pre-pandemic levels until FY 2030
- Assumes opening of Santa Rosa to Windsor in FY 25





# Questions?

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