

EXECUTIVE DIRECTOR'S REPORT

Projects and Services

Ridership

Looking at systemwide total ridership during the month of December, the post-pandemic ridership recovery observed over the past several months looks to continue leveling out - total boardings actually decreased slightly by 1% compared with the same month of last year.

When zooming in to routes, however, the systemwide leveling-off was driven by the school-focused routes: these decreased by almost 20% from December of 2023. The mainline routes on the other hand continued to trend up, at a rate of approximately 6% YoY. These trends are very similar to those we saw in November.

At the individual route level, the two "Rapid"-branded routes 10R and 30R continued to grow year-on-year (YoY) with an increase in ridership of approximately 3% and 7%, respectively. Other routes that trended positively YoY include Route 14 (intermunicipal) and Route 70X (Walnut Creek), while Route 3 (Stoneridge) and Route 15 (Springtown) trended negatively compared with the same month of last year.

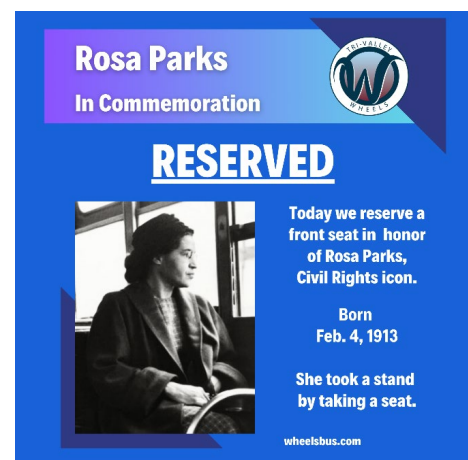
Weekend (Saturday and Sunday) ridership continued to trend upward: Average boardings per weekend service day were up 9% YoY.

Emergency Preparedness

On Wednesday, February 5, Alameda County Emergency Managers Association is hosting an East Bay Hub Community Preparedness Tabletop Exercise. LAVTA's Director of Operations and Planning Mike Tobin will be attending.

Honoring Rosa Parks

Rosa Parks Day, often referred to as "Transit Equity Day" is held on February 4th to commemorate the life and legacy of Rosa Parks on her birthday. Wheels will reserve a front seat on all buses with a poster acknowledging her historic action.



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Clipper 2.0 Update

Upgrading the Clipper system to Clipper 2.0 will bring about much-anticipated and long overdue change to the region's electronic fare collection system. This includes the ability to use credit cards/open payments on all Clipper readers, immediate access to funds once loaded into the account, and the implementation of the inter-agency free/reduced transfer pilot.

On January 27, the Clipper Executive Board received an update on the progress of the installation and the projected date of customer transition. Based on the progress of testing that is currently underway, as well as the timeline of final project milestone activities, the start of customer transition to Clipper 2.0 system is tentatively scheduled for late April/early May. Approximately 100,000 Clipper cards can be transitioned each day; the full customer transition will take approximately 3 months to complete. Once there is certainty about the customer transition date, Clipper staff will hone-in on the timing for individual agency's Clipper 2.0 conversion dates.

Via/Remix Panel

On January 30, LAVTA staff are participating in the "Bay Area Transit Summit" hosted by Via, which is a transportation technology firm. The Summit includes informational presentations from a number of Bay Area transit agencies on topics such as changes to public transit service delivery in the Bay Area (microtransit), updates from California High-Speed Rail Authority, and reimagining regional transit. LAVTA staff will be highlighting the Wheels in Motion service changes on a panel entitled "Building Equitable and Cost-Effective Mobility Through Smart Service Design."

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Finance and Administration

Visit to Sacramento

On January 8, LAVTA staff along with our lead representative from Townsend Public Affairs made a trip to Sacramento to visit LAVTA's delegation. We had productive meetings with Senators McNerny and Grayson, and Assembly Members Bauer-Kahan and Ortega. Another trip is being planned for February 12 with the East Bay Coalition.



Regional Transportation Revenue Measure Update

On January 10, Senator Scott Weiner and Senator Jesse Arreguin introduced SB 63: *It is the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024.*

Polling for the two revenue measure scenarios is underway; results should be available later in February.

Governor Newsom's Budget

On January 10, Governor Newsom released his FY25-26 proposed budget. The top line message is that the state is no longer in a deficit and the Governor is proposing a balanced budget. The Governor's \$322.3 billion budget shows a modest surplus of \$363 million and maintains a reserve of \$16.9 billion. The Governor continues to prioritize housing, homelessness, education, mental health, crime, climate, and economic growth. The Budget demonstrates a continued commitment to address transportation-related climate issues, and it preserves the \$5.1B in one-time investment in transit capital and operations that was agreed to in the FY24-25 budget act.

On January 22, the Special Session Budget Committees in each legislative house convened to address measures comprising a Los Angeles County wildfire recovery package (\$2.5B), which includes up to \$1.5B in one-time funding for disaster relief efforts, as well as legislation to allocate funding for future federal lawsuits against the Trump Administration.

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Impacts from the Trump Administration

200 Executive Orders were signed by President Trump after his inauguration on January 20th, most of which do not appear to have a direct or significant impact on LAVTA. On January 27th the Office of Management and Budget (OMB) transmitted Memorandum 25-13, which mandated a freeze on all federal spending, requiring federal agencies no later than February 10 to conduct a review of grants to ensure they are following the priorities of the Administration. This action put into question the timing and security of LAVTA's existing and upcoming federal grants. On January 29, OMB rescinded the memo; it is unknown what actions may be taken next. Staff will continue to monitor the developments out of Washington and will report back on any perceived impacts to LAVTA.

Upcoming Procurements

Federal/State Lobbyist

Attachments:

1. Board Statistics December 2024

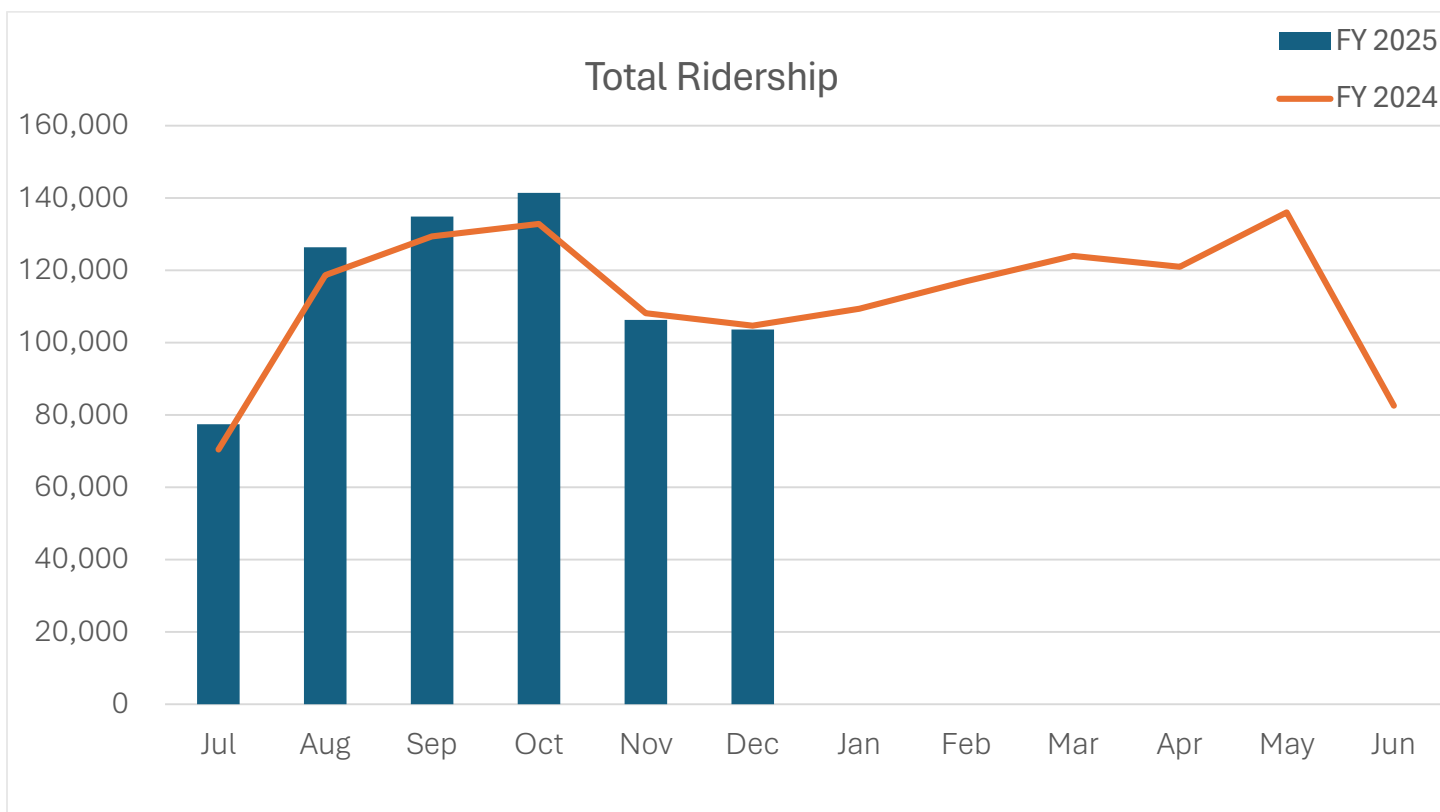


Wheels System Performance

FY 2025 - December

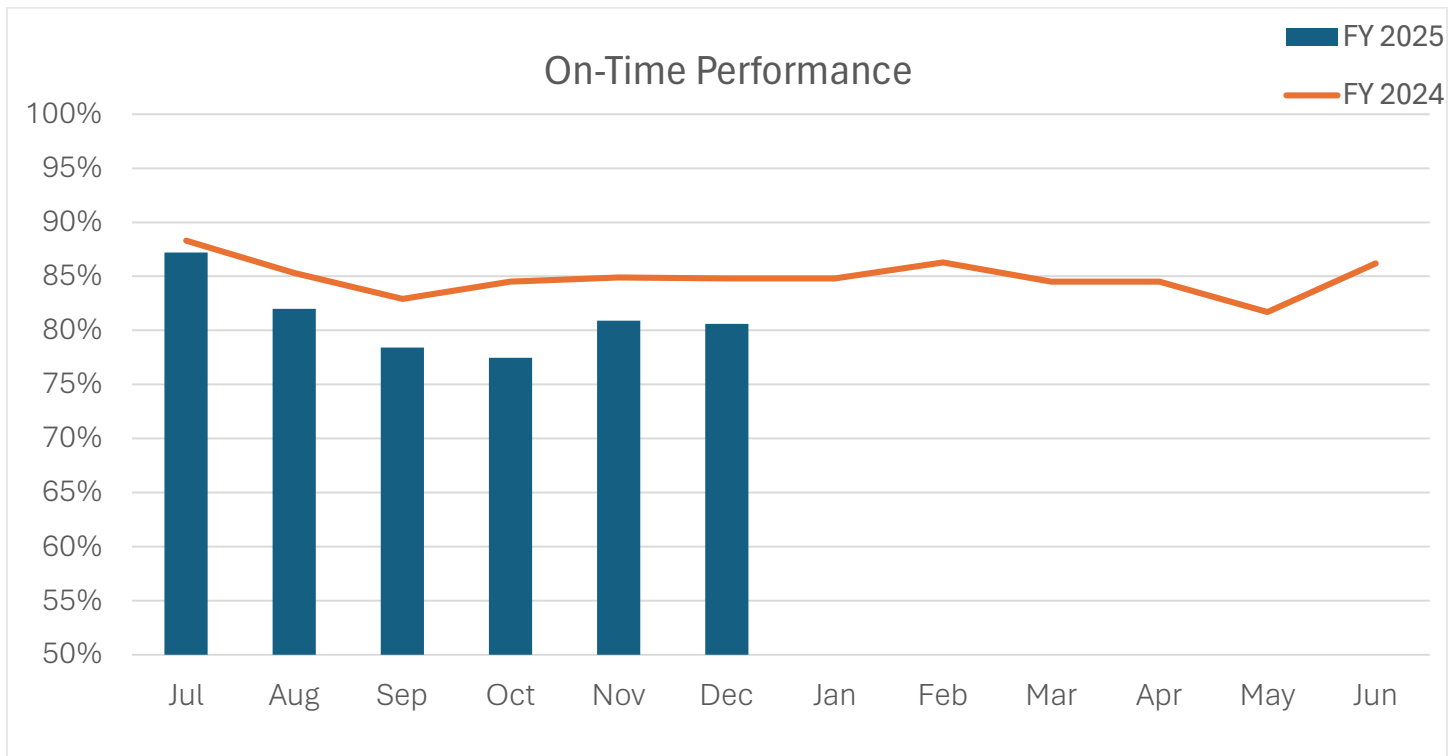
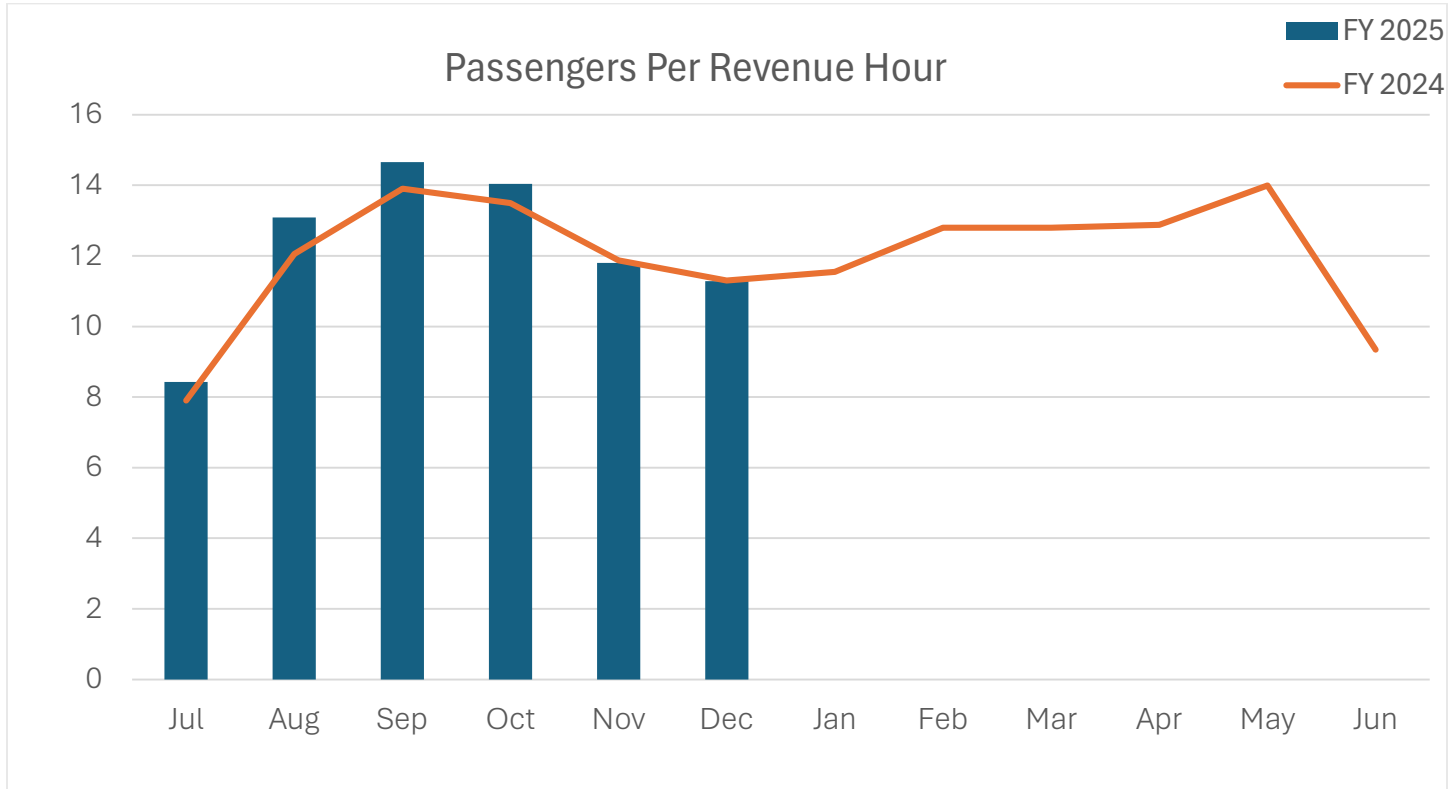
Fixed-Route

Performance Indicator	Dec-23	Dec-24	MoM % Change		YoY % Change	
Total Ridership	104,645	103,561	-3%	↓	-1%	—
Total Ridership FY To Date	664,035	689,825	N/A		4%	↑
Fully Allocated Cost Per Passenger	\$15.15	\$14.95	5%	↑	-1%	—
Average Weekday Ridership	4,560	4,638	-1%	—	2%	↑
Average Saturday Ridership	1,402	1,486	-15%	↓	6%	↑
Average Sunday Ridership	1,071	1,213	4%	↑	13%	↑
Passengers Per Revenue Hour	11.30	11.28	-4%	↓	-0.2%	—
On-Time Performance	84.8%	80.6%	-0.4%	—	-5%	↓
Preventable Accidents Per 100,000 Miles	1.4	2.7	31%	↑	99%	↑
Customer Complaints Per 10,000 Boardings	0.86	1.45	-4%	↓	68%	↑
Miles Between Mechanical Failures	18,136	13,240	86%	↑	-27%	↓



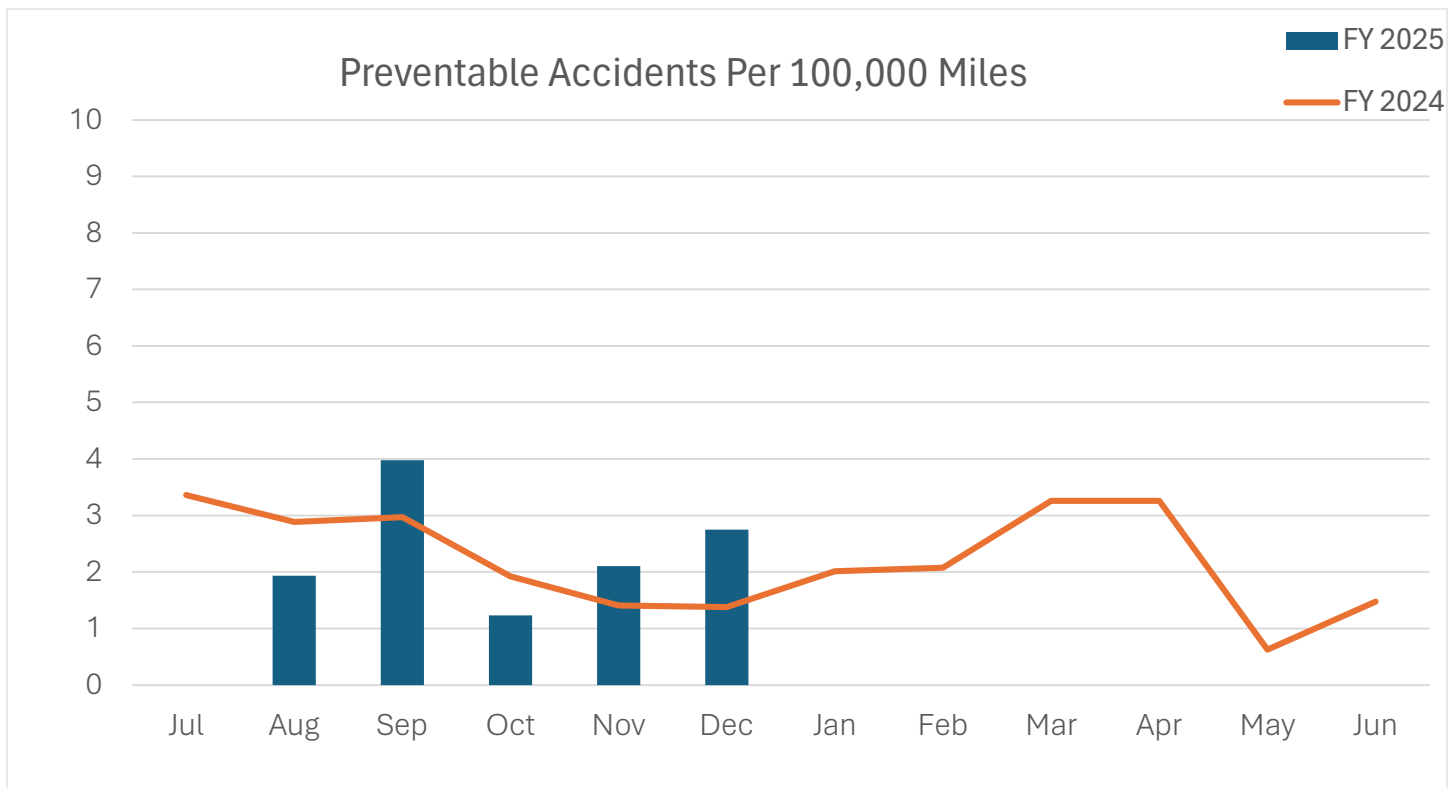
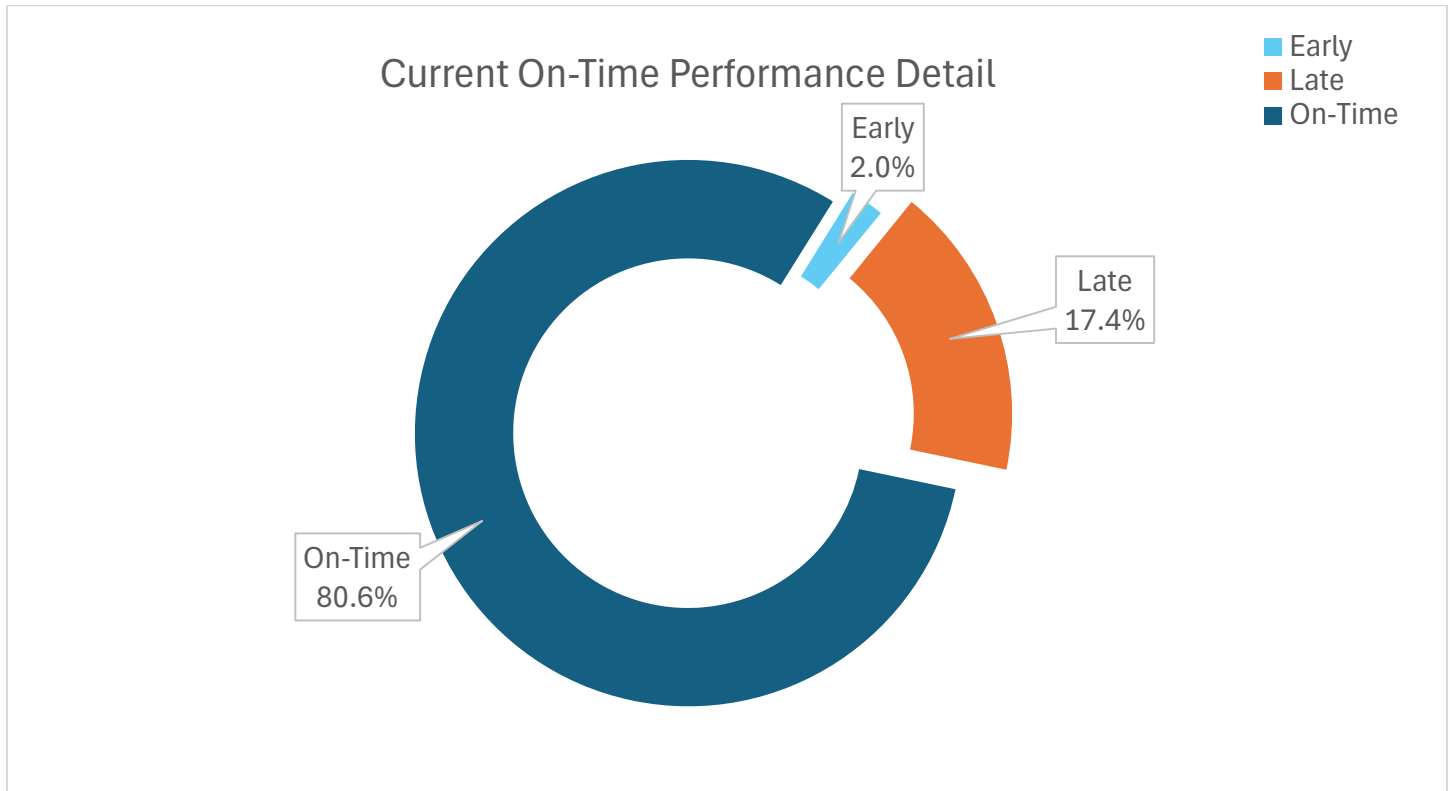


Fixed-Route



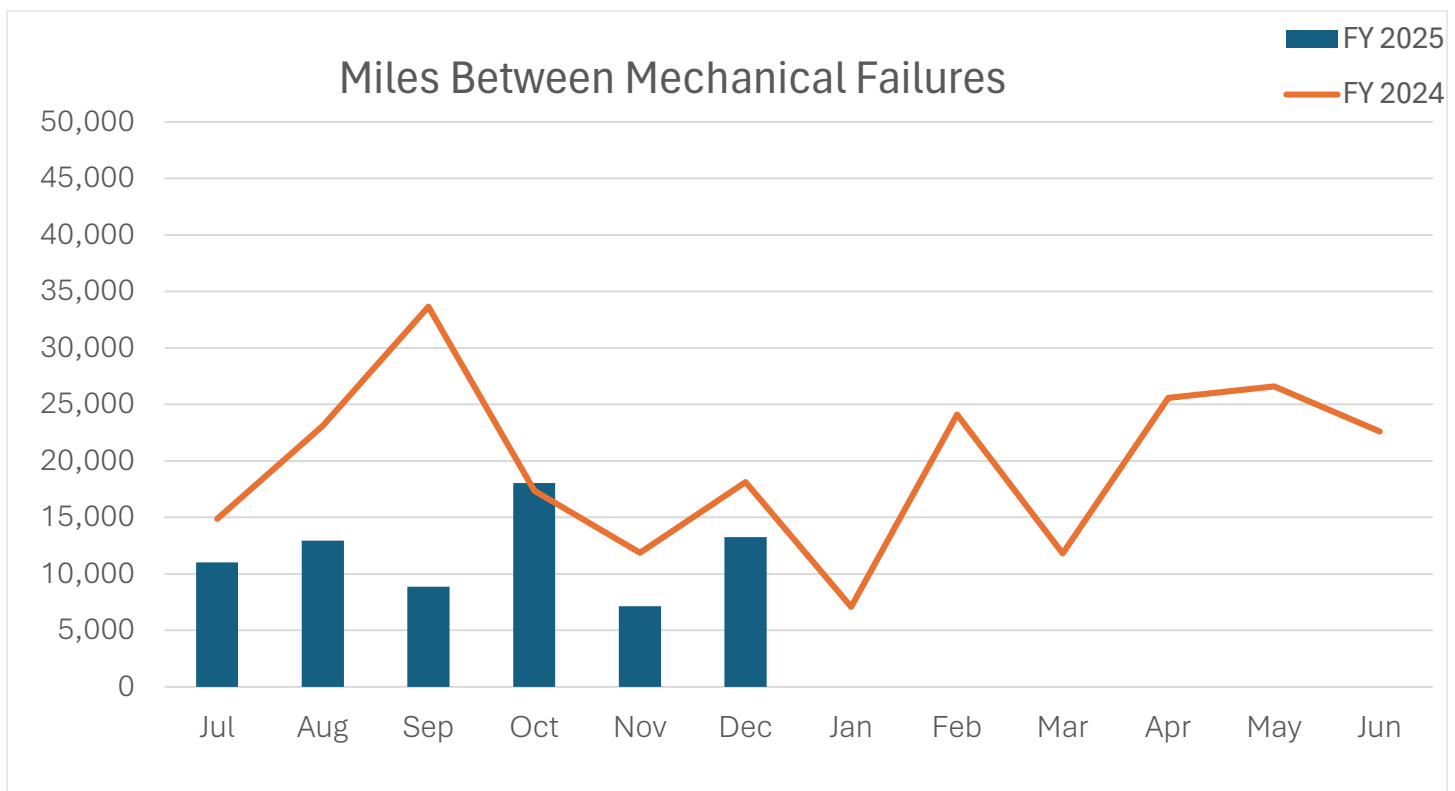


Fixed-Route





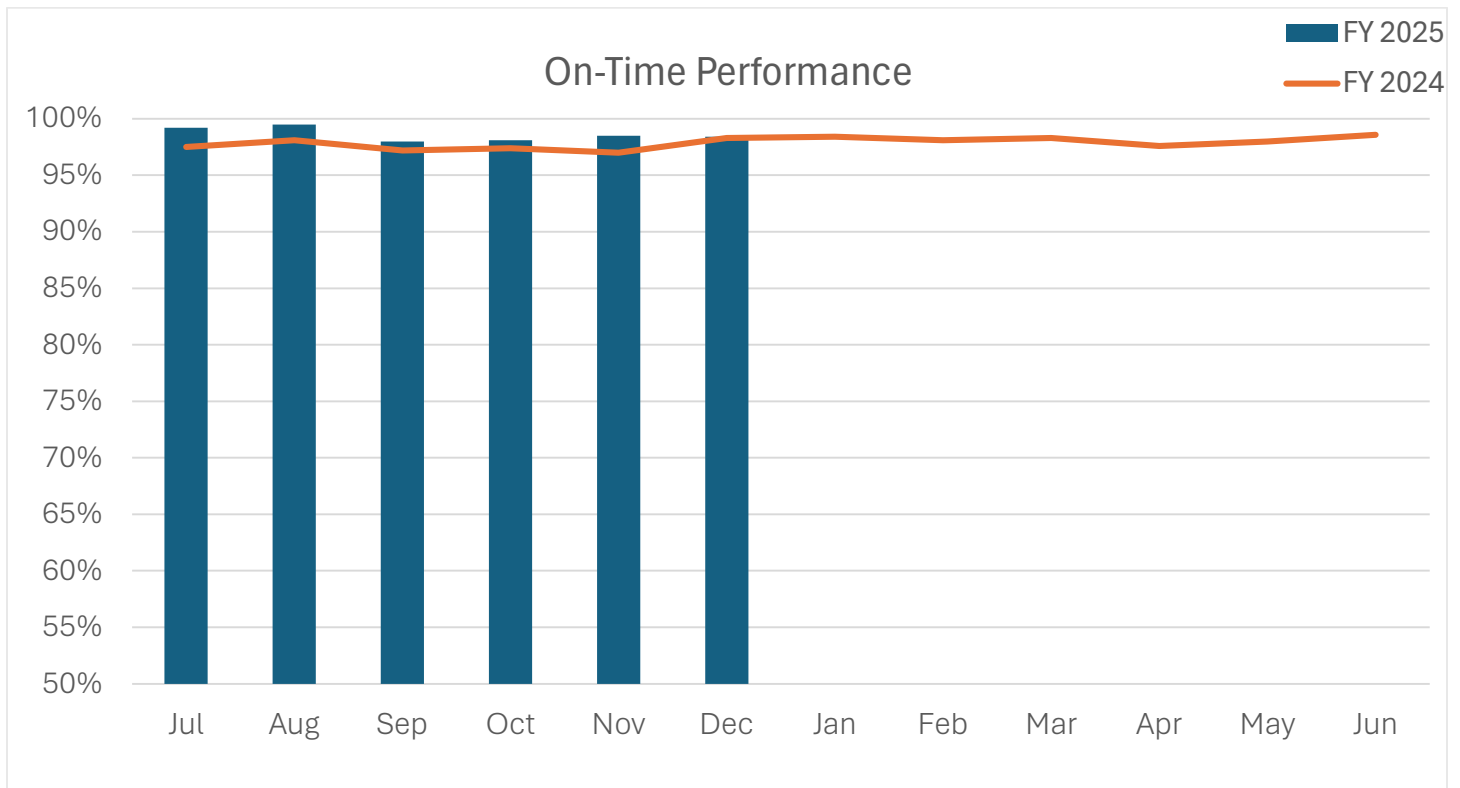
Fixed-Route





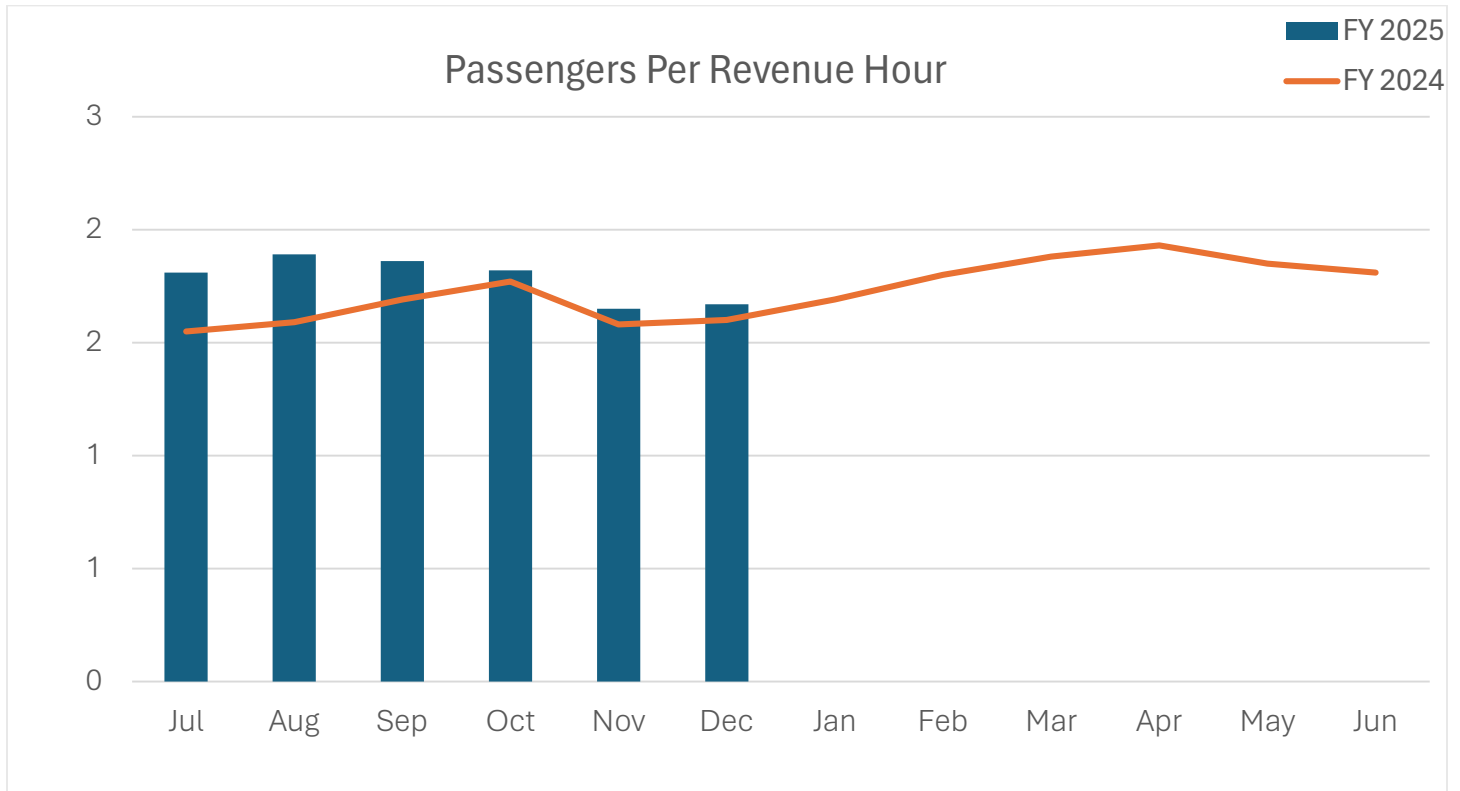
Paratransit

Performance Indicator	Dec-23	Dec-24	MoM % Change		YoY % Change	
On-Time Performance	98.3%	98.4%	-0.1%	—	0.1%	—
Passengers Per Revenue Hour	1.6	1.7	1.2%	↑	4%	↑
Valid Complaints Per 1,000 Passengers	0.00	0.38	-3.1%	↓	∞	↑
Phone Holds (% of calls answered within 60 seconds)	87.1%	74.6%	-0.1%	—	-14.4%	↓
Preventable Accidents Per 25,000 Miles	0.0	0.0	-100.0%	↓	0%	—
Dial-A-Ride Cost Per Trip	\$61.25	\$58.59	-32.4%	↓	-4%	↓
Dial-A-Ride Ridership	2,643	2,650	3.2%		0.3%	
One Seat Ride Ridership	164	264	-24.4%		61%	



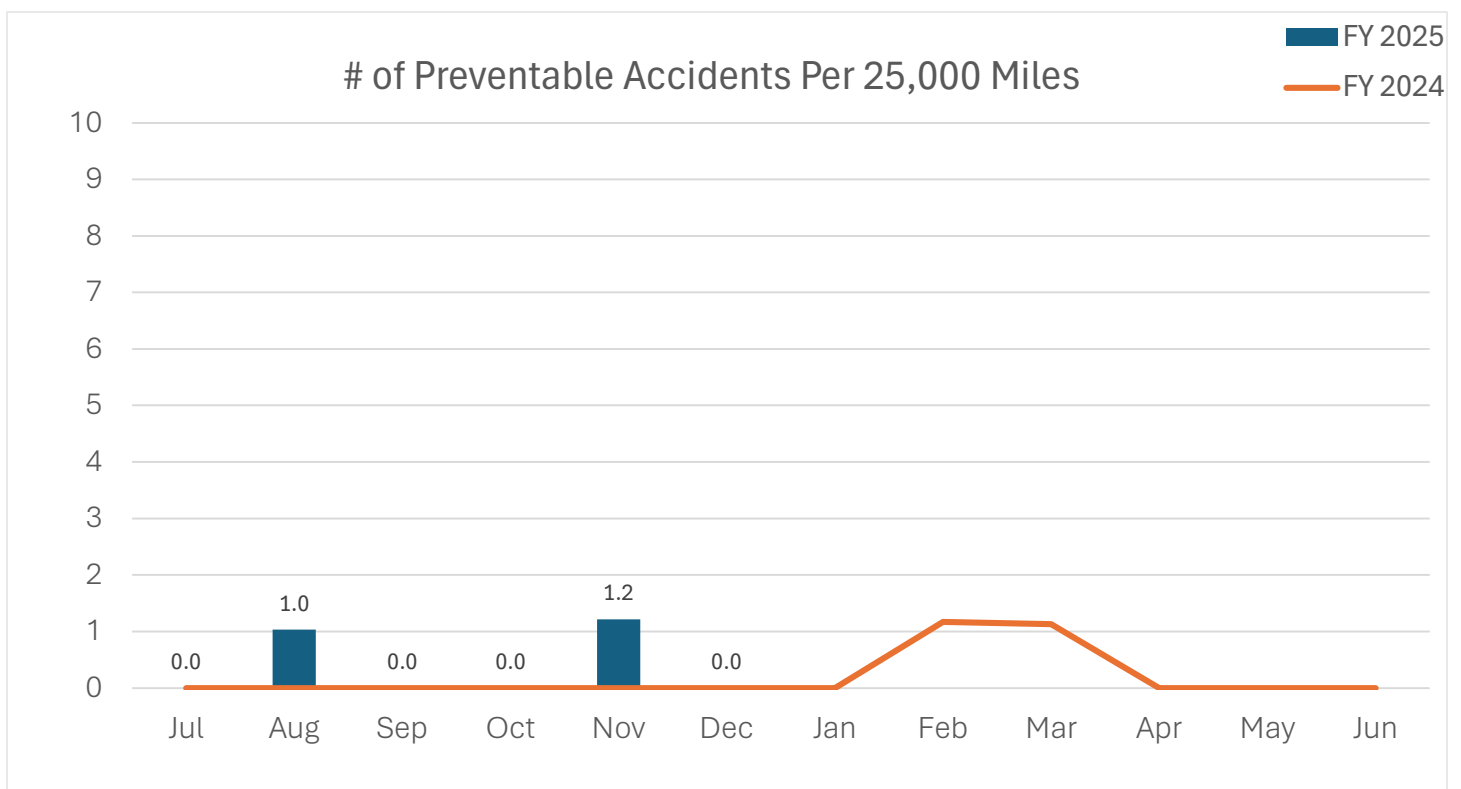
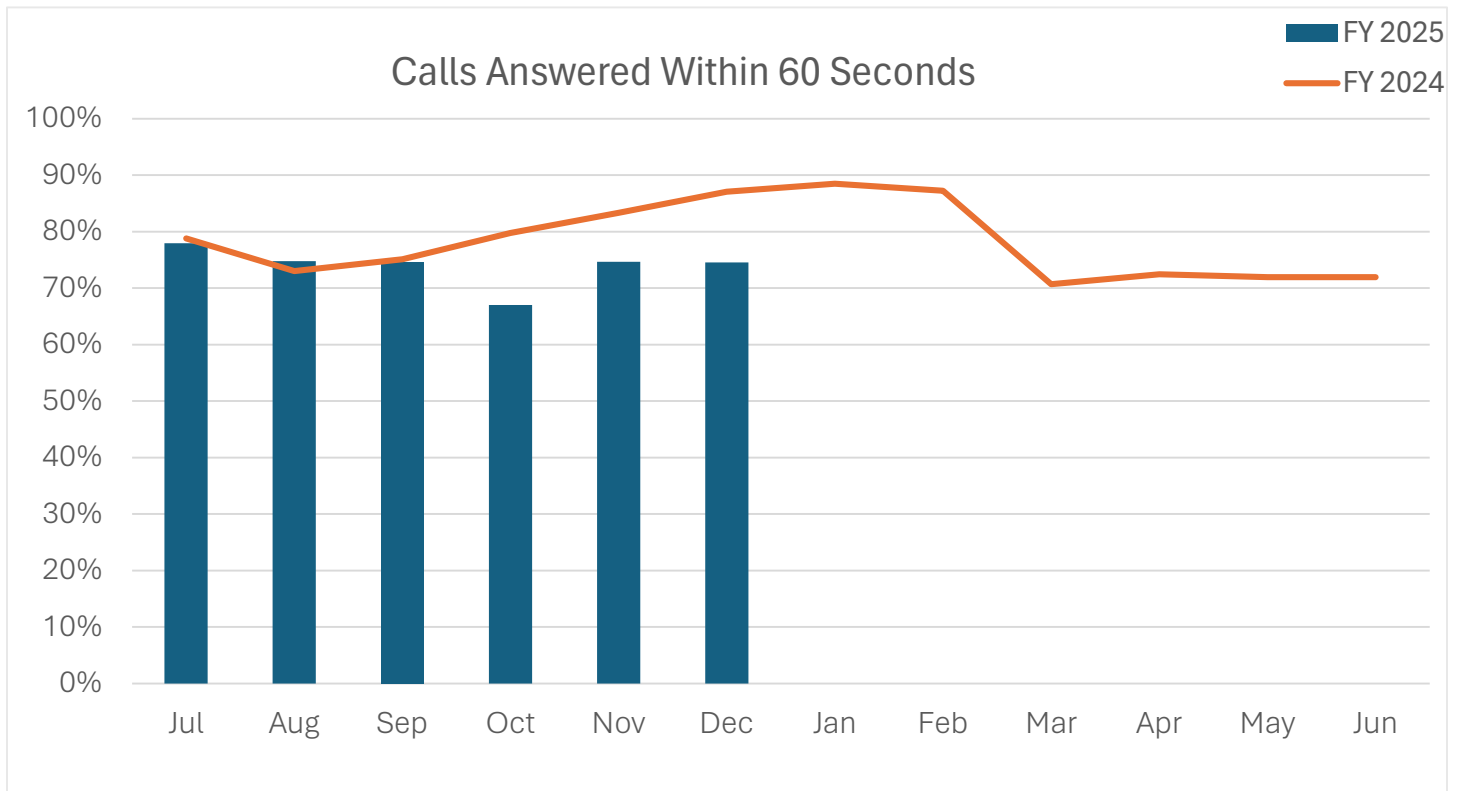


Paratransit



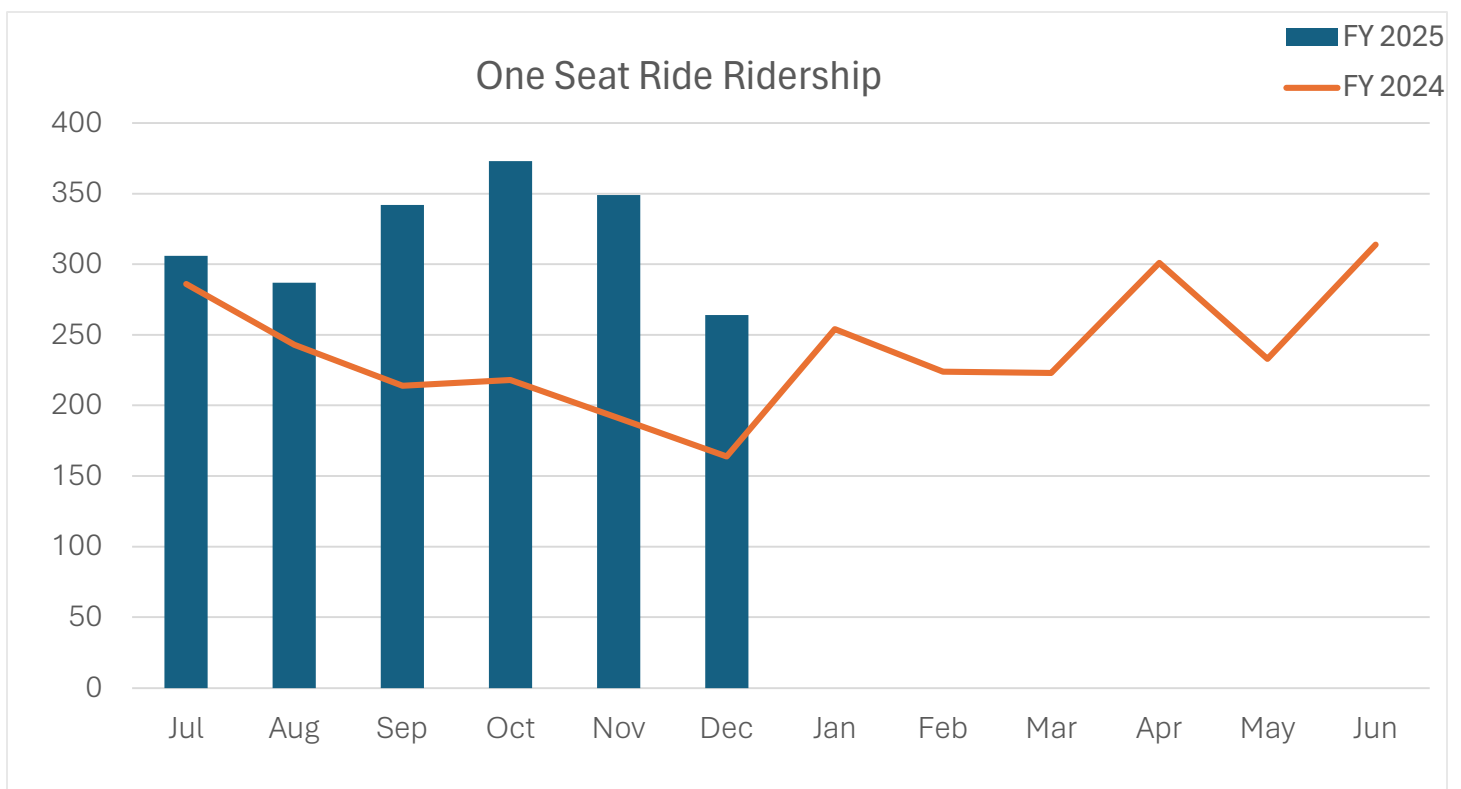
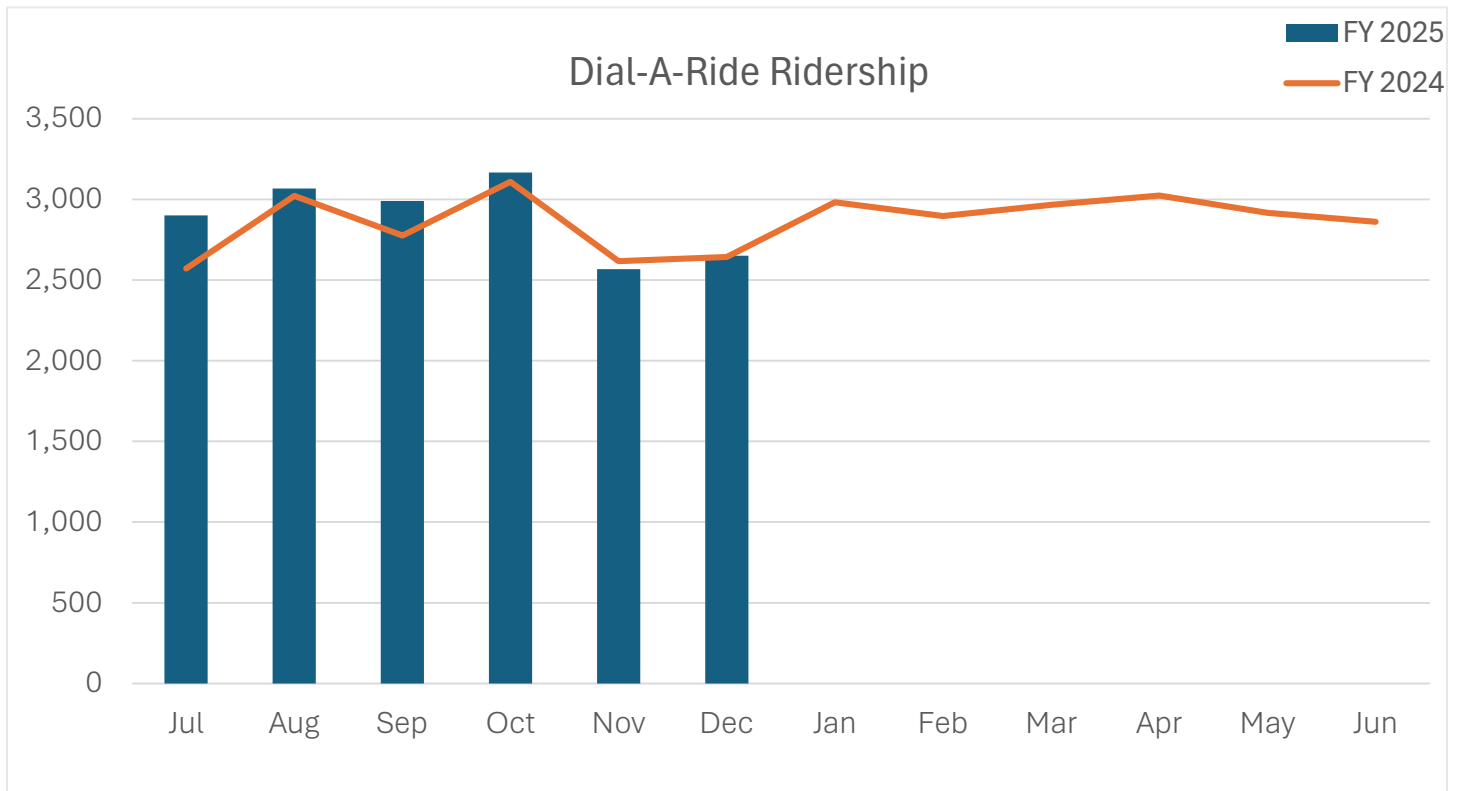


Paratransit





Paratransit





Go Tri-Valley

Performance Indicator	Dec-23	Dec-24	Year Over Year % Change
Total Ridership	4,474	3,560	-20%
Average Subsidy	\$4.82	\$4.83	0%

