



SFMTA

# **Fiscal Years 2022-23 Short Range Transit Plan (S RTP) & Bus Stop Guidelines Update**

SFMTA Board of Directors

December 13, 2022

# About the SRTTP

- Federal government & MTC require biannual updates
- Previously, summary of plans, policies and financial information
- Not required during pandemic
- For FY 2023, scaled down to focus on current financial realities



# Financial Scenarios

- Three scenarios, with operating revenues over 5 years projected by MTC



## 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 five 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

Where are we going? What do these worlds look like?

Graphic courtesy MTC

# About the S RTP

- MTC asked all transit operators in region to respond to same scenarios, as defined by MTC
- This will help MTC advocate for additional funding
- Scenarios were useful in providing apples-to-apples, consistent comparison across agencies, but do not necessarily reflect how we would approach budget trade-offs

# SFMTA SRTP

- Additionally, MTC revenue projections were based on low inflation rates (even FY24 budget in best-case “Robust Recovery” scenario is lower than adopted FY23 budget)
- This results in projected reductions to service levels (hours and miles), when no reductions currently planned

# About the S RTP

- Two deliverables:
  - Spreadsheet with basic operational information (e.g., revenue hours) for each scenario and year
  - Narrative describing agency responses under each scenario
- While based on financial scenarios, focus on service planning

# SFMTA SRTP

- Service planning priorities based on adopted policies (e.g., climate and equity), but also basic service delivery, state of good repair and support for economic recovery (also making capital investments to support service, e.g. transit lanes)
- Service plan adopted by Board 12/7/21 + Central Subway is baseline (although post-implementation in 2023, “vision” planning for ballot measure to begin)

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- Developed series of plans based on different funding levels during pandemic
- Reductions in service would likely focus on service levels (i.e. frequencies and hours)



# SFMTA SRTP

- Along with other operators, some concern about “fourth scenario” – not just end of federal funding, but “fiscal cliff” based on failure of local revenues to return funding to pre-pandemic levels

# Bus Stop Guidelines Update

- About 1,200 of Muni's 3,500 stops are "flag stops"
- Most allow parking and loading between sidewalk and traffic lane
- These are primarily on low-frequency lines in residential areas



# Bus Stop Guidelines Update

- Update was developed in response to a resolution passed by the Board of Supervisors (#537-21) “urging the MTA to promote unobstructed pedestrian access for riders boarding public transit”
- SRTP includes appendix with update: All stops should provide unobstructed access to front doors of transit vehicles, using at least 20 feet of red curb, bus zone or transit bulb

# Bus Stop Guidelines Next Steps

- Unobstructed access to front door could be provided in most cases using limited red curb
- Based on Guidelines, some flag stops should be zones or transit bulbs
- Would prioritize based on SFMTA Accessible Services input
- Specific actions would require environmental review



# Today's Legislation

- Resolution to approve FY2022-23 SRTP and approve an update to the SFMTA's Bus Stop Guidelines

# Next Steps

- Deliver SRTP to MTC by end of year
- No word yet on next cycle