

STAFF REPORT

SUBJECT: Contract Award for LAVTA Bus Facility Yard Gate System Upgrade Project #2025-05

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: July 7, 2025

Action Requested

The Finance & Administration Committee recommends the Board of Directors approve Resolution 24-2025, authorizing the award of an Agreement between LAVTA and Electronic Innovations, Inc., to perform the installation of equipment and related work necessary to carry out the LAVTA Bus Facility Yard Gate System Upgrade Project, and that the Board authorize the LAVTA Executive Director to finalize all details and execute said Agreement between LAVTA and Electronic Innovations, Inc.

Background

LAVTA buses and service vehicles entering and exiting the Rutan Operations & Maintenance Facility use a driveway off Rutan Drive that currently features an automated rolling gate providing security to the main bus yard. This gate is original to the facility's 1991 construction and long past its original useful life. Around one year ago, owing principally to its age and continuous heavy use rather than a lack of ongoing maintenance effort, it began to fail with increasing and disruptive frequency. Repeated failures of this gate create several operational and safety challenges, including delays for buses entering and exiting the facility when the gate fails to open, safety risks associated with manually operating the gate when the motor is non-functional, and security concerns when the gate fails to close.

Due to the recurring problems even with frequent repairs taking place, in September 2024, LAVTA engaged its on-call engineering contractor Kimley-Horn to evaluate the existing gate's condition and make recommendations for replacement and/or upgrades, including considerations for security and access control. Alternatives considered included the type of gate (roller, 1-door swing, 2-door swing, etc.), the type of automation equipment (existing OpenPath system or an alternative), and interfaces with buses and other vehicles.

Based on this analysis Kimley-Horn and LAVTA project staff finalized the recommended options for the replacement and upgrade of the gate system, and in March 2025 completed plans and specifications for a project to replace the existing roller gate with a two-way swing gate, including civil work to widen the entryway into the yard, signing and striping improvements, and other related work. Rather than operating on a failure-prone roller track

set into concrete under heavy bus traffic like the existing gate, the new gate will swing in the direction of travel for buses entering and existing and lock via magnetic locks. The new gate will also include features to discourage unauthorized pedestrian access. A new gate control system will integrate with existing RFID (radio frequency identification device) equipment installed on LAVTA's buses and other vehicles.

The project is included in LAVTA's FY25-26 Capital Budget, funded by local Transportation Development Act funds.

Discussion

LAVTA's Procurement Policy mandates the Authority follow a competitive procurement process for award of significant construction contracts and award such contracts to the lowest responsive and responsible bidder. On April 22, LAVTA released an Invitation for Bids (IFB) for the LAVTA Bus Facility Yard Gate System Upgrade Project #2025-05, for qualified contractors to bid on the project plans and specifications developed by Kimley-Horn. The project was posted on LAVTA's Bonfire online procurement portal, emailed directly to Bay Area and Northern California plan rooms as well as a list of vendors including Disadvantaged Business Enterprise (DBE) firms understood to engage in work related to LAVTA's project, and publicly advertised in the *Valley Times*. An optional pre-bid conference and job walk was held at the Authority's Rutan facility on May 19 at 10:00 a.m, which was attended by three firms. Written questions or requests for clarification were due May 22 at 4:00 p.m., and one addendum was issued on May 28, with clarifying modifications to the contract documents and answers to questions received. Sealed bids in response to the IFB were due via Bonfire on June 6 at 2:00 p.m.

Following 45 days of advertisement, one bid was received prior to the deadline established in the IFB. The responding firm was:

Company Name	Location	Grand Total Amount
Electronic Innovations, Inc.	Richmond, CA	\$197,123.35

The single bid submitted by Electronic Innovations, Inc., was found to be responsive and responsible by LAVTA's Legal Counsel and staff. The firm represented proper qualifications to do the work and their references for similar specialized work recently completed for operators of similar commercial/industrial facilities were highly satisfied.

The single bidder is a certified Disadvantaged Business Enterprise (DBE) and certifies that 57% of the bid amount will go to their firm. Furthermore, 43% of the work is slated to be subcontracted to a firm located in Fremont.

Single Bid Analysis and Bid Review

When a single bid is received in response to a formal public IFB, LAVTA's procurement procedures require staff to perform a cost or price analysis to verify that the price of a single bid received is fair and reasonable, and to research and document why only one bid was received. Staff conducted a line-by-line price analysis of the bid and found the line items supporting the grand total bid price to be fair and reasonable in reference to the engineer's

estimate of \$335,000 including contingency. In addition, staff reached out to vendors who expressed interest in the project by registering on Bonfire or attending the pre-bid job walk, to learn why they did not ultimately submit bids. Most did not respond to staff's inquiry, but those who did respond did not identify any issue with the contract terms or project specifications being too restrictive, but instead gave different reasons for not participating in the opportunity.

Fiscal Impact

The project budget is \$226,692 and consists of the contract award of \$197,123.35 plus a 15% project contingency of \$29,569. Funding for this project is included in LAVTA's FY25-26 capital budget.

Next Steps

Upon execution of the Agreement with Electronic Innovations, Inc., LAVTA will issue the Notice to Proceed (NTP). The project is due to be completed within 70 calendar days from LAVTA's issuance of the NTP. The project's specifications require the contractor to coordinate work around the active operations taking place at the facility, and during the main portion of the work, vehicles will use an alternate gate to enter and exit the bus yard via Rickenbacker Place.

Recommendation

The Finance & Administration Committee recommends the Board of Directors approve Resolution 24-2025 to: (1) award a contract to Electronic Innovations, Inc., the lowest responsive and responsible bidder for the LAVTA Bus Facility Yard Gate System Upgrade Project #2025-05, for a total contract award of \$197,123.35; (2) authorize the Executive Director to sign the contract and issue an NTP to Electronic Innovations, Inc.; and (3) approve a 15% project contingency of \$29,569 to be used at the discretion of the Executive Director.

Attachments:

1. Resolution 24-2025

RESOLUTION NO. 24-2025

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AWARDING THE CONTRACT FOR THE LAVTA BUS FACILITY YARD GATE
SYSTEM UPGRADE PROJECT TO ELECTRONIC INNOVATIONS INC.**

WHEREAS the Livermore Amador Valley Transit Authority (LAVTA) requires the services of a third-party contractor to perform the installation of equipment and related construction work necessary to carry out the LAVTA Bus Facility Yard Gate System Upgrade Project as described in LAVTA Invitation for Bids (IFB) #2025-05; and

WHEREAS staff released IFB #2025-05 to solicit bids for the project; and

WHEREAS one bid was received, which was deemed responsive to the requirements set forth in the IFB, and Electronic Innovations, Inc., was determined to be the lowest responsive and responsible bidder based on their submitted bid in the amount of \$197,123.35; and

WHEREAS staff undertook additional price analysis of the single bid received and determined that the price was fair and reasonable, and conducted outreach to other potential bidders to identify any potential issues with the IFB terms or specifications and identified none; and

WHEREAS staff recommends that the Board of Directors award the contract for the installation of equipment and related work necessary to carry out the LAVTA Bus Facility Yard Gate System Upgrade Project to Electronic Innovations, Inc., in the not-to-exceed amount of \$197,123.35;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby awards the contract for the installation of equipment and related construction work necessary to carry out the LAVTA Bus Facility Yard Gate System Upgrade Project to Electronic Innovations, Inc., in the not-to-exceed amount of \$197,123.35; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to execute a contract with Electronic Innovations, Inc, in a form approved by LAVTA's Legal Counsel; and

BE IT FURTHER RESOLVED that the Board of Directors authorizes the Executive Director to expend a 15% contingency amount not to exceed \$29,569.

PASSED AND ADOPTED this 7th day of June 2025.

XXXX, Chair

ATTEST:

Christy Wegener, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

STAFF REPORT

SUBJECT: Clipper START Program Permanent Adoption

FROM: David Mark, Director of Customer Experience

DATE: July 7, 2025

Action Requested

The Projects and Services Committee request the Board approve Resolution 22-2025, authorizing LAVTA's participation in Clipper START and authorizing the Executive Director to enter into agreement with the Metropolitan Transportation Commission for the administration of the program.

Background

The Metropolitan Transportation Commission (MTC) previously established a pilot program to offer discounted transit fares to low-income individuals. Known as Clipper START, the program provides single-ride discounts (50%) to eligible riders who live in the Bay Area and whose annual earnings are up to 200 percent of the federal poverty level to qualify. The program is administered by MTC.

The pilot was originally approved in 2020 for an 18-month period scheduled to end in mid-January 2022 (Resolution 31-2020), later extended through June 30, 2023 (Resolution 24-2021), then through June 30, 2025 (Resolution 18-2023). On May 28, 2025, MTC made this program permanent with the passage of MTC Resolution No. 4714, included as Attachment 1.

Discussion

Participation in Clipper START is voluntary and operators may cease to participate by notifying MTC as a part of a regular update to their agency's Clipper business rules. The Clipper START discount is offered on all 22 Bay Area transit agencies that accept Clipper at the time of the adoption of this resolution.

START program operations, administration, and provision of operator subsidy by MTC will be ongoing and implemented via Clipper. The program will be centrally administered on behalf of all participating agencies and evaluated for continual improvements, subject to revision based on financial sustainability, efficiency, and effectiveness. Regular reports on Clipper START utilization are provided to the Clipper Executive Board.

Budget Considerations

Funding will continue to be made available to subsidize operators for half of the 50% Clipper START fare discount. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources. In FY 2024, LAVTA received approximately \$9,000 from MTC for Clipper START reimbursement.

Recommendation

The Projects and Services Committee recommends Board approval of Resolution 22-2025, authorizing LAVTA's participation in Clipper START and authorizing the Executive Director to enter into agreement with the Metropolitan Transportation Commission for the administration of the program.

Attachment:

1. MTC Resolution No. 4714
2. Draft Resolution 22-2025

Date: May 28, 2025
W.I.: 1311
Referred by: RNM Committee

ABSTRACT

MTC Resolution No. 4714

This resolution approves the Clipper® START Regional Means-Based Fare Program Framework, a regional low-income discount fare program for eligible transit riders.

Further discussion of this action is contained in the MTC Regional Network Management Committee Summary Sheet dated May 9, 2025.

Date: May 28, 2025
W.I.: 1311
Referred by: RNM Committee

RE: Clipper START Regional Means-Based Program Framework

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4714

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans; and

WHEREAS, since 2020, the Clipper START pilot has made transit more affordable to individuals earning a qualifying low-income; and

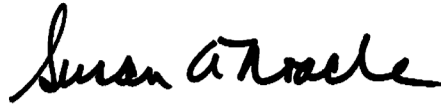
WHEREAS, MTC has conducted the Regional Means-Based Fare Pricing Study; and

WHEREAS, MTC recommends adopting a regional framework for the program, with participating operators, funding guidelines, and program conditions, as shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves Clipper START Regional Means Based Fare Program Framework, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC may annually allocate regional funds to support the Clipper START Regional Means Based Fare Program per the respective funding program guidelines.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Susan A. Noack". The signature is fluid and cursive, with the first name "Susan" being more prominent than the last name "Noack".

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on May 28, 2025.

Clipper START Program Framework

Participating Agencies

Transit Agency participation in Clipper START is voluntary and operators may cease to participate by notifying MTC as a part of a regular update to their agency's Clipper business rules. The Clipper START fare product is offered on all 22 Bay Area transit agencies that accept Clipper at the time of the adoption of this resolution.

Means-based Discount

A 50% per trip discount off the adult fare (in addition to any existing Clipper® discounts) will be offered to eligible persons

Eligibility

Adults earning less than 200% Federal Poverty Level (FPL)

Funding

Funding Sources and Program Administration Funding:

- This is funded by State Transit Assistance population-based funds (approximately \$8 million per year) and may be supplemented by Low Carbon Transit Operations Program (LCTOP) population-based funds per Caltrans discretion. Funding from these programs is approved through MTC Resolution Nos. 4321, 4130, and 4420, or subsequent resolutions.

Participant Discount Subsidy:

Funding is being made available to subsidize operators for half of the 50% Clipper START fare discount. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources.

Implementation

- Program operations, administration, and provision of operator subsidy by MTC will be ongoing.
- Program to be implemented on Clipper.
- Program will be centrally administered on behalf of all participating agencies.
- Program will be evaluated for continual improvements and is subject to revision based on financial sustainability, efficiency, and effectiveness.

Conditions

- Operators to conduct Title VI fare equity analysis per Federal Transit Administration (FTA) as required.
- The formula for distributing regional funds to transit operators will be based on actual trips taken and is subject to refinement based on the rider participation rates and amount of regional funding available.
- SFMTA can continue, expand, or eliminate its current Lifeline monthly program; however, the regional funding will only be used to compensate for participation in the Clipper START program. Clipper START funding is only available to reimburse operators for trips taken by users approved to participate in the Clipper START program.

RESOLUTION NO. 22-2025

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY MAKING PERMANENT AGENCY PARTICIPATION IN THE CLIPPER START REGIONAL MEANS-BASED TRANSIT FARE PROGRAM

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans; and

WHEREAS, MTC had established the framework for the Regional Means-Based Transit Fare Pilot Program in 2020 to improve transit affordability and access to job opportunities for eligible low-income residents, which was extended and then set to expire June 2025; and

WHEREAS, MTC has adopted the Clipper START Regional Means-Based Program framework and approved it during their May 2025 Board Meeting to now be an ongoing and permanent program with participating operators; and

WHEREAS, MTC will annually allocate funds to compensate transit agencies participating in the program; and

WHEREAS, on November 2, 2020 the LAVTA Board adopted Resolution No. 31-2020 to implement the MTC Clipper START pilot program; and

WHEREAS, on July 12, 2021 the LAVTA Board adopted Resolution No. 24-2021 authorizing LAVTA to continue participating in Clipper START pilot program; and

WHEREAS, on July 10, 2023 the LAVTA Board adopted Resolution No. 18-2023 authorizing LAVTA to continue participating in Clipper START pilot program through June 2025;

WHEREAS, LAVTA desires to continue to participate in Clipper START and seeks to make the program permanent.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority (LAVTA Board) that participation in the Clipper START Regional Means Based Fare Program approved by Resolution Nos. 31-2020, 24-2021, and 18-2023, and by MTC Board actions approving Resolution No. 4714, be made permanent; and

NOW, BE IT FURTHER RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority (LAVTA Board) that the Executive Director is authorized to enter into a binding agreement with MTC to execute the Clipper START Regional Means Based Fare Program with its current rule and compensation framework.

PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 7th day of July 2025.

XXXX, Chair

Attest:

Christy Wegener,
Executive Director

STAFF REPORT

SUBJECT: Para-Taxi Program Update

FROM: Kadri Klm, Paratransit Planner

DATE: July 7, 2025

Action Requested

Projects and Services Committee recommends the Board approve Resolution 21-2025, changing the Para-Taxi reimbursement request period from within 90-days of the trip taken to within 30-days of the trip taken.

Background

LAVTA's popular same day Para-Taxi program offer ADA paratransit certified individuals the use of TNCs and select taxi companies at 85% discount per ride up to \$30 maximum discount per ride (the monthly maximum discount is \$300).

This benefit can be accessed in two ways:

- Para-Taxi PEX debit card for immediate discount (preferred method), and
- Reimbursement-based method in which riders submit their reimbursement request form along with corresponding receipts to LAVTA and wait for reimbursement.

The proposed change applies only to the reimbursement-based portion of the program.

Discussion

In April, 2015 LAVTA Board approved an update to Para-Taxi reimbursement-based program such that paperwork and receipts for reimbursement need to be submitted to LAVTA from 'unlimited' to within 90-days of the trip taken.

Staff and the Projects and Services Committee is proposing updating the policy from within 90-days to within 30-days. Currently, receiving timely receipts is an obstacle, which makes it difficult for on-time reporting to funding agencies.

The vast majority of riders already submit their reimbursement requests within 30 days of trip taken. There are about five individuals whose reimbursement submissions have been past 30 days and staff plans on reaching out to them over the phone. Staff will be updating the program materials and mailing out notifications to users.

TAAC Recommendation

Staff presented the proposed change to the Wheels Accessible Advisory Committee (TAAC) at their May 7, 2025 meeting. Originally, staff proposed a 30-day reimbursement window, and the TAAC recommended a 60-day window. TAAC also recommended looking at this item again in about a year and potentially reducing reimbursement window to 45-days or 30-days at that time.

Recommendation

Projects and Services Committee recommends the Board approve Resolution 21-2025, changing the Para-Taxi reimbursement request period from within 90-days of the trip taken to within 30-days of the trip taken.

Attachments:

1. Resolution 21-2025

RESOLUTION 21-2025

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING UPDATES TO
THE PARA-TAXI PROGRAM**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) operates a Para-Taxi program to provide additional mobility options to paratransit eligible passengers above and beyond the Americans with Disabilities Act (ADA) minimum requirements; and

WHEREAS, Dial-A-Ride is expensive to operate on a per passenger basis and the Para-Taxi program presents savings to LAVTA when used by Dial-A-Ride eligible passengers in lieu of Dial-A-Ride; and

WHEREAS, current Para-Taxi reimbursement requests must be submitted within 90-days of the trip taken; and

WHEREAS, staff proposes making the changes listed below included in the staff report presented to the Board:

- Change the reimbursement period from receipts must be submitted within 90-days of the trip taken to within 30-days of the trip taken; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that staff will update the Para-Taxi program parameters as detailed in this resolution and implement the changes as soon as possible.

APPROVED AND PASSED this 7th day of July, 2025.

XXXX, Chair

ATTEST:

Christy Wegener, Executive Director

STAFF REPORT

SUBJECT: Six-Month Ridership Trend Update

FROM: Michael Tobin, Director of Operations
Cyrus Sheik, Senior Transit Planner

DATE: July 7, 2025

Action Requested

The Project & Services Committee recommends that the Board of Directors receive and file the Six-Month ridership update.

Background

The Wheels-in-Motion (WiM) service changes, implemented on March 23, 2024, were developed in response to community feedback gathered through a robust outreach effort, and were triggered due to a change in the BART Blue Line train frequency. The WiM adjustments aligned Wheels service frequencies with the post-pandemic BART schedule, ensuring better connectivity, and expanded service coverage to reach more areas within the community. Importantly, the changes were designed to be cost-neutral, maintaining the current budget while improving service.

Six-Month Trend Analysis

This analysis evaluates ridership performance one year after the implementation of the Wheels-in-Motion (WiM) service changes, with a focus on the six-month trend between November 2024 and April 2025. Pre-existing routes are assessed year-on-year (YoY) by comparing April 2025 metrics—total ridership, average weekday boardings, and boardings per service hour—with April 2024 data. Analyzing these three metrics helps gauge both overall ridership demand and route productivity.

Newly introduced or restored routes are evaluated based on April 2025 ridership numbers and their growth trajectory since last November, 2024. Additionally, April 2019 ridership data is included to provide context on ridership recovery compared to pre-pandemic levels.

Pre-existing routes. A key question following the WiM changes was whether slightly reducing the frequency of the trunk lines 10R and 30R—from every 15 minutes to every 20 minutes—would impact ridership. The assumption was that riders would adapt to the new schedule, as it better aligned with post-pandemic BART frequencies. This was indeed the case at the first eval last October, 2024, when year-on-year (YoY) numbers indicated that

ridership was indeed not lost because of this adjustment, but rather continued their upward post-pandemic trend: the 10R boardings were up by ~11%, and the 30R boardings were up by ~16% during this time.

At this checkpoint of April 2025, the YoY trend for the trunk lines is a more mixed picture: the 30R gave up some of its gains, while the 10R continue to climb – albeit at a slower pace than prior.

The other routes that received frequency adjustments last year (mostly from 30 minutes to 40 minutes, and unchanged hourly service midday) were up ~4% YoY on average at the last six-month check last October. These include routes 1, 3, 8, and 14; route 15 received a 20-minute peak frequency. In April 2025, however (with the exception of Route 1), these were all in negative territory – down an average of 8%. The boardings per service hour followed a similar trend.

The table below shows the individual route trends.

Table 1 – YoY monthly ridership for existing routes that received frequency adjustments.

TREND - EXISTING ROUTES THAT RECEIVED FREQUENCY ADJUSTMENTS					
Route		Boardings Apr '19	Boardings Apr '24	Boardings Apr '25	YoY Change
1	Central Dublin	2,148	959	2,200	129%
3	Stoneridge	3,216	1,884	1,537	-18%
8	Hopyard	4,716	3,669	3,476	-5%
10R	Intermunicipal	35,040	25,225	26,183	4%
14	Intermunicipal	9,159	9,059	8,406	-7%
15	Springtown	9,640	9,108	8,961	-2%
30R	Intermunicipal	44,959	33,422	29,817	-11%

Table 2- Average Weekday Boardings for existing routes that received frequency adjustments.

AVERAGE WEEKDAY BOARDINGS ON EXISTING ROUTES THAT RECEIVED FREQUENCY ADJUSTMENTS				
Route		Apr '24	Apr '25	Change
1	Central Dublin	36	48	33%
3	Stoneridge	68	56	-18%
8	Hopyard	140	137	-2%
10R	Intermunicipal	978	1,020	4%
14	Intermunicipal	343	312	-9%
15	Springtown	365	351	-4%
30R	Intermunicipal	1,347	1,226	-9%

Table 3 - Weekdays BVSH for existing routes that received frequency adjustments.

WEEKDAY BOARDINGS PER SERVICE HOUR ON EXISTING ROUTES THAT RECEIVED FREQUENCY ADJUSTMENTS				
Route		Apr '24	Apr '25	Change
1	Central Dublin	4.4	5.5	25%
3	Stoneridge	3.9	3.2	-18%
8	Hopyard	6.1	5.9	-3%
10R	Intermunicipal	12.2	12.8	5%
14	Intermunicipal	11.7	10.7	-9%
15	Springtown	11.4	11.0	-4%
30R	Intermunicipal	13.4	12.0	-10%

New / restored routes. This group, which comprises routes 2, 4, 11, 18, and 580X, have now operated for a full year. The expectations of those routes are different than the trunk lines, given their primary role to provide coverage in previously underserved areas, as well as acting as feeders to the main trunk lines.

That said, their trend over the past six months presents a mixed picture: as shown in the table below, routes 2 and 11 did not continue an upward trend, while routes 4, 18, and 580X continued to build ridership. (When looking at average weekday boardings vs. the month-totals, the picture is a little bit different; this is due primarily to having had fewer weekdays (and school days) overall in November compared with April.)

Table 4 - Year-on-Year monthly ridership for new/restored routes

TREND - NEW / RESTORED ROUTES				
Route		Boardings Nov '24	Boardings Apr '25	Change
2	East Dublin	1,274	958	-25%
4	West Dublin	1,014	1,240	22%
11	Greenville Rd	102	97	-5%
18	Granada	444	514	16%
580X	Express	327	351	7%

Table 5 – Average Weekday Boardings for new/restored routes.

AVERAGE WEEKDAY BOARDINGS ON NEW / RESTORED ROUTES				
Route		Nov '24	Apr '25	Change
2	East Dublin	39	43	10%
4	West Dublin	41	49	20%
11	Greenville Rd	5	4	-20%
18	Granada	23	23	0%
580X	Express	17	16	-6%

Table 6 - Weekdays BVSH for new/restored routes.

WEEKDAY BOARDINGS PER SERVICE HOUR ON NEW / RESTORED ROUTES				
Route		Nov '24	Apr '25	Change
2	East Dublin	7.7	8.5	10%
4	West Dublin	3.4	4.0	18%
11	Greenville Rd	1.6	1.3	-19%
18	Granada	3.7	3.7	0%
580X	Express	2.9	2.7	-7%

Systemwide. The total number of boardings across all Wheels mainline (excluding the supplemental school routes) in April 2025 was 87,499. This represents a decrease of 2.4% over the same month of last year. As discussed in the last few monthly ED reports, the general post-pandemic recovery appears to have leveled off. This is something that seems to be occurring at some of LAVTA's peer agencies as well, and there may be macro factors at work that are potentially affecting short-term ridership trends across the region.

Recommendation

The Project & Services Committee recommends that the Board of Directors receive and file the Six-Month ridership update.