

Public Transit Report for City Council

Date: June 2021

The purpose of this report is to provide City Council with timely updates on GoGeo ridership and financial expenditures, the micro-transit alternative, interaction with the Georgetown Health Foundation, and other information as requested by Council concerning the transit program.

GoGeo

Fixed Route Ridership and Paratransit Ridership for FY 2020. *GoGeo was unable to provide services for several days in February 2021 due to the winter storm event.

FY 2020

	Orange	Purple	Blue	Red	TOTAL	Paratransit
October	352	393	701	609	2050	468
November	257	400	577	455	1689	410
December	222	353	495	467	1537	381
January	241	342	538	539	1660	394
February	224	365	577	513	1679	428
March	158	250	382	359	1149	340
April	25	153	211	175	564	141
May	58	155	223	202	638	151
June	97	264	352	228	941	218
July	142	224	287	212	865	232
August	142	221	272	219	854	219
September	110	223	272	195	800	262
AVG					1,202	304
TOTAL	2028	3343	5371	4173	14426	3644

FY 2021

	Orange	Purple	Blue	Red	TOTAL	Paratransit
October	96	214	279	204	793	278
November	80	146	215	214	655	205
December	112	174	175	141	602	221
January	92	182	165	137	576	206
February*	74*	127*	129*	110*	440*	166*
March	104	259	250	211	824	254
April	76	180	181	173	610	244
May	70	151	169	139	529	250
June						
July						
August						
September						
AVG						
TOTAL	704	1,403	1,563	1,329	4,929	1,824

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GoGeo Stop Locations:

Stop Locations	Trip Purpose	# Riders
GT Library	Downtown / Transfer Center / Various Services	157
Riverbend	Health Foundation / Social Services	76
Luther / Rockmoor	Apartments	69
HEB	Shopping	26
Walmart	Shopping	63
Rifle Bend	Quail Valley Neighborhood	27
Morrow / Main	Numerous Employers	17
Northwest / Janis	Housing Authority / Gateway Apartments	31
Scenic / 18th	St. David's / Boys & Girls Club / Caring Place	27

FY 2021 Interlocal Agreement - Funding

CapMetro bills the City for contract services to provide fixed bus route and paratransit services. The October expenses were invoiced on November 25th. At this time no invoices for November or December have been received.

	Invoice #	Billed	
FY 2020			
June	73859	\$34,437.96	
July	73954	\$36,185.04	
August	74001	\$34,248.02	
September	74068	\$34,798.54	
FY 2021			
October	74150	\$38,828.43	
November	74257	\$33,165.42	
December	74254	\$35,951.94	
January	74337	\$33,133.34	
February	74392	\$20,217.35	
March			
April			
May			
June			
July			
August			
September			
FY 2021 to date			

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Micro-Transit Services

- **February 3, 2021**

- Staff met with Lyft to discuss possibility of public/private partnership.
 - Lyft does not have the ability to provide paratransit services.
 - Would require 3rd party and be prohibitively expensive.
- Lyft has a program called Lyftpass that comes with a data dashboard.
 - Would allow for the prequalification of riders.
 - Can create a digital pass with mobile app.
 - Would require City Staff member to monitor dashboard, or hire 3rd party vendor.
- Call center would require City Staff or third party vendor

- **January 14, 2021 – Progress Meeting**

- Staff had a meeting with CapMetro and CARTS to go over the local match funding levels that were proposed at the November 11th City Council Workshop and what the impacts would be to the type of service provided (fixed route – microtransit) and the levels of service.
- At the November 10th City Council Workshop Council came to consensus on setting a local match level of \$350,000. Then Council also directed staff to come back with two budget options, the current budget option that has a local match of \$619,369 and a reduced local match option of \$350,000.

Options	FTA Funds	Local Match	Annual Budget
FY21 Budget	\$392,301	\$619,369	\$1,011,670
Reduced Budget	\$232,000	\$350,000	\$585,000

- The funding levels, type of service (fixed route-micortransit) and levels of service will be discussed at the City Council Workshop on January 26th.

- **December 18, 2020 – Progress Meeting**

- Had a good update meeting with CapMetro, GHF and City Staff to go over the timeline for transitioning to the new service platform – Pickup. The intention is to start the new service by April 1, 2021.
- Reviewed the proposed service area with CapMetro and GHF

- **November 10, 2020 – RFI update**

- City staff to provide update on the micro-transit/transit services.
- City staff is seeking direction from Council as follows:
 1. Does Council support maintaining fixed route bus service until a micro-transit system is established by end of FY21?
 2. Regarding micro-transit service, does Council want to...
 - a. continue to receive Federal funds and ...

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- i. be a direct recipient or subrecipient of Federal funds (use of private company as micro-transit service); or
 - ii. work with Capital Metro and CARTS through contract services (same as today)
 - b. not receive Federal funds and implement a micro-transit service using local dollars only?
 3. Beyond FY21, what is the level of funding Council desires to set aside for transit services?
- **October 23, 2020 – RFI Submittal Deadline**
 - 8 Submittals
 - Lyft, Uber, Bus, Laz Karp, Myle Technologies, RibCo, Wynne Transportation, and River North Transit LLC (VIA).
 - CapMetro and CARTS through contract services can also provide micro-transit services.
- **September 22, 2010 – CapMetro FY 2021 Interlocal Agreement – City Council**
 - City Council approved the FY21 ILA with CapMetro
- **September 21, 2020 – RFI Issued**
 - Companies were provided roughly 30 days to submit responses
- **July 28, 2020 – Transportation Service Update – City Council Workshop**
 - Recap on direction from June 9, 2020 Workshop
 - Rideshare / Micro-transit Services Update
 - How do we maintain current services?
 - Timeline for RFI/RFP
 - Process to change Private vs Public
 - Feedback and Direction
- **June 9, 2020 – Transit Operations Update – Council Workshop**
 - Council gave Staff direction to research different transportation platforms such as dynamic rideshare or micro-transit.
 - Pursue an RFI/RFP for rideshare/micro-transit
 - Council also wanted to maintain transportation services for the citizens that are currently using the transit system.

Georgetown Health Foundation

City staff continues to meet with GHF and CapMetro as we work on the new service platform – Pickup. We want this transition to Pickup to be beneficial for all future users and develop a level of service that grow with the continue to grow with the needs of our community. Ms. Pukys expressed that GHF remains focused on trying to make transit service accessible (user friendly) to its constituents.