

STAFF REPORT

SUBJECT: FY2021 LAVTA Service Scenarios

FROM: Michael Tree, Executive Director

DATE: June 8, 2020

Action Requested

None. Information item only.

Background

As part of our Short-Range Transit Plan project that is currently underway, staff asked our consultant Nelson\Nygaard to take a look at our transit operations in the current COVID-19 environment. We asked for information regarding the key factors that would likely spur increases in demand for our services during the coming fiscal year as well as the challenges we are likely to face moving forward. We also asked Nelson\Nygaard to develop three scenarios: worst case, best case, and most likely.

Discussion

Thomas Wittman from Nelson\Nygaard will make a presentation to the Board.

Recommendation

None. Information item only.

Attachments:

1. FY21 Service Scenarios Options for LAVTA Presentation

Submitted: _____

FY 2021 Service Scenarios Options for LAVTA

Presented by: Thomas Wittmann

June 1, 2020



Initial Response and Impacts

Challenges to Restoring Service

Triggers for Additional Service

Menu of Options

Conclusions

INITIAL RESPONSE AND IMPACTS

DEMAND FOR TRANSIT HAS DECLINED

- March 17 Shelter in Place Order has suppressed demand for transit
- Regional ridership declines:
 - LAVTA: nearly 90%
 - BART: more than 90%
 - ACE: more than 90%
- All agencies have reduced service
- All agencies are planning for service restoration and challenges abound

THE LAVTA RESPONSE

Ridership in May is about 88 percent lower than May 2019

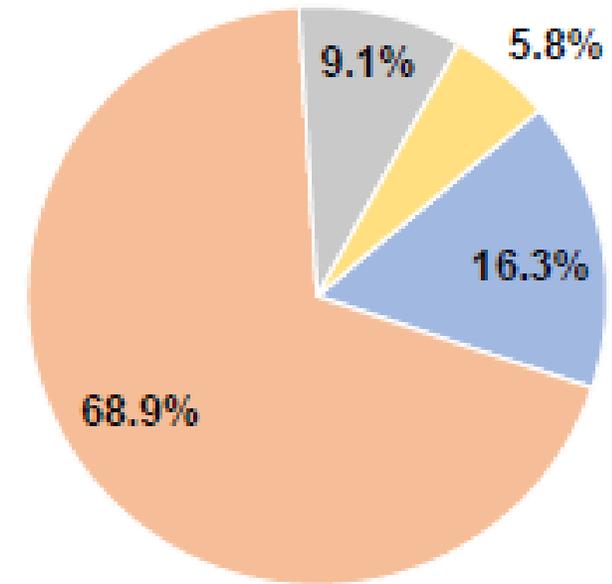
- School-focused service is not operating
- Commuter service is not operating
- Regular fixed-route service on Route 2 and 11 has been suspended
- All but Routes 10R and 30R operate on weekend schedules
- GoDublin TNC partnership has been extended service-area wide and rebranded GoTriValley

CHALLENGES TO RESTORING SERVICE

FUNDING

- California:
 - Income tax projections: 25% drop
 - Sales tax projections: 27% drop
- Federal
 - Longer term uncertainty
- Partnerships with schools / employers

LAVTA
Operating Funding Sources



Source	Amount	Percentage
Fares and Directly Generated	\$2,515,404	16.3%
Local Funds	\$10,657,442	68.9%
State Funds	\$1,414,435	9.1%
Federal Assistance	\$890,169	5.8%

Source: 2018 National Transit Database

SECONDARY SCHOOLS

- When will they reopen?
- How will they reopen?
 - Staggered shifts?
 - Alternating days?
- How much demand will be on buses?
- What is the impact of social distancing requirements on school bus service?
 - Carrying 50 students on one bus now might require 4 buses instead
 - How do we pay for the additional service needs?



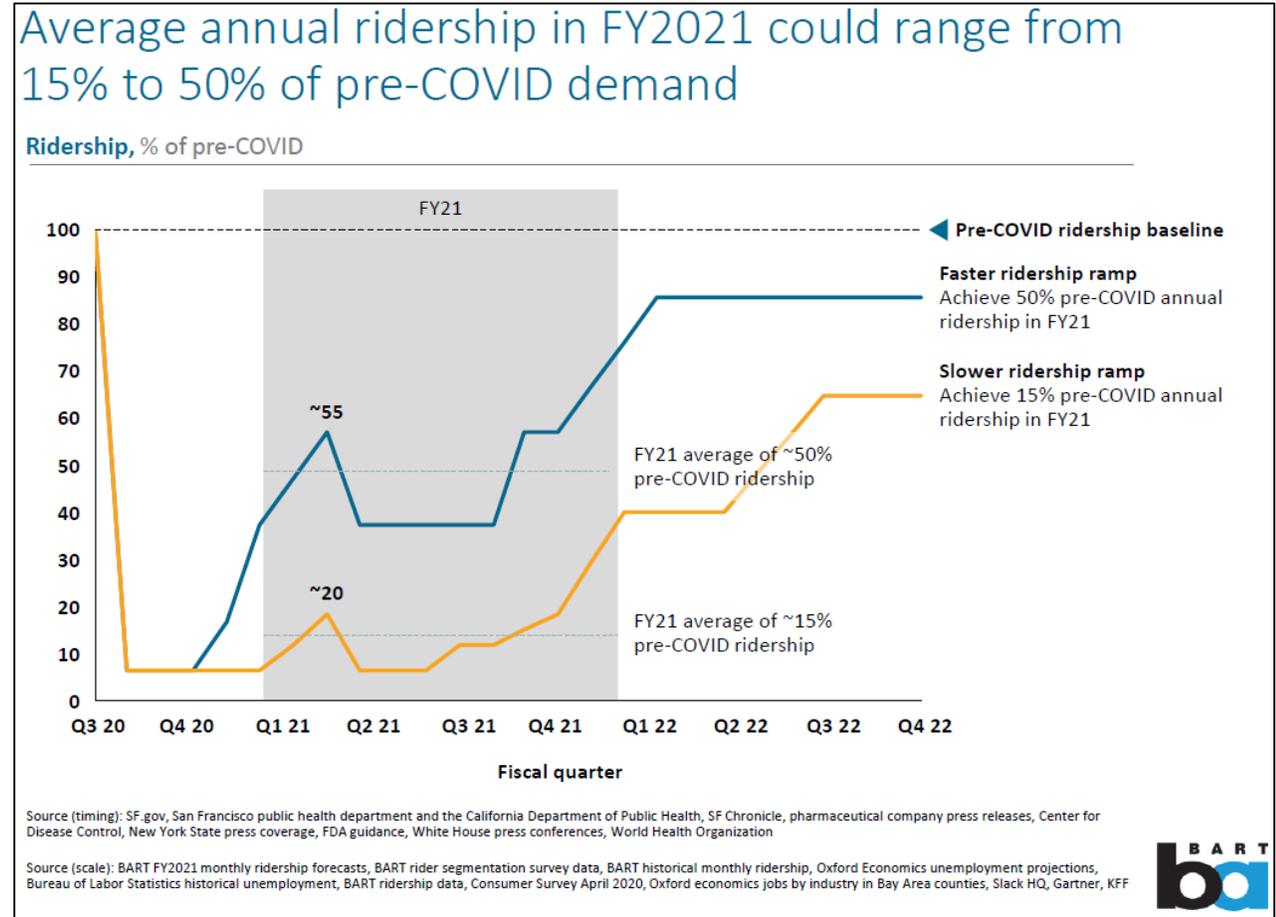
LAS POSITAS COLLEGE

- Current:
 - Current student fee contribution: \$175,000
 - 430 passengers to/from LPC daily
- Future:
 - When will LPC reopen?
 - How will they reopen?
 - Will there be an impact on the partnership?



REGIONAL JOB TRAVEL DEMAND

- Telecommuting
 - Close to 30% of employees can telecommute
- BART demand
 - Ridership is projected to be lower
 - Staff recommendations:
 - Start July 20 with 30-minute service
 - Staffing/budget for 15-minute peak headways
 - Multiple factors influence increases in demand – BART will be flexible



RETAIL DEMANDS ARE SHIFTING

- Malls and retail are typically a major generator for transit riders – both shoppers and employees
- Retail and retail jobs are dramatically changing
- Destinations and sales tax generation are changing

MONEY

J.C. Penney says it plans to close nearly 29% of stores – or 242 locations – as part of its bankruptcy

News

Pleasanton: Nordstrom store in Stoneridge Shopping Center permanently closing

Mall store won't reopen to public after COVID shelter, among 16 shuttering in all




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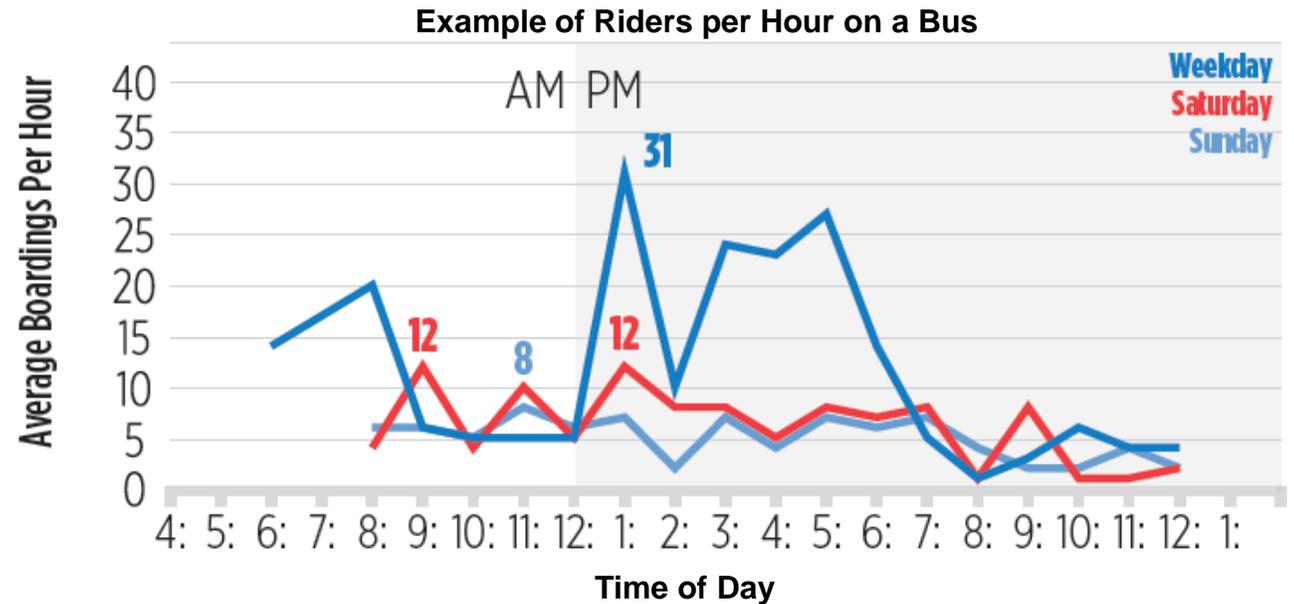
LOTS OF UNKNOWNNS; LOTS OF POSSIBILITIES

- Where do we go from here?

TRIGGERS TO RESTORE SERVICE

ELEMENTS THAT LAVTA CONTROLS OR MEASURES

- Passenger loads
 - Respond to higher loads with more service
 - Can be flexible based on social distancing
- Adoption rate of GoTriValley
- Health and safety on buses



ELEMENTS OUTSIDE OF LAVTA'S CONTROL

All have potential impacts on demand

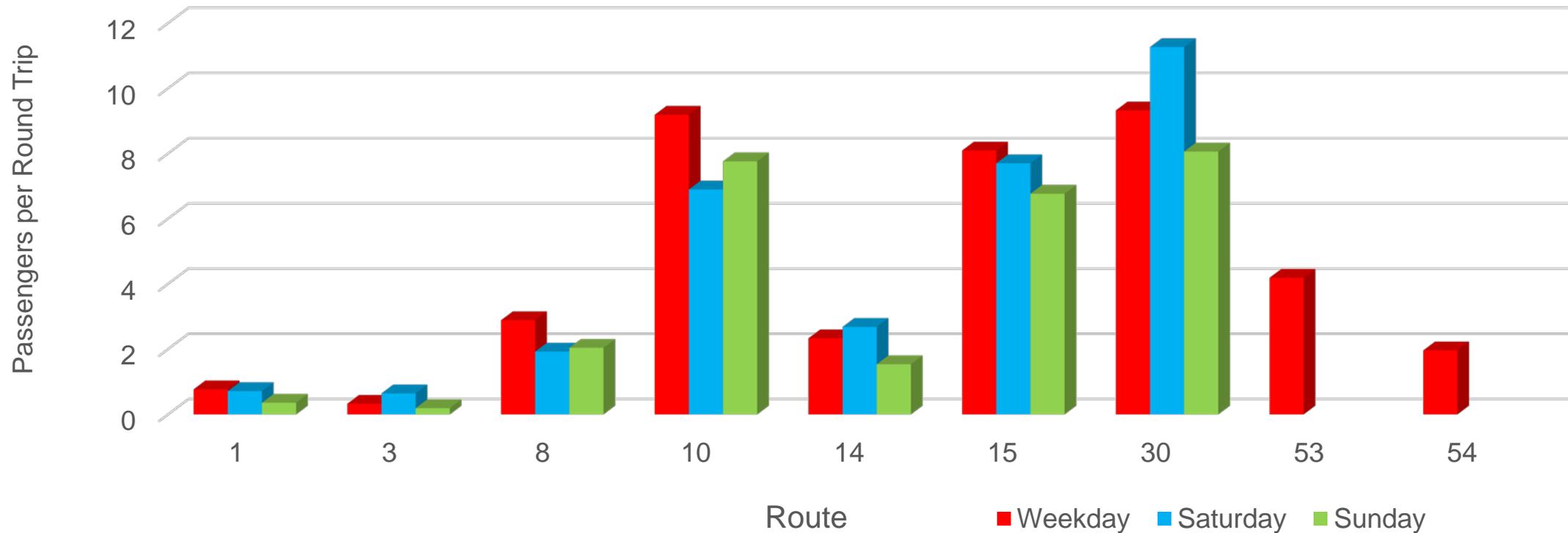
- BART service levels
 - Currently at 30 minutes / 15-minute changes Route 10R and 30R dynamic
- Parking at BART stations
 - When will there be capacity challenges again?
- Secondary school reopening
 - Will volumes be as high?
 - Will schools only have one shift, or be staggered?
- Las Positas College opening
 - 30R service levels must increase with increased demand
- Office reopening
 - Hacienda, etc.
- Retail reopening
 - San Francisco Premium Outlets
 - Stoneridge Mall
- Requests for service

MENU OF OPTIONS

HOW IS SERVICE OPERATING IN MAY 2020?

About 850 Weekday Boardings – mostly on 3 routes

Passengers per Round Trip



SCENARIO: WORST CASE SCENARIO

Demand Assumptions

- Assumes no vaccine available in FY21
- Some form of social distancing continues all year
- Very limited office and school re-openings in 2021
 - Less than 30% of daily demand
- In-store retail demand is likely lower
 - Less than 30% of pre-Covid numbers
- BART stays at 30-minute service / ACE stays with 2 trains

SCENARIO: WORST CASE SCENARIO

Need to further reduce service due to financial considerations

- Routes 10R, 30R, and 15 currently carry 87 percent of May's ridership

Recommendations

- Operate 1, 15, 10R, and 30R at today's service levels
- Allocate previously budgeted FY 2021 resources for school service
- Due to low ridership, the following routes do not operate:
 - Route 2, 3, 8, 11, and 14
- Due to lack of commuter market and low ridership, no commuter service
 - Routes 20X, 70X, and 580X
- Routes 53 and 54 operate as long as ACE continues

SCENARIO: BEST CASE SCENARIO

Demand Assumptions

- Assumes vaccine widely available in late 2020
- Some form of social distancing continues for part of year
- Limited office and school re-openings in 2021
 - Less than 80% of daily demand
- In-store retail demand is likely lower
 - Less than 80% of pre-Covid numbers
- BART upgrades to partial 15-minute service / ACE restores all trains

SCENARIO: BEST CASE SCENARIO

Limited Service Restoration Begins

Recommendations

- Allocate previously budgeted FY 2021 resources for school service
- Restore 15-minute service on Rapid Routes
- Restore weekday service levels on Route 15
- Restore service on Routes 1, 3, 8, and 14 to weekend levels
- Due to low ridership, the following routes do not operate:
 - Routes 2 and 11
- Due to lack of commuter market and low ridership, no commuter service
 - Routes 20X, 70X, and 580X
- Routes 53 and 54 operate as long as ACE continues
- Provision for standby buses

SCENARIO: MOST LIKELY SCENARIO

Demand Assumptions

- Assumes vaccine widely available at some point in mid-late FY21
- Some form of social distancing continues all year
- Limited office and school re-openings in 2021
 - Less than 50% of daily demand
- In-store retail demand is likely lower
 - Less than 50% of pre-Covid numbers
- BART stays at 30-minute service / ACE stays with 2 trains

SCENARIO: MOST LIKELY SCENARIO

Reallocation of Resources

Recommendations

- Operate Routes 1, 15 10R, and 30R at today's service levels
- Allocate previously budgeted FY 2021 resources for school service
- Due to low ridership, but some anticipated recovery in demand, implement peak only service the following:
 - Routes 3, 8, and 14
- Due to low ridership, the following routes do not operate:
 - Routes 2 and 11
- Due to lack of commuter market and low ridership, no commuter service
 - Routes 20X, 70X, and 580X
- Routes 53 and 54 operate as long as ACE continues
- Provision for standby buses

COST HOURS AND ANTICIPATED RIDERSHIP OF OPTIONS

	Adopted Budget	Worst Case	Best Case	Most Likely
Hours	139,000	67,000	117,000	79,000
% Hours		55% Pre-Covid	42% Pre-Covid	51% Pre-Covid
% Ridership		15% Pre-Covid	50% Pre-Covid	25% Pre-Covid
Ridership	~8,000 weekday	Est. 1,200	Est. 4,000	Est. 2,000

May 2020 weekday ridership averages: ~850 daily boardings

BEST PATH FORWARD FOR FY 21 - DISCUSSION

Key Considerations

- Sustainable service levels that match demand
- Coverage for those that don't have options
- Job access within region
- Challenges of school service
- Flexibility
 - Ridership and budget data will be examined quarterly for changing trends

NEXT STEPS

- Recommendation

THANK YOU!



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