

EXECUTIVE DIRECTOR'S REPORT

June 2021

Ridership

During the month of June, we have seen a slight decrease in ridership, which was anticipated with the end of the school year in late May in Pleasanton and Dublin. Our average weekday ridership thus far in June 2021 is about 1,500, compared to an average weekday ridership of about 1,600 in May of this year and 1,500 in April 2021. In April 2020, which marked our pandemic low point, our average weekday ridership was about 750. Capacity constraints on our buses are no longer required as part of California's reopening on June 14. Passengers and bus operators are still required to wear face covering by TSA mandate through at least September 13, unless that date is amended.

We are looking forward to seeing our ridership numbers rebound as the 2021-22 school year begins on August 11 in Pleasanton, August 16 in Dublin and August 24 in Livermore with most all students returning to in-person instruction. Las Positas College has elected to continue to have the majority of instruction be done remotely for the fall semester.

Pandemic Recovery

Aligning with California's statewide reopening on June 15, we have removed capacity limits on our vehicles (masks are still enforced) and resumed some of our service that has been reduced for more than a year due to the pandemic. We increased weekday peak hour service to pre-COVID levels on Routes 1, 3, 8, 10R, 14, and 30R, and restored all-day service on Route 15. All service continues to run until 11 pm.

At the current driver staffing level, we will be able to provide school tripper coverage when students return for the fall as well as the service already reinstated. However, our recovery plan is to restore as much service to pre-COVID levels as possible, as soon as possible. While we are solvent in our recovery funding, we face the nationwide challenge of driver shortages.

LAVTA has been working with our fixed route contractor MV Transportation on recruiting efforts for the past several months, collaboratively offering increased sign-on, referral, and safety bonuses to attract applicants and retain current drivers, and more (job fairs, open houses, target marketing, employment agencies, etc.). We will continue to explore all options until we reach our target staffing level required for full service restoration.

Blue Ribbon Transit Recovery Task Force (Task Force)

The Task Force leadership recently had a meeting with small operators in the Bay Area to discuss their progress in planning improvements. At the meeting the polling results of Bay Area residents was discussed, as well as an updated on the proposed Network Management and the Transformation Action Plan next steps.

Out of 1,000 random interviews, 89% stated strong support across Bay Area for legislation to create a more seamless transit system. 92% wanted improved real-time information on wait times and vehicle locations, 93% wanted better transit for dependent populations, 92% wanted more direct service, with fewer transfers and shorter wait times, and 88% wanted a regional network that has consistent fares, aligned routes and schedules and standardized information.

Additionally, 92% wanted easy to use and uniform maps and signage, 90% wanted a single app for planning schedules and information, and 80% wanted dedicated travel lanes along key transit routes for buses and carpools.

In regard to the Network Management roles and responsibilities, the Task Force has worked over the last four months in refining a priority list of items. Additionally, MTC has hired a consultant team to conduct an initial evaluation of roles and responsibilities adopted by the Task Force against potential Network Management models and evaluation criteria. The work will be completed by the July 26th Task Force meeting

Key priorities identified include:

- Fare Integration*
- Bus Transit Priority*
- Connected Network Planning
- Station Hub Design Review
- Data Collection and Coordination
- Capital Project Prioritization**
- Branding Mapping and Wayfinding
- Marketing/Public Information*
- Technology and Mobile Standards (real time information)
- Accessible Services
- Centralized Program Eligibility Verification
- Bus Network Management Reform
- Rail Network Management Reform
- Mega-project Deliver and Oversight
- Funding Advocacy

*Years 1-5

** Not considered a near-term priority

Dublin Parking Garage Project

Alameda County serves as the Lead Agency on this project in partnership with LAVTA as project sponsor. The County is finalizing the design-build RFP for advertisement for construction of the garage in consultation with the City of Dublin and other stakeholders. Alameda County staff anticipates advertising the project to pre-qualified proposers in July, awarding the contract in December, with completion in mid-2023.