

AGENDA ITEM IV – E
STAFF REPORT

FY 2022 ANNUAL PERFORMANCE REPORT

Attached is the systemwide performance report for the services operated by Yuba-Sutter Transit for all of FY 2022 (July 2021 through June 2022) presented in comparison to all of FY 2021. Because FY 2021 was the first full fiscal year for the COVID-19 pandemic that started locally in March 2020, FY 2022 is the first fiscal year to illustrate the extent to which the service and ridership has or has not recovered from the extended impacts of the pandemic. It is important to note for this comparison that in FY 2021, the Dial-A-Ride and rural route services both operated fare free for July and August of 2020. Also, for FY 2022, the Oroville Employee Shuttle service that was operated primarily for Pacific Coast Producers, Inc. ran for just six weeks in July and August of 2021.

Systemwide ridership which had stabilized a bit near the end of FY 2021 has improved significantly during the fiscal year ending FY 2022 up 29 percent over FY 2021. While this is an encouraging trend, the 448,569 passenger trips that were provided in FY 2022 were just 48 percent of the 931,951 trips that were provided in FY 2019 (the last full pre-pandemic fiscal year) so there is still plenty of room for growth. Despite the increase in ridership and the operation of the Oroville service, the number of vehicle service hours (VSH) operated systemwide was still down 2.8 percent compared to the same period in FY 2021 due to the dropping of the Route 1 Express service in July 2021 which more than off-set the increase in Dial-A-Ride service. With higher ridership and fewer service hours, all systemwide financial indicators improved significantly compared to FY 2021 even after accounting for the fare subsidy that was provided by Pacific Coast Producers for the employee shuttle.

To illustrate just how much the COVID-19 pandemic has impacted ridership and the potentially long road ahead to any semblance of recovery, the attached graph has been updated through FY 2022 to compare systemwide ridership by month over the last four fiscal years (FY 2019 to FY 2022). Specifically, the gap between the monthly data points for FY 2021 and FY 2022 is the actual ridership increase for each month of FY 2022 compared to the same month in the previous fiscal year. Over the twelve months of FY 2022, systemwide ridership has increased by an average of 29 percent each month ranging from a low of 8 percent in July 2021 to a high of 47 percent in March 2022.

Looking forward, while the recent positive systemwide ridership growth trend is certainly expected to continue, ridership is now expected to remain well below pre-pandemic levels through FY 2023 despite record high fuel prices. This assumption is based on how far ridership initially dropped and continued uncertainty as to the timing and extent of the return to classrooms, offices, and support programs as well as how many will choose to use public transit to get there after not doing so for more than two years.

Staff will be prepared to discuss the performance summary in detail at the meeting.

RECOMMENDATION: Information only.

Attachments