

## EXECUTIVE DIRECTOR'S REPORT

### Projects and Services

#### Ridership

Looking at systemwide total ridership during the month of November, the post-pandemic ridership recovery observed over the past several months looks to be leveling out - total boardings actually decreased slightly by 1.7% compared with the same month of last year. This can be explained by the different number of weekdays in November 2024 (21) compared to November 2023 (22).

When zooming in to routes, however, the systemwide leveling-off was driven by the school-focused routes which saw declining ridership in November. The mainline routes on the other hand continued to trend up.

Weekend (Saturday and Sunday) ridership continued to trend upward: Average boardings per weekend service day were up 14% YoY.

#### On-Time Performance Analysis

Although on-time performance was lower than the same period last fiscal year, it has increased from last month, in part due to less construction congestion and it being a holiday month with decreased school-related traffic. The month-to-month trend mirrors previous years, dipping with the start of the school year and recovering for the rest of the calendar year. The main contributor to the drop in overall OTP continues to be Route 30R.

#### Miles Between Mechanical Failures Analysis

October saw a spike in miles between mechanical failures which makes November's statistic look abnormally low in comparison, but we have seen such dips sporadically in the past. 42% of the road calls were for the 25' 1600 buses, which run all day on the 30R. The FY25 bus purchase will expand the number of 35' buses in the fleet, providing relief to the 1600 buses. Additionally, staff are looking into the best practice for data reporting of this metric as there appear to have been some inconsistencies over the years.

#### Pleasanton and Livermore Holiday Parade Participation

The Rideo bus represented in Livermore and the Madden Cruiser in Pleasanton as Wheels rolled in the holiday spirit with wreaths, lights, and seasons greeting for those on the parade route.



## EXECUTIVE DIRECTOR'S REPORT

### Stuff-A-Bus Holiday Toy Drive

On Saturday, December 14, Wheels buses greeting shoppers at the Livermore Walmart for another season of Stuff-A-Bus, the agencies annual holiday collection supporting community nonprofits. Drawn by radio station KKIQ's live broadcast, shoppers and supporters came aboard to drop off toy donations in support of local charity Family Giving Tree. Over 250 toys were collected, boosted by a large initial donation by Gillig. Valley Link also attended.



### Regional Mapping and Wayfinding Debut

On December 12, staff attended the Metropolitan Transportation Commission's Regional Mapping and Wayfinding debut. This event was the culmination of several years of work to identify common mapping and wayfinding signage to facilitate easier travel across transit agencies.

### NYE Service Extension

LAVTA will run extended service on routes 10R and 30R on New Year's Eve in order to connect Tri-Valley residents with the extended BART service. The last eastbound buses will leave the Dublin/Pleasanton BART station at 2:44am.

**EXECUTIVE DIRECTOR'S REPORT**

**Finance and Administration**

**LAVTA Holiday Luncheon**

On December 13<sup>th</sup>, LAVTA staff celebrated the holidays with a workforce appreciation luncheon from 1030a-230p. During the luncheon, LAVTA staff served the operators, mechanics and other MV employees a potluck lunch, including turkey, mashed potatoes, stuffing and desert.



**LAVTA Holiday Party**

On December 17<sup>th</sup>, LAVTA staff enjoyed a luncheon and some light bocce competition at Da Boccery in Livermore. It was the first 'out of the office' holiday party in a number of years, and staff appreciated the event and camaraderie. Also, we have some very talented bocce players!



## **EXECUTIVE DIRECTOR'S REPORT**

### Presentation to Las Positas College Environmental Science Class

On December 12, staff made a presentation to an Environmental Science class at Las Positas College about LAVTA's efforts to transition to zero-emissions technology. The presentation included background information on the State of California's zero emissions bus mandate, the LAVTA zero emissions bus transition plan, the state of the industry, and our immediate next steps.

### Regional Transportation Revenue Measure Update

On December 9<sup>th</sup>, MTC convened a special meeting of the Commission. During the meeting, the Commission advanced staff's recommendation to poll on two revenue measure scenarios, providing the maximum amount of flexibility. The slide deck from the 12/9 meeting is included as Attachment 3.

### Upcoming Procurements

Federal/State Lobbyist

### Attachments:

1. Board Statistics November 2024
2. FY25 Upcoming Items
3. Regional Measure Update Slides from 12/9 MTC Commission Meeting

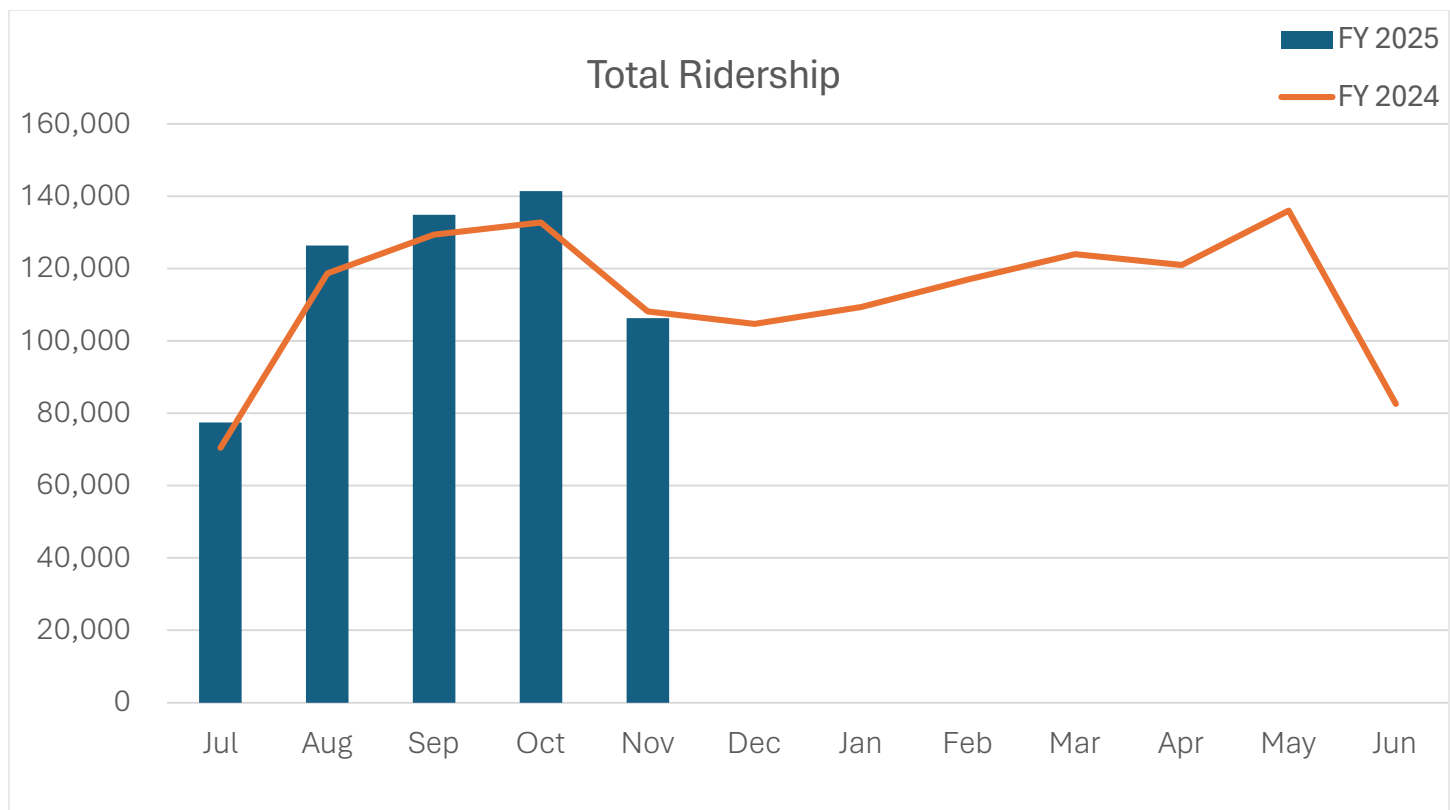


## Wheels System Performance

### FY 2025 - November

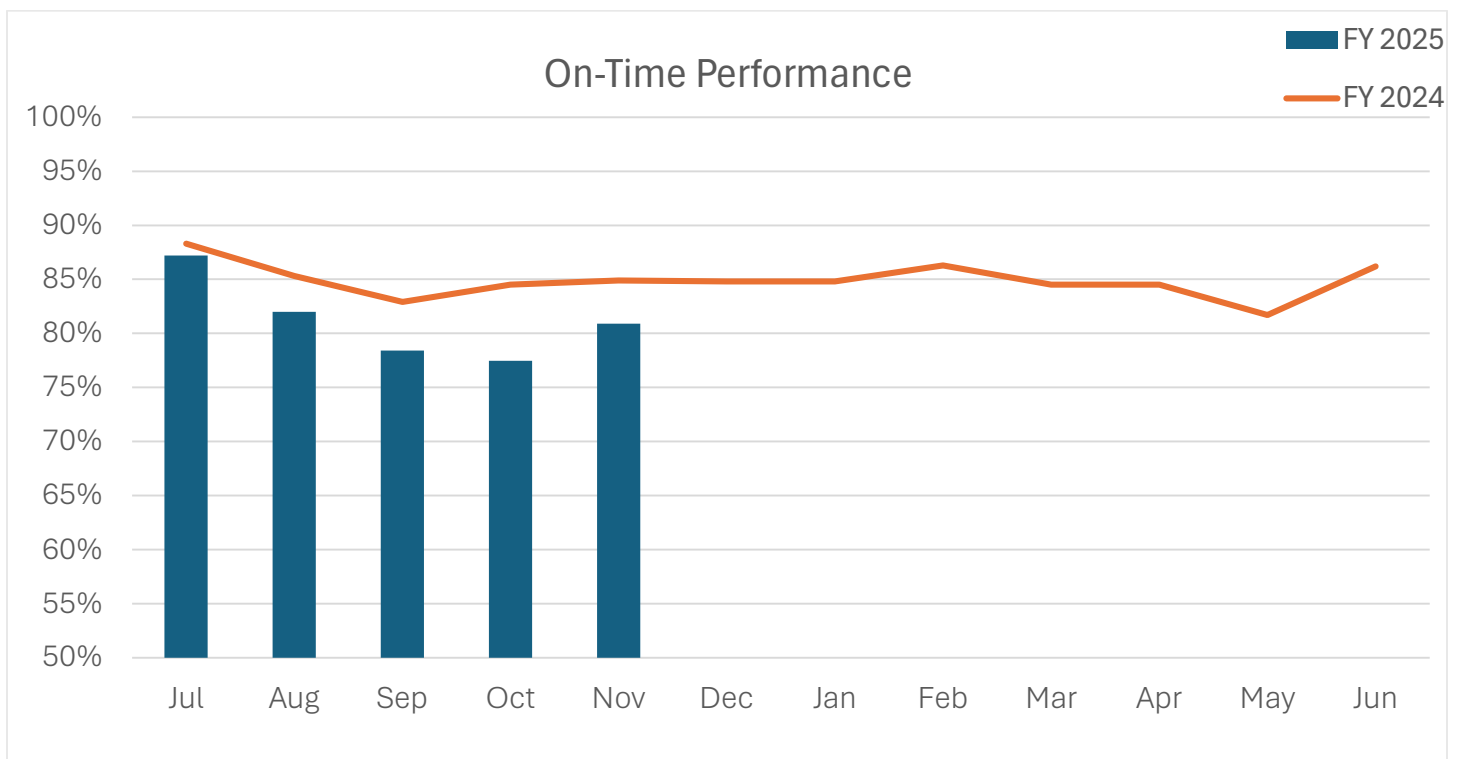
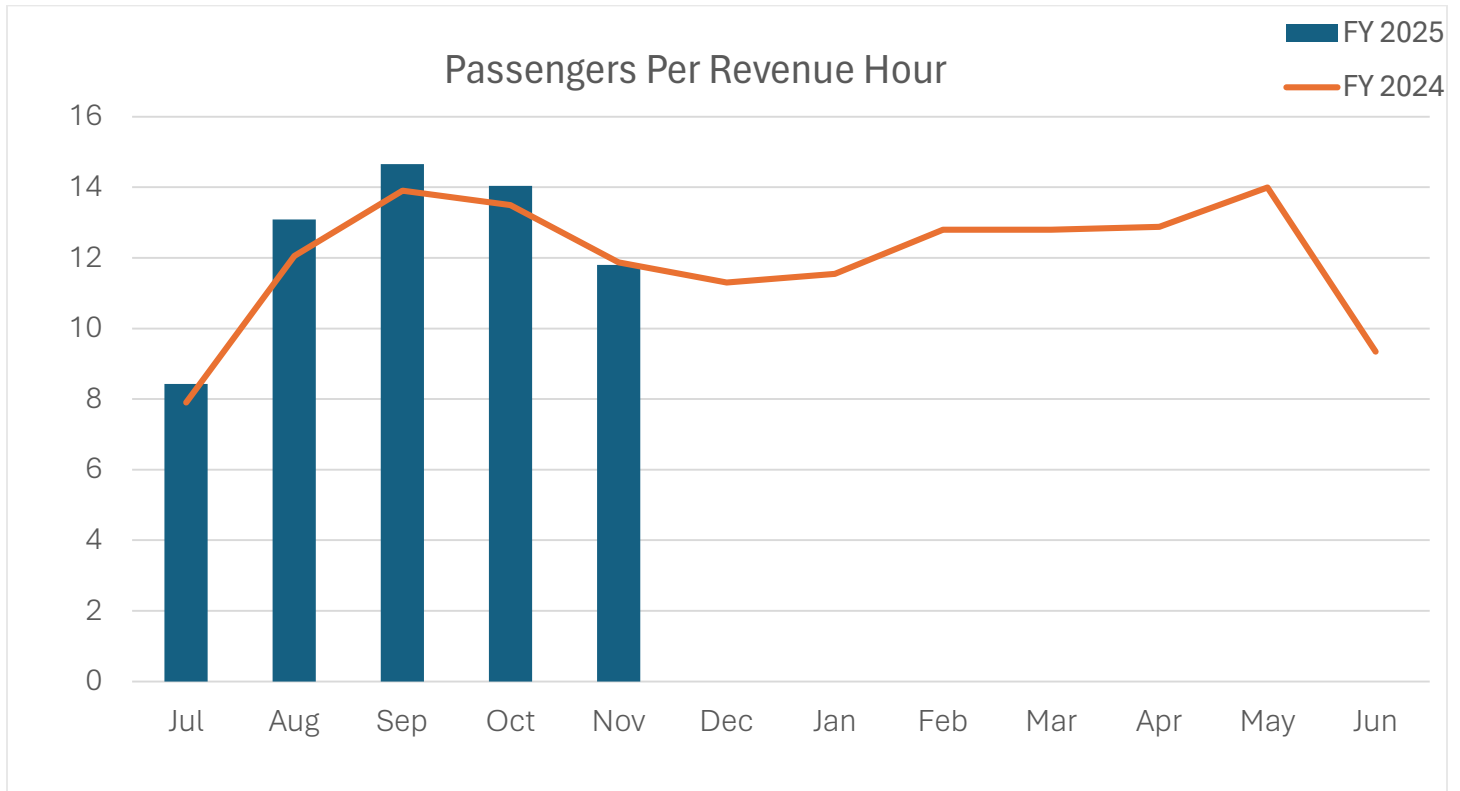
#### Fixed-Route

Performance Indicator	Nov-23	Nov-24	Year Over Year % Change	
Total Ridership	108,154	106,283	-2%	↓
Total Ridership Fiscal YTD	559,390	586,264	5%	↑
Fully Allocated Cost Per Passenger	\$14.42	\$14.29	-1%	↓
Average Weekday Ridership	4,771	4,697	-2%	↓
Average Saturday Ridership	1,416	1,749	24%	↑
Average Sunday Ridership	1,129	1,163	3%	↑
Passengers Per Revenue Hour	11.9	11.8	-1%	↓
On-Time Performance	85%	81%	-5%	↓
Preventable Accidents Per 100k Miles	1.4	2.1	50%	↑
Customer Complaints Per 100,000 Boardings	1.48	1.51	2%	↑
Miles Between Mechanical Failures	11,878	7,130	-40%	↓



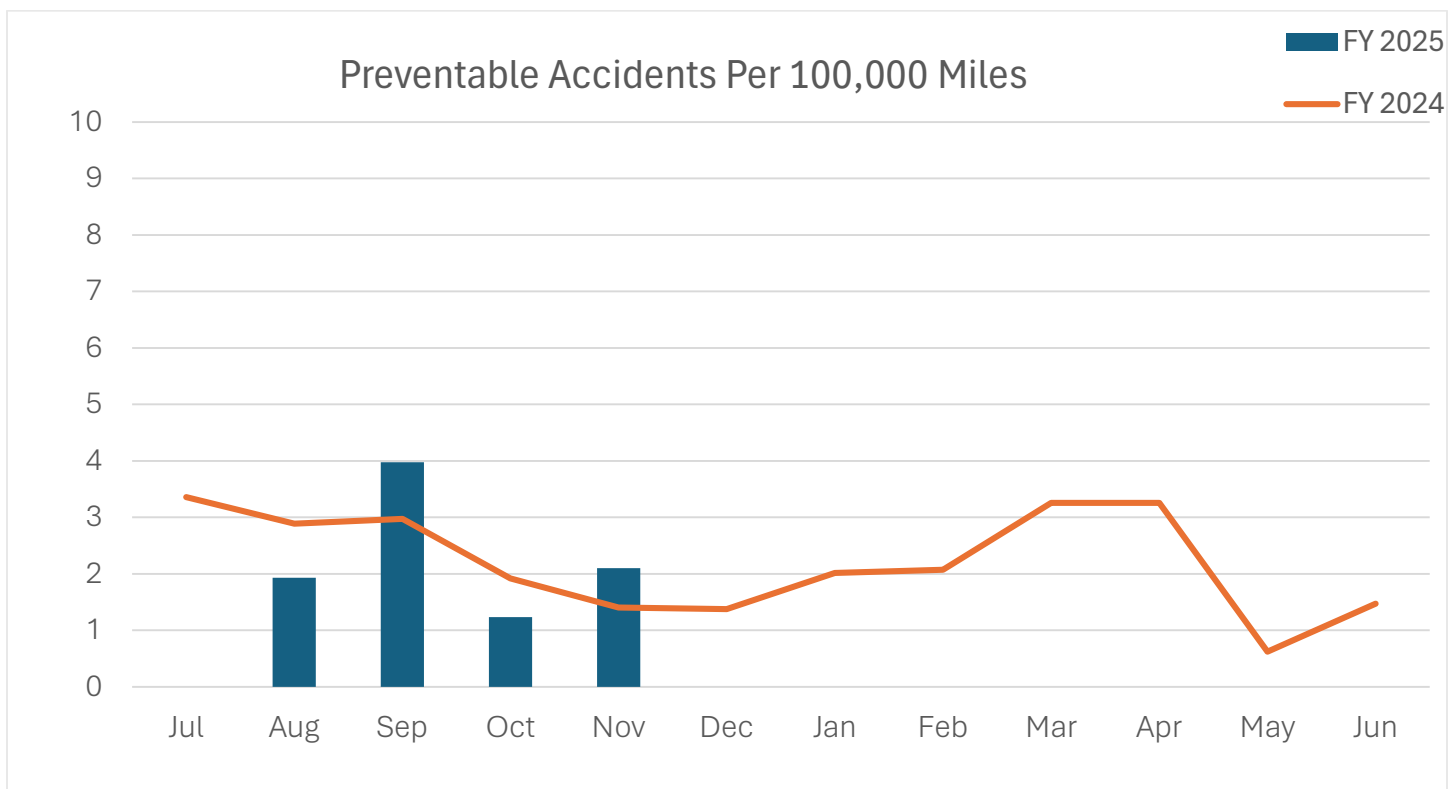
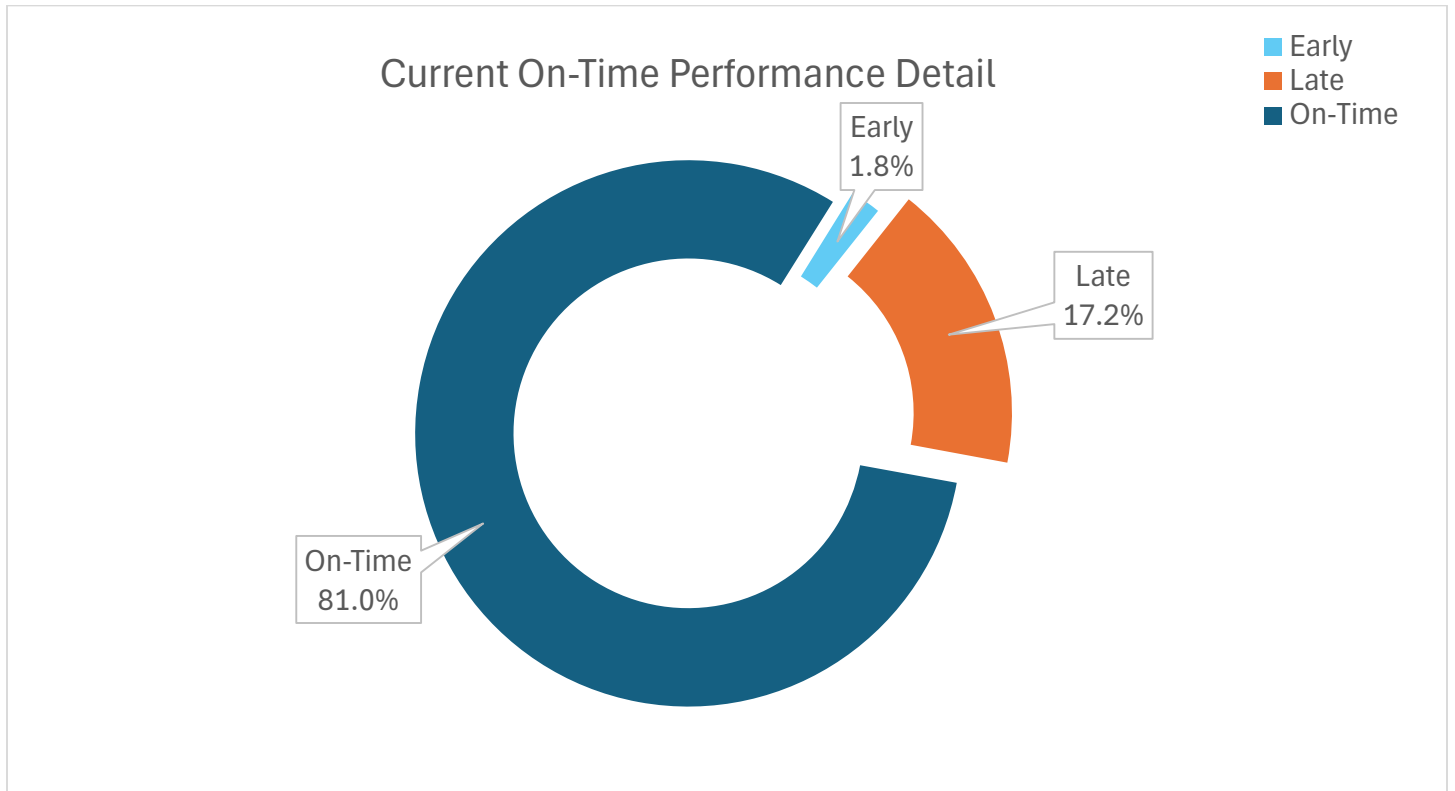


### Fixed-Route



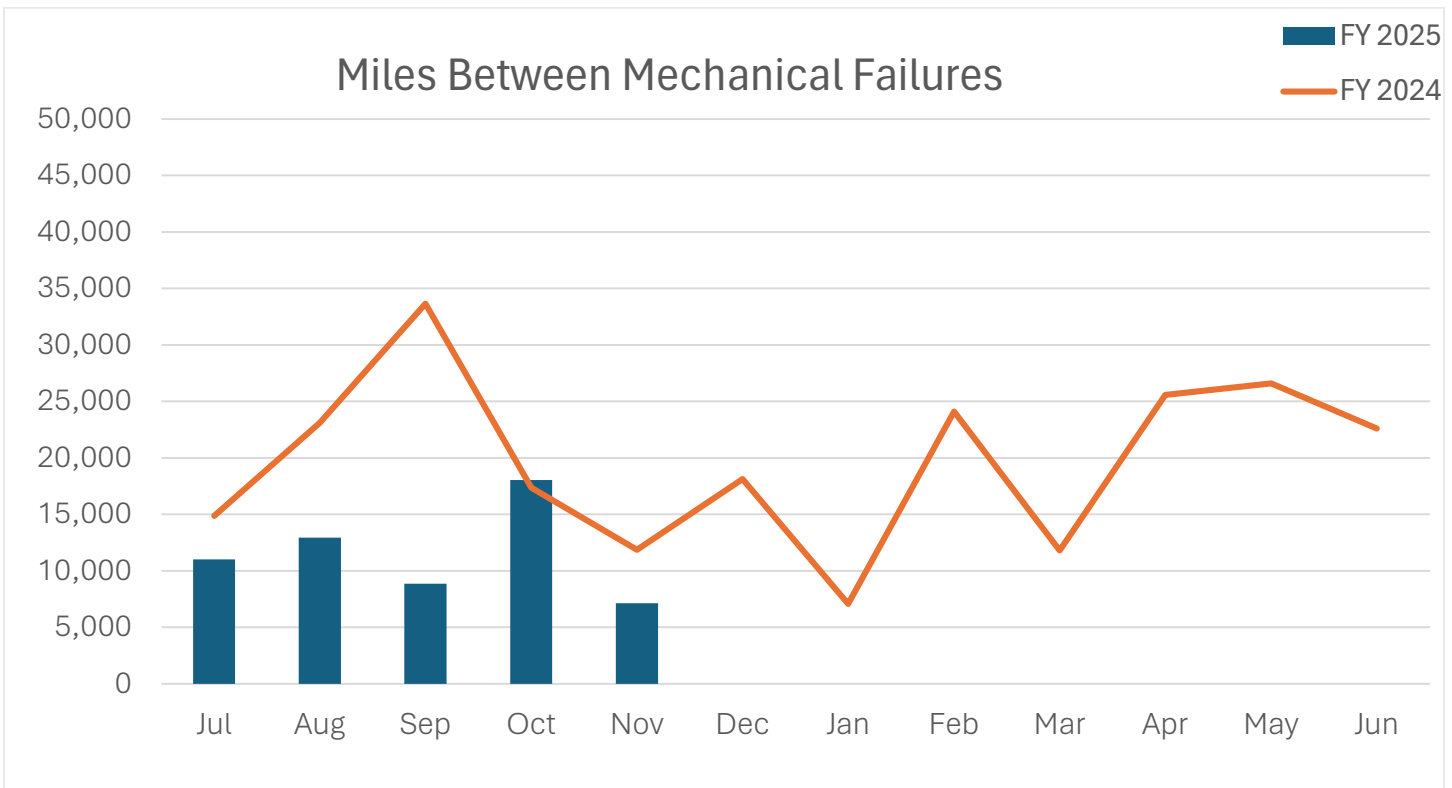
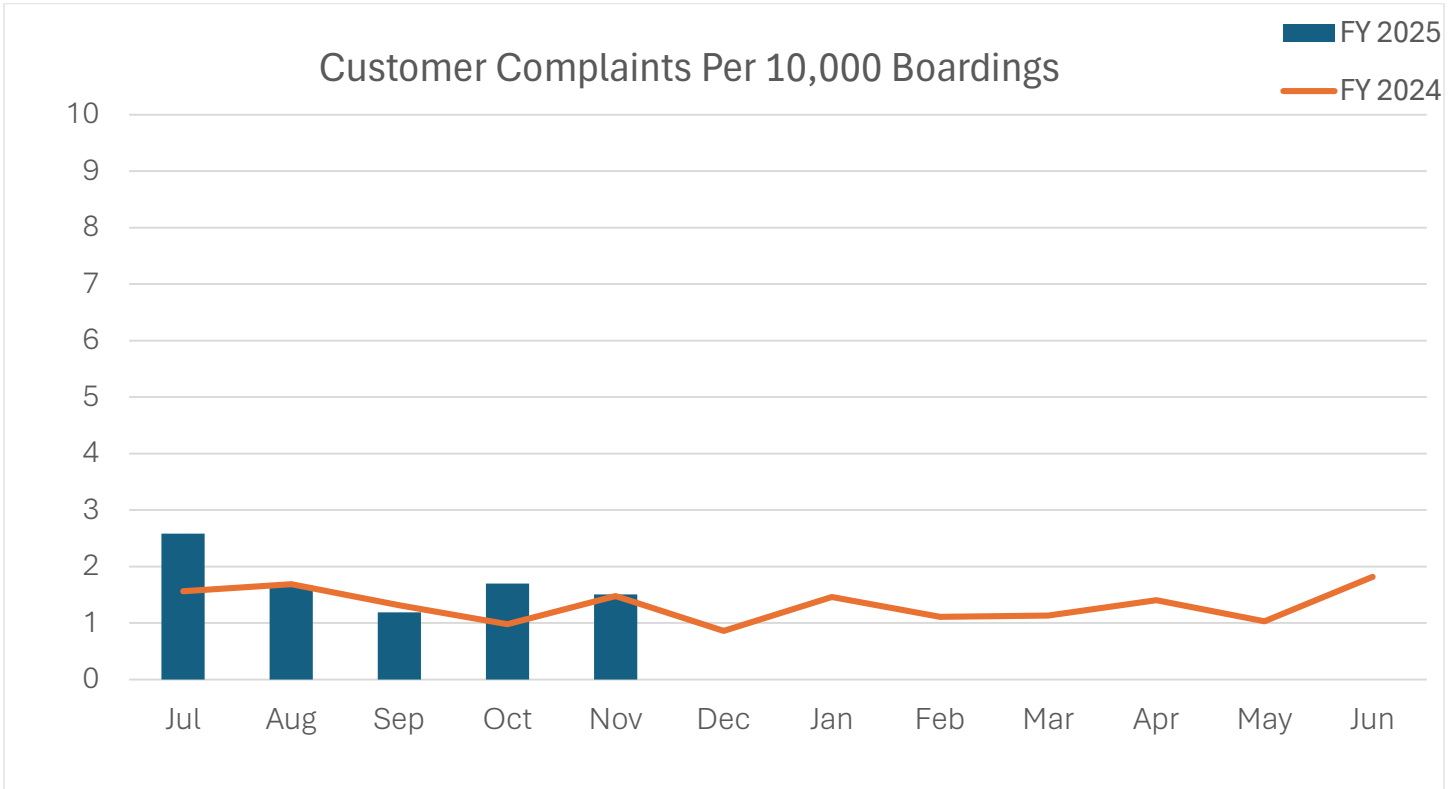


### Fixed-Route





### Fixed-Route

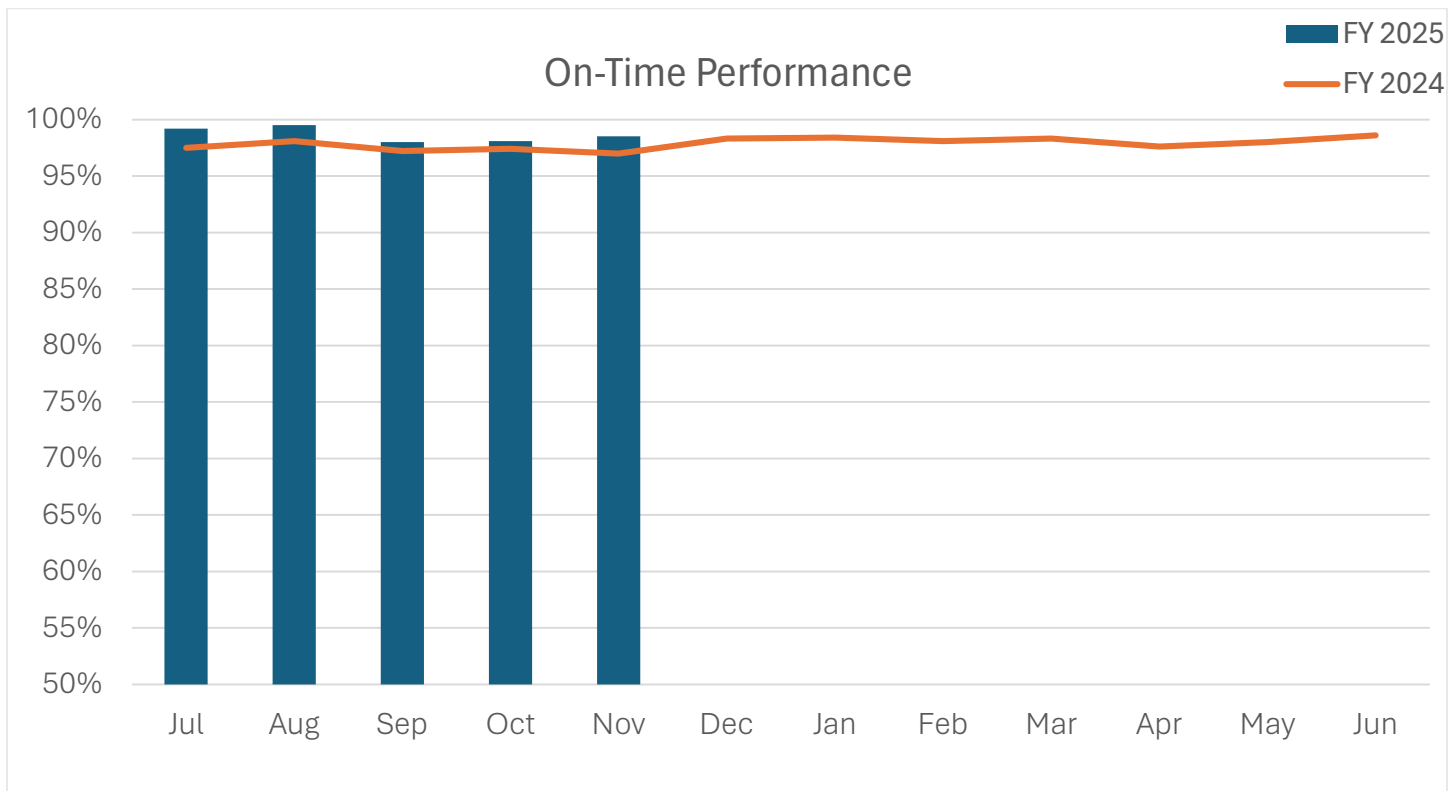






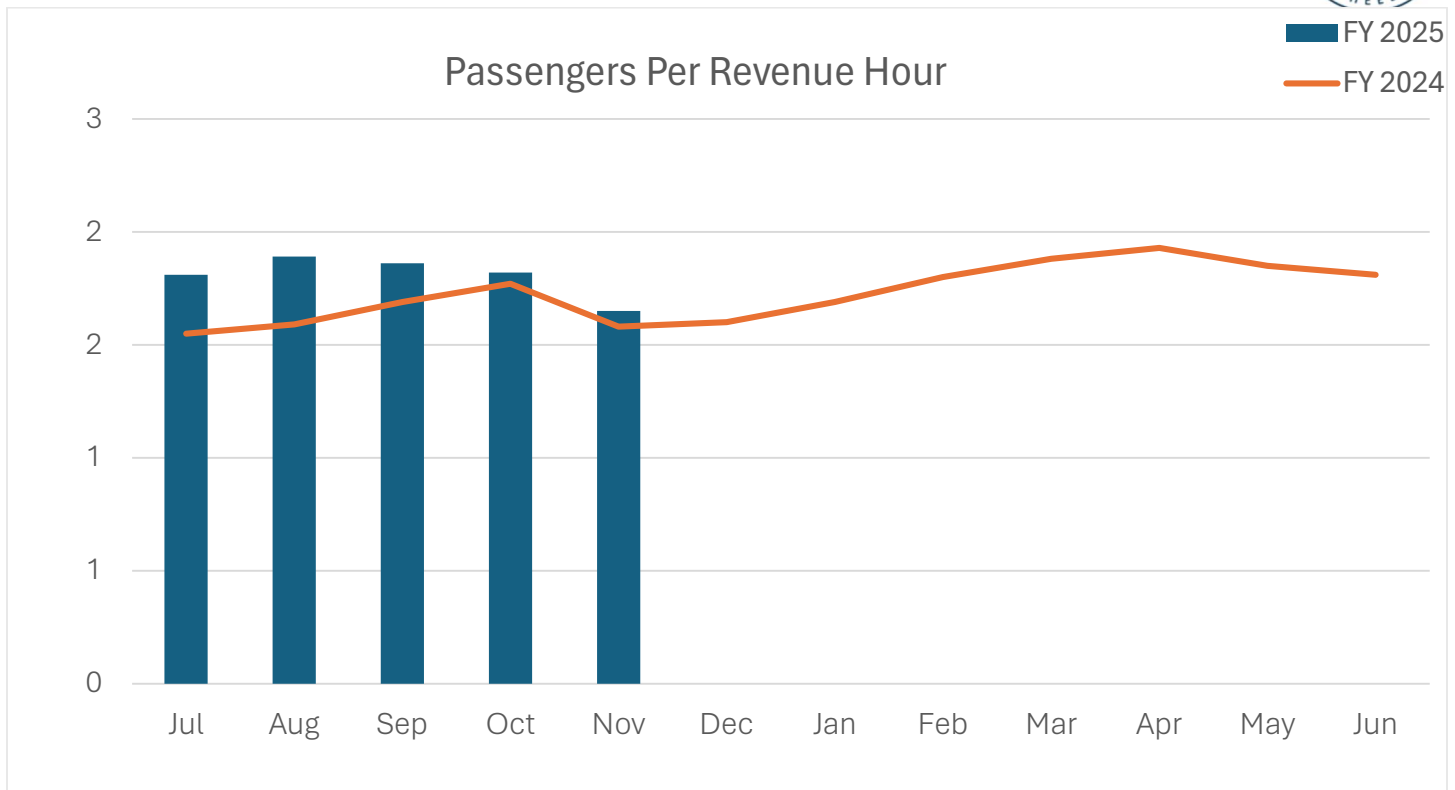
Paratransit

Performance Indicator	Nov-23	Nov-24	Year Over Year % Change	
On-Time Performance	97%	99%	2%	↑
Passengers Per Revenue Hour	1.6	1.7	4%	↑
Valid Complaints Per 1,000 Passengers	0.38	0.39	2%	↑
Phone Holds (% of calls answered within 60 seconds)	83.3%	74.7%	-10.4%	↓
Preventable Accidents Per 25,000 Miles	0.0	1.2	121%	↑
Dial-A-Ride Cost Per Trip	\$59.93	\$61.38	2%	↑
Dial-A-Ride Ridership	2,616	2,568	-2%	
One Seat Ride Ridership	191	349	83%	



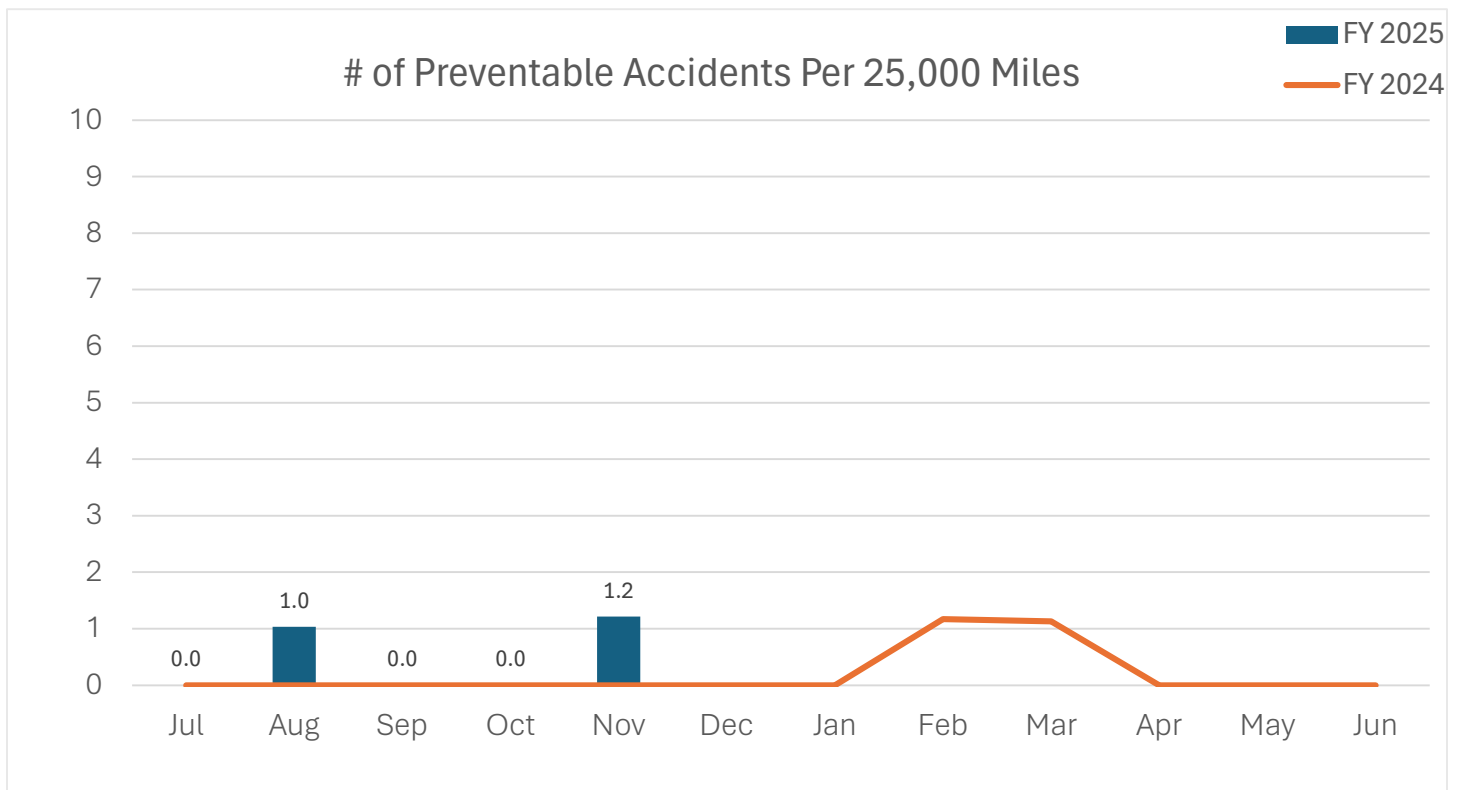
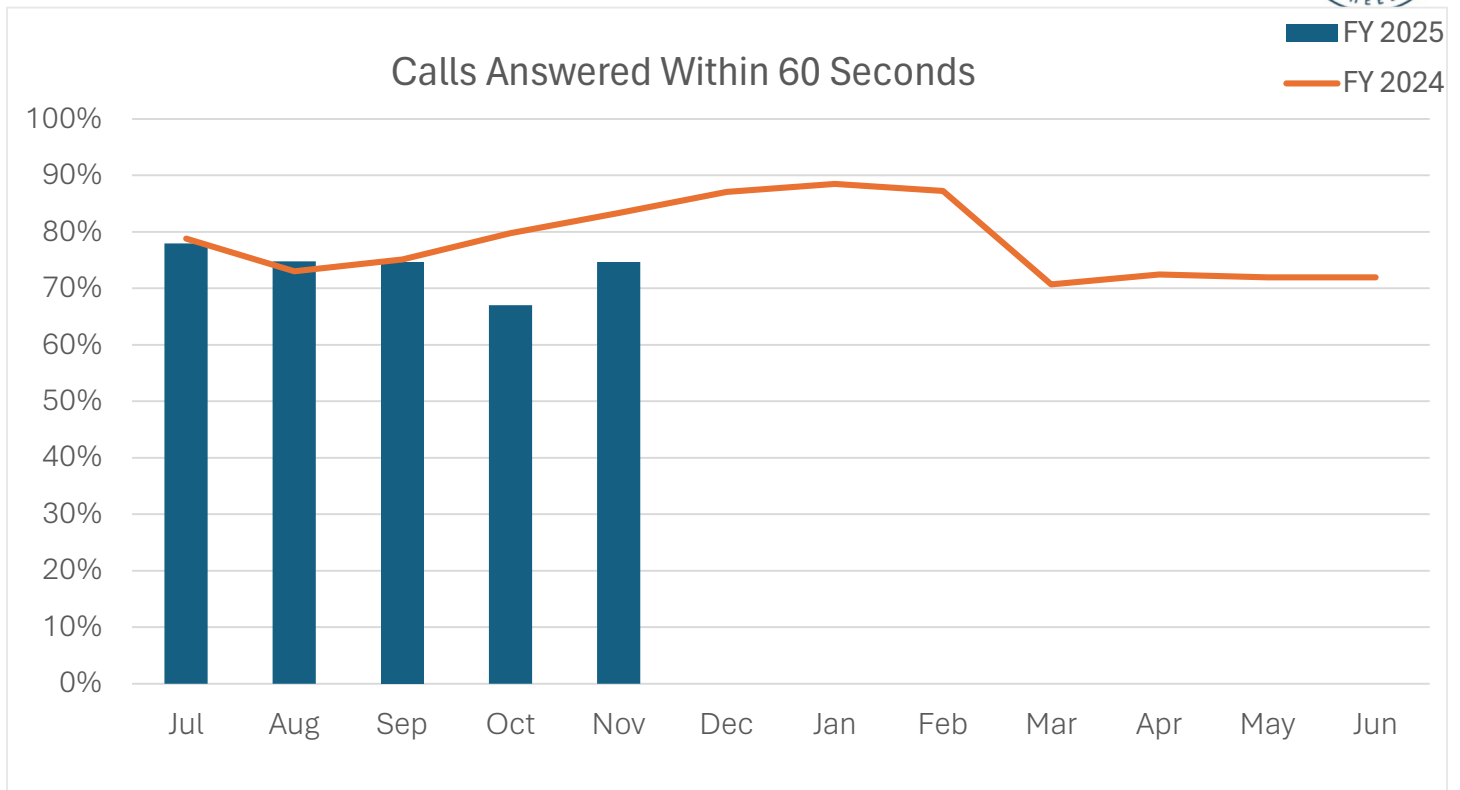


## Paratransit



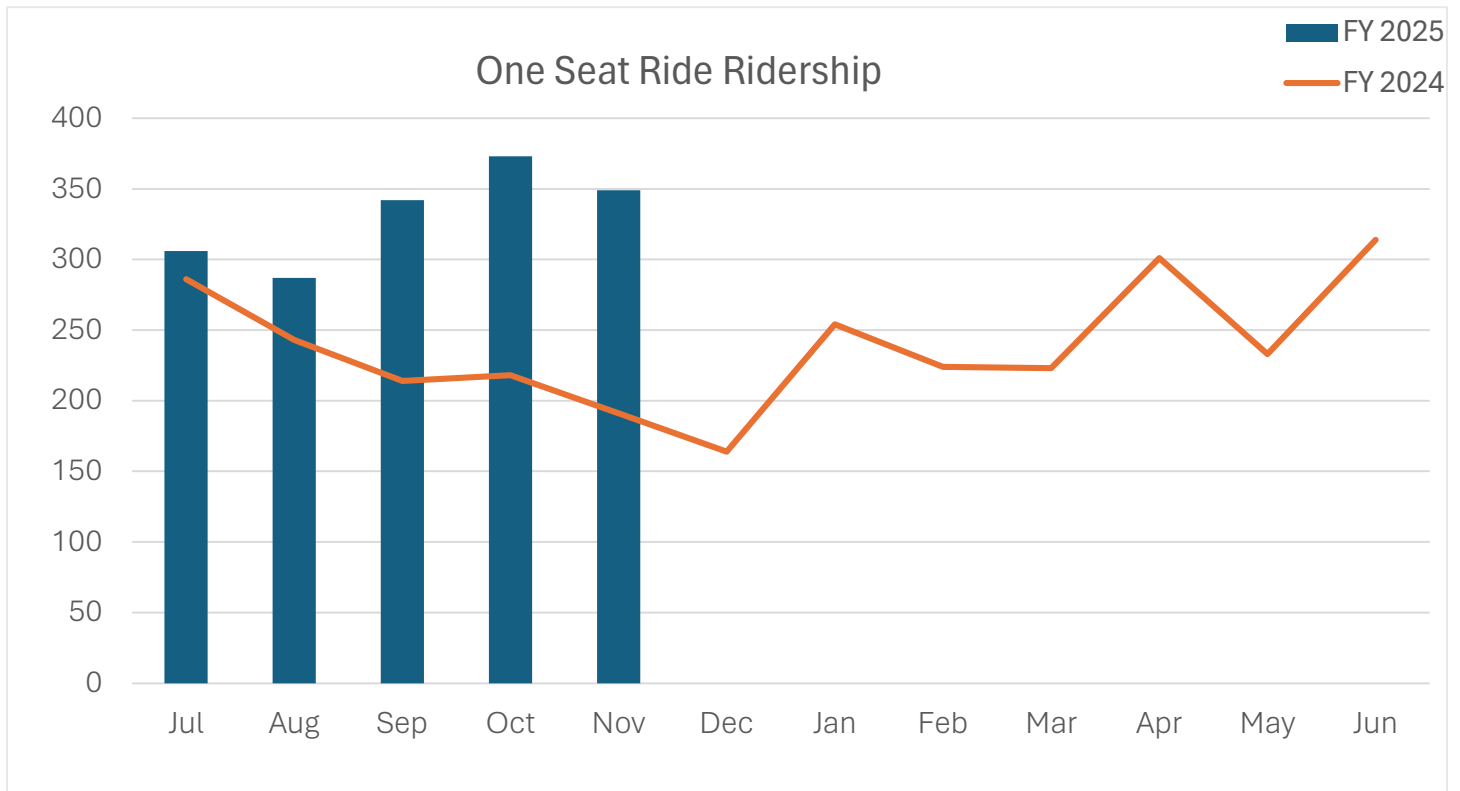
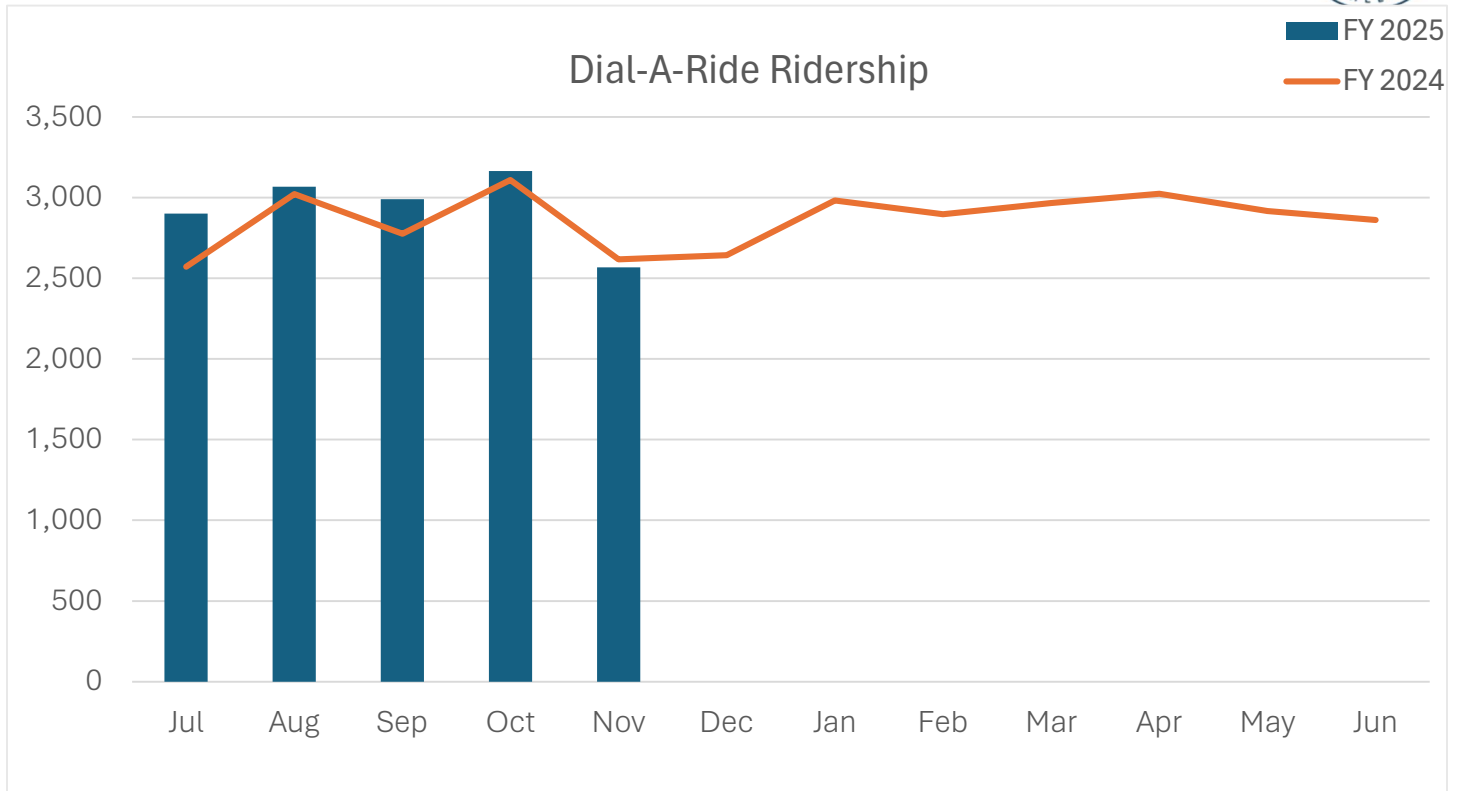


## Paratransit





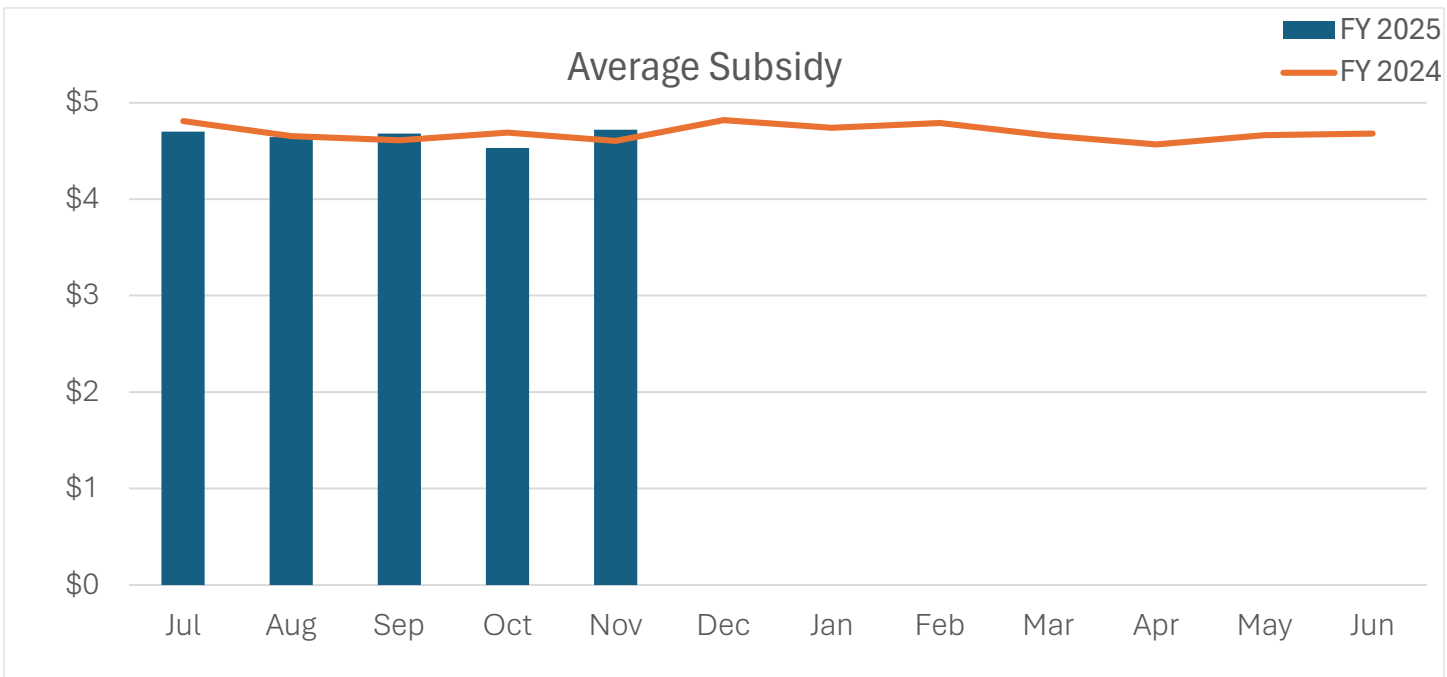
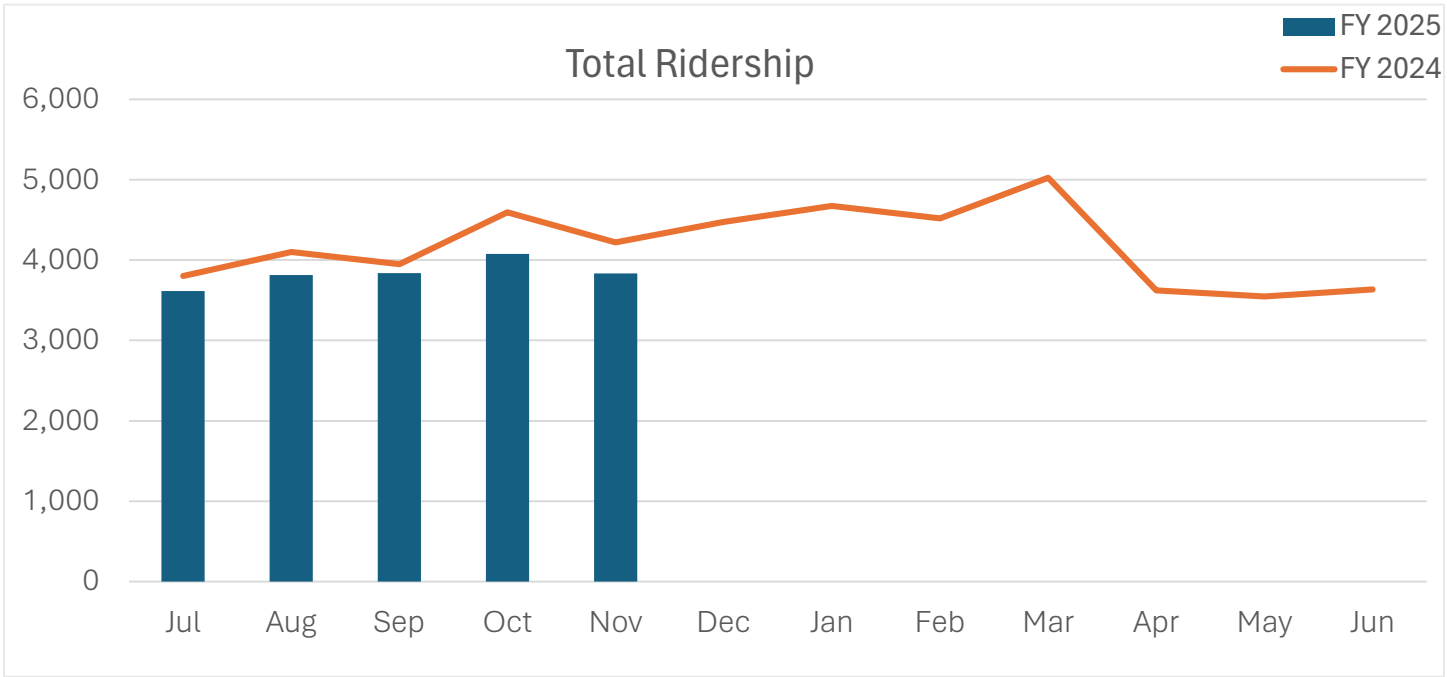
## Paratransit





Go Tri-Valley

Performance Indicator	Nov-23	Nov-24	Year Over Year % Change
Total Ridership	4,219	3,834	-9%
Average Subsidy	\$4.60	\$4.72	3%



# LAVTA COMMITTEE ITEMS - January 2025 - May 2025

## Finance & Administration Committee

<b>January</b>	Action	Info
Minutes	X	
Treasurers Report	X	
2025 Legislative Program	X	
Codifying Existing Fares	X	
<b>February</b>	Action	Info
Minutes	X	
Treasurers Report	X	
State/Federal Lobbyist Contract Award	X	
Operations and Maintenance Contract Award	X	
Wheels Access Contract Award (Tentative)	X	
<b>March</b>	Action	Info
Minutes	X	
Treasurers Report	X	
<b>April</b>	Action	Info
Minutes	X	
Treasurers Report	X	
Legislative Update		X
Lamar Advertising Contraction Option Year	X	
<b>May</b>	Action	Info
Minutes	X	
Treasurers Report	X	

# LAVTA COMMITTEE ITEMS - January 2025 - May 2025

## Projects & Services Committee

### January

	Action	Info
Minutes	X	
June 2025 Draft Service Change (Tentative)		X
Alameda County Fair Service (Tentative)	X	

### February

	Action	Info
Minutes	X	
Quarterly Fixed Route Ridership Report		X
2025 Title VI Plan	X	

### March

	Action	Info
Minutes	X	
Quarterly Capital Projects Update		X
Go Tri-Valley Evaluation and Contract Amendment	X	

### April

	Action	Info
Minutes	X	

### May

	Action	Info
Minutes	X	
Quarterly Fixed Ridership Report		X

# Transportation Revenue Measure

Special Commission Meeting  
December 9, 2024





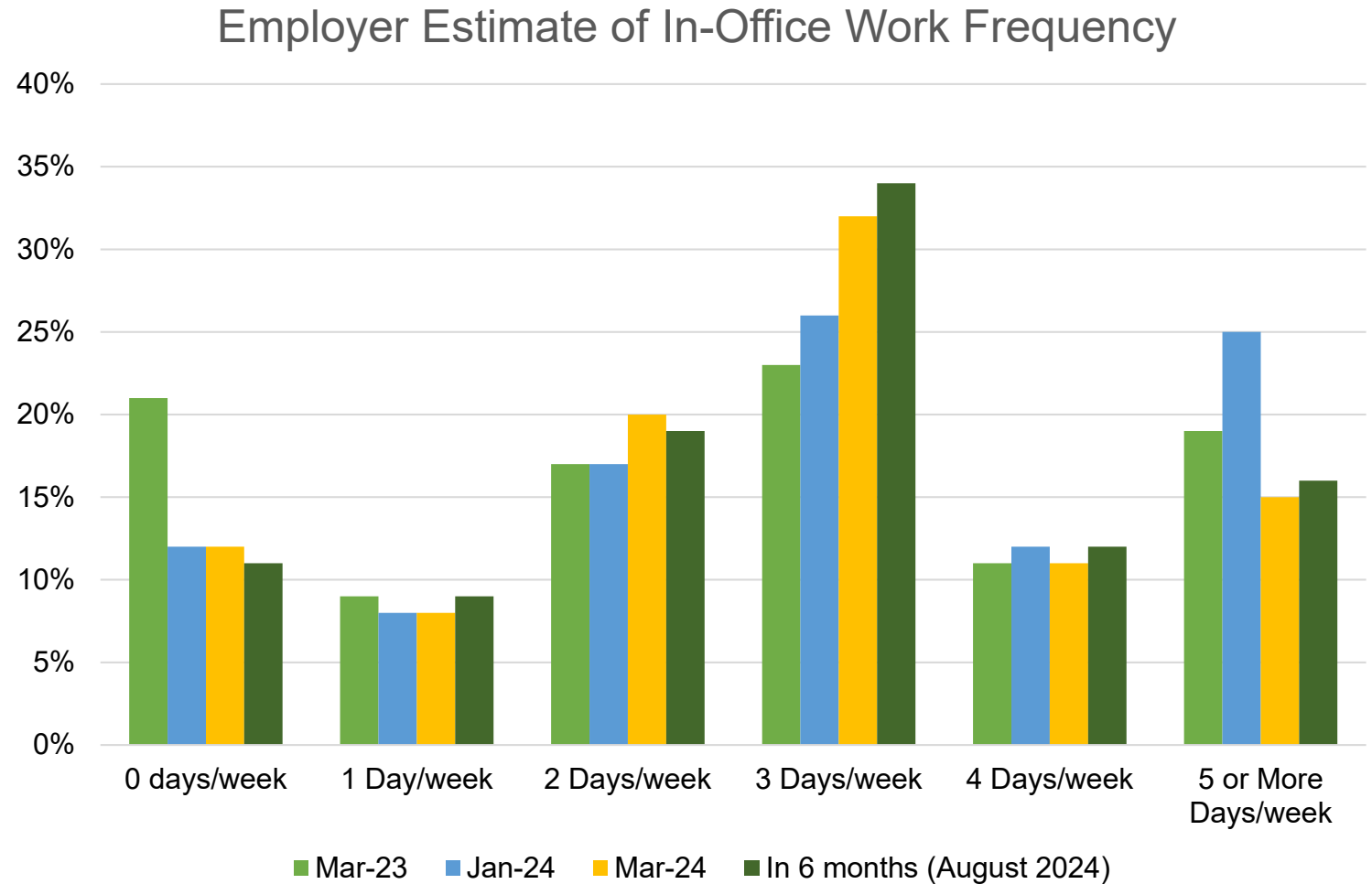
# Transportation Revenue Measure Select Committee Background

- ▶ Convened by MTC to help Bay Area leaders and stakeholders reach consensus on a potential 2026 transportation revenue ballot measure after decision made to pause SB 1031 (Wiener/Wahab).
- ▶ Members met monthly from June to October 2024 to consider options and alternatives and build consensus for a measure that could be on ballot in 2026.



# Four Years Since Start of Pandemic, Return to in-Office Work in Full-Swing

- ▶ Over half of Bay Area employers report workers in-office 2-3 days per week
- ▶ Share of employers with workers in-office 3 days per week continues to grow
- ▶ Share of employers fully remote has settled around 12%



# Bay Area Ridership Recovery

## Total Bay Area Transit Ridership



**Note:** Data for Vacaville CityCoach and Union City Transit is not available.

**Source:** National Transit Database, Through Sept 2024

# Bay Area Climate Goals Depend on Transit

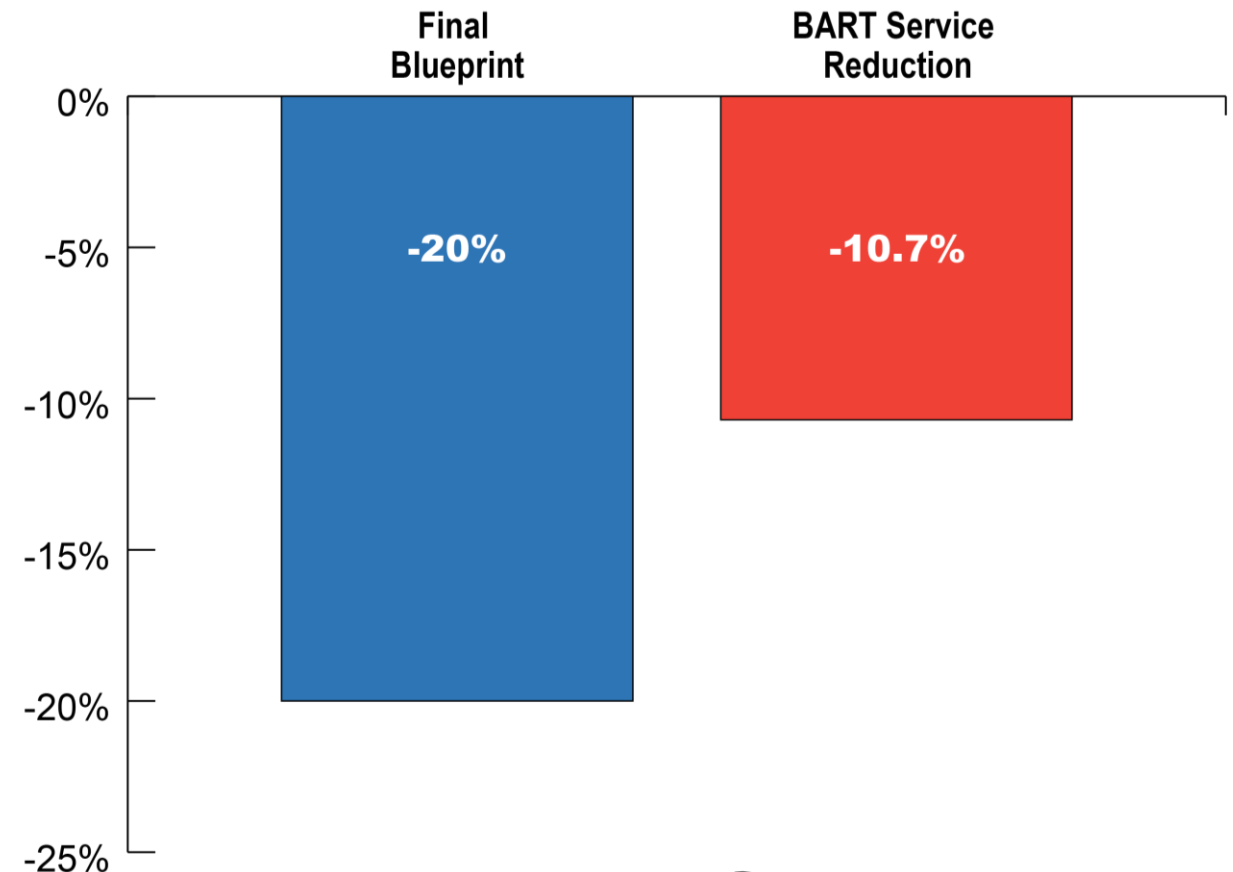
The Bay Area cannot achieve state climate goals without transit. A transit “doom spiral” would mean driving increases and even with accelerated fleet electrification would undercut our greenhouse gas reduction goals.

**Final Blueprint** Plan Bay Area 2050 alternative that achieves SB 375 target of 19% per capita CO<sub>2</sub> emissions (relative to 2005).

## **BART Service Reduction**

With significant BART cutbacks such as cutting service to one-hour headways and station closures, the Bay Area's climate goals will be cut in half.

Total per Capita CO<sub>2</sub> Emissions in Relation to 2005



# Transit is Foundational to the Bay Area's Housing Strategy

- Plan Bay Area 2050 assumes significant growth around BART stations.
- Today, nearly 500,000 people live in the 200,000 homes located within ½ mile of a BART station.
- By 2050, the number of homes is projected to more than double, growing to nearly 550,000.
- Nearly 70% of that new housing is projected to be affordable (deed restricted)



# Traffic Impacts of Devastating Cuts

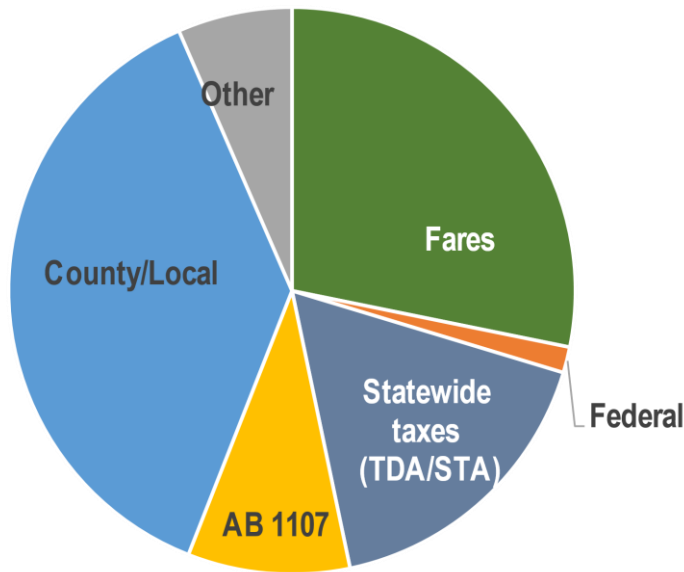
- ▶ The Bay Area's \$1 trillion economy depends on a well-functioning transit system.
- ▶ For context, the Bay Bridge carries about 118,000 paid trips per day; BART is already back up to about 200,000.
- ▶ If 50% of BART riders shifted to driving, delays on Bay Area highways would **grow exponentially**:
  - A daily commuter from Walnut Creek to SF would spend six more hours in their car/week.
  - A daily commuter from El Cerrito to SF would spend 11 more hours in their car/week.



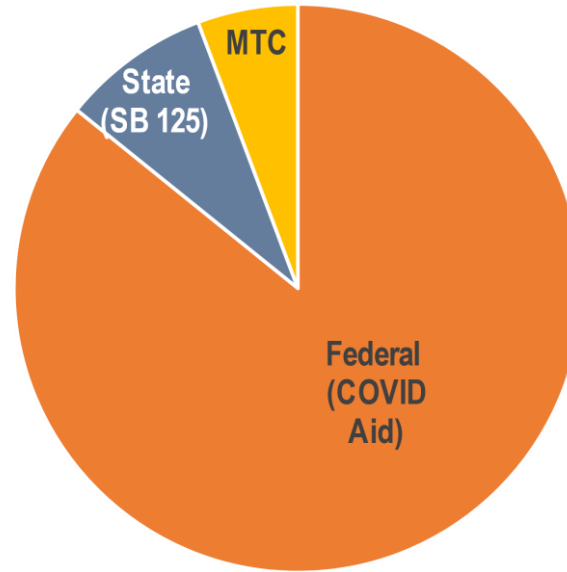
# Funding Bay Area Transit Service Has Always Been a Partnership



## Pre-COVID Transit Operating Revenue Mix (FY 2018-19)



## COVID Emergency Assistance (Federal Aid, SB 125 and \$300M MTC Commitment)



## New Ongoing Revenue Sources (Examples of range of ongoing revenue sources)

Examples of range of ongoing revenue sources

**Fares:** BART 5.5% increase

### County/Local:

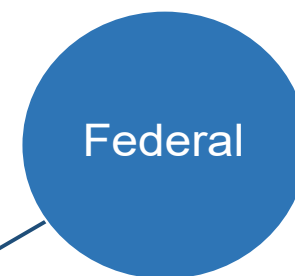
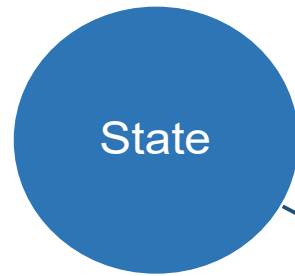
Caltrain Measure RR (\$120M/year)

### Other:

RM 3 (up to \$52M/year); Golden Gate Bridge toll increase (up to \$37M/year)

# Continued Partnership Necessary for Future Transit Operating Funding Picture

**SB 125 TASK Force** identifying and evaluating potential new revenue sources

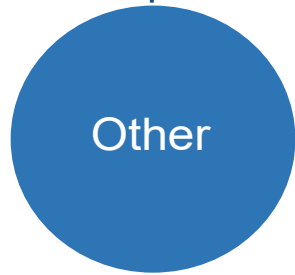


**CONGRESS** is beginning to explore increasing and expanding federal transit operating assistance.

**TRANSIT OPERATORS** exploring fare increases and other local revenues (parking fees and fines); ongoing service adjustments & improvements



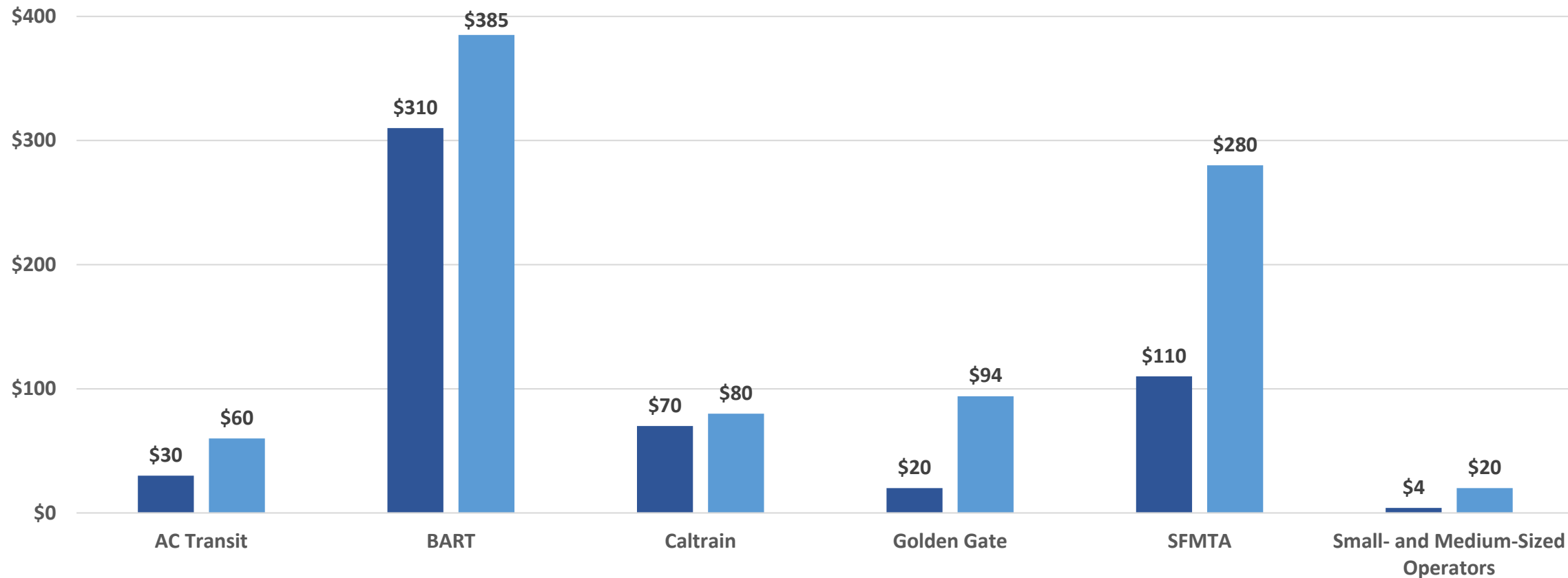
**BAY AREA VOTERS** via transportation revenue measure/s





# Overview of Select Committee Outcomes

# Defining the Problem to Solve: Different Measurements of Operating Funding Need



**Adjusted Fare Loss (Annual)**  
**\$544M Total**

**Annual Operator-Reported Shortfalls**  
**\$919M Total (FY 2026-27 forecast)**

# Select Committee Feedback on Key Components

## Gradients of Agreement exercise provided insight into committee members views:

- ▶ **Geography:** Strong preference for measure to be placed on ballot in the four counties of Alameda, Contra Costa, SF and San Mateo (letting the other five **opt in**) versus requiring all nine counties.
- ▶ **Duration:** Select Committee slightly preferred 10 years. Strong preference for a 10-year measure among commissioners representing the four core counties, whereas Santa Clara commissioners strongly prefer a 30-year measure.
- ▶ **Transit Operating Funding Target:** Overall, a slight preference for targeting adjusted fares over operator-reported shortfalls. Commissioners, business community and construction labor representatives strongly prefer adjusted fares; transit operating union labor representatives and advocates favor operator-reported shortfalls.
- ▶ **Funding Mechanism:** Support for sales tax over parcel tax or payroll tax, but interest in a measure with multiple sources.

# Scenarios Presented on October 21

September Scenarios	Variations
<p>Scenario 1</p> <p>Core Transit Framework: 30 years</p>	<p>Scenario 1A</p> <p>Core Transit: 10-year version</p>
<p>Hybrid</p> <p>Hybrid, with <b>Payroll tax</b> plus Sales Tax</p>	<p>Hybrid</p> <p>Hybrid, with <b>Parcel tax</b> plus Sales tax</p>

# SFMTA Compromise Proposal Presented in October with Variable Rates

## Tax Measure

**F**

- Short/Near-term(11-15 years)
- Sales **OR** Parcel Tax
- Variable Rates by County
- Revenues sufficient to fully fund transit needs for 10-years
- Regional Program Funded first
- Allows for Long-term more visionary measure for November 2036 ballot **OR** reauthorization of Short-term Measure

## Regional Program

**R**

- Regional Rail System Funded (BART, Caltrain, BSV)
- Regional Transit Service (Regional Bus Services creating connectivity to regional rail)
- Regional Transit Transformation (Fare Integration & Modernization, CX, Cleanliness, Safety)

## Legislation & Policy

**L**

Authorization for:

- A retail transactions and use tax
- A parcel tax  
\*Variable Rate District Based. Program
- Allows for a qualified voter initiative
- Legislates the “Regional Program”
- Legislates an Independent Auditor

- Imposed in the 5 core counties – others could opt-in.
- Funding for regional and local transit plus county flex in Alameda, Contra Costa, San Mateo and Santa Clara (amount depends on tax rate)

## Proposed Next Step:

*Focus in on the  
two scenarios  
which have the  
greatest potential  
support.*

*Note: Data for scenarios provided by  
NBS (parcel tax) based on July 2023  
assessment data and Sperry  
Consulting (sales tax) based on  
estimated 2027 taxable sales.*

## Scenario 1A

- ½ cent sales tax
- Yields ~\$560M/year
- 10 years
- **Transit only**
- 10% or \$56M for Transit Transformation
- 4 Counties: AL, CC, SF, SM (*opt-in for SC only*).

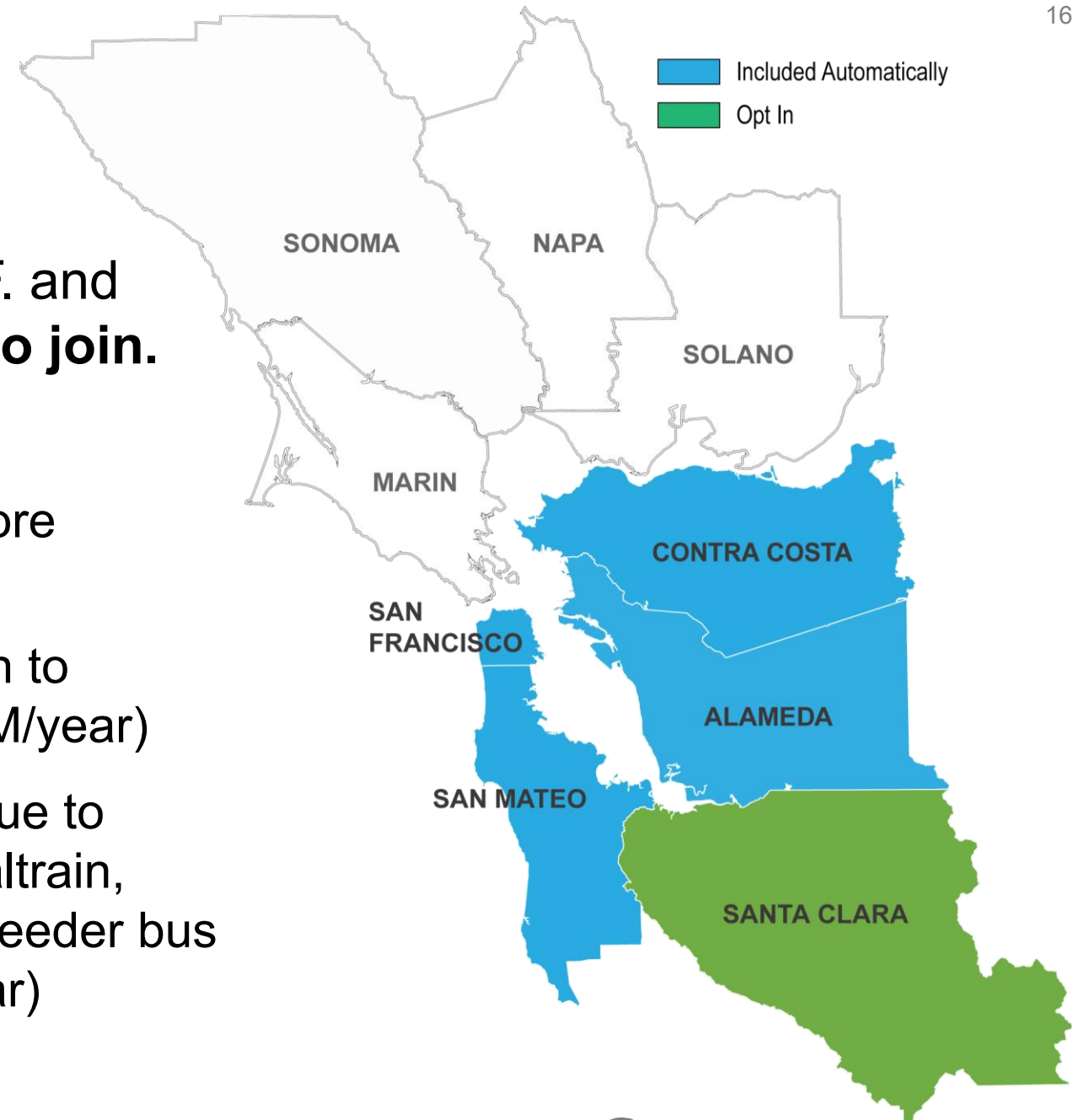
## Hybrid

- ½ cent sales tax + \$0.09 bldg. sq. ft. parcel
- Yields \$1.3-\$1.5B year
- 30 years
- **Transit + infrastructure:** 10% of sales tax revenue for Transit Transformation
- 5-9 Counties (including at least AL, CC, SF, SM and SC (*if SC opts in*)).

# Scenario 1A Summary: Transit Focus

Applies to Alameda, Contra Costa, S.F. and San Mateo + **option for Santa Clara to join.**

- ▶ 10-year duration
- ▶ ½-cent sales tax (\$560M/year in four core counties)
- ▶ 10% per year for Transit Transformation to grow ridership for entire measure (\$55M/year)
- ▶ 90% to make up for lost fare revenue due to changes in travel behavior at BART, Caltrain, AC Transit, and Muni, plus funding for feeder bus in AL, CC and SM counties (\$505M/year)



<b>10yrs</b> Duration	<b>\$560M</b> Annually
<b>1/2¢</b> Sales Tax	<b>Transit only</b>
<b>4 Counties</b> <i>With option of Santa Clara opt-in</i>	
<b>\$4M Annually for Small Operators</b>	<b>\$10M Annually for AL/CC BART Feeder Bus</b>
<b>\$20M Annually for SamTrans/ San Mateo County Feeder Bus</b>	

## Proposed Funding Strategies

### Scenario 1A

**\$5B investment in transit operating and \$560M for Transit Transformation over 10 years**

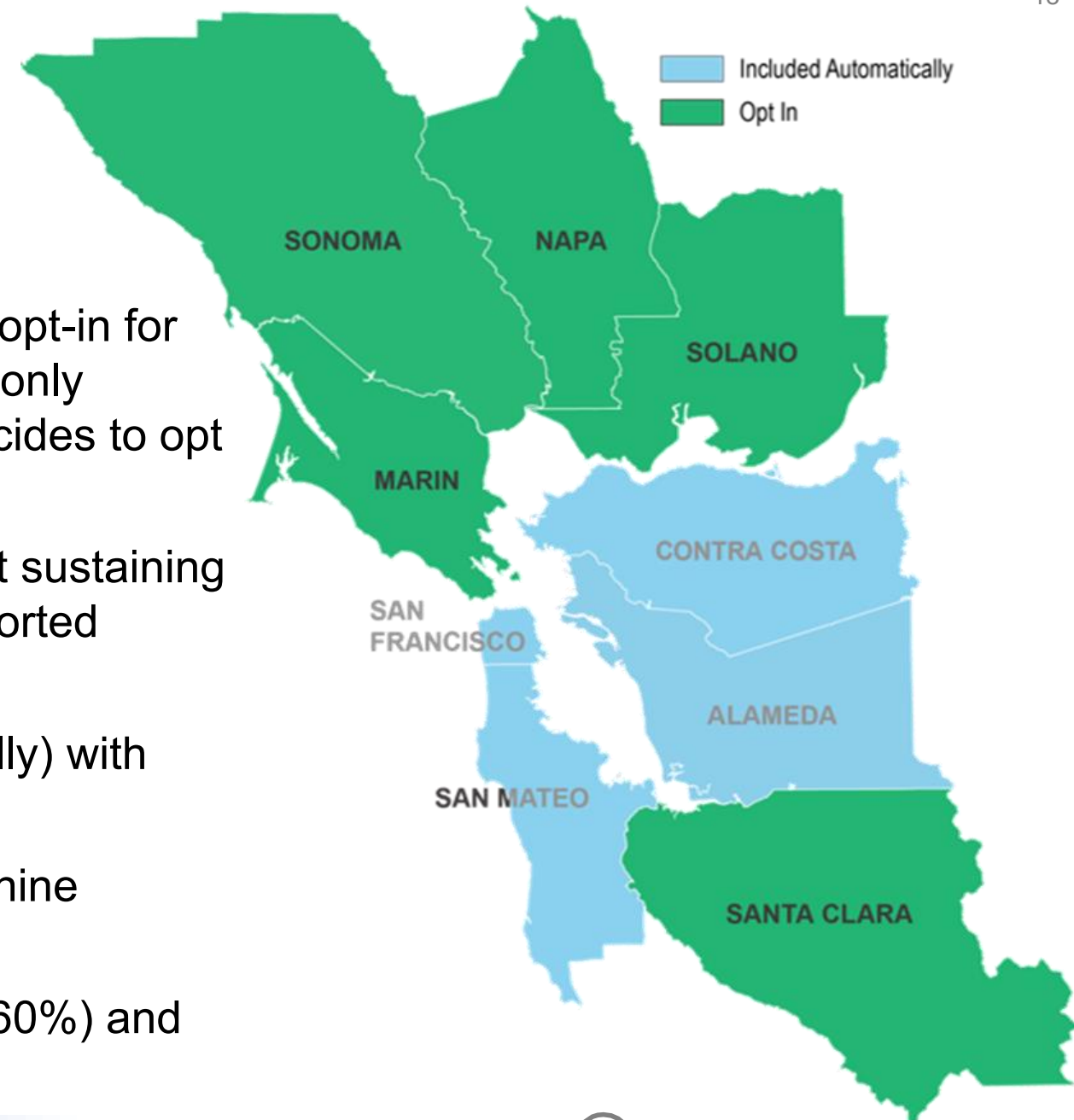
<b>Regional Rail</b>	<b>\$3B</b> BART	<b>\$390M*</b> Caltrain	
<b>Regional &amp; Local Transit</b>	<b>\$880M</b> SF MTA		
<b>Local Transit</b>	<b>\$300M</b> AC Transit	<b>\$200M</b> SamTrans & SM Feeder	<b>\$144M</b> AL/CC/Small Operators

\*Assumes Caltrain will receive partial funding for their loss of fare revenue from the measure and the remainder from Santa Clara County.



# Hybrid Scenario Summary

- ▶ Multi-modal measure with 30-year duration
- ▶ Geography includes four core counties, with opt-in for Santa Clara and North Bay but this scenario only proposed for consideration if Santa Clara decides to opt in.
- ▶ Provides higher transit funding level aimed at sustaining current service levels (targeting operator-reported deficits, not just fare loss) for first 8 years.
- ▶ Combines ½-cent sales tax (\$1 billion annually) with parcel tax of \$0.09/building square foot.
- ▶ \$1.3B/year in 5 counties or \$1.5B/year in all nine counties.
- ▶ Parcel tax would support transit operations (60%) and County Flex (40%).



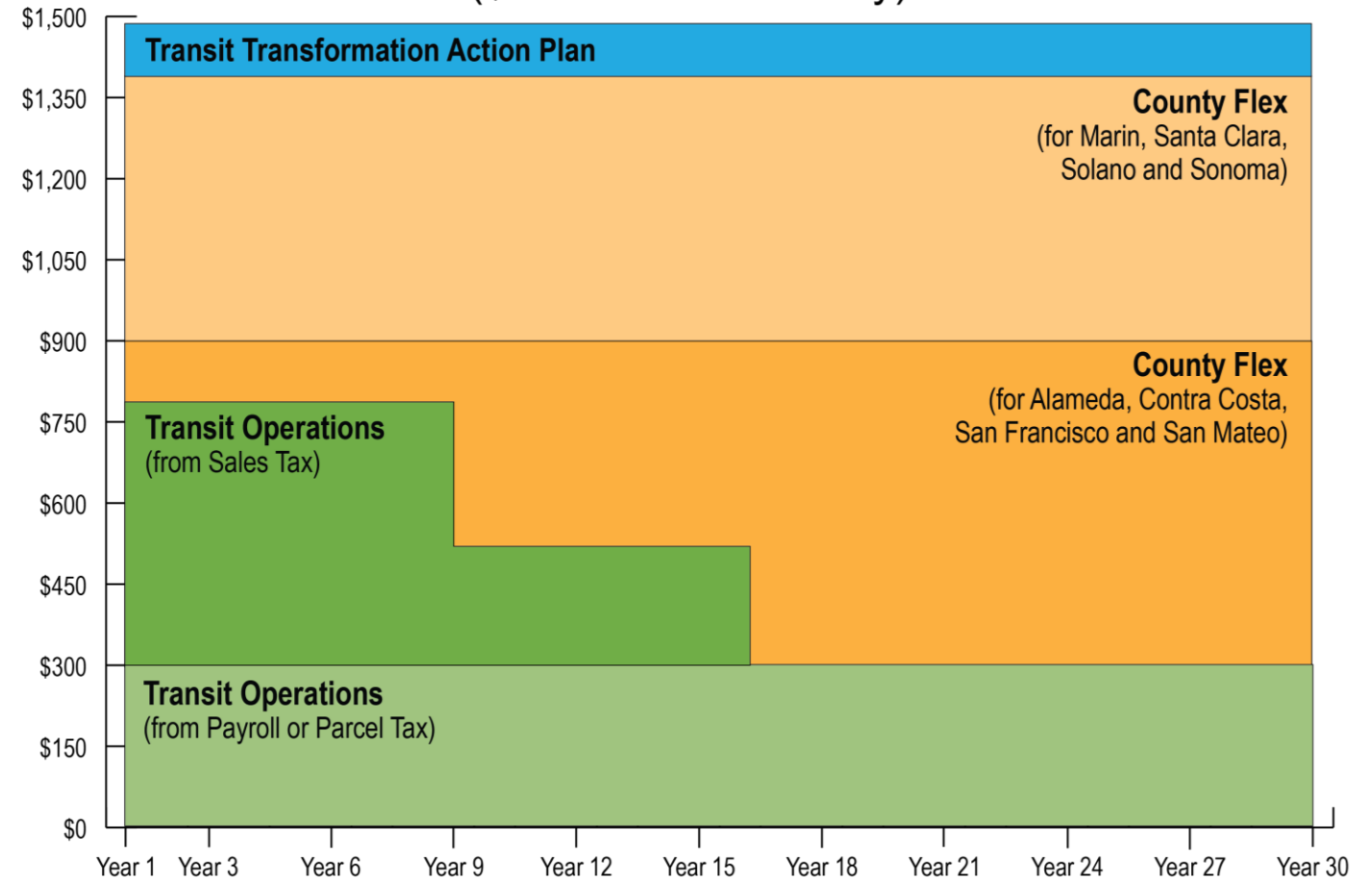
# Hybrid Focuses on Transit, County Flex, and Transformation

## Hybrid Scenario Attributes:

- ▶ Funds 90% of **operator-reported shortfalls** for first 8 years, with 65% in Years 9-15 and less in years 16-30.\*
- ▶ 10% for Transit Transformation
- ▶ Remaining funding, or 61% of total, for County Flex

*\*Data for scenarios provided by NBS (parcel tax) based on July 2023 assessment data and Sperry Consulting (payroll tax) based on 2022 taxable wages and 2022 taxable sales*

**Hybrid Transit Scenario: 30-Year Funding Distribution**  
(\$ in Millions Annually)



<b>30yrs</b> Duration	<b>\$1.3B- \$1.5B</b> Annually
<b>\$0.05 Sales Tax</b> + <b>\$0.09/sq ft</b> parcel tax	<b>Transit &amp; Infrastructure</b>
<b>5 - 9 Counties</b> <i>If Santa Clara elects to join</i>	
<b>\$23B-\$29B</b> County Flex for county priorities	
<b>\$2.6 - \$3.1B</b> Transit Transformation	

## Proposed Funding Strategies

**\$9.4-\$10B investment in transit**  
operating first 15 years

## Hybrid

Regional Rail	<b>\$4.5B</b> BART	<b>\$940M</b> Caltrain	<b>\$4.5B</b> Transit ops in years 16-30. Specific allocations to be decided in year 15 of measure.
	Regional Bus	<b>\$3B</b> SF MTA	
Local Transit		<b>\$705M</b> AC Transit	

# Select Committee's Recommended Policy Provisions for Legislation

- ▶ **Strengthen Accountability:** Provide greater oversight of transit agency financial information.
- ▶ **Deliver on Transit Transformation:** Require operators to report on and comply with policies and programs developed through the Regional Network Management framework related to Transit Transformation to be eligible for new funding from measure.
- ▶ **Transit Agency Consolidation:** Topic is worthy of further study but should be pursued separate from enabling legislation for transportation revenue measure.
- ▶ **Transit Transformation:** Support for investing 10% of measure in improvements to make system more connected, affordable and reliable, with 50% invested in proportion to each county's contributions to the measure.
- ▶ **Citizen Initiative:** A citizen initiative should be authorized in the enabling legislation.

# Ensuring Transit Transformation Benefits in Every Participating County

- ▶ Both scenarios invest 10% of sales tax into Transit Transformation.
- ▶ New commitment in response to feedback:
  - ▶ 50% of Transit Transformation funds to go towards local Transit Transformation priorities (e.g., bus-only lanes or signal coordination), to benefit each county in proportion to their share of sales tax generated by the measure.



# Investing in Transformation

Hypothetical \$100 Million Annual Investment Over Five Years  
Half of funds directed to local Transit Transformation priorities

\$25 million  
Transit Fares

\$20 million  
Mapping & Wayfinding

\$40 million  
Transit Priority

\$15 million  
Access. & Paratransit

## What Benefits Do We Get From This Investment?

*A more affordable, easier to navigate, faster, and more accessible regional transit system.*



### Transit Fares

- Ongoing Free/Discounted Interagency Transfers
- Ongoing Clipper START Program + enhancements
- Ongoing Clipper BayPass Program

### Mapping & Wayfinding

- Initiate regionwide deployment and installation of mapping/wayfinding/visual identity standard at rail stations, ferry terminals, transit hubs, and bus stops

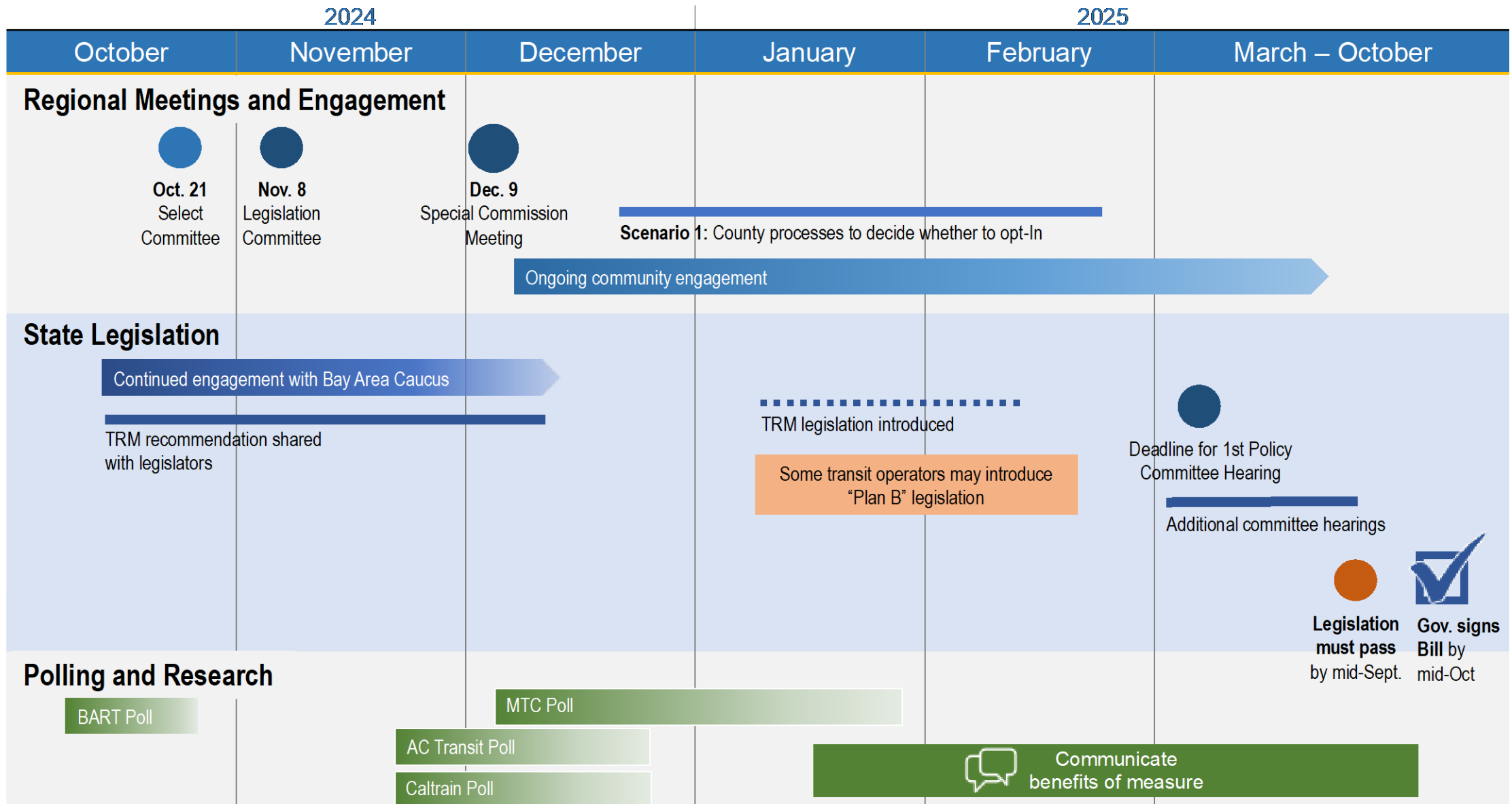
### Transit Priority

- Approx. three corridor-wide projects like SFMTA's Geary Rapid project
- Approx. 100+ "hot spot" interventions (TSP, stop placement/spacing/design, transit only or HOV lanes)

### Accessibility

- Operations support for one-seat paratransit rides
- Mobility management programs at the county level
- Regional data clearinghouse for accessible services

# TRM Enabling Legislation Timeline



# Staff Recommendation

- ▶ Endorse key policy provisions and include questions related to them in the poll.
- ▶ Endorse Scenario 1A and Hybrid for polling and additional refinement. Further, permit coordination on polling a variable rate option (if there is interest by partners) to ensure comparability of poll results.
- ▶ Direct staff to return by February 2025 with polling results and sponsorship considerations for transportation revenue measure enabling legislation.