



Draft Short Range Transit Plan FY 2023 -2028

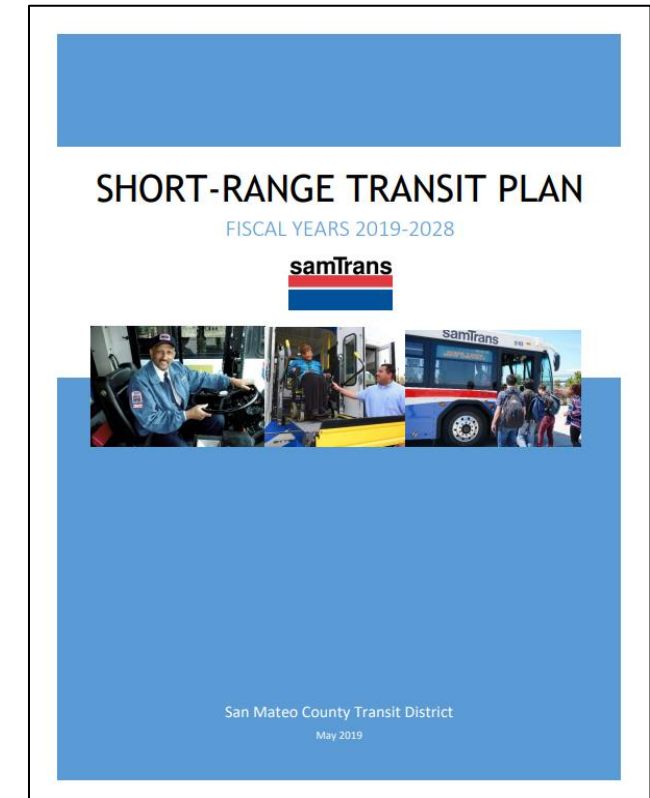


SamTrans Board of Directors Meeting

November 2, 2022

What is a Short Range Transit Plan (SRTTP)?

- Required by MTC to receive state and federal funds
- Overview of transit services and performance
- Updated every two years
- FY2023 Cycle – “Reimagined” SRTTP for post-pandemic financial planning



How is this SRTP process different?

Key Elements of Previous SRTP Structure

- 10-year planning horizon
 - Operating Plan
 - Capital Improvement Program
- General system overview
- Documentation of ongoing and planned strategic initiatives

Key Elements of “Reimagined” SRTP

- Five-year planning horizon
- General system overview
- No Capital Improvement Program
- Pre-pandemic state of service (FY2019)
- Current state of service (FY2023)
- Scenario Planning (FY2024 – FY2028)

Overall, shorter & more focused on near-term service planning

About the Scenario Planning Exercise

- MTC provided operating projections for three scenarios based on Federal Transit Administration (FTA) data from FY2019
- MTC scenarios do not align with SamTrans current projections
 - SamTrans modified all scenarios to include Measure W sales tax (took effect FY2020)
 - SamTrans added a fourth scenario to capture updated District projections including capital expenditures
- In all scenarios, the primary constraint to deliver proposed service levels is bus operator workforce

Scenario Planning FY2024 – FY2028

Scenario 1. Robust Recovery (\$227.2m)

Ridership and farebox revenue recover, available funds for operating expenses return to pre-pandemic levels (FY19)

Scenario 2. Revenue Recovery, with Fewer Riders (\$223.7m)

Farebox revenues are 80% of FY2019, other funding sources return to pre-pandemic levels

Scenario 3. Some Progress (\$193.1m)

Available funds for operating expenses are 15% below pre-pandemic levels

Scenario 4. SamTrans-Generated Projections (\$274.5m)

Projected total expenses, inclusive of operating and large capital projects, with FY2023 as the baseline year

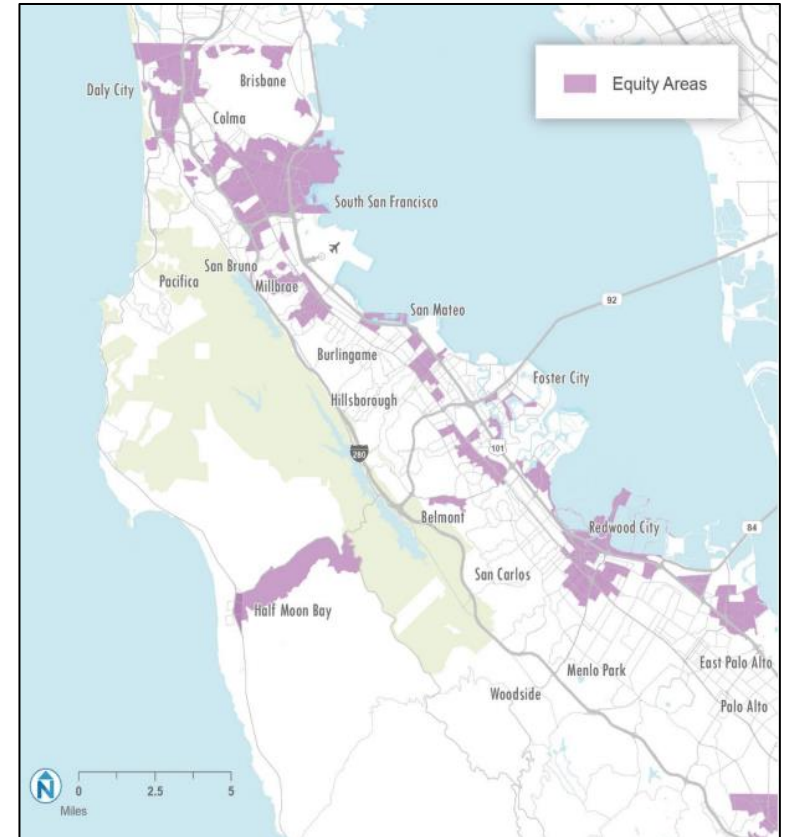
Scenario 1: Robust Recovery

- Highest MTC-provided operating expense scenario
 - \$227.2m in FY2024
- In this scenario, SamTrans would:
 - Implement full adopted *Reimagine SamTrans* network, including:
 - More frequent service on many routes
 - Additional midday and weekend service
 - New limited-stop routes to community colleges
 - Two microtransit / on-demand zones



Scenario 2: Revenue Recovery, with Fewer Riders

- Moderate operating expense scenario - 20% below pre-pandemic farebox revenue (FY2019)
 - \$223.7m in FY2024
- In this scenario, SamTrans would:
 - Implement nearly all of the service adopted in *Reimagine SamTrans*
 - Restore routes that were reduced / suspended during the pandemic
 - Increase frequency on higher ridership routes and routes serving SamTrans' Equity Priority Areas



Scenario 3: Some Progress

- **Lowest operating expense scenario at 15% below pre-pandemic (FY2019)**
 - \$193.1m in FY2024
- **In this scenario, SamTrans would:**
 - **Operate fixed-route service similar to current service levels (FY23)**
 - Represents 75-80% of full *Reimagine SamTrans* network
 - Microtransit/on-demand services would still be implemented
 - **Continue to prioritize service to SamTrans' Equity Priority Areas and most productive routes**

Scenario 4: SamTrans-Generated Projections

Includes costs for Zero Emissions Bus (ZEB). Assumes 100% Battery Electric

- Vehicle funding: 15% of costs funded by SamTrans sales tax
- Infrastructure funding: few external fund sources currently available

Not Included in projections: no financing costs, operating/maintenance costs for fleet/infrastructure, disposition revenue, no electricity costs or low carbon fuel credits (LCFS)

- Full capital improvement plan (CIP) data is not available, other potential capital projects are not included in these projections

Current projections will be refined as service delivery decisions are made and external grants and capital funding opportunities are pursued.

Scenario 4: SamTrans-Generated Projections

(in \$ millions)

	FY24	FY25	FY26	FY27	FY28
Projected Revenues	\$264.8	\$270.3	\$275.2	\$280.3	\$285.4
Total Expenditures	\$274.5	\$284.8	\$299.6	\$307.4	\$302.1
Projected Deficits	(\$9.7)	(\$14.5)	(\$24.3)	(\$27.1)	(\$16.7)
<i>*Fleet</i>	\$7.2	\$12.1	\$4.8	\$4.1	\$3.3
<i>*Infrastructure</i>	\$26.5	\$43.1	\$55.9	\$59.4	\$45.0

- Revenue and expenditure projections based on historical growth rates
- Costs included for operating and sales tax reserves, full *Reimagine SamTrans* service, microtransit, and pension funding
- Working to identify additional funding sources for capital costs and further refine projections

**Included in total expenditures*

To finalize the SRTP:

- Receive Board feedback, revise SRTP as needed
- Seek Board Adoption at December Board meeting
- Final SRTP submittal due to MTC by December 29, 2022

To refine internal budget projections:

- Further discussion during FY24 budget process and at a planned Spring 2023 Board workshop
- Update SamTrans CIP in FY2024

Questions?

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