

EXECUTIVE DIRECTOR'S REPORT

Projects and Services

Ridership

After a two-month trend pause, the post-pandemic ridership recovery observed over the preceding several months looks to have resumed during the month of January (2025), with total boardings increasing by approximately 3% compared with the same month of last year. Systemwide productivity was up by a similar proportion - there were 12.6 weekday boardings per vehicle hour this January, compared with 12.1 in January of 2024.

At the individual route level, the two trunk lines 10R and 14 trended up year-on-year (YoY), at approximately +9% and +21%, respectively. On the other hand, Routes 3 (Stoneridge) and 15 (Springtown) trended negatively compared with the same month of last year, at -13% and -8%, respectively.

Weekend (Saturday and Sunday) ridership continued to trend upward: Average boardings per weekend service day were up +9% YoY, driven primarily by more Saturday demand.

Dublin St. Patrick's Parade and Festival

LAVTA Staff and the John Madden Cruiser will be featured in the Dublin St. Patrick's Parade and Festival March 15-16. This year as in year's past, LAVTA will be offering free rides on Route 30R to/from the Festival.

APTA Marketing and Communications Conference

LAVTA Staff attended the 2025 APTA Marketing and Communications Conference held in Long Beach February 23-26 to network and learn from other transit agencies. An exceptional keynote focused on Los Angeles preparation for a "car free" Olympics with long term transit oriented development and pedestrian friendly throughfare integrations. Other sessions attended covered social media and brand driven storytelling, and rider surveying and data processing tactics. The conference also provided the opportunity to network and share strategies with peer agencies, and catch up with our Bay area transit colleagues.



EXECUTIVE DIRECTOR'S REPORT

Mirrorless Bus Pilot

This spring, we will be piloting a mirrorless camera system from Safe Fleet. In this system, cameras and LCD screens replace traditional rearview mirrors. Its benefits include better visibility in a wide range of conditions (rain, nighttime, bright sunlight); increased visibility and reduced blind spots; no more mirror-strike collisions; a more aerodynamic bus profile; and the ability to record evidence during incidents. As part of this pilot, we will install the system on one bus, have different drivers try it out on different routes, and get their feedback. We look forward to exploring this technology. For more information, consider watching this explanatory video: <https://www.youtube.com/watch?v=ht6pZ4KSoNU>.

Livermore Transit Center Repainting

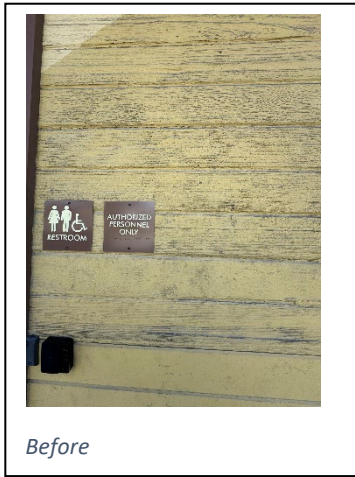
On Friday, January 24, the Livermore Transit Center canopy painting project began. This project is funded with FTA 5339 grant funds, with a bid amounting to \$32,079 for this phase of the work. The project entails painting the canopy/shade structure on the Transit Center Island and the Signature bus stop just outside the Transit Center on Railroad Court. The project started with the shade structure, dividing it into thirds to reduce the impact on the riding public. To date, the entire shade structure has been pressure-washed, and the eastern third has been sanded, treated for rust where necessary, and painted.



EXECUTIVE DIRECTOR'S REPORT

Livermore Historic Depot Cleaning

Customer Experience and Operations partnered with the City of Livermore to facilitate a deep clean of the Transit Center Depot building and the surrounding common areas. A thorough powerwash brought this landmark back to its original luster. The contractor was very thorough and also washed the surrounding common areas and walking paths. As LAVTA's customer service office, this project helps welcome riders to the Transit Center and ensure that LAVTA meets Livermore's high community standards.



EXECUTIVE DIRECTOR'S REPORT

Finance and Administration

State of California's Transit Transformation Task Force

The ninth meeting of the State's Transit Transformation Task Force (TTTF) was held in Riverside, CA on February 5th. Topics discussed included the discussion and endorsement of several policy recommendations aimed to improve operational efficiency, safety, and the customer experience of public transit in order to grow ridership and reduce costs. Of note, the TTTF advanced a recommendation to examine the benefits and costs of implementation of the California Air Resource Board (CARB) Innovative Clean Transit (ICT) Regulation, which is an unfunded mandate requiring transit agencies to fully transition to zero emissions vehicles by 2040. Analysis shows that full implementation of the ICT would cost billions of dollars; as there remains so much uncertainty about the role of Federal funding in public transit's future, in addition to the exceedingly high cost of clean energy sources and vehicles, many members have been urging the TTTF to make a strong recommendation about the ICT to the State Legislature.

Visit to Sacramento

On February 12, the East Bay Coalition General Managers from LAVTA, County Connection, Tri Delta Transit, and WestCat went to Sacramento to meet with five staff from the collective East Bay elected delegation, as well as staff from the Assembly and Senate Transportation Committees. The primary discussion topic centered around the need for additional funding for transit. The group highlighted the ongoing efforts throughout the east bay to provide connectivity and improve the passenger experience, especially the One Seat Ride Paratransit Program.



Advocating for \$2B for Transit

On February 14, 2025, LAVTA signed onto a letter to California Senate and Assembly Leadership requesting \$2 billion in new funding to save and improve public transit. The letter is included at Attachment 1.

Comments Submitted to FTA on the Taxicab Exception

On February 10, staff submitted a comment letter to the FTA on behalf of LAVTA regarding new rulemaking that would eliminate applicability of the Taxicab Exception for Drug and Alcohol testing to transit agencies' ability to work with Transportation Network Companies (TNCs). The letter is included as Attachment 2.

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EXECUTIVE DIRECTOR'S REPORT

Regional Transportation Revenue Measure Update

The results of polling for the two revenue measure scenarios were presented to MTC's Legislation Committee on February 14, 2025. As a reminder, there were three scenarios included in the polling:

- Scenario 1A: A 10-year 1/2 cent sales tax in Alameda, Contra Costa, San Mateo and San Francisco Counties (n=850, MoE +/- 3.4)
- Hybrid Scenario: A 30-year 1/2 cent sales tax and \$0.09/square foot parcel tax in at least five counties, with an option for all nine counties to opt-in (N=1350, MoE +/- 2.7)
- Variable Rate: 11-year 1/2 to 7/8 cent sales tax in four counties. (n=850, MoE +/- 3.4)

Highlights from the polling results taken from the MTC 2/14 presentation include:

- Overall mood in the Bay Area is improving but affordability is still a concern
- There is significant desire for transit and transportation improvements
- Support for the 1A and Variable rate measures exceeds a majority, but falls far short of the two-thirds threshold, indicating the likely path for a transit measure would be via a citizen initiative.
- Overall framing and details of the measures do little to build support.
- Although there is interest in preventing cuts to transit, voters are simply hesitant to raise taxes and lack trust that more money is the solution.
- Traffic congestion reported as # 9 of the top 11 problems facing the Bay Area

LAVTA's Strategic Plan

On February 14, LAVTA Strategic Planning Consultants MIG held a kickoff meeting with the internal project management team (PMT). During the meeting, the group discussed the timeline and milestones for the strategic planning work, vital documents that should be included in the organizational assessment, as well as high-level outcomes the PMT hopes to achieve during the process. The first major milestone will include Board member interviews, which are tentatively timed for the end of March/early April, followed by a Board workshop in May/June. The goal is to have the Strategic Plan finalized in early Fall.

Upcoming Procurements

Cradlepoint Routers

Attachments:

1. February 10, 2025 Letter to the FTA
2. February 14, 2025 Letter to Senate and Assembly Leadership
3. Board Statistics January 2024

Livermore/Amador Valley Transit Authority

EXECUTIVE DIRECTOR'S REPORT

The Honorable Mike McGuire
 President pro Tem
 1021 O Street, Ste 8518
 Sacramento, CA 95814

The Honorable Robert Rivas
 Speaker
 California State Assembly
 1021 O Street, Ste 8330

Senator Scott Wiener
 California State Senate
 1021 O Street, Ste 8620
 Sacramento, CA 95814

Senator Laura Richardson
 California State Senate
 1021 O Street, Ste #7340
 Sacramento, CA 95814

Assemblymember Jesse Gabriel
 California State Assembly
 P.O. Box 942849
 Sacramento, CA 94249

Assemblymember Steve Bennett
 California State Assembly
 P.O. Box 942849
 Sacramento, CA 94249

February 14, 2025

Re: Request for \$2 billion in new funding funding to save and improve public transit

Dear Pro Tem McGuire, Speaker Rivas, Senator Wiener, Assemblymember Gabriel, Senator Richardson, and Assemblymember Bennett:

The undersigned organizations care deeply about public transit across California. **The undersigned organizations are deeply grateful for preserving \$4 billion for TIRCP and providing an additional \$1.1 billion in flexible funding for public transit in 2023.** This relief funding allowed transit agencies to avert severe service cuts and to continue providing high-quality service that is critical for access, mobility, and economic recovery. It also provided the funding needed to help operators offer safer, cleaner, and more reliable service that better meets the needs of customers.

Unfortunately, while many agencies work toward new local funding solutions, they still continue to face significant fiscal pressures. These pressures come from the lingering effects of the pandemic on remote work, ongoing impacts of the pandemic on local and regional economies, safety concerns of transit riders and operators, capital costs associated with maintenance, modernization, replacement, and expansion, as well as rising operating and capital costs.

Therefore, the undersigned organizations respectfully urge the state to provide \$2 billion in new funding over two years for public transit beginning in fiscal year 2025 -2026 until other solutions are secured. Because recovery has been uneven and no two agencies are alike, it is critical that both operating needs and capital projects are eligible uses of the funding.

Why are transit operators facing budget shortfalls?

Unfortunately, California's largest and most productive transit systems continue to face a severe and imminent operating deficit, but almost all agencies have significant operating needs.

Many transit agencies in the state continue to face fiscal challenges due to a combination of the lingering effects of the pandemic on remote work, ongoing impacts of the pandemic on local and regional economies, capital costs associated with maintenance, modernization, replacement, and expansion, as well as inflationary pressures. These continued financial challenges are not the result of mismanagement or inefficiency, but rather due to factors largely beyond their control.

The effects of the pandemic have been dramatic and ongoing, and they have impacted agencies unevenly because each agency has a different mix of revenue sources. Those that were largely self-supporting pre-pandemic through fares, parking fees, and local taxes - such as BART and Muni - continue to suffer the most and have the large, acute operating shortfalls starting in FY2026.

The largest and most productive operators in the state have the most acute operating shortfalls. Muni, BART, AC Transit, and Caltrain- account for more than 80% of the Bay Area's transit ridership and nearly a third of all ridership in the state. Given that they account for so much of California's transit ridership, their vulnerability jeopardizes the state's ability to reduce climate pollution and improve equity and affordability.

While some agencies have acute operating shortfalls, almost all agencies have significant needs for operating funding. Additional expenses to improve the cleanliness and safety, such as enhanced cleanings, fare inspectors, and crisis intervention specialists come from agencies' operating budgets. Other agencies also have operating needs that predated the pandemic. For example, Inland California has grown faster than any other part of the state and these communities need additional transit service to meet their needs. Additionally, agencies that are expanding their systems require both new capital funding *and* new operating funding because it will cost more to operate and

maintain the larger systems. For all these reasons, many transit operators across the state have significant operating needs.

Transit agencies also need funding for capital investments.

Most transit agencies also have significant capital needs. Transit agencies must comply with the CARB ICT rule, which requires transit operators to replace their buses with zero-emission buses that are significantly more expensive than existing fleets, requiring significant capital funding. Additionally, the Olympics, Paralympics, and World Cup will draw attention to California and are all reasons to accelerate capital investments. Importantly, transit expansions require both new capital funding and new operating funding because it will cost more to operate and maintain larger systems.

The state also has 4 projects in the FTA Capital Investment Grant pipeline, and two - the extension of BART to San José and Santa Clara and the Portal - were expecting full funding grant agreements. In light of the new federal administration, these projects and agreements face an uncertain future. Many of these projects are already very expensive and therefore difficult to fund with existing sources. Waiting another 4 (or more) years to begin construction will increase the costs of these projects significantly.

Soon, our state will be on the world stage as host to the World Cup and the Olympic and Paralympic Games. Hundreds of thousands of spectators will need to use public transit to get to events. Completing new rail and bus lines and making first- and last-mile connections are needed to help spectators move safely and comfortably. Yet there is significant uncertainty about whether the federal government will approve outstanding funding requests to prepare for these events. Further, when Los Angeles and Paris were awarded the honor of hosting the 2024 and 2028 summer olympics, both cities committed to hosting games that helped support climate goals and left lasting benefits to the cities and their residents. Both cities committed to achieving this through transportation. Paris used the opportunity to expand their bicycle network –now one of the best in the world. Los Angeles committed to a Car-Free Olympics, but we remain far from achieving that commitment. This is the time to accelerate our investments for the benefit of both visitors and residents.

Transit operators need more financial support now while they simultaneously work towards self-help options.

Many operators and counties are considering new revenue streams in light of financial challenges. However, these could take multiple election cycles to pass or may not raise enough funding for transit. If a measure passes in 2028, it will be too late; many

operators hit a fiscal cliff in FY26-FY27 and will have to take drastic actions. Multi-year funding from the state can prevent these drastic actions.

For example, San Diego MTS expects a budget deficit of roughly \$100 million per year starting in 2027, and is exploring fare increases, service cuts, and a ballot measure to fill the gap—though recent ballot measures have not passed. Counties in the Bay Area are progressing towards a new multi-county tax measure for transportation, it could take multiple election cycles for voters to pass such a measure. If that happens, BART, Caltrain, AC Transit, and other smaller operators will also be facing a fiscal cliff before 2028. And even if the measure were to pass in 2026, Muni would still have a significant funding shortfall. A multicounty measure as currently discussed by MTC would significantly help BART, Caltrain, and AC Transit but would not solve Muni’s operating shortfall.

Simply put, additional funding is again needed as a bridge until additional sources are secured.

What will happen without intervention?

Without intervention, transit agencies will have no choice but to cut service, defer maintenance, and halt capital investments and construction.

Transit agencies will be forced to cut service will make it impossible to recover and grow ridership. which is counterproductive to the state’s goal of increasing ridership, as frequency is foundational for ridership. This is especially true for rail agencies, which cannot cut their way to a balanced budget due to high fixed costs.

Transit agencies are also deferring maintenance and delaying capital investments to save money. To close budget deficits, some transit agencies have started to defer vehicle maintenance, which is simply borrowing against the future. This is ultimately more costly in the end because maintenance is more cost-effective than repair and replacement. Infrastructure that falls into disrepair can lead to safety and reliability problems, which can dissuade people from riding.

To close a \$35 million deficit in FY2026, BART is deferring capital investments. Among other approaches such as significant reductions in service or delaying the move to zero emissions technologies, San Diego MTS is considering shifting \$160 million of federal and state money now devoted to capital projects and maintenance to operations. MTC shifted \$130 million in federal transit funds from its transit capital program to operating costs to help sustain transit operations. When maintenance and capital investments are

halted, there are fewer opportunities for high-quality unionized workers and capital costs will increase due to delays.

California will not be able to meaningfully improve affordability without public transit.

In addition to the critical role that public transit plays in achieving the state's climate goals, it must also be part of any strategy to make California more affordable. The state's overreliance on cars is fueling the affordability crisis in new ways. Today, car ownership is the second largest expense for Californians, second only to housing.¹ Without predictable and adequate funding for public transit, California will not be able to tackle the affordability crisis in any real way nor realize the dream of a *California for All*.

Put simply, there is no affordable substitute for high-quality public transit. In places that have little or no public transit, people own more cars, drive more, and therefore pay more for mobility, with the median income household paying between \$1100-\$1600 per month for transportation. In high-cost housing markets, the ability to rely on transit for some or all of their mobility needs is how many people make ends meet. Californians are undoubtedly going to feel it in their wallets when they have to rely on ride-hailing services or purchase a car if transit agencies are forced to cut down service.

California will undermine its housing policies if public transit declines.

In recent years, California has passed countless laws that make it easier to build housing near transit in order to make the state more affordable to middle- and low-income households. These include streamlined approvals for housing in transit-oriented locations, waiving parking minimums in order to reduce the cost of building, extra density bonuses for affordable housing, and more.

Yet major budget shortfalls are causing transit operators to reduce transit frequency and to consider eliminating stops entirely. These landmark housing laws will be significantly weakened or rendered ineffective without high-quality public transit. This, in turn, will undermine California's efforts to produce desperately-needed housing and reduces good-paying jobs from transit-oriented construction.

For all these reasons, the undersigned organizations respectfully urge the state to provide \$2 billion in new over two years for public transit beginning in fiscal year 2025 -2026 until other solutions are secured. Because recovery has been

¹ Most households pay more than 15% of their income on transportation, and that number is growing.

uneven and no two agencies are alike, it is critical that both operating needs and capital projects are eligible uses of the funding.

California has ambitious goals that depend on high-quality public transit across the state. To achieve those goals, public transit will need more funding. Thank you for considering our request and for once again recognizing the critical role of public transit in California, now and in the future.

Sincerely,

DROP YOUR LOGO IN THIS FOLDER and ADD YOUR SIGNATURE BLOCK BELOW

Laura Tolkoff
Transportation Policy Director
SPUR

Jim Wunderman
President and CEO
Bay Area Council

Rodney Fong
President and CEO
San Francisco Chamber of Commerce

Michael Pimentel
Executive Director
California Transit Association

Andrew B. Fremier
Executive Director
Metropolitan Transportation Commission

Carter Lavin
Co-Founder
Transbay Coalition

Mary Lim, J.D.
Executive Director
Genesis

Eli Lipmen
Executive Director
Move LA/California

Rudy Gonzalez
Secretary-Treasurer
SF Building & Construction Trades Council

Matt Lege
Government Relations Advocate
SEIU California

Robert M. Powers
General Manager
San Francisco Bay Area Rapid Transit District

Rosanne Foust
President & CEO
SAMCEDA

Robin Pam
Co-founder
KidSafe SF

John J. Doherty
Business Manager - Financial Secretary
IBEW Local 6

Shane Gusman
 Director
 California Teamsters Public Affairs Council

Zack Deutsch-Gross
 Policy Director
 Transform

Shane Gusman
 Legislative Advocate
 California Conference Board of the Amalgamated Transit Union

Louie Costa
 California Safety and Legislative Director
 Smart - Transportation Division

Rashidi Barnes
 CEO
 Tri-Delta Transit

Adina Levin
 Executive Director
 Seamless Bay Area

Laura Neish
 Executive Director
 350 Bay Area Action

Leah Shahum
 Executive Director
 Vision Zero Network

Nancy McPherson
 State Director
 AARP California

Beth Kranda
 Executive Director
 Solano County Transit (SolTrans)

Christopher White
 Executive Director
 San Francisco Bicycle Coalition

Joni Eisen
 Steering Committee member
 SF Climate Emergency Coalition

Leora Tanjuatco Ross
 California Director
 YIMBY Action

Evelyn Engel
 Secretary-Treasurer
 SF Taxi Workers Alliance

Theresa Rutherford
 President
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Carter Rubin
 Director of State Transportation Advocacy
 NRDC

Sara Marie Johnson
 Executive Director
 San Francisco Transit Riders

Marc Vukceвич
 Director of State Policy
 Streets For All

Seamus Murphy
 Executive Director
 San Francisco Bay Ferry

Jodie Medeiros
Executive Director
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Hana Creger
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The Greenlining Institute

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Advocacy Director
Silicon Valley Bicycle Coalition

David Alexander
Founder
Richmond Family San Francisco

Lindsey Alami
Chapter Co-Lead
Citizens' Climate Lobby San Francisco

Justin Hu-Nguyen
Co-E.D. of Mobility Justice
Bike East Bay

Jordan Grimes
State & Regional Resilience Manager
Greenbelt Alliance

David Diaz, MPH
Executive Director
Active San Gabriel Valley

Kathleen Kelly
Interim General Manager/CEO
Alameda-Contra Costa Transit District

Rob Thompson
General Manager
Western Contra Costa Transit Authority

Bill Churchill
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Central Contra Costa Transit Authority

Christy Wegener
Executive Director
Livermore Amador Valley Transit Authority

Sharon Cooney
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San Diego Metropolitan Transit System

Denis Mulligan
General Manager
Golden Gate Bridge, Hwy. and Transp. District

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Sustainable Claremont

Kristina Pappas
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Policy Advisor
NextGen California

Carl Sedoryk
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Monterey-Salinas Transit

Jared Sanchez
Policy Director
CalBike

Stacey Mortensen
Executive Director
San Joaquin Regional Rail Commission

Kevin Shin
Co-Executive Director
California Walks

Shaya French
Director of Transit and Housing Organizing
Senior and Disability Action

Bob Allen
Policy & Advocacy Campaign Director
Urban Habitat

Michelle Bouchard
Executive Director
Caltrain

April Chan
General Manager
SamTrans

Emmett Hopkins
Policy Manager
Climate and Community Institute

Jakob Evans
Policy Strategist
Sierra Club California

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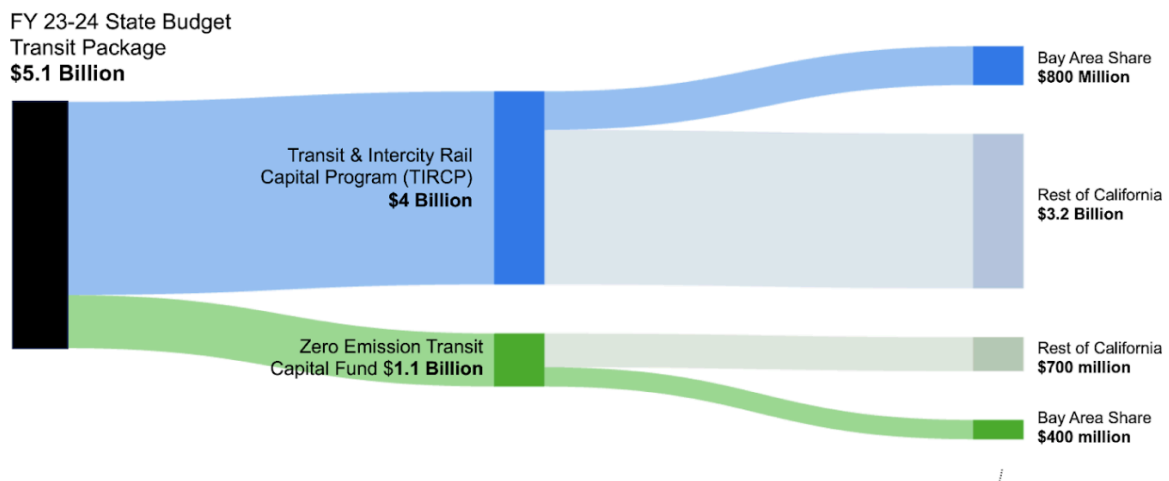
Senator Scott Wiener, Chair of the Senate Budget Committee
Senator Roger Niello, Vice Chair of the Senate Budget Committee
Assemblymember Heath Flora, Vice Chair of the Assembly Budget Committee
Senator Dave Cortese, Chair of the Senate Transportation Committee
Assemblymember Lori Wilson, Chair of the Assembly Transportation Committee
Assemblymember Laurie Davis, Vice Chair of the Assembly Transportation Committee
Senator Catherine Blakespear, Senate Transportation Committee

Appendix A. How have operators used state SB125 relief funding to date?

Operators have used state relief funding to continue to offer high-quality service and make significant improvements to customer experience, consistent with the goals of SB125.

The SB125 program was distributed according to a formula based on ridership and population. Of the \$1.1 billion in new flexible funding, \$700 million went to agencies in Southern California, the Central Valley, and Northern California and \$400 million went to the Bay Area.

Figure 1. FY23-24 State Budget Package Distribution



Forty agencies received funding from SB125 (as of August 2024). Transit agencies have been using this funding not only to sustain service, but also to improve safety, customer experience, and serve new customer markets.

- More than half of all recipients used the funding for operational expenses and operational improvements, including for [restructuring service](#) to adapt to post-pandemic travel patterns, as well as provide dial-a-ride, and microtransit. As a result of improvements like these, ridership continues to steadily increase.
- Approximately 30% of the recipients used the funding for capacity or service increases such as adding new bus services or increasing service frequency

which can help enhance customer experience, and is the [biggest determinant of ridership](#).

- In total, 87% of the recipients used the funding for fleet electrification and modernization, consistent with CARB's ICT rule.
- The funds have supported enhanced investment in cleanliness and safety. For example, BART has rolled out new fare gates in 16 stations to improve fare compliance and boost public safety, and the agency is on track to complete all 50 stations by the end of the year. Many agencies have made improvements to stations and payment systems to improve the customer experience.
- Agencies have used this funding for significant safety improvements at stations, stops, and onboard transit vehicles to protect both operators and customers. This includes retrofitting buses with plexiglass barriers for driver safety, adding unarmed ambassadors, and helping customers to easily report incidents, adding armed officers, and more.
- SB125 funding has helped strengthen and reinforce interagency coordination. For instance, operators in the San Francisco Bay Area have used funding to expand the Clipper BayPass, an all-agency transit pass pilot program that generated a 40% increase in transit ridership during the first phase of the pilot.

Transit agencies that received state relief funding in 2023 to address operating shortfalls have also been careful stewards of public dollars. For example, the SFMTA has cut spending, consolidated agency functions and frozen most hiring. Right now, they are holding about 25% of budgeted positions vacant. Similarly, BART has implemented a hiring freeze and has directed all non-labor departments to reduce costs.

Livermore Amador Valley
TRANSIT AUTHORITY



February 10, 2025

Federal Transit Administration
 Filed Electronically via www.regulations.gov

Re: Comments on Docket FTA 2024-2020: Notice of Proposed Policy Statement Regarding the Applicability of FTA's Drug and Alcohol Testing Program to Transportation Network Companies

To Whom it May Concern:

On behalf of the Livermore Amador Valley Transit Authority (LAVTA), I am submitting comments on the Proposed FTA Policy Statement regarding the applicability of FTA's Drug and Alcohol testing program to Transportation Network Companies. LAVTA opposes the proposed changes/clarifications to the "Taxicab Exception" for rule 49 U.S.C. 5331 and Federal Transportation Administration (FTA) Drug and Alcohol rule at 49 CFR part 655. We strongly believe our TNC partnership in the Tri-Valley is safe and greatly improves our customers' quality of life.

In 2017, LAVTA introduced a partnership with TNCs/taxis. Initially launched as Go Dublin, our program was designed to provide mobility options within the City of Dublin after the city saw a reduction in unproductive, fixed-route bus service. Go Dublin was developed to provide an alternative mobility option through discounted rideshare trips. This service was enabled due to 2016 guidance issued by the FTA that applied the Taxicab Exception to FTA's Drug and Alcohol Testing Requirements.

In 2020, in response to suspensions or reductions in fixed route service induced by the Pandemic, the Go Dublin program was expanded throughout the Tri-Valley and rebranded as Go Tri-Valley. Both our ADA community as well as our fixed route riders take advantage of the discount offered through Go Tri-Valley. It provides freedom of mobility to ADA riders looking to take a same-day trip, and provides extensive coverage throughout the Tri-Valley, regardless of where fixed route buses operate.

This revised interpretation of the applicability of the Taxicab Exception to transit agency's abilities to work with TNCs represents an abrupt change to policy guidance that has been in place for nearly 10 years. LAVTA agrees with other stakeholders who have submitted comments in opposition to this revised rulemaking and strongly urges FTA to withdraw the Notice of Proposed Policy Statement.

Sincerely,

Christy Wegener
 Executive Director



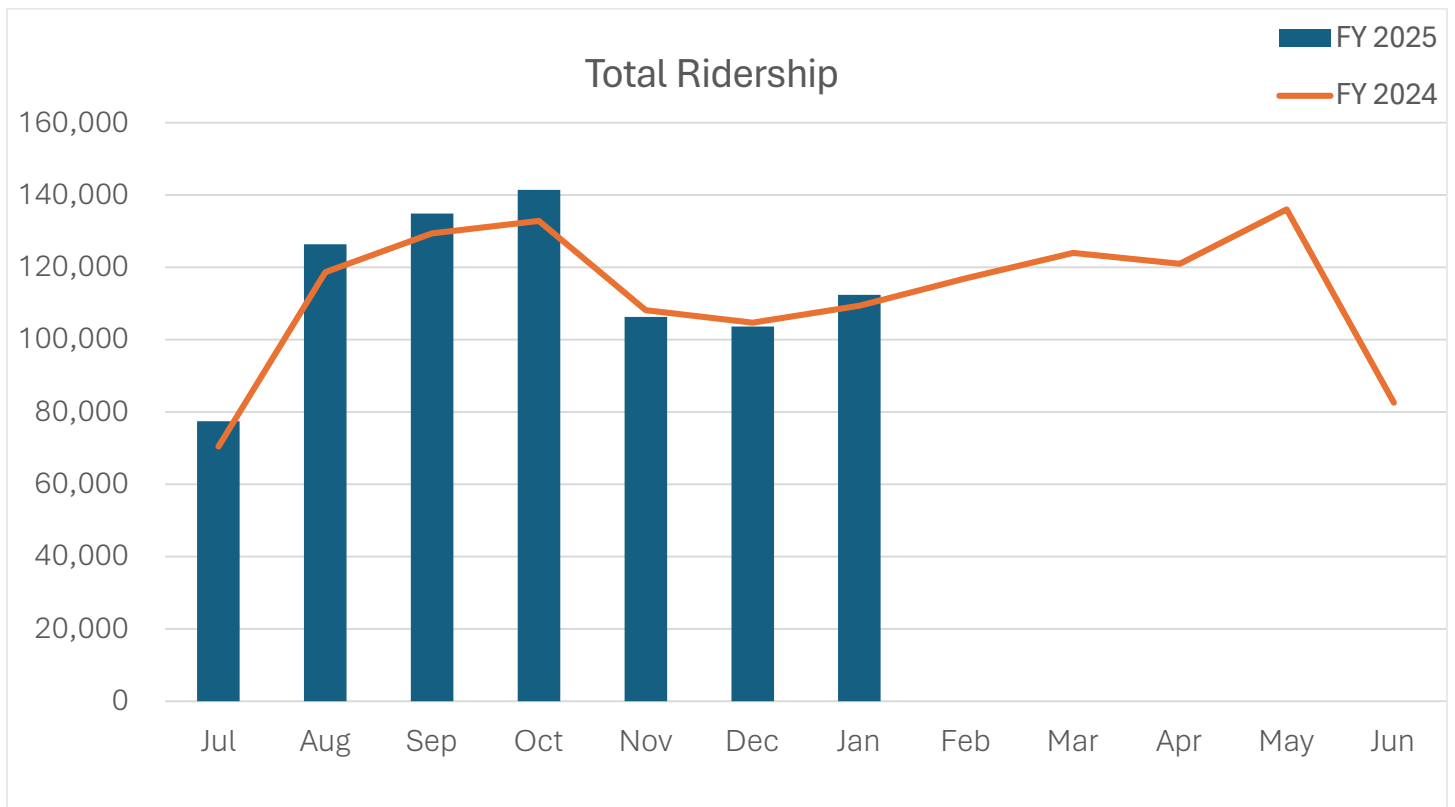


Wheels System Performance

FY 2025 - January

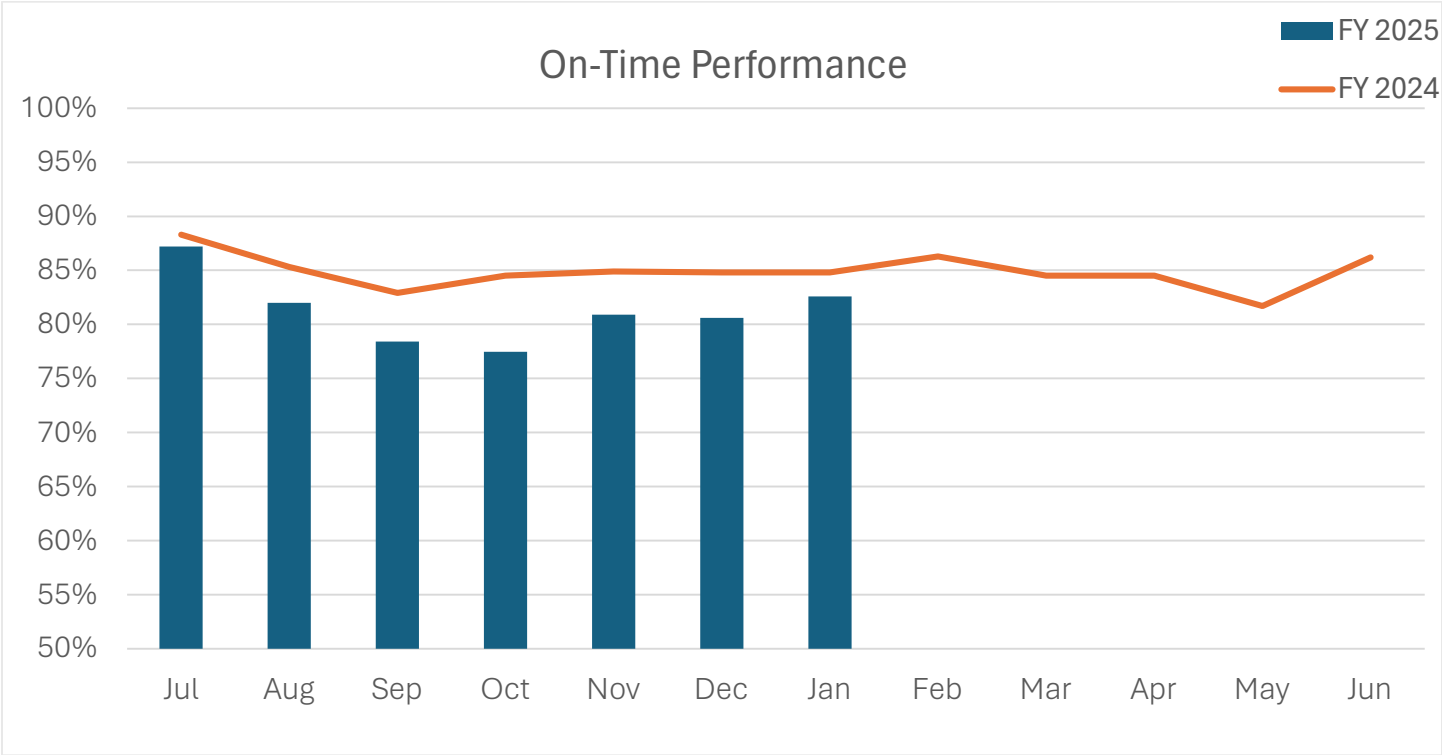
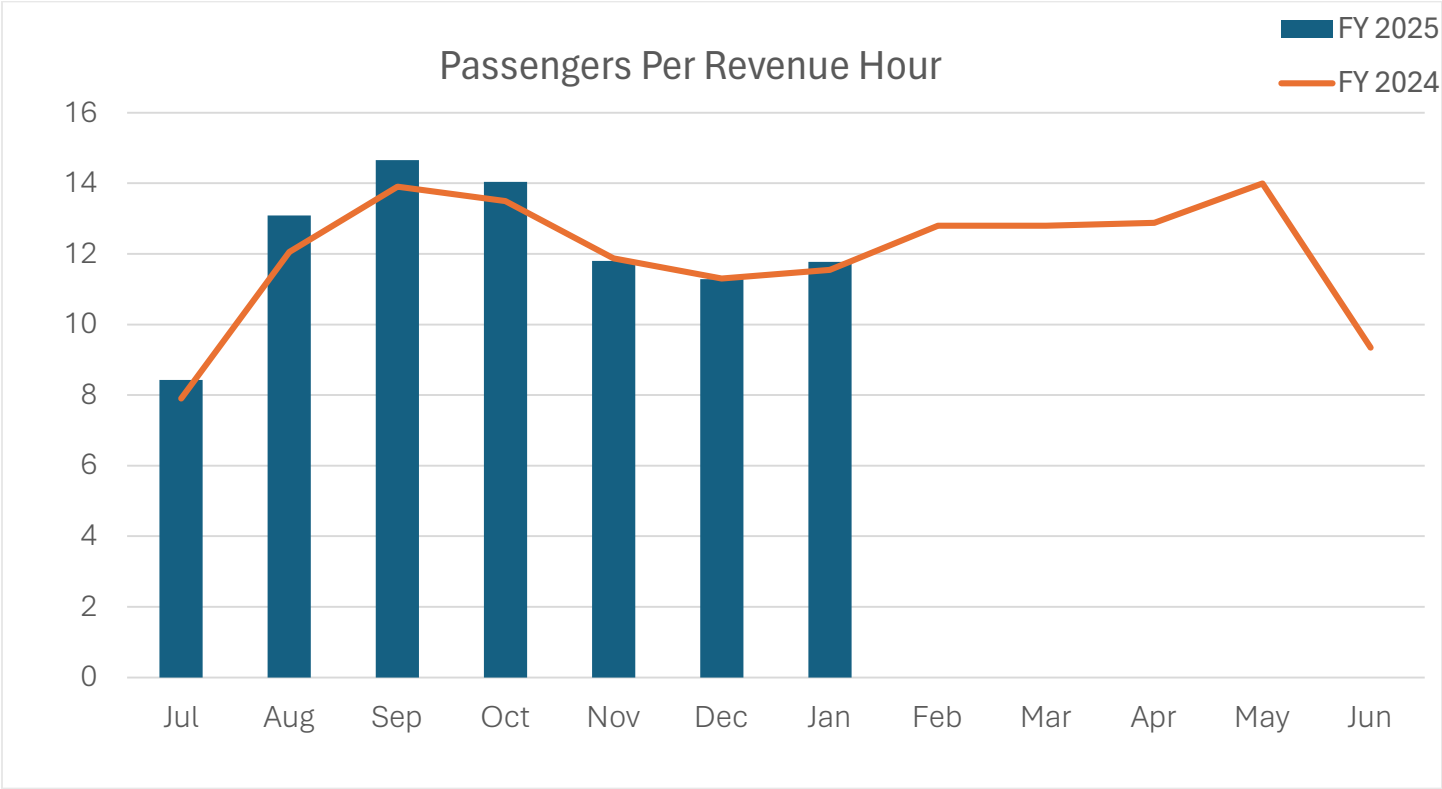
Fixed-Route

Performance Indicator	Jan-24	Jan-25	MoM % Change		YoY % Change	
Total Ridership	109,398	112,379	9%	↑	3%	↑
Total Ridership FY To Date	773,433	802,204	N/A		4%	↑
Fully Allocated Cost Per Passenger	\$14.82	\$14.32	-4%	↓	-3%	↓
Average Weekday Ridership	4,618	4,708	2%	↑	2%	↑
Average Saturday Ridership	1,297	1,518	2%	↑	17%	↑
Average Sunday Ridership	1,187	1,186	-2%	↓	-0.1%	—
Passengers Per Revenue Hour	11.55	11.78	4%	↑	2%	↑
On-Time Performance	84.8%	82.6%	2%	↑	-3%	↓
Preventable Accidents Per 100,000 Miles	2.0	3.2	18%	↑	60%	↑
Customer Complaints Per 10,000 Boardings	1.46	1.33	-8%	↓	-9%	↓
Miles Between Mechanical Failures	7,092	10,319	-22%	↓	46%	↑



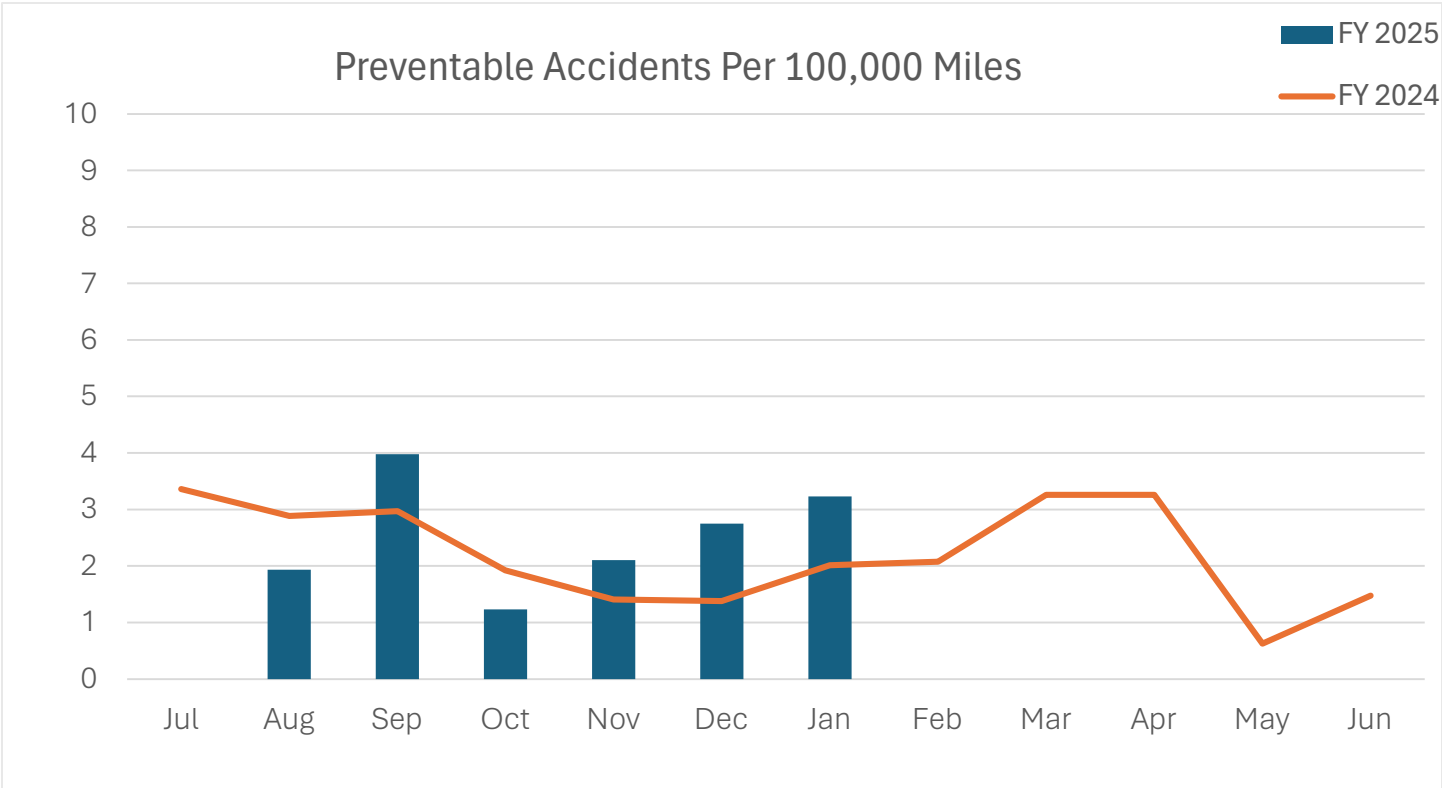
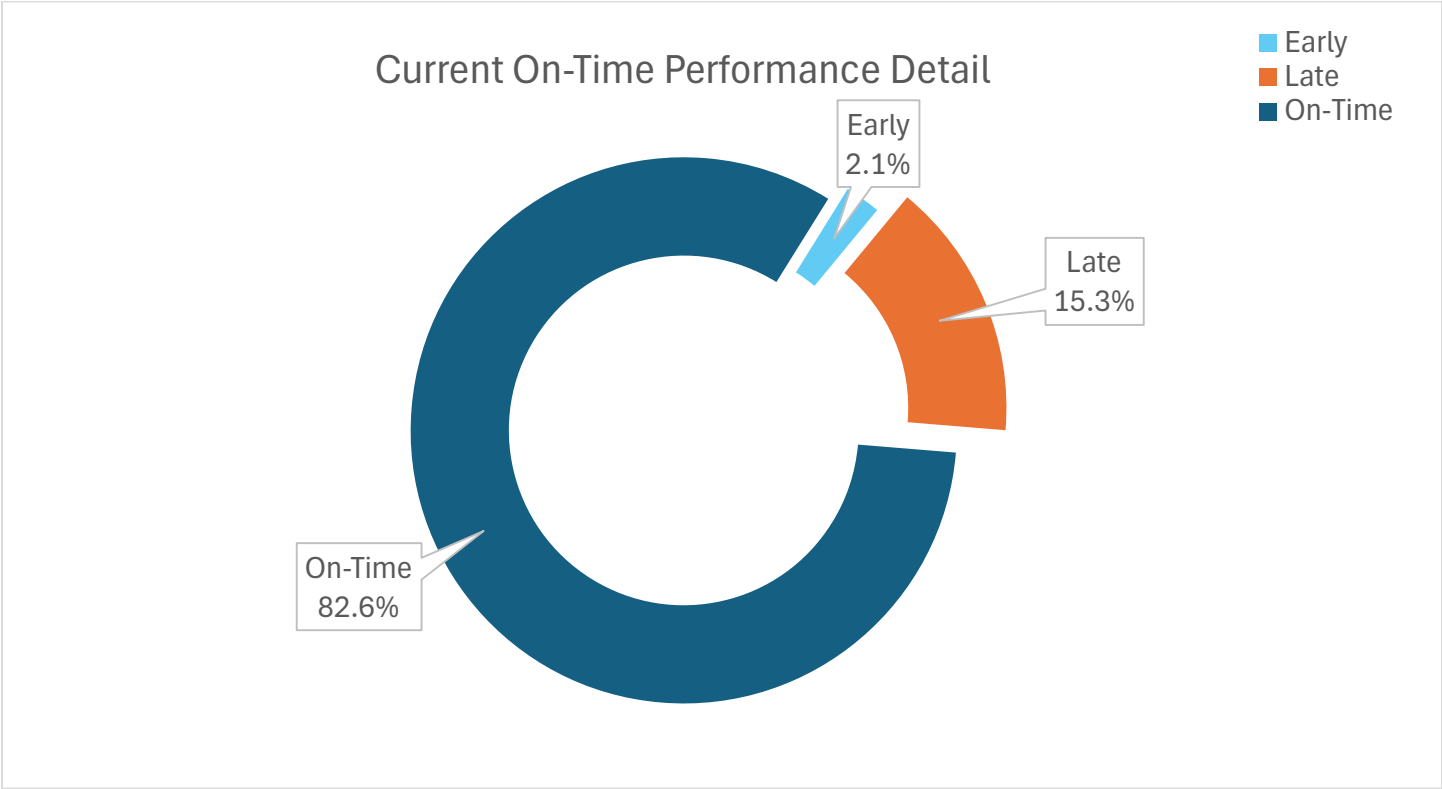


Fixed-Route



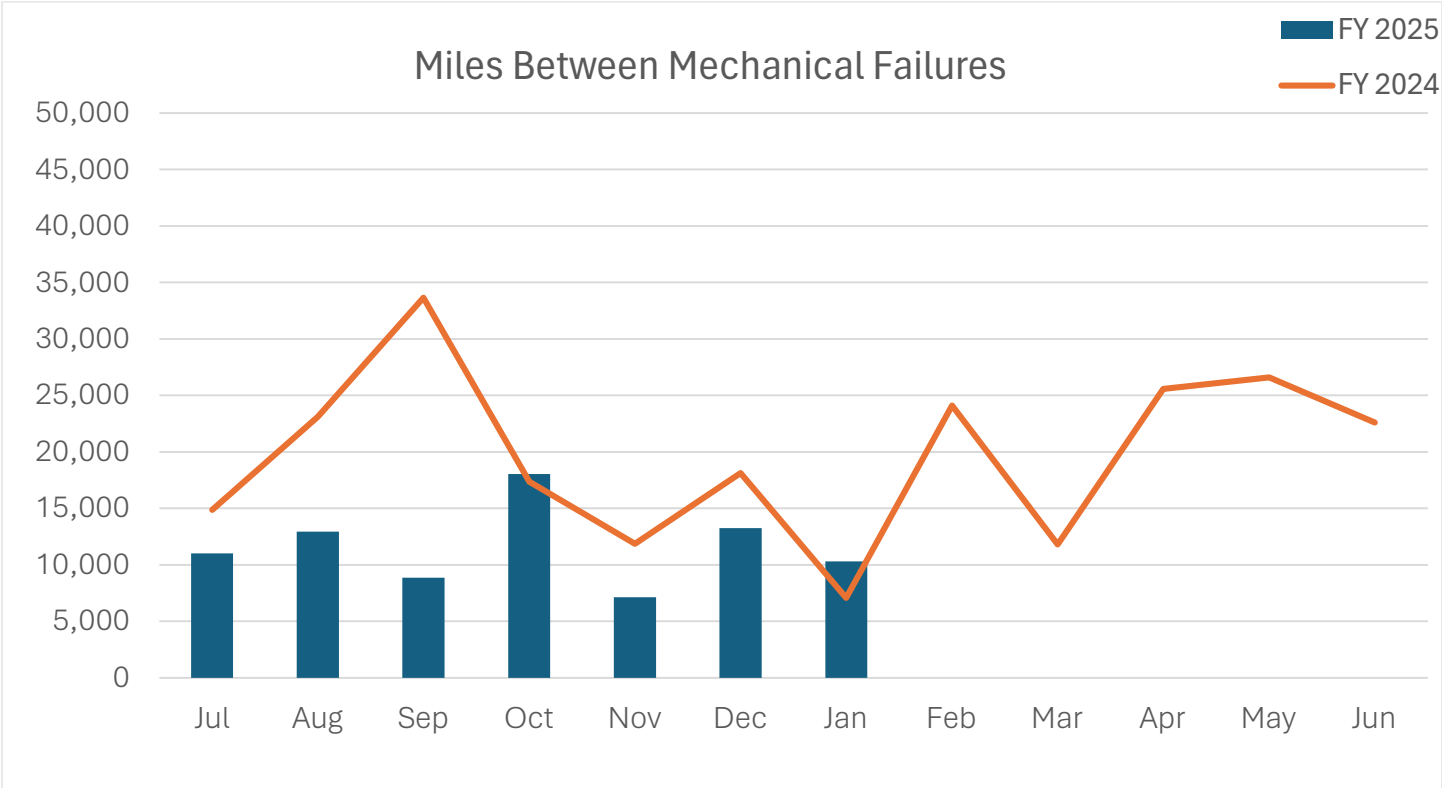


Fixed-Route





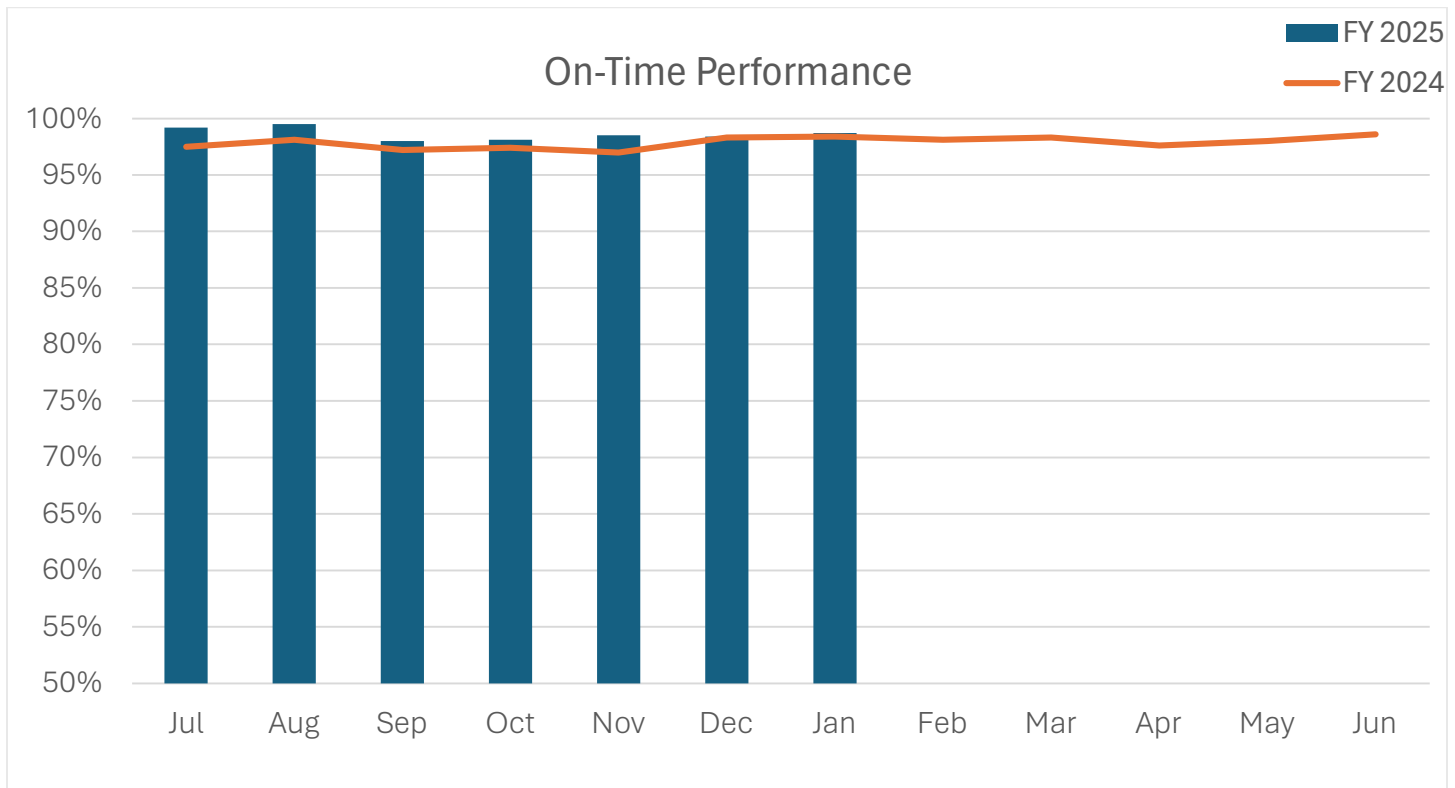
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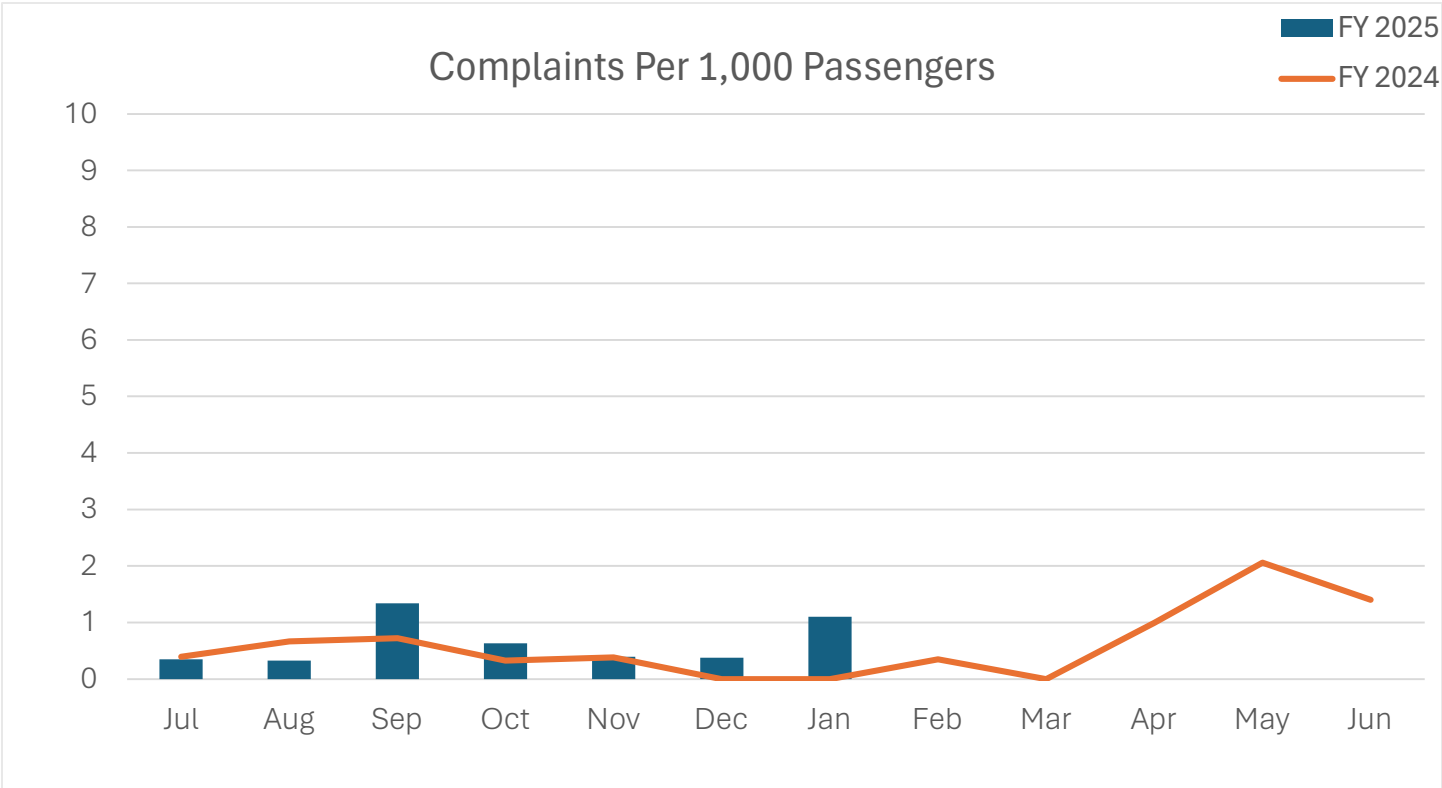
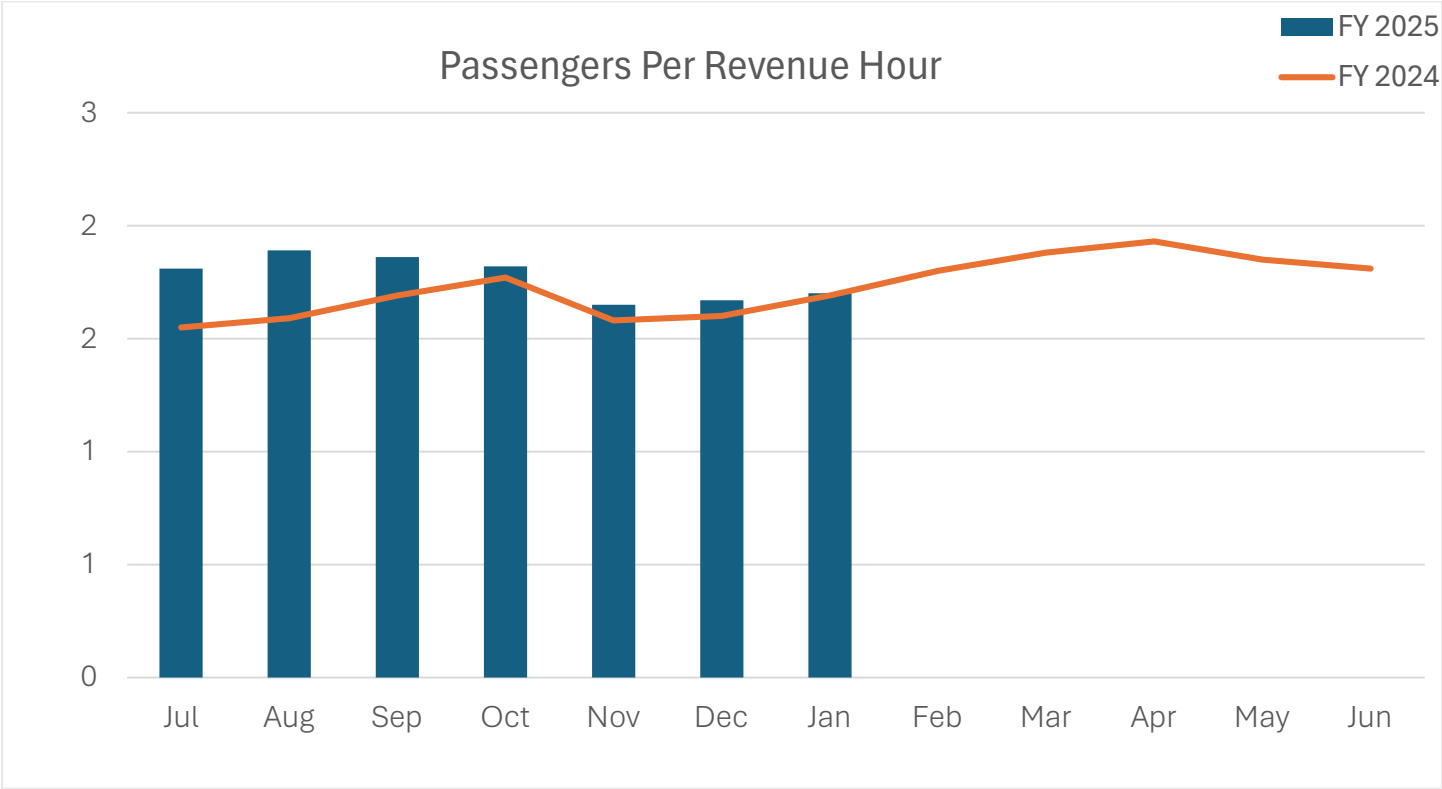
Paratransit

Performance Indicator	Jan-24	Jan-25	MoM % Change		YoY % Change	
On-Time Performance	98.4%	98.7%	0.3%	—	0.3%	—
Passengers Per Revenue Hour	1.7	1.7	1.8%	↑	0.6%	—
Valid Complaints Per 1,000 Passengers	0.00	1.10	191.2%	↑	∞	↑
Phone Holds (% of calls answered within 60 seconds)	88.5%	74.2%	-0.5%	—	-16.2%	↓
Preventable Accidents Per 25,000 Miles	0.0	0.0	0%	—	0%	—
Dial-A-Ride Cost Per Trip	\$56.76	\$57.51	-1.8%	↓	1.3%	↑
Dial-A-Ride Ridership	2,982	2,730	3.0%		-8.5%	
One Seat Ride Ridership	254	317	20.1%		25%	



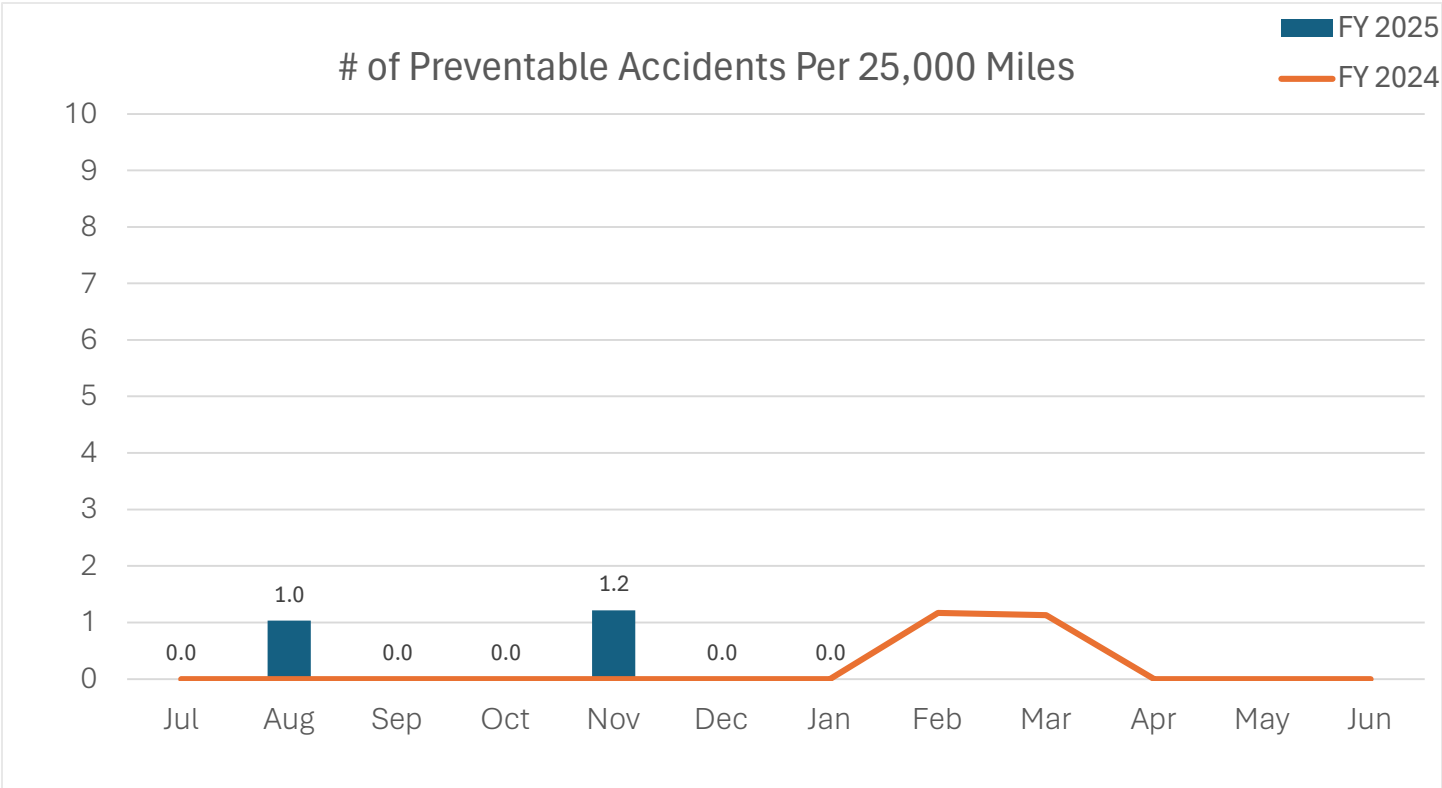
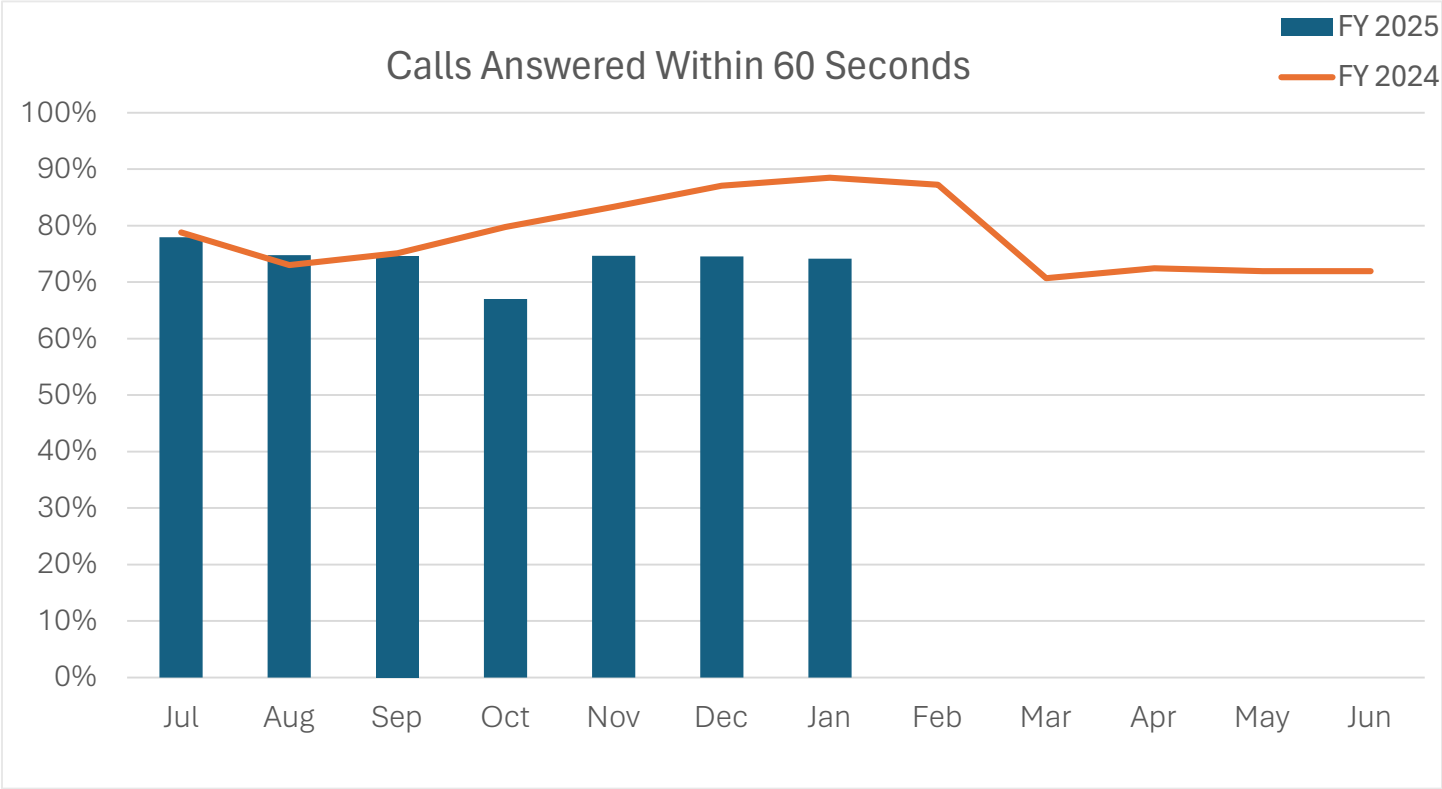


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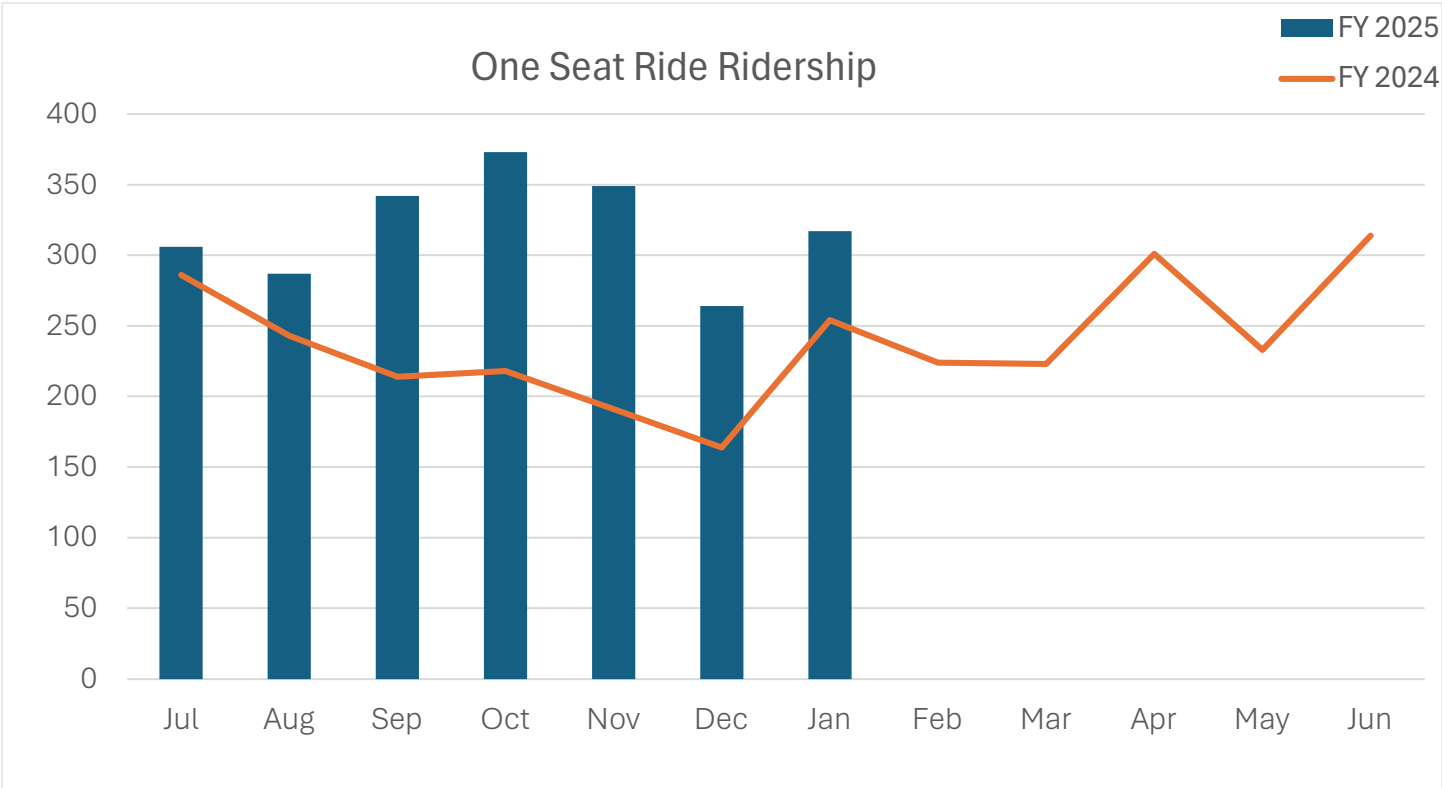
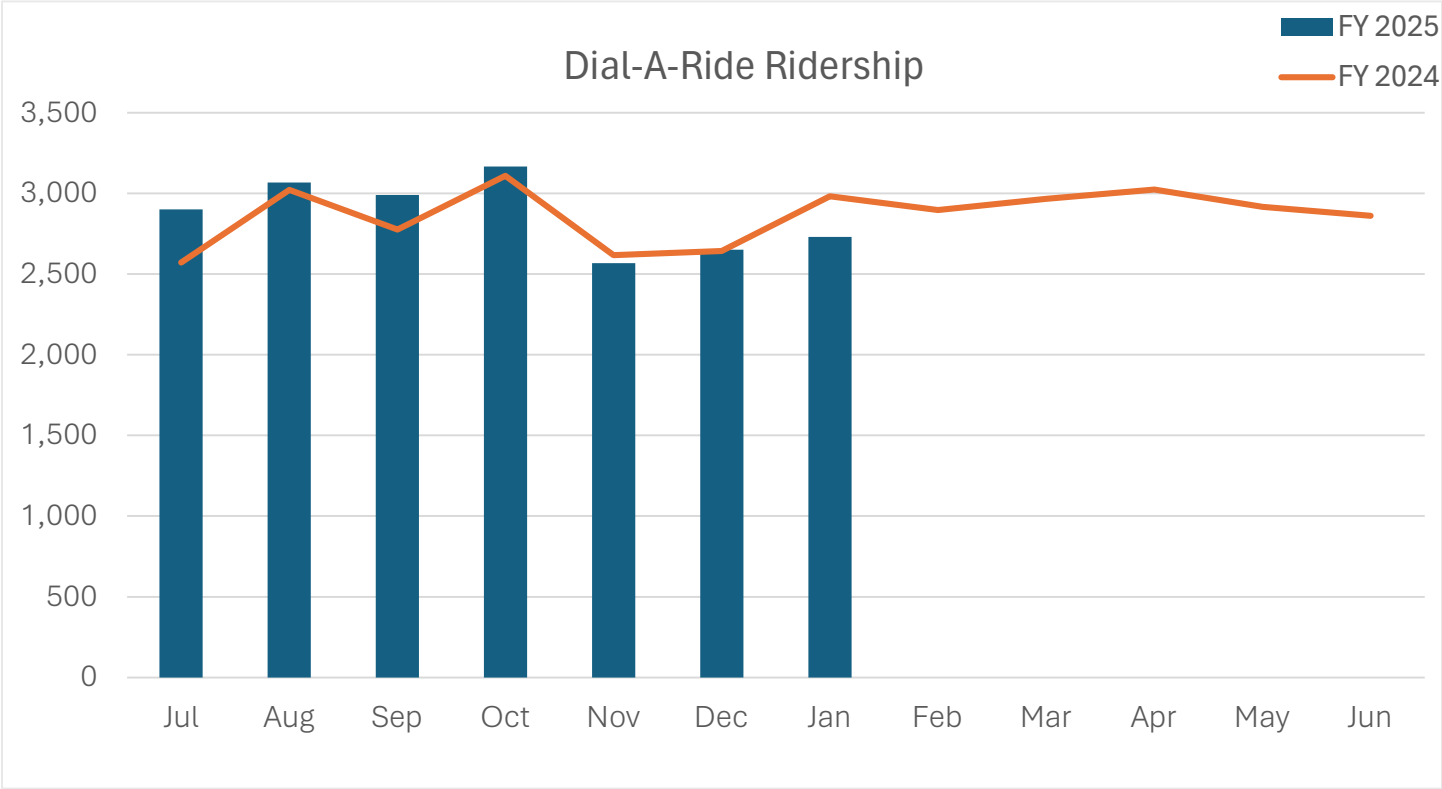


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Go Tri-Valley

Performance Indicator	Jan-24	Jan-25	Year Over Year % Change
Total Ridership	4,676	3,967	-15%
Average Subsidy	\$4.74	\$4.50	-5%

