

LAVTA Short-Range Transit Plan

FY 22-27

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May 23, 2022



AGENDA

Impacts and Response

Challenges to Restoring Service

Service Restoration

Next Steps

PANDEMIC IMPACTS ON SRTP PROCESS

- The SRTP is a five-year roadmap for LAVTA between 2022 and 2027
- The COVID-19 Pandemic occurred in the middle of the SRTP timeline
- SRTP process was delayed due to shifting priorities and pandemic response

- Due to long-term uncertainty of ridership patterns, analyses use 2019 data to reflect a **pre-pandemic baseline**

THE PANDEMIC REDUCED DEMAND FOR TRANSIT

- March 2020 Shelter in Place Order suppressed demand for transit
- Initial regional ridership declines:
 - LAVTA: nearly 90%
 - BART: more than 90%
 - ACE: more than 90%
- All agencies initially reduced service to align with less demand
- As the impacts of the pandemic wane, two priorities developed:
 - How to grow ridership back
 - How to restore service to pre-pandemic levels

LAVTA Level 3 Service Reductions

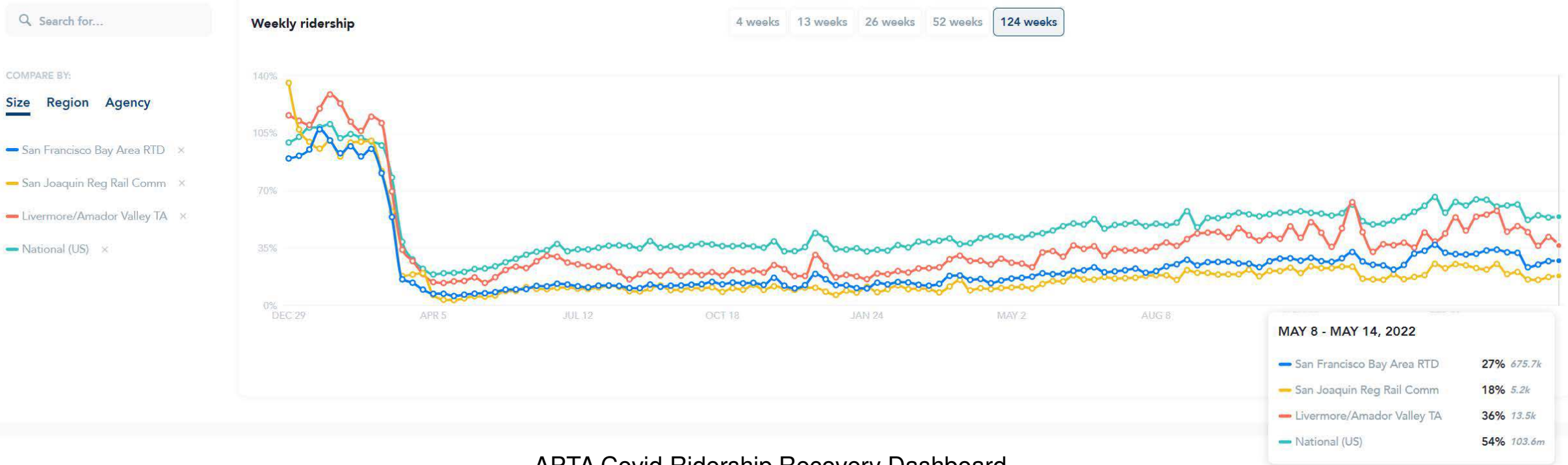
- Rapid route frequency reductions
- Local routes operate weekend schedules
- Routes 53 and 54 subject to ACE service continuation
- Routes 2, 11, and express routes discontinued
- All service after 11:00 p.m. discontinued

RIDERSHIP RECOVERY HAS STARTED

- As in-person schooling and work returned over the past two years, demand for transit has increased
- Nationally, transit ridership has recovered to about 50% - 60% of pre-pandemic levels
- The Bay Area is lagging behind national levels
- Slower recovery is based on multiple factors, including
 - Changes in work travel
 - Inability for region to restore service levels due to operator shortages
 - Changes in secondary school enrollment

BAY AREA RIDERSHIP RECOVERY

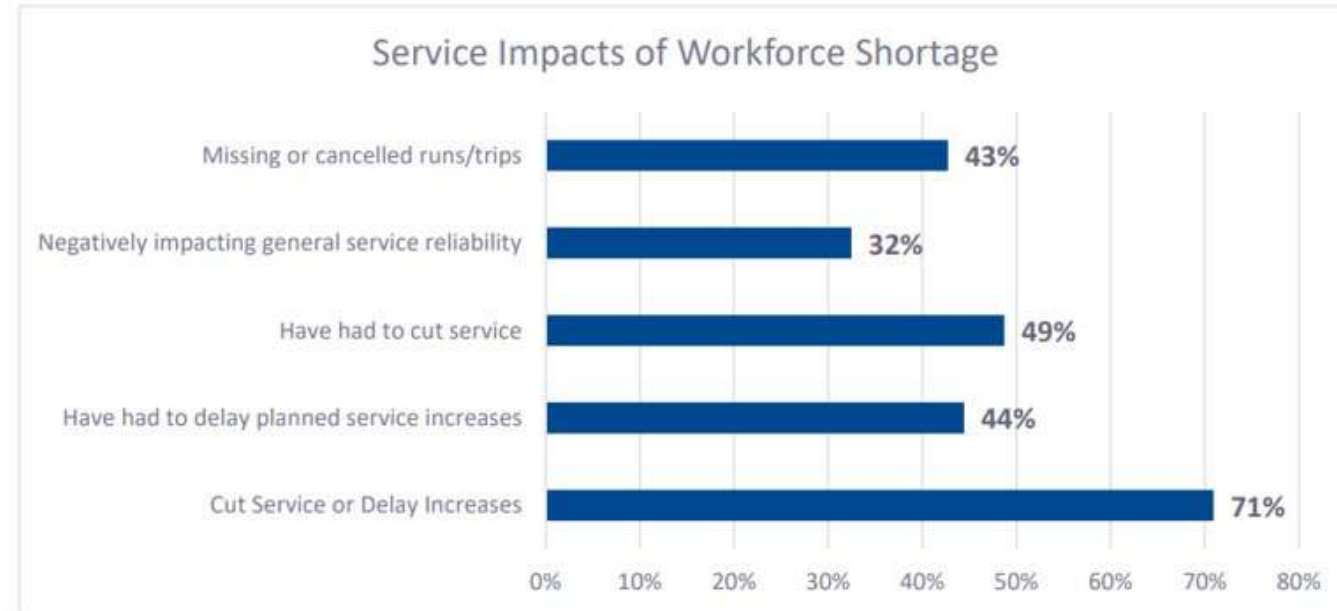
- LAVTA – about 36% of pre-pandemic ridership
- BART – about 27% of pre-pandemic ridership
- ACE – about 18% of pre-pandemic ridership



APTA Covid Ridership Recovery Dashboard

OPERATOR SHORTAGE

- Hiring and retaining transit staff is a nationwide issue
 - 92% of public transit agencies report having difficulty hiring new employees
 - 66% of agencies report having difficulty retaining employees
- 71% of agencies have cut service or delayed service increases due to staffing issues



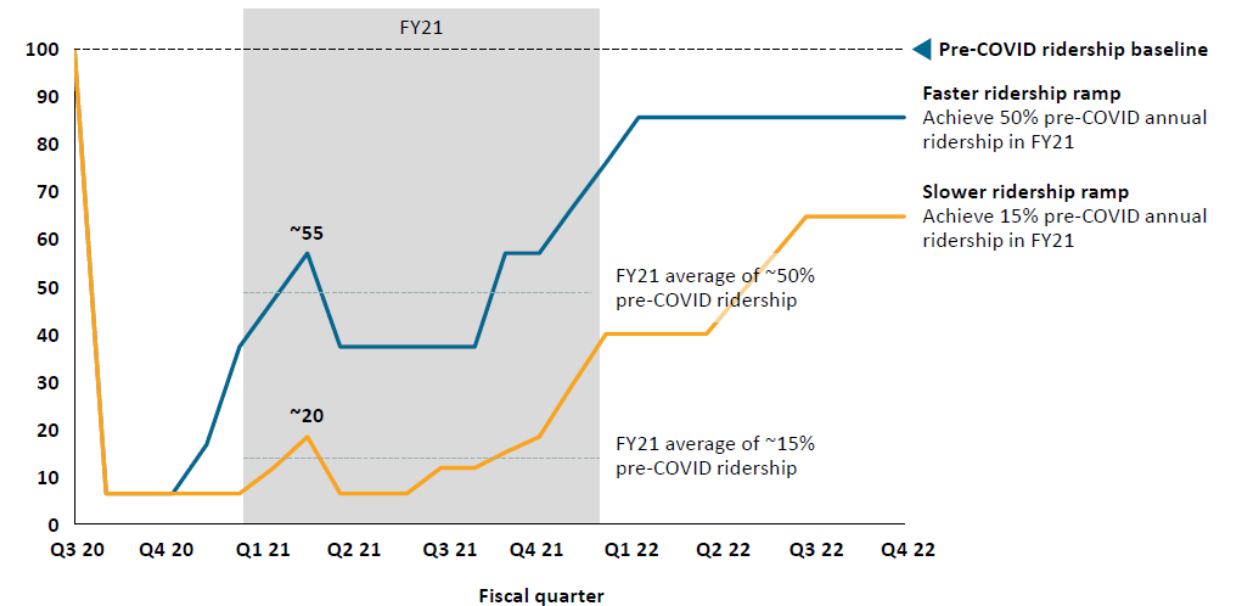
Source: Workforce Shortages Impacting Public Transportation Recovery. APTA, 2022.

REGIONAL JOB TRAVEL DEMAND

- Telecommuting
 - Close to 30% of employees can telecommute
- BART demand
 - Ridership is projected to be lower
 - Multiple factors influence increases in demand – BART will be flexible

Average annual ridership in FY2021 could range from 15% to 50% of pre-COVID demand

Ridership, % of pre-COVID



Source (timing): SF.gov, San Francisco public health department and the California Department of Public Health, SF Chronicle, pharmaceutical company press releases, Center for Disease Control, New York State press coverage, FDA guidance, White House press conferences, World Health Organization

Source (scale): BART FY2021 monthly ridership forecasts, BART rider segmentation survey data, BART historical monthly ridership, Oxford Economics unemployment projections, Bureau of Labor Statistics historical unemployment, BART ridership data, Consumer Survey April 2020, Oxford economics jobs by industry in Bay Area counties, Slack HQ, Gartner, KFF



RETURNING DEMAND FOR SERVICE

All have potential impacts on demand

- BART service levels
 - Returned to 15-minutes throughout the day
 - LAVTA's Routes 10R and 30R have not returned to that service levels
- Parking at BART stations
 - Parking is readily available, reducing demand for bus connections
- The new white-collar hybrid work schedule
 - 5 days at the office or one?
 - Impacts demand for BART as well as Hacienda, etc.
- The future of retail – how strong will market rebound?
 - San Francisco Premium Outlets
 - Stoneridge Mall
- Requests for service



SERVICE RESTORATION SINCE 2020

- **March 2021** – Schools resumed in class instruction and LAVTA restored school services
- **June 2021** – Pre-Covid service restored during AM and PM Peak for Routes 1, 3, 8, 10R, 14, 15, and 30R
 - Additional operators were available in the Summer months with no school service
- **August 2021** – Peak service on 10R and 30R reduced to every 30 minutes
 - Insufficient operators to continue operating pre-Covid service levels
- Additional service restoration is dependent on operator availability

Route	Weekday Revenue Hours – Pre-Covid	Weekday Revenue Hours – Pandemic Low	Weekday Revenue Hours - Current
1	14.78	5.13	9.82
2	6.23	0	1.17
3	19.52	13.87	17.77
8	26.62	12.80	26.67
10R	100.27	53.43	49.90
11	5.53	0	0
14	36.12	22.60	31.37
15	32.65	15.80	30.87
30R	135.27	77.90	77.95
20X	2.87	0	0
70X	13.52	0	0
580X	8.00	0	0

SERVICE RESTORATION PRIORITIES

Priority	Route	Service Restoration
1	10R and 30R	Reimplement 15-minute service in the peak period.
2	20X and 70X	Restore express service in conjunction with the return of the commuter market and as operator availability allows.
3	Remaining Local, Rapid, and Express Services	Restore remaining Local, Rapid, and Express services to pre-pandemic service levels as resources and operator availability allow.

NEXT STEPS

- Present SRTP to the Board for adoption in June
- Initiate Long-Range Transit Plan
 - Additional Board engagement
 - Review LAVTA mission, vision, values, goals, and objectives
 - Review service delivery alternatives
 - Consider and discuss trade-offs
 - Articulate priorities for service design
 - Establish a ten-year vision for the future of transit

THANK YOU!



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