

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**1362 Rutan Court, Suite 100**  
**Livermore, CA 94551**

**BOARD OF DIRECTORS MEETING**

**DATE:** November 2, 2015  
**PLACE:** Diana Lauterbach Room LAVTA Offices  
1362 Rutan Court, Suite 100, Livermore CA  
**TIME:** 4:00pm

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**MINUTES**

**1. Call to Order and Pledge of Allegiance**

Meeting was called to order by Board Chair Don Biddle at 3:58 pm

**2. Roll Call of Members**

**Members Present**

Dawn Argula – Chief of Staff, County of Alameda  
Don Biddle – Councilmember, City of Dublin  
David Haubert – Mayor, City of Dublin  
Karla Brown – Vice Mayor, City of Pleasanton  
Jerry Pentin – Councilmember, City of Pleasanton  
Laureen Turner – Vice Mayor, City of Livermore  
Steven Spedowfski – Councilmember, City of Livermore

**Members Absent**

Scott Haggerty – Supervisor, County of Alameda

**3. Meeting Open to Public**

Robert S. Allen

Mr. Allen discussed the need for a BART Airway Park-n-Ride Shuttle to Dublin/Pleasanton BART station from early morning through the evening commute. Mr. Allen presented a Draft Schedule for bus service between the Airway P&R and the E. Dublin/Pleasanton BART station. The schedule he proposed requires three buses each operating slightly over 14 hours per day. This schedule would provide transportation every 15 minutes during the weekdays through the evening commute. Mr. Allen also proposed that parking at BART'S Airway Park-n-Ride should be restricted to vehicles registered in Livermore or the BART district. He urged the Board to agendaize the project for discussion, either as a part of the COA or separately.

Meredith Johnson

Ms. Johnson was representing Vocational Flight Resources (VFR) Unlimited, which is a vocational training program for developmentally disabled adults. She is requesting that bus service still be provided to their location at the Livermore Municipal Airport for eighteen students. One of the three service options provided (Bus Service Scenario One) will allow students to arrive and depart for their program at the stops they currently use. The adults in this

program are non-driving with limited funds and are only able to get around in short distances, due to mobility issues. Paratransit is more expensive for these individuals than using the fixed route. Ms. Johnson is requesting that this is taken into consideration when the service alternatives are decided.

#### **4. Consent Agenda**

**Recommend approval of all items on Consent Agenda as follows:**

- A. Minutes of the October 5, 2015 Board of Directors meeting.**
- B. Treasurer's Reports for the month of September 2015**

The Board of Directors approved the September 2015 Treasurer's Report.

Approved: Haubert/Brown

Aye: Biddle, Argula, Pentin, Turner, Brown, Spedowfski, Haubert

No: None

Absent: Haggerty

#### **5. Wheels Forward: Service Design Guidelines**

Christy Wegener presented the Service Design Guidelines to the Board of Director's for approval, which were presented to the Projects and Services Committee on October 28. These guidelines will help shape the future of the Wheels bus system. The guidelines aim to resolve the tension of competing transit goals. The Comprehensive Operational Analysis (COA) did public outreach and the public provided feedback on service tradeoffs, which were incorporated into the guidelines.

Several principles of transit service design are proposed for use in scenario development and future service planning. Those principles are: Headways/Frequency, Direct Alignments, Routes Alignment, Spacing Between Routes, Route Deviations, Transfers, Route Consistency, and Stop Spacing.

Three service scenarios have been developed and have been presented at a series of community meetings. The final service scenario presented for approval in 2016 will incorporate both Board and public comment, as well as the approved service design guidelines.

Councilmember Brown mentioned that the Staff Report showed 62% favored expansion into new areas. Ms. Brown would like to know if that would include Mountain House. Staff did address Stoneridge Creek in one of the service scenarios, but did not address Mountain House.

Ms. Brown questioned if there is confusion regarding branding. The household survey did show that there was confusion between Wheels and LAVTA, but 50 % of public knows our brand. LAVTA currently is conducting a rebranding survey.

Councilmember Turner likes the focus and goals, but is concerned that the three scenarios don't fit these goals.

When the COA is complete LAVTA plans on releasing an application to make travel navigation

easier for the public.

Approved: Pentin/Haubert

Aye: Biddle, Argula, Pentin, Turner, Brown, Spedowfski, Haubert

No: None

Absent: Haggerty

## **6. Wheels Forward: Service Alternatives**

The Wheels COA Planning Team developed three service alternative scenarios. The primary goal of the LAVTA COA is to improve transit service in the Tri-Valley area. Convenient and cost-effective transit service requires an appropriate balance of coverage, frequency, and service span. LAVTA conducted surveys with non-riders to explore options to increase ridership. These surveys included, home/cell phones, public meetings, and the top 100 employers in the Tri-Valley. The information gathered formed the service guidelines, which were built into the service scenarios.

Each of the three scenarios that have been developed are designed to address existing mobility challenges, find the most productive markets, and address operational issues. The overall goal of the scenarios is to improve ridership and utilization of service.

Thomas Wittmann from Nelson Nygaard is the Project Manager for the COA and presented the three service scenarios to the Board of Directors. The Board of Directors had many questions and concerns.

Councilmember Pentin was curious if transportation for Mountain House can be worked out with San Joaquin Valley. LAVTA is looking for a resolution with San Joaquin Valley.

Councilmember Turner questioned the Rapid alignment in scenario 2, stating that it wasn't rapid enough and that Livermore residents would not use it to go to BART. She favored the Rapid alignment in scenario 3 and also liked Route 21 in scenario 3, which is a quicker trip to BART, especially if there is a park-and-ride lot on Greenville.

The Planning Team has received many comments from existing 70x riders. Should the Board opt to keep that service, they may want to consider a premium fare to retain the 70x route. Mr. Spedowfski questioned if Hacienda Business Park can subsidize the 70x and requested that LAVTA consider this option. Ms. Brown explained that Hacienda Business Park pays a fee, so all residents and employees get a free pass to ride Wheels. Ms. Brown thinks free rides is a model we should use in other areas, since it works to bring ridership up.

Ms. Brown wanted to know if Scenario 3, Route 21 can be used to service the Livermore Municipal Airport. Mr. Wittmann said this is an option and staff followed up to say that the Rapid along North Canyons Parkway could also serve this purpose.

Mr. Wittmann explained that you will see in the first couple months after a preferred scenario is implemented a drop in ridership. However, a maturation process will eventually occur. In one year you should have more ridership than where you started. In eighteen months the organization should have the preferred ridership number.

Ms. Turner likes scenario three, because it is very streamlined. She thanked Mr. Wittmann as a Board member and as a user of Wheels for all the hard work put into this project.

This item was informational only.

## **7. Executive Director's Report**

Michael Tree requested guidance from the Board of Director's on the purchase of electric buses using rebates from the state, since hybrid buses are almost the same price. In the next three weeks LAVTA can apply for a grant, but would like authorization or direction from the board to apply for eight electric buses. This will include the infrastructure to keep them on the road all day. LAVTA might ask for minor incremental costs that the buses and charging stations may need. Mr. Tree is not sure of the bus disposal process, but the life of the batteries are covered. Mr. Tree believes that electric buses would be disposed of by auction when no longer in service. The net life cycle price is substantially less than a hybrid bus. Ms. Brown asked if solar panels can be put at Atlantis to help cover costs and that this is something to consider for the future.

The Board of Directors gave the authorization to go forward with eight electric buses and to apply for the grant.

## **8. Next Meeting Date is Scheduled for: December 7, 2015**

## **9. Adjournment**

Meeting adjourned at 5:58 pm.