

STAFF REPORT

DATE: October 26, 2023

TO: Unitrans Advisory Committee

FROM: Jeff Flynn, Unitrans General Manager

SUBJECT: General Manager's Report

Recommendation

None

Fiscal Impact

None

Council Goals

Ensure a Safe, Healthy, Equitable Community; Foster Excellence in City Services

Background & Analysis

For the first time since summer 2019, Unitrans was able to operate full pre-pandemic summer service. This was a huge milestone for Unitrans' post-pandemic recovery. The following summarizes frequency by line.

Summer 2023 Service Starting June 16, 2023 (Full Pre-Pandemic Summer Service)

- 30-minute service: D, G, J, P, Q, V, and W
- 60-minute service: A, B, C, E, F, K, L, M, and Z

Over the summer, staff worked diligently towards training drivers and preparing for fall. With over 50 drivers graduating, our goal was to maintain spring 2023 service levels for fall 2023. Driver recruitment went well at the beginning of summer, but Unitrans struggled to attract driver hires in mid and late summer, a trend that other UC Davis student employers also experienced. Despite the challenges, Unitrans continued spring 2023 service levels into fall 2023. Our goal is to continue to gradually restore pre-pandemic service levels as the academic year continues.

Fall 2023 Service Starting September 27, 2023:

- 30-minute service: A, B, C, D, E, F, G, J, K, L, M, P, Q, V-Ex, V-Lt, and W
- 60-minute service: Z

Summer ridership was approximately 10% higher in 2023 than 2022, continuing the years long trend of gradually increasing ridership. September ridership was noticeably lower overall however this is due to the late start in UC Davis classes this year. In 2022, UC Davis resumed classes on September 22 and in 2023, classes resumed on

September 27. Unitrans had its highest ridership day since 2020 on the first day of the academic year with over 22,000 customers using the bus service. Buses are crowded and service is running later than usual due to high ridership and construction activity across the city.

Service Changes Effective August 7, 2023

At the April 2023 UAC meeting, the committee approved our proposed annual bus service changes. The changes went into effect on August 7, 2023.

A and Z line terminal changes – Starting August 7, the A line moved to the Memorial Union Bus Terminal and the Z line moved to the Silo Bus Terminal. Both schedules were significantly revised. The change is focused on safety to help reduce the number of buses operating through the campus core during the class passing periods.

Other Changes:

- Minor schedule changes went into effect on the C, E, G, L, U, and V lines.
- The first weekend morning P & Q trips are now full trips starting from the terminal at 8:00 AM.
- All 12:00 PM departures moved to 12:10 PM to reduce buses driving on campus during class passing periods.
- The All-Door Boarding Pilot Program which started in fall 2021 came to an end. On single deck buses, customers are directed to only board through the front doors. On double deckers, customers may board through the rear door when a conductor is present. Fare/passes are now checked at both doors.

Overall, the changes have been implemented smoothly. The Z line at the Silo Terminal has a lower instance of bike/pedestrian conflict than before the changes. Returning to front door boarding also went smoother than expected with customer compliance not being an issue. The change in policy did receive some negative comments.

Electric Bus Introduction

In August, four new battery electric buses arrived, joining the six already in service. These buses are awaiting California State registration and will be in service later in fall quarter. Four more are scheduled to arrive in one year.

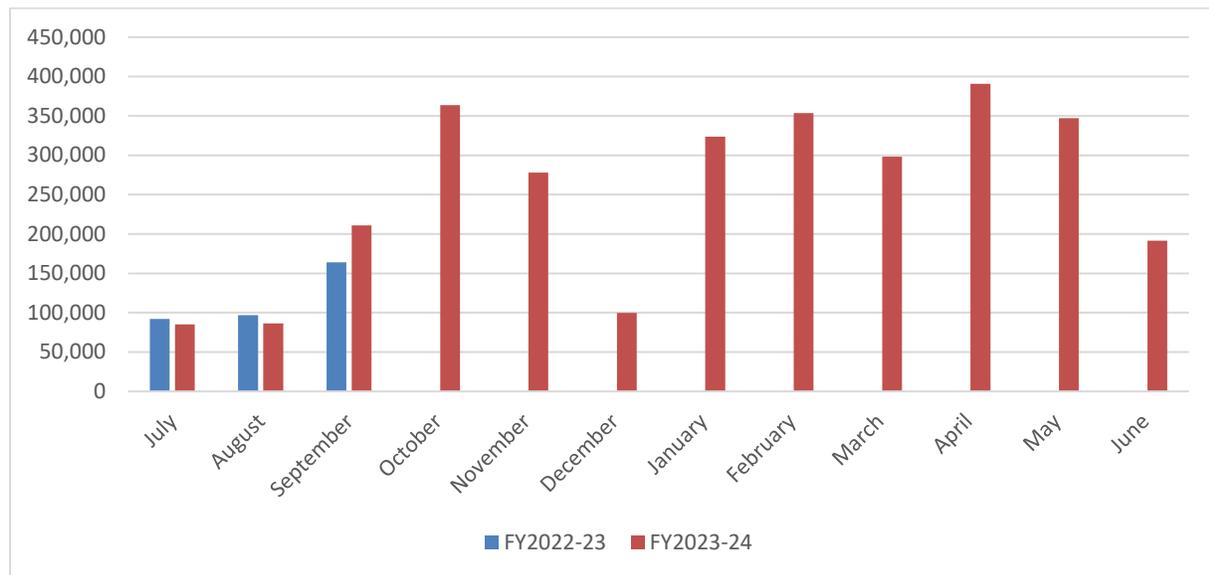
The buses are randomly rotated among lines each day.

Ridership, Hours, and Miles

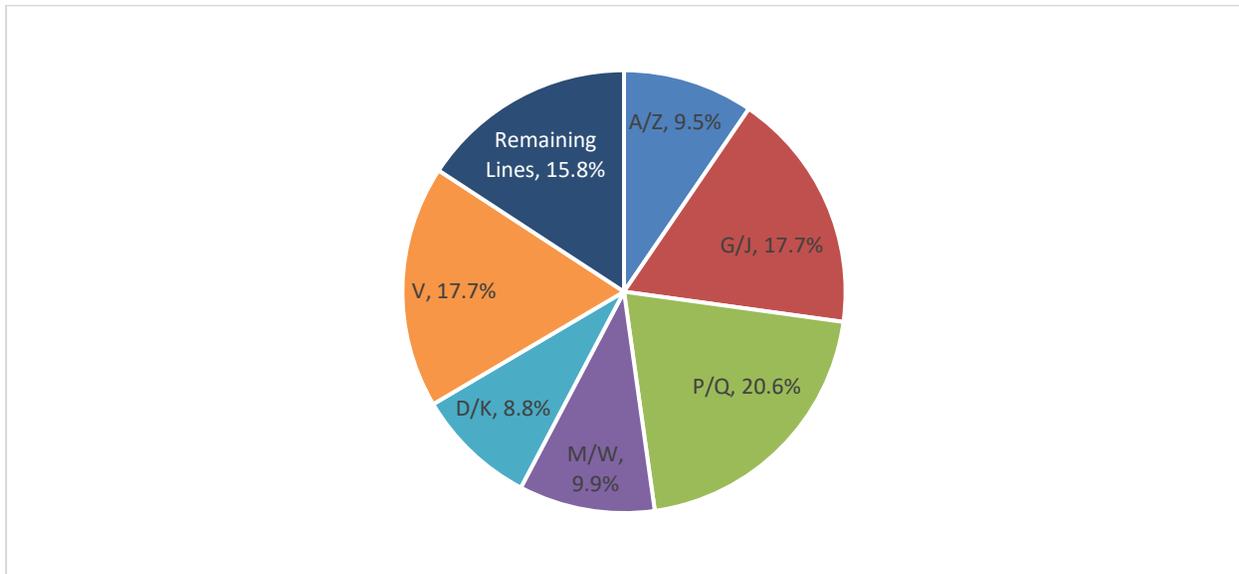
As stated in the summary section, summer ridership was up 10% compared to the previous year and for the first time since summer 2019, full pre-pandemic summer service operated.

Over the course of the fiscal year, Unitrans will aim to restore 30-minute service to all bus lines and implement 15-20 minute frequencies on our most crowded routes. Unitrans hopes to be near or at pre-pandemic service levels by fall 2024.

September ridership was noticeably lower overall however this is due to the late start in UC Davis classes this year. In 2022, UC Davis resumed classes on September 22 and in 2023, classes resumed on September 27. Unitrans had its highest ridership day since 2020 on the first day of the academic year with over 22,000 customers using the bus service. Buses are crowded and service is running later than usual due to high ridership and construction activity across the city.



The P/Q lines accounted for 21% of customers, the V line for 18% of customers, the G/J lines accounted for 18% of customers, the M/W lines in South Davis for 10% of riders, and the D/K in West Davis for 9% of riders. The lowest ridership was on the E and F lines which carried approximately 2% of customers each.

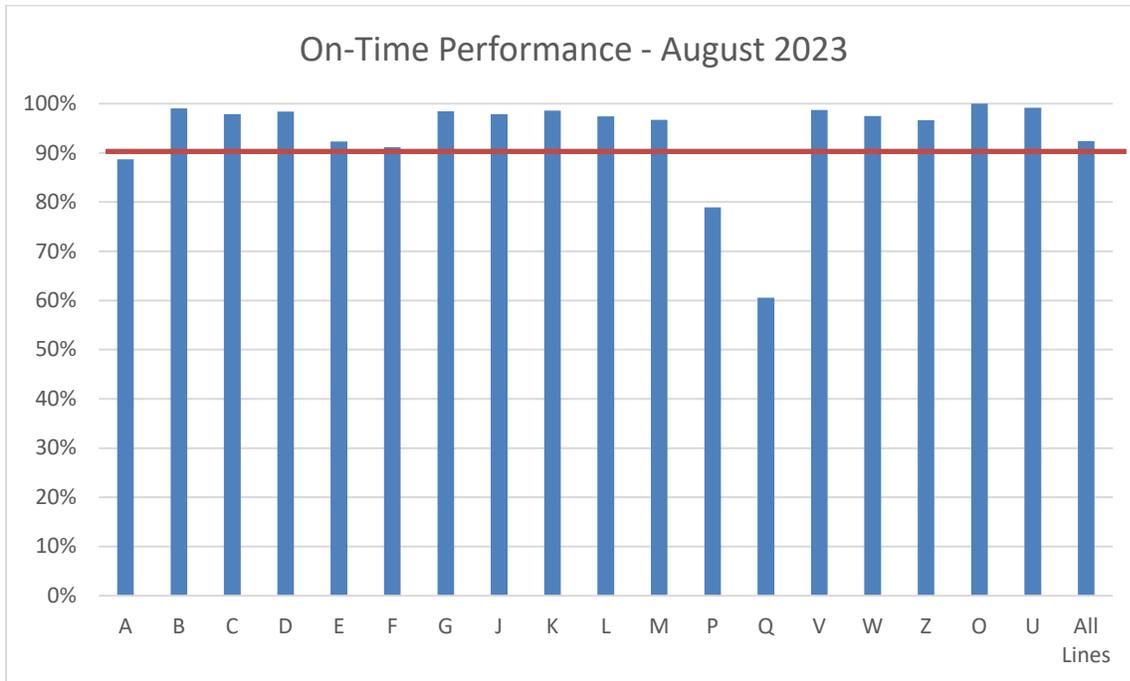


On-Time Performance (OTP)

The quarterly on-time performance review is based on a one month review each quarter. For summer, the review month is August. Summer is typically lower traffic and lower ridership than the rest of the year, so OTP is generally highest during this period.

Twelve lines improved compared to spring performance and only two declined in performance.

Systemwide performance was at the 92% on-time performance goal with 15 of 18 lines at or above the 90% goal. The worst on-time performance was on the P and Q lines which were continually marred by traffic and construction delays. The Q line was only on-time 61% of the time and the P line, only 79% of the time. Traffic on the 14th Street corridor during school bell times, Mace Boulevard in the afternoons, and construction on Covell Boulevard between Shasta and Denali, Covell Boulevard at Pole Line Road, and Cowell Boulevard at Mace Boulevard all contributed to low on-time performance.



Customer Service

In the first quarter of the fiscal year, Unitrans received 25 complaints and six commendations. This is lower than typical despite higher ridership and higher service levels. The second quarter is expected to see higher than usual complaint volumes due to crowding issues and delays.

The most frequent complaint categories are for driver safety and pass-ups accounting for 40% of all complaints. "Other" issues made up 30% of complaints and include missing bus stop sign reports, bus stop cleaning requests, passenger/passenger conflicts, and disruptive passenger complaints.

By category, 20% of complaints were regarding driver safety issues, 20% for pass ups, and 30% for other issues as summarized above.

Safety complaints are followed up on and investigated.

Safety

For the past quarter, Unitrans had no reportable safety incidents. This is an improvement on last year when we had four incidents during the same three month period.

In spring 2023, Unitrans, with the University and ASUCD, implemented a crossing guard pilot program at the Silo Terminal to help with high bicycle, pedestrian, bus, and other vehicle traffic in the area. The pilot program lasted through spring quarter on weekdays from 8:30 AM to 7:30 PM at a cost of approximately \$80,000. The goal of the program

was to assist safe interactions between all modes of transportation in and around the Silo Terminal area. The program was suspended during summer due to lower traffic volumes but resumed for the start of fall quarter 2023. Contracted crossing guards will assist the Silo Terminal area for the first four weeks of fall quarter and then the UC Davis Police Department support staff will provide assistance through fall finals week. Starting in winter 2024, the University's Transportation Services department will assume responsibility over the crossing guard program.

Security

Staff filed an official request in June 2021 to have all fencing around the Unitrans Operations and Maintenance Facility upgraded to eight-foot fencing from the current five-foot fencing. Half the facility has taller fencing which was upgraded when the electric bus infrastructure was installed. There has been no progress to date.

We had no major reportable security incidents this quarter.

Finance

The Unitrans FY2023-24 budget is balanced with \$9 million in revenues and expenditures. The budget includes the January 1 minimum wage adjustment for student staff, a student staff retention wage adjustment, higher fuel and parts costs, and a restoration of service levels to pre-pandemic levels although our ability to deliver on this may not be possible due to staffing issues. The budget increased 3.6% this year compared to last year. To date, 22% of budget expenditures have been recorded with 25% of the year completed. With the discontinuation of all door boarding, cash fares and pass sales are up over 60% year-to-date implying that many customers were using the rear door to board without paying.

Student Fee Revenue

The student fee revenue increase, approved by the student body in February 2019, started in October 2019. Unitrans operations financial support directly from the undergraduate student body has more than doubled since 2019 as a result. Of the increase, 75% is provided to Unitrans and 25% is returned to student financial aid. Starting in FY2023-24, the fee is indexed to an annual campus-determined inflation factor.

Category	Pre-2019	FY2020	FY2021	FY2022	FY2023	2024+
Operations	\$29.00	\$39.00	\$45.00	\$51.00	\$57.00	+CPI
Capital	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	+CPI
Return to Student Aid	\$1.50	\$4.83	\$6.83	\$8.83	\$10.83	+CPI
Total Quarterly Fee	\$34.50	\$47.83	\$55.83	\$63.83	\$71.83	+CPI

Federal Transit Administration 5307 Formula Funds

Unitrans received federal apportionment totals for federal fiscal year 2023 in January 2023. The City of Davis was apportioned \$5.9 million in FFY2023. These totals are temporarily increased due to the Bipartisan Infrastructure Bill. Stable federal funding ensures stable operations and stable investment in capital programs. Increased funding will ensure Unitrans can continue to restore service, afford inflationary impacts, continue to transition to electric buses as required by California State laws, and fund safety critical projects such as the possibility of relocating the Silo Bus Terminal.

Coronavirus Aid, Relief, and Economic Security (CARES) Act

Since December 2020, two additional COVID-19 relief packages were signed into law. In late December 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) relief package included transit funding provisions however additional aid was focused on large urban areas and the City of Davis received no additional funding. With the March 2020 package known as the American Rescue Plan Act (ARPA), the City of Davis was allocated \$830,150 in additional transit funding by the Federal Transit Administration.

Through the original Coronavirus Aid, Relief, and Economic Security (CARES) Act authorized in March 2020, the City of Davis was apportioned \$10,308,599 in funding. The total was higher than similar sized communities because Unitrans ridership is so high and efficient which results in additional funding for "transit intensive communities". Yolo County Transportation District and Unitrans staff provided a joint recommendation to City staff to provide 36% of the funding to YCTD and 64% of the funding to City of Davis (DCT and Unitrans).

Through the Program of Projects approved by the UAC on August 5, 2021 and by City Council on August 31, 2021, all ARPA funds and an additional increment of CARES funds were allocated to the Yolo County Transportation District from the City of Davis to fund local Davis bus service via Yolobus for the 2021-22 UC Davis academic year. The ARPA funds allocated to YCTD for 2021-22 service in Davis were not fully expended. The remaining funding allocated to Unitrans will be used to offset TDA contributions through FY2023-24 as agreed to with the City in April 2021.

Transportation Development Act (TDA) Funding

With receiving CARES funding, the City and University have agreed to offset TDA funding with CARES funding through FY2023-24. If CARES funding is revoked or runs out before FY2023-24, Unitrans will need to again rely on TDA funding per the University & City TDA Agreement.

The University and the City are working on a one-year extension of this agreement and plan to renegotiate the full five-year agreement after the Short Range Transit Plan is completed.

Grant Application Updates

Unitrans submitted a proposal for the SACOG Regional Program in January 2023 to replace our two 2009 modern diesel-powered double decker buses with two new battery electric double decker buses. Unitrans is happy to report that the SACOG Board awarded us \$2,665,900. Staff are now working with the University on the contracting process to purchase these buses.

Capital Update

2009 New Flyer Rehabilitation Project

Unitrans was awarded \$1.2 million in Federal State of Good Repair funding to rehabilitate our aging 2009 New Flyer single deck bus fleet. This funding is being used to rehabilitate 13 buses and help extend the useful life of these vehicles. New near-zero emission engine technology replaced the 14-year-old engines. The project kicked off in spring 2020 and all 13 buses are completed as of June 30, 2023! Due to supply chain issues, the program was significantly delayed.

In addition to the engine rehabilitation, the exterior of the buses will be repainted. A request for quotes was released in early summer 2023, bids were received and reviewed, and the University's Contracting Services is currently working on the contract award. Work is expected to start later this quarter.

The total project cost estimate is \$2 million.

Battery Electric Bus Purchase

Unitrans secured funding for 14 battery electric buses to replace 14 old compressed natural gas buses. To purchase the buses, Unitrans has battery-electric bus options in an active joint procurement with the California Department of General Services. Unitrans completed negotiations for all 14 buses in June 2021. Six buses arrived in April 2022 and entered service in September 2022. Four more buses arrived in August 2023 and will enter service in fall quarter.

Unitrans is now working with New Flyer on the final four buses due in summer/fall 2024.

The project is funded through Federal Transit Administration urban area formula funds, a \$3.76 million discretionary FTA Bus and Bus Facilities grant, and a SACOG regional program grant for \$2.52 million.

The project cost estimate is \$14 million.

Operations and Maintenance Facility Electrification, Rehabilitation, and Improvements – Phase 2

Unitrans worked with DCM to prepare conceptual engineering for the second phase of the electric bus support project. The second phase may expand bus parking to the east of the current facility footprint and support up to 14 additional battery electric buses. Because securing funding can take many years, Unitrans staff requested the Phase 2 cost estimate and conceptual drawings now to pursue funding. The second phase is planned for ~2025 which means engineering work needs to start by 2024.

Consultant work on Phase 2 kicked off over fall quarter with preliminary review due in fall 2023.

As part of this project, staff is pursuing additional repairs to the northern half of the facility which has severely degraded asphalt. A project request was submitted to repave the northern half of the facility, upgrade security fencing, and mechanize the in and out gates.

Bus Stop Improvement Project

Unitrans is preparing the permits for bus stop improvements to Covell Boulevard at Wright Boulevard and Covell Boulevard at Pole Line Road. Both stops have aging Sacramento Regional Transit bus furniture. Unitrans plans to install bus shelters, benches, and bicycle racks at these two stops this fall.

City staff are working to improve accessibility to over 30 locations across the City where parking, lack of sidewalks, or landscaped medians are blocking full bus stop accessibility.

Attachments:

1. Quarterly Charts
2. General Manager's Report Presentation

Table 1. Ridership and Service Statistics

Month	2023-24				2022-23				% Change FY23 to FY24			
	Trips	Miles	VehHours	Pass	Trips	Miles	VehHours	Pass	Trips	Miles	VehHours	Pass
July	7,197	50,978	4,669	92,051	6,644	47,040	4,334	85,066	8%	8%	8%	8%
August	7,894	55,636	5,100	96,872	7,322	51,799	4,669	86,232	8%	7%	9%	12%
September	7,622	53,309	4,908	163,958	7,543	51,852	4,864	210,850	1%	3%	1%	-22%
October					9,697	62,607	6,025	363,598	-100%	-100%	-100%	-100%
November					8,565	56,163	5,316	277,953	-100%	-100%	-100%	-100%
December					5,272	36,836	3,381	99,918	-100%	-100%	-100%	-100%
January					9,175	60,195	5,768	323,620	-100%	-100%	-100%	-100%
February					9,757	62,317	6,087	353,517	-100%	-100%	-100%	-100%
March					10,192	65,957	6,376	298,211	-100%	-100%	-100%	-100%
April					11,086	71,258	7,001	390,676	-100%	-100%	-100%	-100%
May					11,590	74,774	7,335	346,992	-100%	-100%	-100%	-100%
June					9,406	62,609	5,978	191,553	-100%	-100%	-100%	-100%
Totals	22,713	159,923	14,677	352,881	106,249	703,408	67,133	3,028,186	-79%	-77%	-78%	-88.3%
YTD	22,713	159,923	14,677	352,881	21,509	150,691	13,868	382,148	6%	6%	6%	-8%

Table 2. Unitrans Performance Statistics by Line

July 2023 - September 2023

YTD	Pass	Trips	Mi	Hrs	Pass/	Pass/	FY23	
					Mi	VehHr	Pass	FY23 v FY24
A	14,298	778	7,780	770	1.8	18.6	22,396	-36%
B	7,259	922	3,780	367	1.9	19.8	8,960	-19%
C	8,264	842	2,779	421	3.0	19.6	8,245	0%
D	17,282	1,704	10,906	863	1.6	20.0	6,302	174%
E	7,908	879	4,043	446	2.0	17.7	7,539	5%
F	6,422	984	5,806	433	1.1	14.8	7,250	-11%
G	27,119	2,092	10,659	1,061	2.5	25.6	31,192	-13%
J	35,171	1,744	10,077	1,012	3.5	34.8	37,891	-7%
K	13,799	1,284	7,190	699	1.9	19.7	24,879	-45%
L	10,651	923	7,846	879	1.4	12.1	10,546	1%
M	11,331	1,308	6,278	659	1.8	17.2	25,342	-55%
P	36,309	2,016	27,038	1,944	1.3	18.7	40,716	-11%
Q	36,372	2,019	27,061	1,935	1.3	18.8	41,977	-13%
T	1,394	68	728	58	1.9	24.0	1,451	-4%
V	62,500	1,813	6,114	779	10.2	80.2	69,925	-11%
W	23,706	1,718	9,219	983	2.6	24.1	10,552	125%
Z	19,332	869	7,387	841	2.6	23.0	12,313	57%
O	5,845	297	2,878	286	2.0	20.4	8,221	-29%
U (new)	6,883	401	2,206	226	3.1	30.4	4,545	--
Unassngd	1,036	52	149	15	7.0	69.6	1,906	-46%
TOTAL	352,881	22,713	159,923	14,677	2.2	24.0	382,148	-8%

**Table 3. On-Time Performance Statistics
Aug-23**

LINE	Arrival Time at UCD					May	Feb	Nov	Aug																
	Early	1-5	Tot<=5	6-10	Over 10	2023	2023	2022	2022	2022	2022	2021	2021	2021	2021	2020	2020	2020	2020	2019	2019	2019	2018	2018	
A	59%	29%	89%	8%	3%	89%	84%	81%	88%	--	--	--	93%	94%	95%	99%	--	--	86%	86%	74%	85%	81%	87%	90%
B	58%	41%	99%	1%	0%	95%	95%	92%	99%	98%	98%	95%	98%	99%	100%	100%	100%	--	92%	90%	97%	90%	90%	93%	98%
C	78%	20%	98%	2%	0%	97%	95%	91%	99%	96%	96%	95%	100%	99%	100%	100%	--	--	96%	96%	98%	96%	94%	95%	99%
D	77%	22%	98%	1%	0%	96%	96%	86%	--	61%	87%	92%	--	100%	100%	100%	--	--	90%	89%	98%	93%	88%	87%	99%
E	38%	54%	92%	6%	2%	85%	87%	86%	96%	98%	96%	94%	97%	95%	97%	99%	99%	--	79%	74%	86%	67%	64%	70%	85%
F	51%	41%	91%	7%	2%	90%	91%	87%	96%	95%	95%	90%	98%	100%	100%	99%	100%	--	90%	85%	95%	82%	83%	90%	98%
G	81%	18%	98%	1%	0%	96%	97%	96%	99%	98%	98%	95%	100%	99%	100%	100%	100%	100%	94%	94%	99%	95%	96%	95%	99%
J	78%	20%	98%	1%	1%	91%	82%	80%	99%	91%	90%	88%	99%	100%	100%	100%	--	--	85%	79%	98%	90%	86%	83%	98%
K	74%	25%	99%	1%	0%	95%	94%	93%	99%	95%	93%	93%	100%	100%	100%	100%	100%	100%	92%	88%	98%	84%	83%	91%	98%
L	93%	5%	97%	2%	1%	99%	97%	94%	98%	98%	--	--	99%	100%	100%	99%	100%	100%	96%	96%	100%	97%	95%	96%	99%
M	85%	12%	97%	2%	2%	92%	88%	89%	99%	90%	85%	79%	98%	99%	100%	100%	100%	100%	83%	75%	94%	80%	75%	83%	97%
P	36%	43%	79%	12%	9%	75%	75%	76%	92%	80%	76%	74%	93%	96%	100%	98%	99%	99%	82%	76%	84%	74%	75%	82%	89%
Q	16%	45%	61%	26%	14%	65%	68%	74%	89%	80%	70%	71%	90%	91%	97%	97%	99%	97%	71%	67%	75%	56%	63%	65%	86%
V	73%	26%	99%	1%	0%	98%	96%	97%	971%	96%	97%	90%	100%	99%	100%	100%	398%	100%	97%	95%	99%	96%	94%	94%	99%
W	82%	15%	97%	2%	1%	91%	84%	88%	--	96%	94%	92%	--	89%	98%	100%	--	--	87%	79%	95%	88%	89%	87%	96%
Z	86%	11%	97%	2%	1%	87%	80%	71%	92%	90%	90%	84%	95%	97%	97%	98%	98%	--	90%	85%	85%	87%	91%	90%	93%
O	92%	8%	100%	0%	0%	96%	100%	94%	100%	96%	96%	95%	100%	99%	98%	100%	99%	100%	97%	96%	98%	95%	89%	88%	94%
U	90%	9%	99%	1%	0%	82%	96%	96%	100%	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
All Lines	66%	26%	92%	5%	3%	90%	89%	87%	96%	91%	90%	88%	97%	97%	99%	99%	99%	99%	88%	85%	93%	86%	85%	87%	95%

Table 4. Customer Service and Safety Statistics

Customer Service Input	To Date							Annual						
	FY23-24	FY22-23	FY21-22	FY20-21	FY19-20	FY18-19	FY17-18	FY22-23	FY21-22	FY20-21	FY19-20	FY18-19	FY17-18	
Total complaints/suggestion forms	31	43	28	30	40	34	39	154	132	85	154	173	195	
Complaints by Type (Prior to FY16, total is greater because multiple categories)														
ADA	0	1	1	0	0	0	1	8	5	2	3	0	6	
Courtesy (New FY2020-21)	1	2	0	--	--	--	--	10	11	5	--	--	--	
Driving - Safety	5	5	4	9	12	13	6	34	26	22	50	64	73	
Early	1	6	1	0	0	0	3	8	3	1	1	5	8	
Late	1	0	0	1	0	5	3	6	4	2	10	19	14	
No Show	0	0	0	3	2	1	3	2	10	5	5	7	11	
Pass Up	5	10	5	9	10	8	9	31	24	29	35	44	31	
Other	8	9	8	3	9	3	9	18	29	10	31	23	28	
Route Suggestion	1	0	0	0	0	0	1	1	0	0	0	0	3	
Sched Suggestion	0	2	1	0	0	0	2	5	2	1	2	1	5	
Stop Suggestion	1	0	0	1	2	3	0	0	2	2	5	2	2	
Title VI	2	2	1	1	--	--	--	5	3	3	--	--	--	
Other Suggestion	0	0	2	1	0	0	0	2	5	0	2	4	4	
Total of compl/sugg by type	25	37	23	28	35	33	37	130	124	82	144	169	185	
Commendations	6	6	5	2	5	1	2	24	8	3	10	4	10	

Summary of Major Accidents	To Date							Annual						
	FY22-23	FY22-23	FY21-22	FY20-21	FY19-20	FY18-19	FY17-18	FY22-23	FY21-22	FY20-21	FY19-20	FY18-19	FY17-18	
Total	0	4	0	0	0	0	0	4	0	0	0	3	2	

**Table 5. Operating Expense and Revenue Summary for Year Ending June 2024 (FY23-24)
July 2023 - September 2023 - Unaudited, preliminary totals**

	FY2024 Budget	Jul-Sept 23 Actual	Act vs Budget	FY2023 Budget	Jul-Sept 22 Actual	FY24vFY23
Unitrans Budget Summary						
UCD Undergraduate Fee	5,815,392	10,538	0%	5,538,514	8,843	19%
Cash Fares and Pass Sales	110,000	31,961	29%	115,000	16,268	96%
Advertising Revenue	45,000	23,325	52%	43,000	1,500	1455%
Miscellaneous Revenue	104,500	9,914	9%	78,000	20,786	-52%
City of Davis TDA	0	0		0	0	
Yolo County TDA	24,000	0	0%	24,000	0	
FTA Operating Assistance	2,922,243	0	0%	2,910,163	0	
	9,021,135	75,738	1%	8,708,677	47,397	60%
Operations Labor	4,544,758	915,084	20%	4,205,627	880,797	4%
Operations Expenses	461,000	61,209	13%	350,500	36,160	69%
Maintenance Labor	1,599,244	345,580	22%	1,606,763	347,274	0%
Maintenance Expenses	1,017,000	196,148	19%	1,101,500	335,486	-42%
Administration Labor	962,532	214,728	22%	861,986	161,095	33%
Administration Expenses	261,600	45,863	18%	407,300	44,041	4%
YCTD Pass-thru undergrad access	175,000	175,000	100%	175,000	43,750	300%
	9,021,135	1,953,612	22%	8,708,677	1,848,604	6%
Net Revenues - Expenses	0	-1,877,874		0	-1,801,207	
All Labor	7,106,535	1,475,391	21%	6,674,377	1,389,166	6%

Unitrans

Quarterly Update
October 2023



Unitrans Advisory Committee
October 26, 2023



Summer & Fall Service Update

- › On June 16, summer service launched
 - Full, regular summer service for the first time since 2019!
 - 30-minute service: D, G, J, P, Q, V, and W
 - 60-minute service: A, B, C, E, F, K, L, M, and Z
- › On September 27, 2023, fall service resumed
 - Same service level as spring 2023
 - 30-minute service: A, B, C, D, E, F, G, J, K, L, M, P, Q, V-Ex, V-Lt, and W
 - 60-minute service: Z
- › Summer ridership was up 10% compared to last year



Service Changes Effective August 7, 2023

- › A and Z lines switched terminals
 - Appears to be reducing late arrivals on campus by Z line
- › 12:00 PM departures moved to 12:10 PM to avoid campus passing period
- › Full 8:00 AM P & Q line trips added on weekends
- › All door boarding pilot program ended
- › Minor schedule adjustments to C, E, G, L, U, and V lines

BOARD THROUGH FRONT DOOR ONLY

STARTING AUG. 7, 2023

SINGLE DECK BUS:

Board through front door only.

DOUBLE DECKER BUS:

Board through either door when conductor is present or at terminal.



SCAN QR CODE
FOR MORE
INFORMATION

Pass/fare will be checked upon boarding. No exceptions. Have pass/fare ready before boarding.



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UNITRANS
unitrans.ucdavis.edu | (530)752-2877



Staffing Update

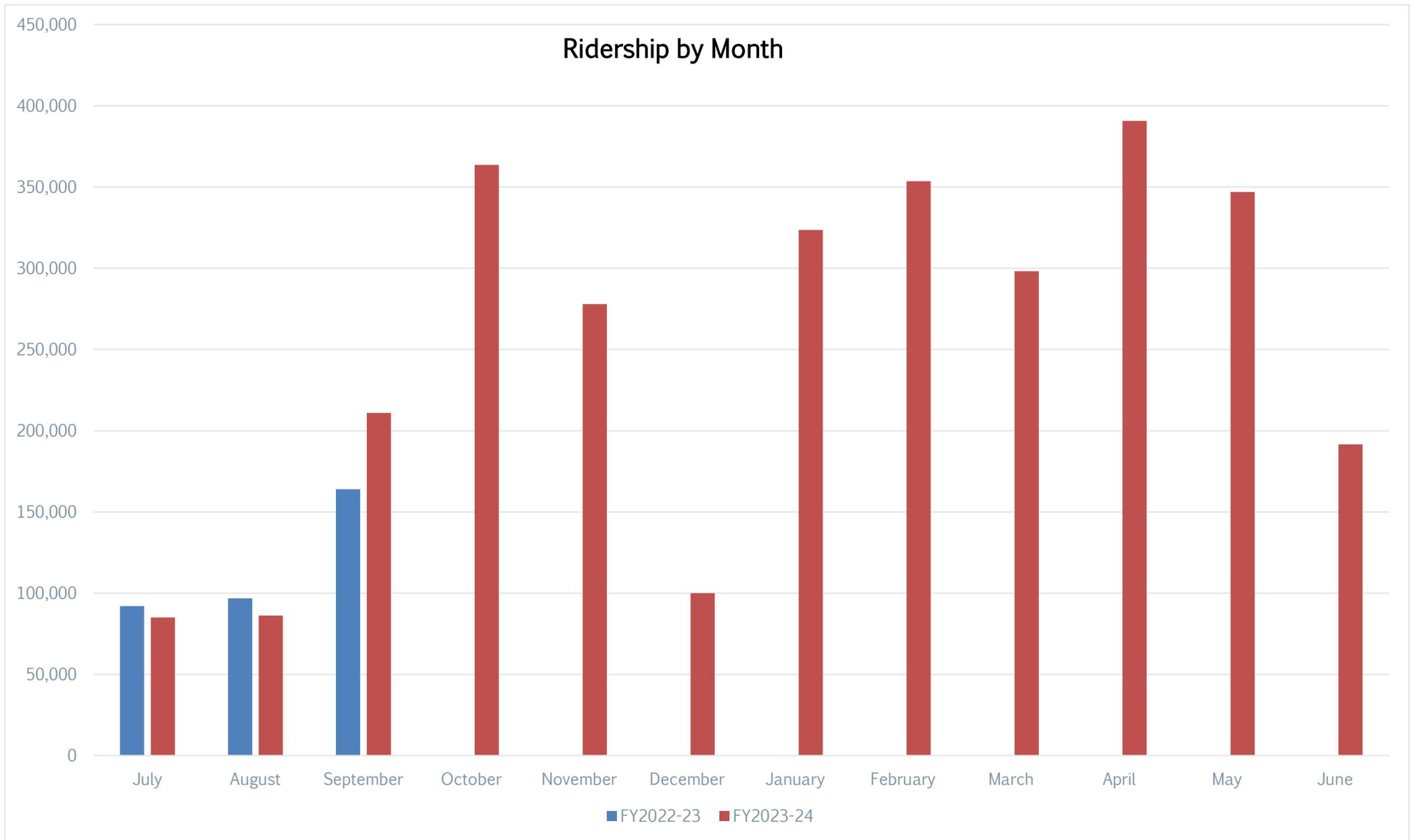
- › As of July 2023 (175 drivers needed for full service):
 - 135 active drivers
 - 28 active trainees
 - 20 people in hiring pipeline
- › Hope to expand service in winter 2024
- › Another driver wage increase programmed for January 1, 2024 when the minimum wage increases again
- › Projecting to be near pre-pandemic staffing by fall 2024



Ridership

- › Ridership up 52% last year compared to the previous year
- › Best performance since 2019
- › Approx. 3 million transported last year
- › Expect ridership of 3.2-3.5 million this year
- › Over 22,000 people transported on the first day of school – best performance since 2020







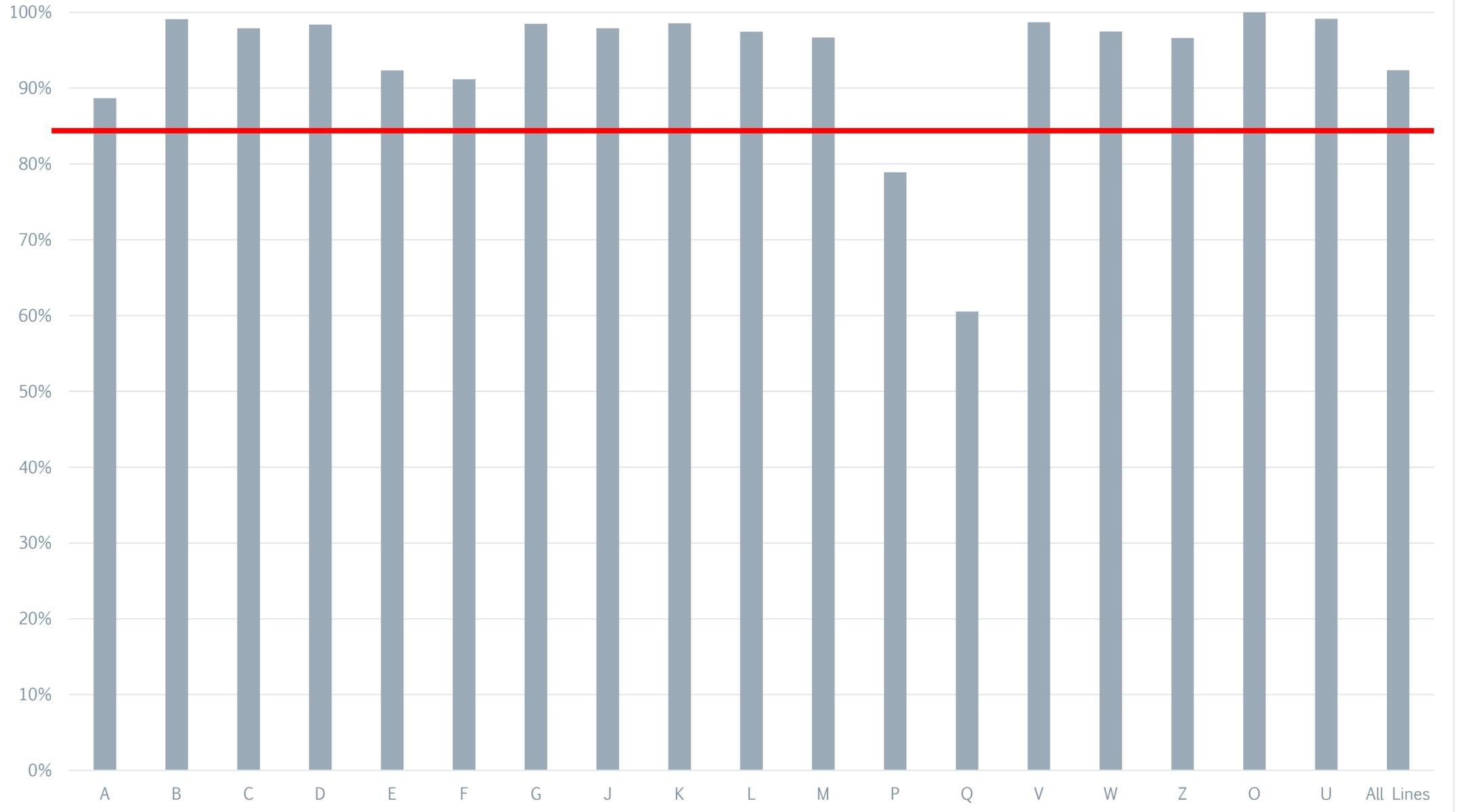
On-Time Performance (OTP)

- › OTP up for three consecutive quarters
- › Summer typically has best performance due to lower traffic and ridership
- › Systemwide OTP was 92% compared to 87% in fall, 89% in winter, and 90% in spring
- › 15 of 18 Unitrans lines met 90% OTP goal
- › Major challenges so far in fall with high ridership, traffic, and construction delays





On-Time Performance - August 2023





Safety





Safety

- › No major safety incidents in July - September
- › Crossing Guard Pilot Program resumed for first four weeks of fall quarter by private contractor
 - University taking over program with internal staff starting October 23, 2023
- › Starting review of Silo Terminal location review in winter 2024
- › Samsara driver behavior monitoring cameras now being used fleet wide
 - Safety Manager and a designated career trainer are reviewing all footage and working with drivers



Performance

- › Safety: zero fiscal year to date
- › Security:
 - No incidents fiscal year to date
- › Complaints: 25 total
 - Safe driving, pass up, and “other” most common
 - Commendations – 6
- › Maintenance: 100% on maintenance checks on time





Budget FY2023-24 (Preliminary, unaudited)

- › \$9 million balanced budget
- › Expect much higher fuel costs again this year and staff wages
- › Student fee now indexed to a campus-set inflationary figure/no more step increases
- › Fare revenue up 60% compared to last year

	FY24 Budget	FY24 Preliminary To Date (Actuals)
Expenditures	\$9 million	\$1.95 million
Revenues	\$9 million	\$0.08 million



Capital Program Update

› Fleet Rehabilitation

- Completed!
- 13 buses with Near-Zero Emission engines
- Repainting contract now being awarded

› Electric bus infrastructure program

- Working on Phase 2 concept updates and cost estimates
- Additional options now being reviewed
- Planned to start construction ~2025



Electric Buses

- › Six in service
- › Four arrived in August 2023, should be in service within the next few weeks
- › Four more arrive in summer/fall 2024
- › SACOG awarded funding for two battery electric double deckers!





Bus Stop Program Update

- › Ordered two bus shelters, benches, and bicycle racks for Covell at Wright and Covell at Pole Line bus stops
 - Working on permit application
 - Will replace old blue Sacramento RT furniture
- › City working to improve accessibility at over 30 bus stops where parking is allowed at the bus stop





- › **Ending on a high note!**
 - Four new electric buses are here!
 - Fall quarter full of challenges but working towards improving and expanding!

Thank You!

