

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

BOARD OF DIRECTORS MEETING

DATE: March 7, 2016
PLACE: Diana Lauterbach Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore CA
TIME: 4:00pm

AGENDA

1. Call to Order and Pledge of Allegiance

2. Roll Call of Members

3. Meeting Open to Public

- Members of the audience may address the Board of Directors on any matter within the general subject matter jurisdiction of the LAVTA Board of Directors.
- Unless members of the audience submit speaker forms before the start of the meeting requesting to address the board on specific items on the agenda, all comments must be made during this item of business. Speaker cards are available at the entrance to the meeting room and should be submitted to the Board secretary.
- Public comments should not exceed three (3) minutes.
- Items are placed on the Agenda by the Chairman of the Board of Directors, the Executive Director, or by any three members of the Board of Directors. Agendas are published 72 hours prior to the meeting.
- No action may be taken on matters raised that are not on the Agenda.
- For the sake of brevity, all questions from the public, Board and Staff will be directed through the Chair.

4. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

- A. **Minutes of the February 1, 2016 Board of Directors meeting.**
- B. **Treasurer's Report for the month of January 2016**

Recommendation: Staff recommends approval of the January 2016 Treasurer's Report.

- C. **Resolution of the Board of Directors of the Livermore Amador Valley Transit Authority Appointing Director and Alternate to the California Transit Indemnity Pool (CalTIP)**

Recommendation: The Finance and Administration Committee recommends the Board approve Resolution 06-2016 revising the positions appointed to CalTIP Director and Alternate.

5. Comprehensive Operations Analysis – Preferred Alternative

Recommendation: The Projects and Services Committee recommends that the Board open the public comment period from March 7 – April 8, 2016; and set the public hearing date for April 4, 2016 for the COA Preferred Alternative.

6. Executive Director’s Report

7. Matters Initiated by the Board of Directors

- Items may be placed on the agenda at the request of three members of the Board.

8. Next Meeting Date is Scheduled for: April 4, 2016

9. Adjournment

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to these meetings, as there may be people in attendance susceptible to environmental illnesses.

I hereby certify that this agenda was posted 72 hours in advance of the noted meeting.

/s/ Jennifer Suda

3/2/2016

LAVTA, Administrative Assistant

Date

On request, the Livermore Amador Valley Transit Authority will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. A written request, including name of the person, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service should be sent at least seven (7) days before the meeting. Requests should be sent to:

*Executive Director
Livermore Amador Valley Transit Authority
1362 Rutan Court, Suite 100
Livermore, CA 94551
Fax: 925.443.1375
Email: frontdesk@lavta.org*

AGENDA

ITEM 4 A



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

BOARD OF DIRECTORS MEETING

DATE: February 1, 2016
PLACE: Diana Lauterbach Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore CA
TIME: 4:00pm

MINUTES

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Don Biddle at 4:00 pm

2. Roll Call of Members

Members Present

Scott Haggerty – Supervisor, 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
Steven Spedowfski – Councilmember, City of Livermore
Laureen Turner – Councilmember, City of Livermore

3. Meeting Open to Public

Laureen Turner, Councilmember from City of Livermore, arrived during the public comments.

Robert S. Allen

Robert Allen discussed the need to operate 15-minute all day bus service to and from the Airway Park-and-Ride lot and the Dublin/Pleasanton BART station. Robert Allen provided the Board of Directors documentation regarding his proposal. The Board of Directors responded that the Tri-Valley Regional Rail Group will take this request into consideration.

Carmen Rivera Hendrickson

Carmen Rivera Hendrickson informed the Board of Directors that brakes on some LAVTA buses are making terrible screeching noises. Ms. Rivera Hendrickson discussed bus 0315, due to it making this awful noise when she road it leaving from the BART station at 2:00pm today.

Herb Hastings

Herb Hastings is concerned about LAVTA's new routing schedule of the Rapid. Mr. Hastings does not want the Rapid going to Las Positas College. Mr. Hastings also explained that LAVTA would be eliminating multiple options to get to Stoneridge Mall.

4. January Wheels Accessible Advisory Committee Minutes Report

Scott Haggerty, Supervisor from County of Alameda, arrived during the WAAC Committee minutes discussion.

Carmen Rivera Hendrickson, WAAC Chair, addressed the Board of Directors regarding the WAAC Committee meeting. Ms. Rivera Hendrickson explained that the Comprehensive Operations Analysis (COA) was an informational item only during the WAAC meeting and did not address important details that needed to be shared. Ms. Rivera Hendrickson opinion is the COA needs to be reviewed further prior to implementation.

Karla Brown asked Ms. Rivera Hendrickson if the Fixed Route Operational Issues regarding a driver's inappropriate language was reported to LAVTA management. Ms. Rivera Hendrickson said that it was reported to Beverly Adamo and Gregg Eisenberg. Ms. Brown said that they will do a follow-up on this, since it was reported.

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the January 4, 2016 Board of Directors meeting.

B. Treasurer's Report for the month of December 2015

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

C. Title VI Program 2016-2019

The Board of Directors approved the Title VI Program Resolution 03-2016 for submittal to the FTA.

D. Resolutions in Support of Application for funding through the Low Carbon Transit Operations Program (LCTOP)

The Board of Directors approved Resolution 04-2016 and Resolution 05-2016 in support of a grant application to the Low Carbon Transit Operations Program (LCTOP). The Board resolutions will enable staff to apply for LCTOP funding to purchase two hybrid buses.

Approved: Spedowfski/Brown

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

No: None

Absent: None

6. Comprehensive Operations Analysis – Preferred Alternative

Staff presented the Comprehensive Operational Analysis (COA) preferred alternative to the Board of Directors. The Wheels Planning Team developed a preferred service alternative with a target implementation of either August of 2016 or January 2017, depending on the timing of the Board's approval. The Board of Directors was provided a map of the preferred alternative, route

by route details, public comments, the three original scenarios that were presented at the end of October 2015, and an existing conditions map of the Wheels bus routes.

Thomas Wittmann from Nelson Nygaard presented a PowerPoint regarding the COA preferred alternative and answered the Board of Director's questions. The following were comments on each route:

Route 2: LAVTA is looking into developing "Wheels on Demand", which is a demonstration project that will utilize real-time dynamic ridesharing in the East Dublin area where Route 2 is proposed for elimination due to low ridership. Scott Haggerty does not like Wheels on Demand (WOD) with companies such as Uber and Lyft. Mr. Haggerty would like to see service similar to the airport model used in Orlando, Florida. He is also curious about DART (Wheels demand-response service that ended about 10 years ago) and the statistics/ridership for that service. David Haubert commented that he wants more information on the various options before he can make a decision. Mr. Haubert would also like more bus shelters along school routes and thinks we need to expand service to east Dublin. Lauren Turner would like a service similar WOD for the complete City of Dublin, due to a large portion of the city not being covered by bus transportation. Steven Spedowski requested information on the general public demand response service that LAVTA used to operate.

Route 3: Jerry Pentin communicated that inefficient routes should be cut, but would like to know what LAVTA anticipates Route 3's ridership will be in Pleasanton post COA. Mr. Spedowski requested a preferred alternative map that shows frequencies. Mr. Spedowski also would like to see specific information regarding DART (e.g.: when it ended, why it ended, ridership, cost, etc.). The suggestion was made by Scott Haggerty to publish County Connection schedules on LAVTA's timetables.

Route 9: Karla Brown questioned if James Paxon's concerns regarding Hacienda Business Park transportation to Axis Health Care were addressed. Mr. Wittmann responded that Route 14 was extended to Axis Health Care. Mr. Wittmann mentioned that James Paxon had concerns about Rosewood Commons being served and that LAVTA is looking into shifting a route to assist with this issue.

Route 11: Ms. Turner questioned why Route 11 is serving two ACE rail stations. Mr. Wittmann discussed that Route 11 is a peak time bidirectional route that serves patrons in business areas and allows for bus connections at the Transit Center.

Route 14: Ms. Brown requested that Route 14 operate slightly longer than the Outlets are open to allow employees to utilize our bus system to get back home. Mr. Wittmann commented that Route 14 ends at 10:00pm to accommodate the Outlet employees work hours. Ms. Turner requested that Route 11 and 15 are timed to connect to Route 14 to the library. Mr. Wittmann responded that yes this can be accomplished.

Route 54: Mr. Haubert wanted to know if LAVTA could look at an East Dublin to ACE route. Mr. Wittman is looking at regional commute patterns to help understand the regional transit opportunities. Mr. Haggerty and Ms. Turner suggested a license plate survey from ACE and that possibly a grant from ACTC to conduct this survey or hire students.

Route 70X: Ms. Turner would like to know why LAVTA is spending money on the 70X, since they are not residents of the Tri-Valley. Mr. Wittman said that this is due to regional

competitiveness and that the only alternative for Walnut Creek residents to reach Hacienda Business Park is by using BART or County Connections. Mr. Pentin said that employers pay taxes in our area and that he agrees with a premium fare for 70X. Mr. Spedowski requested information on how long it would take to get from Walnut Creek to Hacienda Business Park using County Connections.

Livermore School Trippers (Route 401, 402, and 403): Mr. Spedowski pointed out that Christensen Middle School is missing on Route 15.

I-580 Express Lanes: There was significant discussion among the Board members about service from Livermore along the new I-580 Express Lanes. Ms. Turner would like to see a route from a Park-N-Ride on Greenville to BART using the Express Lanes.

Michael Tree addressed the Board of Directors and would like to return to the Board with more information on options for WOD, Greenville Park-N-Ride potential and using the Express Lanes, so that they have a greater confidence in the COA recommendations prior to opening up the public comment period. LAVTA would like to have the COA Preferred Alternative implemented as early as fall of 2016 to better match the academic year at the high schools and Las Positas College.

No action was taken by the Board of Directors to open the COA Preferred Alternative public comment period from February 1 – March 11, 2016. The Board of Directors is requesting that LAVTA provide more information at the next Board of Director’s meeting on March 7, 2016, and then the Board will consider opening the public comment period.

7. Executive Director’s Report

The Executive Director’s Report provided information on Statistics: Ridership Increases and Complaints/Preventable Accidents, Tri-Valley Regional Rail Advisory Group, Comprehensive Operational Analysis, Wheels Rebranding Study, and Second Electric Bus Grant Submission. Ms. Brown asked what the Wheels rebranding entails. Michael Tree responded that LAVTA is looking at the logo and specifically the name “Wheels” to see if it needs updating. Typically branding should be reviewed every 5-7 years.

8. Matters Initiated by the Board of Directors

None.

9. Next Meeting Date is Scheduled for: March 7, 2016

10. Adjournment

Meeting adjourned at 6:03pm

AGENDA

ITEM 4 B



STAFF REPORT

SUBJECT: Treasurer's Report for January 2016

FROM: Tamara Edwards, Finance and Grants Manager

DATE: March 7, 2016

Action Requested

Review and approve the LAVTA Treasurer's Report for January 2016.

Discussion***Cash accounts:***

Our petty cash account (101) continues to carry a balance of \$500, and our ticket sales change account (102) continues with a balance of \$240 (these two accounts should not change).

General checking account activity (105):

Beginning balance January 1, 2016	\$3,515,370.51
Payments made	\$1,178,596.85
Deposits made	\$313,532.14
Ending balance January 31, 2016	\$2,650,305.80

Farebox account activity (106):

Beginning balance January 1, 2016	\$66,532.90
Deposits made	\$56,994.66
Ending balance January 31, 2016	\$123,527.56

LAIF investment account activity (135):

Beginning balance January 1, 2016	\$4,643,584.52
Q2FY16 Interest	\$2,939.11
Ending balance January 31, 2016	\$4,646,523.63

Operating Expenditures Summary:

As this is the seventh month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 58.33%. The agency is at 55.09% overall.

Operating Revenues Summary:

While expenses are at 55.09%, revenues are at 65.5%, providing for a healthy cash flow.

Recommendation

The Finance and Administration Committee recommends approving the January 2016 Treasurer's Report.

Attachments:

1. January 2016 Treasurer's Report

Approved: _____

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
January 31, 2016**

ASSETS:

101 PETTY CASH	500	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	2,650,306	
106 CASH - FIXED ROUTE ACCOUNT	123,528	
107 Clipper Cash	169,293	
120 ACCOUNTS RECEIVABLE	54,726	
135 INVESTMENTS - LAIF	4,646,524	
150 PREPAID EXPENSES	(272,721)	
160 OPEB ASSET	351,947	
165 DEFFERED OUTFLOW-Pension Related	174,004	
170 INVESTMENTS HELD AT CALTIP	222,425	
111 NET PROPERTY COSTS	44,738,630	
TOTAL ASSETS		52,859,402

LIABILITIES:

205 ACCOUNTS PAYABLE	118,108	
211 PRE-PAID REVENUE	1,326,550	
21101 Clipper to be distributed	169,743	
22000 FEDERAL INCOME TAXES PAYABLE	35	
22010 STATE INCOME TAX	(10)	
22020 FICA MEDICARE	(0)	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(0)	
22030 SDI TAXES PAYABLE	0	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	1,234	
22090 WORKERS' COMPENSATION PAYABLE	11,672	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	617,185	
23104 Deferred Inflow- Pension Related	235,023	
23103 INSURANCE CLAIMS PAYABLE	88,272	
23102 UNEMPLOYMENT RESERVE	20,000	
TOTAL LIABILITIES		2,587,811

FUND BALANCE:

301 FUND RESERVE	3,917,566	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	44,738,630	
30401 SALE OF BUSES & EQUIPMENT	77,350	
FUND BALANCE	1,538,045	
TOTAL FUND BALANCE		50,271,591
TOTAL LIABILITIES & FUND BALANCE		52,859,402

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
January 31, 2016**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,603,894	91,196	856,155	747,739	53.4%
4020000	Business Park Revenues	141,504	0	72,242	69,262	51.1%
4020500	Special Contract Fares	195,001	0	47,507	147,494	24.4%
4020500	Special Contract Fares - Paratransit	33,600	(2,209)	6,198	27,403	18.4%
4010200	Paratransit Passenger Fares	155,050	22,519	126,671	28,379	81.7%
4060100	Concessions	38,500	2,520	19,447	19,053	50.5%
4060300	Advertising Revenue	115,000	0	95,000	20,000	82.6%
4070400	Miscellaneous Revenue-Interest	2,000	2,939	4,663	(2,663)	233.2%
4070300	Non transportation revenue	0	4,123	20,423	(20,423)	100.0%
4090100	Local Transportation revenue (TFCA RTE B	126,250	0	0	126,250	100.0%
4099100	TDA Article 4.0 - Fixed Route	9,476,889	0	7,312,565	2,164,324	77.2%
4099500	TDA Article 4.0-BART	85,033	0	33,387	51,646	39.3%
4099200	TDA Article 4.5 - Paratransit	129,379	0	49,216	80,163	38.0%
4099600	Bridge Toll- RM2	-	0	0	-	#DIV/0!
4110100	STA Funds-Paratransit	49,123	0	0	49,123	0.0%
4110500	STA Funds- Fixed Route BART	537,422	0	0	537,422	0.0%
4110100	STA Funds-pop	884,220	0	884,220	-	100.0%
4110100	STA Funds- rev	199,577	0	198,015	1,562	99.2%
4110100	STA Funds- Lifeline	194,324	0	168,323	26,001	86.6%
4130000	FTA Section 5307 Preventative Maint.	-	0	0	-	#DIV/0!
4130000	FTA Section 5307 ADA Paratransit	340,965	0	0	340,965	0.0%
4130000	FTA 5304	-	0	3,904	(3,904)	#DIV/0!
4130000	FTA JARC and NF	74,517	0	1,666	72,851	2.2%
4130000	FTA 5311	43,683	0	0	43,683	0.0%
4640500	Measure B Gap	-	0	0	-	#DIV/0!
4640500	Measure B Express Bus	-	0	0	-	#DIV/0!
4640100	Measure B Paratransit Funds-Fixed Route	867,343	63,311	370,215	497,128	42.7%
4640100	Measure B Paratransit Funds-Paratransit	164,161	11,983	70,070	94,091	42.7%
4640200	Measure BB Paratransit Funds-Fixed Route	648,000	41,860	270,413	377,587	41.7%
4640200	Measure BB Paratransit Funds-Paratransit	277,910	17,953	115,974	161,936	41.7%
TOTAL REVENUE		16,383,345	256,195	10,726,273	5,657,072	65.5%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
January 31, 2016**

	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02 Salaries and Wages	\$1,293,880	\$97,057	\$741,676	\$552,204	57.32%
502 00 Personnel Benefits	\$686,556	\$162,523	\$484,978	\$201,578	70.64%
503 00 Professional Services	\$580,806	\$31,645	\$352,021	\$228,785	60.61%
503 05 Non-Vehicle Maintenance	\$489,090	\$61,109	\$392,876	\$94,014	80.33%
503 99 Communications	\$10,500	\$423	\$1,721	\$3,279	16.39%
504 01 Fuel and Lubricants	\$1,541,300	\$0	\$376,039	\$1,165,261	24.40%
504 03 Non contracted vehicle maintenance	\$2,500	\$0	\$6,415	(\$3,915)	256.58%
504 99 Office/Operating Supplies	\$53,000	\$815	\$12,009	\$40,991	22.66%
504 99 Printing	\$60,000	\$119	\$22,441	\$37,559	37.40%
505 00 Utilities	\$264,300	\$14,773	\$142,189	\$122,111	53.80%
506 00 Insurance	\$536,162	\$13,412	\$214,175	\$321,987	39.95%
507 99 Taxes and Fees	\$152,000	\$8,742	\$61,826	\$90,174	40.68%
508 01 Purchased Transportation Fixed Route	\$8,855,346	\$708,335	\$5,033,212	\$3,861,734	56.84%
2-508 01 Purchased Transportation Paratransit	\$1,608,930	\$147,774	\$1,076,334	\$532,596	66.90%
509 00 Miscellaneous	\$66,975	\$10,014	\$62,942	\$2,578	93.98%
509 02 Professional Development	\$49,000	\$1,025	\$13,454	\$35,546	27.46%
509 08 Advertising	\$133,000	\$1,180	\$31,690	\$101,310	23.83%
TOTAL	\$16,383,345	\$1,258,944	\$9,025,996	\$7,387,794	55.09%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
January 31, 2016**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
REVENUE DETAILS						
4090594	TDA (office and facility equip)	27,000	0	0	27,000	0.00%
4090194	TDA Shop repairs and replacement	21,800	0	0	21,800	0.00%
4091794	Bus stop improvements	-	0	0	0	#DIV/0!
	TDA Bus replacement	3,616,700	0	0	3,616,700	0.00%
	TDA IT Upgrades and Replacements	114,500	0	0	114,500	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092093	TDA prior year (Major component rehab)	120,000	0	0	120,000	0.00%
4111700	PTMISEA Shelters and Stops	125,000	0	0	125,000	0.00%
	Prob 1B Security upgrades	36,696	0		36,696	0.00%
	PTMISEA Bus Replacement	609,778	0	0	609,778	0.00%
	PTMISEA Transit Center Improvements	125,625	0	0	125,625	0.00%
	PTMISEA Office improvements	179,069	0	0	179,069	0.00%
	PTMISEA Shop Repairs	178,000	0	0	178,000	0.00%
	FTA Bus replacements	12,431,200	0	0	12,431,200	0.00%
	TOTAL REVENUE	17,685,368	-	-	17,685,368	0.00%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
FOR THE PERIOD ENDING:
January 31, 2016

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550107	Shop Repairs and replacement	199,800	1,024	7,536	192,264	3.77%
5550207	New MOA Facility (Satelite Facility)	-	0	0	0	#DIV/0!
5550407	BRT	-	0	0	0	#DIV/0!
	Transit Center Upgrades and Improvements	125,625	0	0	125,625	0.00%
5550507	Office and Facility Equipment	206,069	0	39,230	166,839	19.04%
5550607	511 Integration	30,000	0	3,656	26,344	12.19%
5550807	Dublin TPI project	-	3,400	3,400	(3,400)	#DIV/0!
5550907	IT Upgrades and replacement	114,500	4,549	8,249	106,251	7.20%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
5552407	Security upgrades	36,696	19,312	19,312	17,384	52.63%
5551707	Bus Shelters and Stops	125,000	0	0	125,000	0.00%
5552007	Major component rehab	120,000	0	0	120,000	0.00%
5552307	Bus replacement	16,657,678	28,816	28,816	16,628,862	0.17%
	TOTAL CAPITAL EXPENDITURES	17,715,368	57,101	110,199	17,605,169	0.62%
	FUND BALANCE (CAPITAL)	-30000.00	(57,101)	(110,199)		
	FUND BALANCE (CAPTIAL & OPERATING)	-30,000.00	(1,058,323)	1,597,873		

Local Agency Investment Fund
 P.O. Box 942809
 Sacramento, CA 94209-0001
 (916) 653-3001

www.treasurer.ca.gov/pmia-laif/laif.asp
 February 01, 2016

LIVERMORE/AMADOR VALLEY TRANSIT
 AUTHORITY
 GENERAL MANAGER
 1362 RUTAN COURT, SUITE 100
 LIVERMORE, CA 94550

PMIA Average Monthly Yields

Account Number:
 80-01-002

Tran Type Definitions

January 2016 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Authorized Caller	Amount
1/15/2016	1/14/2016	QRD	1489814	SYSTEM	2,939.11

Account Summary

Total Deposit:	2,939.11	Beginning Balance:	4,642,835.92
Total Withdrawal:	0.00	Ending Balance:	4,645,775.03

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
01-16	H5903	01/28/16	STA13 (STAPLES CREDIT PLAN)		(219.09)	.00	(219.09)	Ck# H5903 Reversed
	H5983	01/15/16	PER01 (PERS)		2,667.98	.00	2,667.98	PER01, PERS NEW 12/19-1/1
	H5984	01/01/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,232.11	.00	2,232.11	EMP01, STATE TAXES 12/19-
	H5985	01/15/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,485.78	.00	6,485.78	EFT01, FEDERAL TAXES 12/1
	H5986	01/15/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		35,687.74	.00	35,687.74	DIR02, DIRECT DEPOSIT 12/
	H5987	01/15/16	PER04 (CALPERS RETIREMENT SYSTEM)		736.83	.00	736.83	PER04, PER 457 12/19-1/1/
	H5988	01/15/16	PER01 (PERS)		4,050.11	.00	4,050.11	PER01, PERS CLASSIC 12/19
	H5989	01/15/16	MTM01 (MEDICAL TRANSPORTATION MANAG		1,739.50	.00	1,739.50	MTM01, MTM-112037, 1/7-1/
	H5991	01/15/16	MVT01 (MV TRANSPORTATION, INC.)		329,090.00	.00	329,090.00	MVT01, 65325, JAN-16 1ST
	H5992	01/15/16	WEG01 (CHRISTY WEGENER)		62.95	.00	62.95	WEG01, DEC-15 & JAN-16 MI
	H5993	01/15/16	INT05 (INTERSTATE OIL COMPANY)		10,846.76	.00	10,846.76	INT05, D62654F-IN, 12/28/
	H5994	01/15/16	VER01 (VERIZON WIRELESS)		191.55	.00	191.55	VER01, 9757694640, 11/23-
	H5995	01/15/16	CAL04 (CALIFORNIA WATER SERVICE)		59.64	.00	59.64	CAL04, 4616555555, TC IRR
	H5996	01/15/16	CAL04 (CALIFORNIA WATER SERVICE)		63.46	.00	63.46	CAL04, 0198655555, BUS WA
	H5997	01/15/16	CAL04 (CALIFORNIA WATER SERVICE)		64.32	.00	64.32	CAL04, 2575555555, TC FIR
	H5998	01/15/16	CAL04 (CALIFORNIA WATER SERVICE)		85.76	.00	85.76	CAL04, 4755555555, MOA FI
	H5999	01/15/16	CAL04 (CALIFORNIA WATER SERVICE)		85.76	.00	85.76	CAL04, 5755555555, CONTRA
	H6000	01/15/16	CAL04 (CALIFORNIA WATER SERVICE)		33.44	.00	33.44	CAL04, 3616555555, TC WAT
	H6001	01/15/16	CAL04 (CALIFORNIA WATER SERVICE)		440.66	.00	440.66	CAL04, 9098655555, MOA WA
	H6002	01/15/16	MAS01 (ANTHONY D. MASSA)		86.83	.00	86.83	MAS01, JAN-16 PHONE DIAGN
	H6003	01/15/16	PAC02 (PACIFIC GAS AND ELECTRIC)		525.28	.00	525.28	PAC02, 9800031052-8 TRANS
	H6004	01/15/16	PAC02 (PACIFIC GAS AND ELECTRIC)		1,555.42	.00	1,555.42	PAC02, 6062256368-6, ATLA
	H6005	01/15/16	PAC02 (PACIFIC GAS AND ELECTRIC)		531.76	.00	531.76	PAC02, 7264840356-5, BUS
	H6006	01/15/16	PAC02 (PACIFIC GAS AND ELECTRIC)		4,837.53	.00	4,837.53	PAC02, 5809326332-3, MOA
	H6007	01/15/16	CIT07 (CITY OF LIVERMORE - WATER)		26.65	.00	26.65	CIT07, 138432-00, ATLANTI
	H6008	01/15/16	CIT07 (CITY OF LIVERMORE - WATER)		284.55	.00	284.55	CIT07, 138431-00, ATLANTI
	H6009	01/15/16	CIT07 (CITY OF LIVERMORE - WATER)		119.47	.00	119.47	CIT07, 139388-00, BUS WAS
	H6010	01/15/16	CIT07 (CITY OF LIVERMORE - WATER)		41.18	.00	41.18	CIT07, 139399-00, ATLANTI
	H6011	01/15/16	CIT07 (CITY OF LIVERMORE - WATER)		47.52	.00	47.52	CIT07, 139361-00, ATLANTI
	H6012	01/15/16	CIT07 (CITY OF LIVERMORE - WATER)		59.05	.00	59.05	CIT07, 138430-01, ATLANTI
	H6013	01/15/16	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,205.94	.00	2,205.94	DEL05, FEB-16 DENTAL INSU
	H6014	01/15/16	MER01 (MERCHANT SERVICES)		199.72	.00	199.72	MER01, TC123115, DEC-15 C
	H6015	01/15/16	MER01 (MERCHANT SERVICES)		150.34	.00	150.34	MER01, MOA123115, DEC-15
	H6016	01/15/16	AME06 (AMERICAN FIDELITY ASSURANCE		368.39	.00	368.39	AME06, JAN-16 SUPPLEMENT
	H6017	01/15/16	MVT01 (MV TRANSPORTATION, INC.)		11,395.30	.00	11,395.30	MVT01, 64758, INSURE PAY
	H6018	01/15/16	MTM01 (MEDICAL TRANSPORTATION MANAG		2,957.50	.00	2,957.50	MTM01, MTM112036, 1/1-1/6
	H6019	01/15/16	TAX67 (CHRISTEL RAGER)		209.95	.00	209.95	TAX67, 12/1-12/31/15 PARA
	H6020	01/15/16	TX113 (RODGER RAGER)		199.80	.00	199.80	TX113, 12/16-12/30/15 PAR
	H6021	01/15/16	TAX72 (JUSTIN HART)		200.00	.00	200.00	TAX72, 12/1-12/31/15 PARA
	H6022	01/15/16	TAX14 (KAREN ADAMS)		29.11	.00	29.11	TAX14, 12/4-12/30/15 PARA
	H6023	01/29/16	USB01 (U S BANK)		1,848.78	.00	1,848.78	USB01, DEC-15 CC STATEMEN
	H6024	01/29/16	CAP01 (CAPTURE TECHNOLOGIES INC)		19,312.09	.00	19,312.09	CAP01, CAPQ2187, 50% DEPO
	H6025	01/29/16	PAC02 (PACIFIC GAS AND ELECTRIC)		81.73	.00	81.73	PAC02, 7649646868-7, DOOL
	H6026	01/29/16	MTM01 (MEDICAL TRANSPORTATION MANAG		3,857.00	.00	3,857.00	MTM01, MTM-112039, 1/20-1
	H6027	01/29/16	MTM01 (MEDICAL TRANSPORTATION MANAG		1,442.00	.00	1,442.00	MTM01, MTM-112038, 1/13-1
	H6028	01/29/16	MVT01 (MV TRANSPORTATION, INC.)		329,090.00	.00	329,090.00	MVT01, 65327, JAN-16 2ND
	H6029	01/29/16	SWA01 (ANGELA SWANSON)		280.00	.00	280.00	SWA01, 1/25/16 PER DIEM N
	H6030	01/29/16	SWA01 (ANGELA SWANSON)		124.27	.00	124.27	SWA01, JAN-16 TRAVEL REIM
	H6031	01/29/16	NEL01 (NELSON\NYGAARD CONSULTING AS		14,127.35	.00	14,127.35	NEL01, DEC-15 PROFESSIONA
	H6032	01/29/16	NEL01 (NELSON\NYGAARD CONSULTING AS		5,787.25	.00	5,787.25	NEL01, 65889, DEC-15 TASK
	H6033	01/29/16	STA01 (STATE COMPENSATION FUND)		2,280.42	.00	2,280.42	STA01, FEB-2016 WORKER'S
	H6034	01/29/16	CIT06 (CITY OF LIVERMORE SEWER)		176.78	.00	176.78	CIT06, 138143-00, BUS WAS
	H6035	01/29/16	CIT06 (CITY OF LIVERMORE SEWER)		105.48	.00	105.48	CIT06, 133294-00, MOA SEW
	H6036	01/29/16	CIT06 (CITY OF LIVERMORE SEWER)		41.18	.00	41.18	CIT06, 133389-00, TRANSIT
	H6037	01/29/16	STA13 (STAPLES CREDIT PLAN)		509.02	.00	509.02	STA13, JAN-16 STATEMENT,
	H6038	01/29/16	SHE05 (SHELL)		17.88	.00	17.88	SHE05, 6599814641601, JAN
	H6039	01/29/16	PER04 (CALPERS RETIREMENT SYSTEM)		905.10	.00	905.10	PER04, PERS 457 1/2-1/15/
	H6040	01/29/16	PER01 (PERS)		2,691.02	.00	2,691.02	PER01, PERS NEW CONTRIBUT
	H6041	01/15/16	PER01 (PERS)		4,029.04	.00	4,029.04	PER01, PERS CLASSIC CONTR
	H6042	01/29/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,278.34	.00	2,278.34	EMP01, STATE TAXES 1/2-1/
	H6043	01/29/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,739.00	.00	6,739.00	EFT01, FEDERAL TAX 1/2-1/
	H6044	01/29/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		36,197.72	.00	36,197.72	DIR02, DIRECT DEPOSIT 1/2
	H6045	01/29/16	EMP01 (EMPLOYMENT DEVEL DEPT)		.09	.00	.09	EMP01, 12/4 RETRO ADJ FOR
	H6046	01/29/16	STA04 (STATE BOARD OF)		2,122.30	.00	2,122.30	STA04, QTR 4 2015 STORAGE
	H6047	01/29/16	STA05 (STATE BOARD OF EQUAL)		1,103.27	.00	1,103.27	STA05, QTR 4 2015 EXEMPT
	H6048	01/29/16	VSP01 (VSP)		551.92	.00	551.92	VSP01, FEB-16 VISION INSU
	H6049	01/29/16	MUT01 (MUTUAL OF OMAHA)		1,053.33	.00	1,053.33	MUT01, FEB-16 LTD AND LIF
	H6050	01/29/16	PER03 (CAL PUB EMP RETIRE SYSTM)		32,708.55	.00	32,708.55	PER03, FEB-16 HEALTH BENE
	H6051	01/29/16	PER01 (PERS)		504.00	.00	504.00	PER01, FY16 1959-C, SURVI
	H6052	01/29/16	PER01 (PERS)		126.00	.00	126.00	PER01, FY16 1959-N, SURVI
	H6053	01/29/16	BID01 (DON BIDDLE)		200.00	.00	200.00	BID01, JAN-16 BOD STIPEND
	H6054	01/29/16	BRO03 (KARLA SUE BROWN)		200.00	.00	200.00	BRO03, JAN-2016 BOD STIPE
	H6055	01/29/16	HAG01 (SCOTT HAGGERTY)		100.00	.00	100.00	HAG01, JAN-16 BOD STIPEND
	H6056	01/29/16	HAU01 (DAVID HAUBERT)		100.00	.00	100.00	HAU01, JAN-16 BOD STIPEND
	H6057	01/29/16	PEN01 (JERRY PENTIN)		100.00	.00	100.00	PEN01, JAN-16 BOD STIPEND
	H6058	01/29/16	SPE04 (STEVEN G. SPEDOWFSKI)		200.00	.00	200.00	SPE04, JAN-16 BOD STIPEND
	H6059	01/29/16	PAC01 (AT&T)		298.80	.00	298.80	PAC01, ATT011116, ATLANTI
	H6060	01/29/16	PAC01 (AT&T)		298.68	.00	298.68	PAC01, AT121115, ATLANTI
	H6062	01/29/16	PAC01 (AT&T)		71.46	.00	71.46	PAC01, AT121315, ATLANTI
	H6063	01/29/16	PAC01 (AT&T)		33.29	.00	33.29	PAC01, ATT010716, CONTRAC
	H6064	01/29/16	CAL15 (CALTRONICS BUSINESS SYS)		414.08	.00	414.08	CAL15, 1930600, BIZHUB TH
	H6065	01/29/16	TX116 (JACQUELINE POPE-JENKINS)		166.60	.00	166.60	TX116, PARATAXI REIMBURSE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
01-16	H6066	01/29/16	TAX58 (LARRY JENKINS)		191.89	.00	191.89	TAX58, PARATAXI REIMBURSE
	H6067	01/29/16	TAX87 (DELORES M. POWLEY)		20.40	.00	20.40	TAX87, PARATAXI REIMBURSE
	H6068	01/29/16	TX124 (LISA BALL)		29.33	.00	29.33	TX124, PARATAXI REIMBURSE
	H6069	01/29/16	MOC01 (DENNIS MOCHON)		21.60	.00	21.60	MOC01, JAN-16 TRAVEL REIM
	H6070	01/29/16	TAX91 (VIVIAN MARIE MILLER)		118.36	.00	118.36	TAX91, PARATAXI REIMBURSE
	H6071	01/29/16	BAN03 (BANKCARD CENTER)		508.35	.00	508.35	BAN03, DEC-2015 CC STATEM
	018932	01/15/16	ART01 (ART'S SECURITY LOCKSMITH)		9.86	.00	9.86	Automatic Generated Check
	018933	01/15/16	ATT02 (AT&T)		1,061.59	.00	1,061.59	Automatic Generated Check
	018934	01/15/16	AVI01 (AMADOR VALLEY INDUSTRIES)		325.84	.00	325.84	Automatic Generated Check
	018935	01/15/16	BAR02 (SF BAY AREA RAPID TRA DIS)		2,673.00	.00	2,673.00	Automatic Generated Check
	018936	01/15/16	CAL13 (CALIFORNIA TRANSIT)		1,909.88	.00	1,909.88	Automatic Generated Check
	018937	01/15/16	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	018938	01/15/16	DIA07 (DIABLO PUBLICATIONS)		1,180.00	.00	1,180.00	Automatic Generated Check
	018939	01/15/16	EME01 (EMERALD LANDSCAPE CO INC)		1,155.00	.00	1,155.00	Automatic Generated Check
	018940	01/15/16	FED01 (FedEx)		16.98	.00	16.98	Automatic Generated Check
	018941	01/15/16	JTH01 (J. THAYER COMPANY)		86.11	.00	86.11	Automatic Generated Check
	018942	01/15/16	LIV01 (LIVERMORE SANITATION INC)		2,317.40	.00	2,317.40	Automatic Generated Check
	018943	01/15/16	MAZ01 (MAZE & ASSOCIATES)		2,875.00	.00	2,875.00	Automatic Generated Check
	018944	01/15/16	OFF01 (OFFICE DEPOT)		180.66	.00	180.66	Automatic Generated Check
	018945	01/15/16	PAC11 (PACIFIC ENVIROMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	018946	01/15/16	SCF01 (SC FUELS)		20,268.48	.00	20,268.48	Automatic Generated Check
	018947	01/15/16	TAX60 (ANNA FONG)		28.05	.00	28.05	Automatic Generated Check
	018948	01/15/16	XIO01 (XIOTECH CORPORATION)		4,458.96	.00	4,458.96	Automatic Generated Check
	018949	01/29/16	AIM01 (AIM TO PLEASE JANITORIAL SER		7,552.13	.00	7,552.13	Automatic Generated Check
	018950	01/29/16	ARG01 (DAWN ARGULA)		100.00	.00	100.00	Automatic Generated Check
	018951	01/29/16	ATT02 (AT&T)		799.09	.00	799.09	Automatic Generated Check
	018952	01/29/16	ATT03 (AT&T)		895.56	.00	895.56	Automatic Generated Check
	018953	01/29/16	COR01 (CORBIN WILLITS SYSTEMS)		239.45	.00	239.45	Automatic Generated Check
	018954	01/29/16	DIR01 (DIRECT TV)		13.00	.00	13.00	Automatic Generated Check
	018955	01/29/16	EME01 (EMERALD LANDSCAPE CO INC)		2,775.00	.00	2,775.00	Automatic Generated Check
	018956	01/29/16	FED01 (FedEx)		35.18	.00	35.18	Automatic Generated Check
	018957	01/29/16	HAN01 (HANSON BRIDGETT MARCUS)		5,356.44	.00	5,356.44	Automatic Generated Check
	018958	01/29/16	HOT01 (HOTSY PACIFIC)		1,805.96	.00	1,805.96	Automatic Generated Check
	018959	01/29/16	JTH01 (J. THAYER COMPANY)		134.93	.00	134.93	Automatic Generated Check
	018960	01/29/16	KIM02 (KIMLEY-HORN AND ASSOC, INC)		3,400.00	.00	3,400.00	Automatic Generated Check
	018961	01/29/16	LIV09 (LIVERMORE UNIFIED SCHOOL DIS		300.00	.00	300.00	Automatic Generated Check
	018962	01/29/16	MET01 (METROPOLITAN TRANSPORT-)		4,895.23	.00	4,895.23	Automatic Generated Check
	018963	01/29/16	OFF01 (OFFICE DEPOT)		103.15	.00	103.15	Automatic Generated Check
	018964	01/29/16	PER02 (CALPERS RETIREMENT SYSTEM)		115,001.00	.00	115,001.00	Automatic Generated Check
	018966	01/29/16	RHT01 (R.H. TINNEY, INC.)		1,182.75	.00	1,182.75	Automatic Generated Check
	018967	01/29/16	SAF01 (SAFETY-KLEEN SYSTEMS INC)		1,413.06	.00	1,413.06	Automatic Generated Check
	018968	01/29/16	SCF01 (SC FUELS)		10,097.92	.00	10,097.92	Automatic Generated Check
	018969	01/29/16	SHA02 (SHAMROCK OFFICE SOLUTIONS)		37.54	.00	37.54	Automatic Generated Check
	018970	01/29/16	SOLO1 (SOLUTIONS FOR TRANSIT)		4,166.66	.00	4,166.66	Automatic Generated Check
	018971	01/29/16	SPA01 (SPARTAN TANK LINES INC)		9,108.43	.00	9,108.43	Automatic Generated Check
	018972	01/29/16	TAX32 (SUE TSANG)		26.99	.00	26.99	Automatic Generated Check
	018973	01/29/16	TAX83 (JUDITH BAAR)		14.45	.00	14.45	Automatic Generated Check
	018974	01/29/16	TES01 (TEST AMERICA LABORATORIES IN		846.00	.00	846.00	Automatic Generated Check
	018975	01/29/16	TX133 (SAROJA IYER)		93.50	.00	93.50	Automatic Generated Check
	018976	01/29/16	TX137 (HIMATLAL R MEHTA)		95.12	.00	95.12	Automatic Generated Check
	018977	01/29/16	TX140 (KEITH WARDIN)		60.00	.00	60.00	Automatic Generated Check
	018978	01/29/16	TX141 (ELIZABETH O'CONNER)		60.00	.00	60.00	Automatic Generated Check
	018979	01/29/16	UTC01 (UTC FIRE & SECURITY AMERI)		28,815.92	.00	28,815.92	Automatic Generated Check
	018980	01/28/16	PER04 (CALPERS RETIREMENT SYSTEM)		(905.10)	.00	(905.10)	Ck# 018980 Reversed
	018980	01/29/16	PER04 (CALPERS RETIREMENT SYSTEM)		905.10	.00	905.10	Automatic Generated Check
Total for Bank Account 105 ----->					1,132,029.57	.00	1,132,029.57	
Grand Total of all Bank Accounts ----->					1,132,029.57	.00	1,132,029.57	

AGENDA

ITEM 4 C



STAFF REPORT

SUBJECT: Resolution of the Board of Directors of the Livermore Amador Valley Transit Authority Appointing Director and Alternate to the California Transit Indemnity Pool (CalTIP)

FROM: Beverly Adamo, Director of Administrative Services

DATE: March 7, 2016

Action Requested

Approve Resolution 06-2016 amending LAVTA's authorizing resolution with the California Transit Insurance Pool (CalTIP) to change the titles of the employees who are designated as Director and Alternate Director to CalTIP.

Background

In April 2000 LAVTA joined CalTIP for the purpose of pooling with other transit agencies throughout the state to provide liability and physical damage insurance. As part of membership in the pool the agency is entitled to a seat on the Board of Directors. Currently the Director of Administrative Services is designated as the Board Member and the Executive Director is designated as the alternate. This resolution revises the appointments to designate the Executive Director to act as the Board Member, and the Director of Administrative Services as the appointee for the Alternate Board Member. This change is being requested by Michael Tree, Executive Director. No other changes are being made to the agreement with CalTIP. Upon approval, this resolution will be forwarded to CalTIP.

Recommendation

The Finance and Administration Committee recommends the Board approve Resolution 06-2016 revising the positions appointed to CalTIP Director and Alternate.

Attachments:

1. Resolution 06-2016 of the Board of Directors of the Livermore Amador Valley Transit Authority Appointing Director and Alternate to the California Transit Insurance Pool (CalTIP)

Approved: _____

RESOLUTION NO. 06-2016

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY APPOINTING DIRECTOR AND
ALTERNATE TO THE CALIFORNIA TRANSIT INSURANCE POOL (CAL TIP)**

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority adopted Resolution 03-2015 appointing Director (Director of Administrative Services) and Alternate (Executive Director) to the California Transit Insurance Pool (CalTIP); and

WHEREAS, it is desirable to revise the titles of the positions that are appointed as Director and Alternate;

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Directors that the Executive Director is appointed Director, and the Director of Administrative Services is appointed as the Alternate Director of the CalTIP to serve at the pleasure of this Board of Directors.

APPROVED AND PASSED, this 7th day of March 2016.

Don Biddle, Chair

ATTEST:

Michael Tree, Executive Director

AGENDA

ITEM 5



STAFF REPORT

SUBJECT: Comprehensive Operations Analysis – Preferred Alternative

FROM: Christy Wegener, Director of Planning & Communications

DATE: March 7, 2016

Action

Review and open the public comment period and set the public hearing date for the Wheels Forward Comprehensive Operations Analysis (COA) preferred alternative.

Background

The Wheels Forward Planning Team has developed a final preferred service alternative. The draft preferred alternative was presented to the Projects and Services Committee on January 25, 2016 and the Board on February 1, 2016. The feedback received at those meetings has been incorporated into the final preferred alternative, which was presented to the Projects and Services Committee on February 22, 2016 and is detailed in this staff report. Two maps of the preferred alternative are included in Attachment 1, one map of the route network and one map of the route network frequencies, and the route by route details are included in Attachment 2.

Discussion

Wheels Forward will provide a multi-phase blueprint for improvements to Wheels through 2040, with the highest priority being a more user friendly transit system that achieves greater efficiencies and an increasing number of riders. Convenient and cost-effective transit service requires an appropriate balance of coverage, frequency, and service span. Prior to developing any recommendations, existing ridership, on-time performance, travel patterns, and demographic data were analyzed. Public meetings, stakeholder meetings, an on-line survey, and a non-user household telephone survey all indicated that later service, more frequent service, and better connections to BART are some of the improvements desired most by riders and non-riders.

Initially, three scenarios were developed to illustrate how Wheels fixed-route services could operate in the future. Each of the initial scenarios that were developed were designed to address existing mobility challenges, find new markets, and address operational issues. Four common themes are introduced that guided the development of the scenarios:

- **Improve Ridership and Farebox Recovery Ratio of the Rapid** – The Metropolitan Transportation Commission (MTC) has a mandated 20% farebox recovery ratio (the percentage of costs covered by fares). The Rapid currently only has a farebox

recovery ratio of 14-15%. Reducing duplication of service with other routes, changing the alignment to focus on more productive areas, and adding new ridership destinations are all strategies recommended in the scenarios.

- **Improve Access to BART** – The market research and household telephone survey clearly indicated that BART was a primary destination for Tri-Valley residents. Parking at the BART stations is at capacity, and residents are looking for other options. Improving access was a primary goal of the scenarios.
- **Reduce Duplication of Service** – An examination of the existing system map shows significant overlaps of service. One route in a given corridor is easier for potential riders to understand and reduces the chances that multiple routes are chasing the same market. The scenarios reduce duplication of service between the Rapid, local routes, and County Connection service.
- **Simplify the Service** – The existing service consists of many routes that are one-way loops and include deviations. In addition, several routes have one alignment on weekdays and another on weekends, which is confusing to potential customers. The scenarios focus on reducing one-way loops, making service more direct, and operating consistently seven days a week.

Public Comments

The preferred alternative was developed based on input in response to the initial three service scenarios. A total of 425 comments about the three service scenarios were received during the open comment period; these include 289 responses to the online (and printed) survey, as well as 96 comments received via email. A memorandum summarizing the comments received during the open comment period October 26 - December 4 is provided in Attachment 3. As a reminder, the first three scenarios that were developed for public comment are provided in Attachment 4.

The most frequent comment received was from Stoneridge Creek retirement facility, where the residents strongly favored Route 14 in scenario #3. Additional comments were received from 70X riders, from Vocational Flight Resources (VFR) on Airway Blvd, and from existing Route 2 passengers who were not in favor of losing bus service in any scenario.

The preferred alternative does not match exactly with any of the initial scenarios, but instead is a hybrid with elements of each, along with new elements. The overall goal of the preferred alternative is to improve ridership and utilization of the service. The outreach and market assessment indicate that there is more demand for service than there are existing resources. These recommendations are intended to offer options for improving service within the existing budget. Accordingly, not all comments can be addressed in the preferred alternative.

Service Design Guidelines

In November 2015, the Board approved a series of service design guidelines intended to provide a framework for future route planning decisions. The following design guidelines were used in developing the preferred alternative:

- **Headways/Frequency:** There is a clear role for a frequent BART feeder network within the Wheels Bus system. An effort should be made to maximize frequency on

major arterials that act as extensions to the BART system (Dublin Blvd., Santa Rita Road, Stanley Blvd.)

- Direct Alignments: Routes should be designed to operate as directly as possible to maximize average speed for the bus and minimize travel time for passengers while maintaining access to service.
- Route Alignment: Routes should ideally operate along the same alignment in both directions to make it easy for riders to know how to return to their trip origin location.
- Spacing Between Routes. To maximize use of operating resources and avoid duplication of services, routes should in most cases be spaced to duplication of service in the same corridor.
- Route Deviations: Routes should not deviate from the most direct alignment unless there is a compelling reason.
- Transfers. If routes are to be made relatively direct and frequent, it may not always be necessary to provide “one-seat” rides between riders’ origins and destinations. Connections should be designed to be as seamless as possible, with relatively frequent service and timed connections at key hubs (BART, Transit Center)
- Route Consistency: Routes should follow the same pattern when in operation. Route variants that only operate during parts of the day or on weekends should be avoided if possible to improve ease of understanding.
- Stop Spacing: The distance between stops is a key element in balancing transit access and service efficiency. Where possible, stops should be located one quarter to one third of a mile apart.

Major Highlights of Preferred Alternative

The preferred alternative includes a realignment of resources in order to provide 15-minute “Rapid” service on Route 10, and extend the hours of the existing Rapid line (Route 30). The recommendation to operate a second Wheels bus line with 15-minute BART feeder service increases the likelihood that ridership will improve, especially along Santa Rita corridor in Pleasanton. Currently, Wheels’ 15-minute BART feeder service is available to 11,976 households and 27,220 jobs within a ¼ mile of the route; in the preferred alternative, these numbers increase to 18,263 households and 32,758 jobs within a ¼ mile of a 15-minute BART feeder route. Additional major highlights include:

- Route 2 – Service is eliminated due to low ridership. Options for replacement include a demonstration project named *Wheels-On-Demand*, and additional school bus service. Information about *Wheels-On-Demand* is included in Attachment 5.
- Route 3 – Route is eliminated in Dublin and realigned in Pleasanton to provide a direct connection between the East Dublin/Pleasanton BART Station and the Stoneridge Mall. Approximately 15 passengers per day currently utilize Route 3 in Dublin. Options for replacement in Dublin include the *Wheels-On-Demand* demonstration project (Attachment 5). Additionally, current Route 3 riders will have service provided by County Connection Routes 35 and 36. Route 35 operates along Dougherty Road every 30 minutes in peak periods and every 60 minutes during off-peak times M-F. Route 36 operates along Village Parkway every 60 minutes M-F. The realigned Route 3 with service to the Stoneridge Mall is expected to carry at least 100 passengers per day at just the Stoneridge Mall stops.

- Route 8 – Route is realigned to a bi-directional line between the East Dublin/Pleasanton BART Station and south Pleasanton. Route will no longer operate on Santa Rita Road (service will be provided by Route 10).
- Route 10 – Service is increased to every 15-minutes during the day on Weekdays. Route truncated at the Livermore Transit Center and the East Dublin/Pleasanton BART Station.
- Route 11 – Route is realigned to connect to the Vasco Road ACE Station. Realigned route will provide for opportunities to pick up Wheels bus passengers at the Livermore Transit Center and ACE rail passengers at the VASCO Road station for transportation to the industrial area of Livermore.
- Route 12 – Route is eliminated (see Rapid, below)
- Route 14 – Route is realigned to provide service from central Livermore to the San Francisco Premium Outlets, Stoneridge Creek retirement facility, and Stoneridge Drive to the East Dublin/Pleasanton BART Station.
- Route 15 – Service is increased to every 30-minutes all day on Weekdays
- Route 20x – Service is eliminated and replaced with a pilot vanpool program for Lawrence Livermore Lab employees. Details forthcoming.
- Rapid (Route 30) – Route is realigned to serve Las Positas College and Dublin Blvd, replacing the local 12 service; route terminates at the West Dublin Pleasanton BART Station and no longer directly serves Stoneridge Mall. Route is proposed to run 7-days per week.
- Route 70X – Service is maintained with the exception of Route 70XV (two trips per day). The alternatives to Route 70X are BART, which would take 63 minutes with two transfers, or County Connections, which would take 59 minutes with one transfer.
- New Route 580X – Service would be provided from the Livermore Transit Center to the Dublin/Pleasanton BART Station via the I-580 Express Lanes during peak times on Weekdays.

Wheels-On-Demand Demonstration Project

At both the January Projects and Services Committee and the February Board meeting there was significant discussion about the development of a pilot *Wheels-On-Demand* project. The Board directed staff to come back with information on the former Direct Access Responsive Transit (DART) service that Wheels previously operated from 1997-2005. Additionally, the Board wanted to explore operating a Flex service versus Wheels-On-Demand. The following section describes the different service alternatives to serve the areas in Dublin where fixed route bus service is eliminated.

DART Service: LAVTA's DART service began operating in 1997, coinciding with the opening of the Dublin/Pleasanton extension of BART. DART service operated during the off peak times (midday and evening time periods) on weekdays, and operated all-day on Saturdays in place of the smaller, less productive routes in the Dublin and Pleasanton areas. There was one timepoint for the service, which was at the Dublin/Pleasanton BART Station, and customers could request a drop-off in front of their final destination. Customers could access DART by making a telephone reservation or by walk-up at the BART Station. There were three vehicles used on the service and each vehicle was assigned to one of three areas

(East Pleasanton, West Pleasanton, and Dublin). The service operated for approximately 7 hours on weekdays and 9.5 hours on Saturdays. The productivity on the DART was 2.8 passengers per hour in FY2002. In 2005, DART service was phased out and fixed-route service was implemented in its place (Routes 1, 3 and 8).

FLEX Service: FLEX service would be similar to the DART service but is designed to be more responsive to demand. Instead of having a timed departure at BART, riders would request their pick-up utilizing a mobile application. Service would not be provided in a curb-to-curb fashion; instead, bus stop locations would be established within the neighborhoods as pick-up/drop-off locations. There would be two vehicles assigned to this service in order to reduce passenger wait times. This service would be operated in-house, and accordingly, would have the same hourly cost as regular fixed-route bus service.

Wheels-On-Demand: Staff envisions this demonstration project to include a partnership with private Transportation Network Companies (TNC) and utilize real-time, dynamic ridesharing in two project areas in Dublin. In late 2015, LAVTA Staff developed a white paper that details the project description, which is included as Attachment 5.

Below is a chart comparing the costs of the *Wheels-On-Demand* project operated as a partnership with TNC's versus operating it in-house, similar to DART.

	DART	FLEX	TNC
Est. Capital Costs			
Vehicle:	\$80,000/6 years (1 vehicle)	\$160,000/6 years (2 vehicles)	\$0
Technology:	\$0	Minimum \$50,000	\$0
Annual O&M Costs	~\$150,000	~\$300,000	~\$61,000
Daily O&M Costs	\$590 (6 hours)	\$1,176 (12 hours)	\$480-\$1200
Est. Daily Ridership	33	90 (7.5 pax per hour)	120
Cost/Ride	\$17.82	\$14.70	\$4-\$10 to LAVTA
Reduced ADA Costs?	Yes	Yes	No

Action Requested

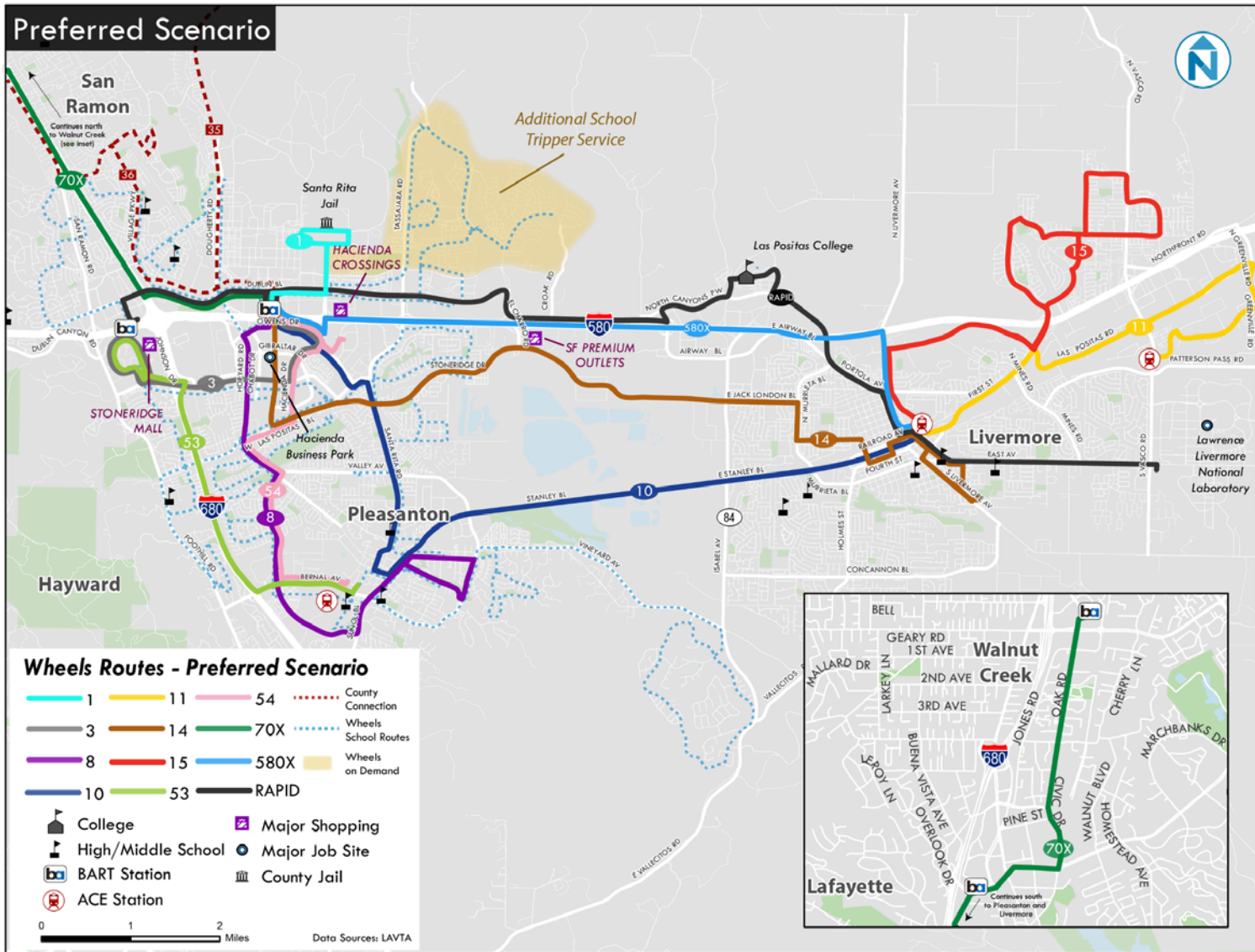
The Projects and Services Committee recommends that the Board open the public comment period from March 7 – April 8, 2016; and set the public hearing date for April 4, 2016 for the COA Preferred Alternative.

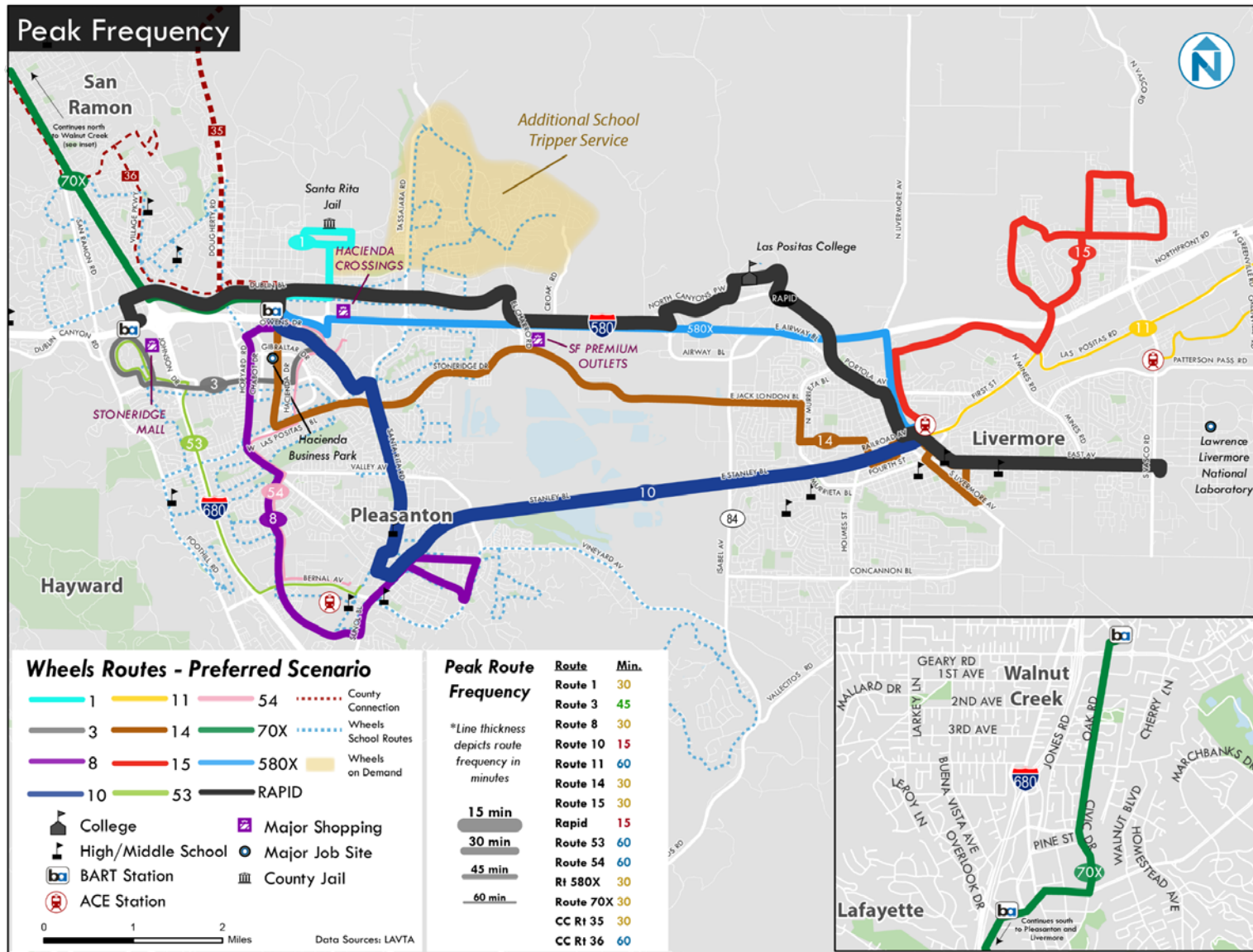
Attachments:

1. Preferred Alternative Map

2. Preferred Alternative Service Details
3. Comments Received on Service Scenarios
4. Wheels Forward Three Service Scenario Maps
5. Wheels-On-Demand White Paper

Approved: _____





Rapid

The ridership and productivity of the Rapid service has not met market expectations. Moreover, due to poor performance, MTC is withholding operating funding. Rapid also suffers from variable running times. The Stoneridge Mall area is the area where travel time differences by time of day are most acute. Recommendations include:

- **End the Rapid at the West Dublin/Pleasanton BART station** – the existing alignment to the Stoneridge Mall is indirect, fraught with traffic conflicts, and is less productive than almost all other segments. Stoneridge Mall itself could still be accessed from the Rapid via a walk across the BART station skybridge. A restructured Route 3 will continue to provide service to Stoneridge Mall and the Stoneridge Mall Road loop.
- **Extend Hours of Service** – Rapid service currently ends at about 7 p.m. and does not operate on weekends. Rapid should operate 7 days a week to be consistent. In addition, Rapid should operate to midnight 7 days a week.
- **Extend Rapid to serve Las Positas Community College via I-580** – Rapid’s alignment should be adjusted to serve a bigger all-day market. Stops on Stanley Boulevard in Livermore would no longer be served by Rapid, but would be served by expanded Route 10 service. The Outlet Mall would be served by a revised Route 14.
- **Reduce Duplication of Service with Local Routes** – In conjunction with recommendations for Route 10 no longer operating on East Avenue in Livermore and Route 12 no longer operating on Dublin Boulevard in Dublin, Rapid service would need to add additional stops along both East Avenue and Dublin Boulevard. Travel time would increase slightly as a result.

These recommendations will improve ridership and likely achieve the 20% farebox recovery ratio goal set by MTC.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:15 - 24:00	5:15 - 24:00	5:15 - 24:00

Headways (min)	Weekday	Saturday	Sunday
Early AM	15	60	60
AM peak	15	60	60
Midday	15	60	60
PM peak	15	60	60
Evening	30	60	60
Night (after 9 pm)	60	60	60

Route 1 – Santa Rita Jail to E. BART

Route 1 is a feeder route for the E Dublin/Pleasanton BART station whose only unique market is service to the Santa Rita jail and the Rose Pavilion. Route 1 is a one-way loop which ensures out-of-direction travel on any round trip. Route 1 duplicates segments of Routes 2, 12, and 9. Recommendations for Route 1 are designed to create a unique market for Route 1, and include:

- **Operate as a connector between East Dublin/Pleasanton BART to the Santa Rita Jail** – This recommendation will provide bi-directional service between the Jail, employers along Hacienda Drive, and BART. It will reduce duplication of service with other routes in both Dublin and Pleasanton. The Rose Pavilion stops will no longer be served, but are within a 0.4 mile walk of frequent Route 10 service.
- **Interline Route 1 with a restructured Route 3 and Route 8**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 - 21:00	8:00 - 21:00	8:00 - 21:00

Headways (min)	Weekday	Saturday	Sunday
AM peak	30	60	60
Midday	60	60	60
PM peak	30	60	60
Evening	60	60	60

Route 2 – E. BART to Dublin Ranch to E. Bart

Route 2 is a feeder route for the E Dublin/Pleasanton BART station that operates during peak hours only. Its markets are service to BART as well as to Fallon Middle School. The route includes a circuitous one-way loop, and it carries few riders. Recommendations include:

- **Replace Route 2 with a demonstration project named *Wheels-On-Demand*. Wheels-On-Demand will utilize real-time, dynamic ridesharing in the East Dublin area instead of a large, fixed-route bus.**
- **Add school tripper trips in area currently served by Route 2**

Route 3 – E. BART to Stoneridge Mall

Route 3 is a peak-only feeder route serving two BART stations. Despite 30-minute peak frequency, Route 3 is a very low performing route. The alignment is circuitous, difficult to understand, and requires out-of-direction travel. It is a peak only route on weekdays, and operates one direction in the morning and another in the afternoon. Two County Connection routes (35 and 36) provide service between the Dublin/Pleasanton BART station and the area of Dublin served by Route 3. Recommendations for Route 3 include:

- **Delete segments serving Village Parkway and Dougherty Road** – Ridership is low in these areas and County Connection serves these corridors. County Connection has similar fares and accepts transfers from Wheels as well.

- **Restructure Route 3 to feed BART and serve area around Stoneridge Mall**– Route 3 would operate bi-directionally between the two Dublin/Pleasanton BART stations, serving the Hacienda Business Park and Stoneridge Mall.
- **Extend Route 3 span of service to 1:00 a.m.**
- **Operate every 45 minutes during the day on weekdays, every 40 minutes on weekends, and every 60 minutes at night.** These frequencies will allow all trips to connect with BART.
- **Operate seven days a week**
- **Interline Route 3 with Route 10 after 9:00 p.m.**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 – 1:00	8:00 – 1:00	8:00 – 1:00

Headways (min)	Weekday	Saturday	Sunday
AM peak	45	40	40
Midday	45	40	40
PM peak	45	40	40
Evening	45	40	40
Night	60	60	60

Route 8 – E. BART to Downtown Pleasanton

Routes 8A and 8B are feeder routes that operate as large counter-clockwise and clockwise loops on weekdays, with several differences in route deviations. There are three different variants of this route, depending on day and time. The following recommendations are made for Route 8:

- **Create a consistent bi-directional route between BART and Pleasanton** – Route 8 would operate the same alignment, seven days a week. The Santa Rita segments of the route would no longer be served by Route 8, but instead be served by more frequent Route 10 service.
- **Streamline Route 8 so that it can operate hourly all-day, seven days a week** - The deviations into the Bernal Business Park would be eliminated due to low ridership.
- **Operate the existing Kottinger loop seven days a week**
- **Operate every 30 minutes during peak periods, and hourly during the off peak**
- **Interline with Route 1 and Route 3**
- **Expand span of service until 9 p.m. on Sundays**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 - 21:00	8:00 - 21:00	8:00 - 21:00

Headways (min)	Weekday	Saturday	Sunday
AM peak	30	60	60
Midday	60	60	60
PM peak	30	60	60
Evening	60	60	60

Route 9 – E. BART/California Center/Hacienda Business Park

Route 9 is a feeder route designed as a short collector to distribute BART passengers to the Hacienda Business Park. Despite operating every 15 minutes during peak periods, ridership is very low. Recommendations for Route 9 include:

- **Delete Route 9 due to low productivity.** Route 9 would be replaced by enhanced Route 10 service, a revised Route 3, a revised Route 14, and Route 54 service.

Route 10 – Livermore, Pleasanton, Dublin, E. BART

Route 10 is one of LAVTA's strongest performers. Route 10 has several different variants. During early mornings and late evenings, and weekends (when Rapid is currently not operating), Route 10 is extended to serve Stoneridge Mall. In Livermore, not all trips are extended to the East Avenue terminus. The East Avenue and Stanley Boulevard segments duplicate the Rapid. Recommendations include:

- **Terminate Route 10 at the Livermore Transit Center to reduce duplication with Rapid on East Avenue.** Rapid would continue to serve East Avenue, including new service on evenings and weekends.
- **Improve weekday frequency to every 15 minutes during peak and midday hours** – This will improve the ability for Livermore and Pleasanton residents to access BART, and will facilitate transferring to other local routes along the alignment.
- **Operate Route 10 at 30 minute service during Saturdays and Sundays** – Waits at BART will still be reasonable, but this will also enhance connections with other LAVTA routes, including Route 15, 3, 8, and 1.
- **Cease the extension to Stoneridge Mall** – A restructured Route 3 will make that connection 7 days a week.
- **Interline with Route 3 after 9:00 p.m.**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	4:30 AM - 1:00 AM	5:30 AM - 1:00 AM	6:00 AM - 12:45 AM

Headways (min)	Weekday	Saturday	Sunday
Early AM	30	45	-
AM peak	15	45	45
Midday	15	30	30
PM peak	15	30	30
Evening	30	45	45

Night (after 9 p.m.)	60	60	60
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Route 11 Transit Center to Greenville Road and Vasco Road ACE

Route 11 is a peak only service that connects the Livermore Transit Center with employment sites in northeast Livermore. Service is every 45 minutes, and ridership is low. Recommendations include:

- **Extend to Vasco Road ACE Station** – Route 11 would be converted to a bidirectional route between Livermore Transit Center and the Vasco Road ACE station, serving the industrial area in between. In the morning, the route would connect to two ACE trains at Vasco Road, and another ACE train at the Transit Center. In the afternoon, it would connect with three ACE trains at Vasco Road. This will improve connections for the many workers who live in the San Joaquin Valley and work in the industrial area.
- **Adjust schedule to operate every 60 minutes to facilitate transfers** – Transfers to Route 10 and 15 could be made at the Livermore Transit Center for all trips in both directions, which should increase the ridership market.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:12 – 9:02 16:12 – 19:02		

Headways (min)	Weekday	Saturday	Sunday
AM peak	60		
Midday			
PM peak	60		
Evening			

Route 12 – Livermore Transit Center to E. BART

Route 12 connects Livermore with Las Positas College and Dublin. Route 12 duplicates Route 10 and Rapid service on Stanley Boulevard. Route 12 duplicates Rapid service on Dublin Boulevard. The unique market of Los Positas College is the defining feature of Route 12. Recommendations for Route 12 include:

- **Consolidate Route 12 with Rapid** – With the recommendation to revise the Rapid to serve Las Positas College, Route 12 no longer has a unique market. Rapid would serve the Dublin Boulevard segments and a restructured Route 14 would serve the Livermore segments of the existing Route 12.

Route 12X – Livermore Transit Center to E. BART Express

Route 12X is designed to be an express version of Route 12 that skips Las Positas College during peak times. Route 12X and Route 20 are interlined, so the same vehicle does both. Route 12X is does not attract significant ridership. Recommendations for Route 12X include:

- **Delete route due to low ridership and duplication with Rapid**

Route 14 West Livermore – Outlet Mall – E. Dublin BART

Route 14 is a feeder/circulator route in Livermore that has above average ridership. Recommendations include:

- **Extend Route 14 to Dublin via Stoneridge** – This recommendation would transform Route 14 from a neighborhood circulator to a regional connector. It will also provide one-seat ride service from multiple Livermore neighborhoods to BART and employment areas in Pleasanton. Route 14 would be extended to serve Jack London, San Francisco Premium Outlets, Hacienda Business Park, and the E. Dublin BART station. This route would also address one of the biggest requests for service to Stoneridge Creek. Route 14 would operate within ¼ mile of the LAVTA facility on Rutan Court, but not serve it directly. The route would also serve the Civic Center Library seven days a week, which was a frequent request by the public.
- **Operate on weekends** – Route 14 would operate on weekends. Employer access to the Premium Outlets is one of the prime drivers of this recommendation.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	7:00 - 22:00	8:00 - 22:00	8:00 - 22:00

Headways (min)	Weekday	Saturday	Sunday
AM peak	30	60	60
Midday	60	60	60
PM peak	30	60	60
Evening	60	60	60
Night (after 9 p.m.)	60	60	60

Route 15 – Livermore Transit Center to Springtown

Route 15 is productive feeder route in Livermore. Recommendations include operating Route 15 every 30-minutes all day on Weekdays.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 - 23:58	6:02 - 21:48	7:02 - 20:48

Headways (min)	Weekday	Saturday	Sunday
Early AM	60	-	-
AM peak	30	60	60
Midday	30	60	60
PM peak	30	60	60
Evening	60	60	60

Night (after 9 p.m.)	60	60	-
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Route 20X – BART to Vasco Road to Transit Center

Route 20X is a Primary route that travels on I-580 to the LLNL via Vasco Road. Despite travel time between BART and Lawrence Livermore National Laboratory being quicker on Route 20X, fewer than 15 people a day are making this trip. Recommendations for Route 20X include:

- **Delete Route 20X service due to low ridership** – there are insufficient numbers of passengers to warrant express service between BART and the employment areas of East Livermore.
- **Replace Route 20X with BART-Based Vanpool Service**– Currently, there are less than 10 daily riders between BART and the LLNL using Route 20X. A vanpool(s) will be better able to match times with BART and be able to distribute riders within the Lab itself. Vans would be parked in reserved parking spaces at the East Dublin/Pleasanton BART station. Users would drive vans to the LLNL in the morning and return to BART in the afternoon/evening.

Route 51 – Transit Center to Civic Library

Route 51 is a feeder route that operates only in the afternoons and evenings. Almost the entire route is served more frequently by Route 14. Recommendations for Route 51 include:

- **Consolidate Route 51 with Route 14.** Ridership response for a separate Route 51 has not materialized.

Route 53 Pleasanton ACE Station to W. BART

Route 53 provides a peak-hour connections between ACE trains and BART and has very high productivity. No changes are recommended to Route 53.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:36 – 8:41 15:55 – 19:16		

Headways (min)	Weekday	Saturday	Sunday
AM peak	25 - 75		
Midday			
PM peak	60		
Evening			

Route 54 – Pleasanton ACE Station to Hacienda / E. BART

Route 54 provides peak-hour connections between ACE trains and BART, but is designed to circulate through the Hacienda business park. Ridership is relatively high, especially near the BART station. Recommendations for Route 54 include:

- **Streamline route** – To provide faster travel times, streamline the route to serve Bernal, Hopyard, Las Positas, Hacienda, Owens, and Rosewood. The deviation to serve Bernal Business Park would be eliminated due to low ridership.
- **Connect BART to Rosewood Commons** - Current out-of-service trips from between the BART and ACE would stop at Rosewood Commons to provide a direct connection between the employment site and BART.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:36 – 8:23 15:47 – 18:19		

Headways (min)	Weekday	Saturday	Sunday
AM peak	65 - 75		
Midday			
PM peak	60		
Evening			

Route 70X and 70XV – Pleasant Hill BART to E. Dublin BART

Routes 70X and 70XV are peak bi-directional express routes between the Dublin/Pleasanton BART line and the Pittsburg/Bay Point line at Walnut Creek and Pleasant Hill. Productivity for Route 70X is better than 70XV. Recommendations include:

- **Eliminate 70XV trips** – Route 70XV does not show the ridership to support a separate targeted trip. Reinvest 70XV resources to provide service on Route 580X.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:43 – 8:53 16:00 – 19:10		

Headways (min)	Weekday	Saturday	Sunday
AM peak	30		
Midday			
PM peak	30		
Evening			

Route 580X – Livermore Transit Center to BART

Route 580X would be a new route providing express service between Livermore Transit Center and East Dublin/Pleasanton BART. It will supplement the Rapid service with quicker, peak directional trips. Passengers wishing to return during midday or evening times have the option of using the Rapid to return from BART to the Livermore Transit Center.

Route 580X would utilize the new HOT lanes for operating on I-580 to improve speed and reliability on that heavily congested roadway. Service between the Livermore Transit Center and BART would be non-stop. Trips would be timed to meet with BART trains.

- **Provide service every 30 minutes during peak periods**
- **Create new express route connecting Livermore and BART via I-580 HOT lanes**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:30 – 8:30 16:00 – 19:00		

Headways (min)	Weekday	Saturday	Sunday
AM peak	30		
Midday			
PM peak	30		
Evening			

SCENARIO SUMMARY TABLES

Existing and Proposed Service Frequencies

Route	Existing								Proposed							
	Early AM	AM Peak	Midday	PM Peak	Eve.	Night	Sat	Sun	Early AM	AM Peak	Midday	PM Peak	Eve.	Night	Sat	Sun
Route 1	-	30	30	30	30	-	30	30	-	30	60	30	60	-	60	60
Route 2	-	60	-	60	60	-	-	-	-	-	-	-	-	-	-	-
Route 3	-	30	-	30	60	-	60	-	-	45	45	45	45	60	40-60	40-60
Route 8	-	60	60	60	60	-	50-60	40	-	30	60	30	60	-	60	60
Route 9	-	15-30	-	15	-	-	-	-	-	-	-	-	-	-	-	-
Route 10	30	30	30	30	30	40	16-48	40	30	15	15	15	30	60	30-60	30-60
Route 11	-	45	-	45	-	-	-	-	-	60	-	60	-	-	-	-
Route 12	-	30	60	30	60	60	60	120	-	-	-	-	-	-	-	-
Route 12X	-	30	-	30	-	-	-	-	-	-	-	-	-	-	-	-
Route 14	-	30	30	30	30	-	-	-	-	30	60	30	60	60	60	60
Route 15	60	30	30-60	30	30-60	60	60	60	60	30	30	30	30-60	60	60	60
Route 20X	-	45	-	45	-	-	-	-	-	-	-	-	-	-	-	-
Rapid	15	15	15	15	15	-	-	-	15	15	15	15	30	60	60	60
Route 51	-	-	-	30	30	-	-	-	-	-	-	-	-	-	-	-
Route 53	-	25-75	-	60	-	-	-	-	-	25-75	-	60	-	-	-	-
Route 54	-	65 – 75	-	60	-	-	-	-	-	65 – 75	-	60	-	-	-	-
Route 70X/70XV	-	30	-	30	-	-	-	-	-	30	-	30	-	-	-	-
Route 580X	-	-	-	-	-	-	-	-	-	30	-	30	-	-	-	-

Existing and Proposed Service Spans

Route	Existing			Proposed		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Route 1	6:00 a.m. – 8:55 p.m.	8:01 a.m. – 9:25 p.m.	8:01 a.m. – 9:25 p.m.	6:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.
Route 2	6:30 a.m. – 9:20 a.m. 3:20 p.m. – 6:48 p.m.	-	-	-	-	-
Route 3	5:55 a.m. – 9:20 a.m. 3:30 p.m. – 8:50 p.m.	9:01 a.m. – 5:51 p.m.	-	6:00 a.m. – 1:00 a.m.	8:00 a.m. – 1:00 a.m.	8:00 a.m. – 1:00 a.m.
Route 8	6:15 a.m. – 8:32 p.m.	8:01 a.m. – 11:11 p.m.	9:01 a.m. – 2:18 p.m.	6:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.
Route 9	6:30 a.m. – 9:19 a.m. 3:30 p.m. – 6:19 p.m.	-	-	-	-	-
Route 10	4:12 a.m. – 1:44 a.m.	4:57 a.m. – 1:14 a.m.	5:17 a.m. – 1:14 a.m.	4:30 a.m. – 1:00 a.m.	5:30 a.m. – 1:00 a.m.	6:00 a.m. – 1:00 a.m.
Route 11	6:42 a.m. – 8:48 a.m. 4:12 p.m. – 6:18 p.m.	-	-	6:12 a.m. – 9:02 a.m. 4:12 p.m. – 7:02 p.m.	-	-
Route 12	5:58 a.m. – 10:42 p.m.	9:01 a.m. – 9:47 p.m.	9:02 a.m. – 8:47 p.m.	-	-	-
Route 12X	7:12 a.m. – 9:12 a.m. 3:54 p.m. – 7:15 p.m.	-	-	-	-	-
Route 14	6:42 a.m. – 8:06 p.m.	-	-	7:00 a.m. – 10:00 p.m.	8:00 a.m. – 10:00 p.m.	8:00 a.m. – 10:00 p.m.
Route 15	5:12 a.m. – 11:58 p.m.	6:02 a.m. – 11:48 p.m.	7:08 a.m. – 8:43 p.m.	5:12 a.m. – 11:58 p.m.	6:02 a.m. – 11:48 p.m.	7:08 a.m. – 8:43 p.m.
Route 20X	6:15 a.m. – 9:54 a.m. 3:52 p.m. – 6:36 p.m.	-	-	-	-	-
Rapid	5:16 a.m. – 8:04 p.m.	-	-	5:15 a.m. – Midnight	5:15 a.m. – Midnight	5:15 a.m. – Midnight
Route 51	3:12 p.m. – 6:57 p.m.	-	-	-	-	-
Route 53	5:36 a.m. – 8:41 a.m. 3:55 p.m. – 7:16 p.m.	-	-	5:36 a.m. – 8:41 a.m. 3:55 p.m. – 7:16 p.m.	-	-
Route 54	5:36 a.m. – 8:23 a.m. 3:47 p.m. – 6:19 p.m.	-	-	5:36 a.m. – 8:23 a.m. 3:47 p.m. – 6:19 p.m.	-	-
Route 70X/70XV	5:43 a.m. – 8:53 a.m. 4:00 p.m. – 7:10 p.m.	-	-	5:43 a.m. – 8:53 a.m. 4:00 p.m. – 7:10 p.m.	-	-
Route 580X	5:30 a.m. – 8:30 a.m.	-	-	4:00 p.m. – 7:00 p.m.	-	-

Existing and Proposed Revenue Hours and Peak Vehicles

Route	Existing						Proposed					
	Revenue Hours			Peak Vehicles			Revenue Hours			Peak Vehicles		
	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun
Route 1	15	13	13	1	1	1	9	8	8	0.7	0.6	0.6
Route 2	6	-	-	1	-	-						
Route 3	14	9	-	2	1	-	23	15	15	1	1	1
Route 8	26	13	5	2	1	1	27	18	18	2.3	1.4	1.4
Route 9	9	-	-	1	-	-	-	-	-	-	-	-
Route 10	82	111	70	5	9	4	102	48	47	7	3	3
Route 11	4	-	-	1	-	-	6	-	-	1	-	-
Route 12/12X	50	26	12	7	2	1	-	-	-	-	-	-
Route 14	13	-	-	1	-	-	40	28	28	4	2	2
Route 15	28	16	14	2	1	1	28	16	14	2	1	1
Route 20X	7	-	-	2	-	-	-	-	-	-	-	-
Rapid	125	-	-	10	-	-	123	38	38	9	2	2
Route 51	4	-	-	1	-	-	-	-	-	-	-	-
Route 53	6	-	-	1	-	-	6	-	-	1	-	-
Route 54	4	-	-	1	-	-	4	-	-	1	-	-
Route 70X/70XV	16	-	-	5	-	-	16	-	-	4	-	-
Route 580X	-	-	-	2	-	-	12	-	-	2	-	-
Total	410	188	114	40	13	8	395	170	167	35	11	11

MEMORANDUM

To: Michael Tree, Christy Wegener, and Cyrus Sheik
From: Thomas Wittmann, Sam Erickson, Victor Stover
Date: January 15, 2016
Subject: Summary of Public Comments on the LAVTA COA Scenarios

SURVEY PURPOSE

Three alternative scenarios were presented to the public to illustrate potential LAVTA Wheels service changes. These scenarios took into account existing ridership, on-time performance, travel patterns, and demographic data, as well as input from public meetings, and surveys. The scenarios were:

- Scenario 1: Coverage – maintains much of the existing network
- Scenario 2: Core – focuses on core routes in the Wheels service area
- Scenario 3: Hybrid – combines elements of a coverage-based system and a core network system

OUTREACH

The public was asked to comment on these scenarios via an online survey, the LAVTA website, and at public meetings. There were 289 responses from the online survey, of which 255 specified a preference for a scenario. This includes online surveys that were printed and submitted in paper format, including 163 paper surveys received from Stoneridge Creek in favor of Route 14 in Scenario 3. There were 96 comments submitted on the LAVTA WheelsForward website, of which 46 specified a preference for one of the scenarios. Public meetings held at the end of October included 11 people at the meeting at Amador Valley High School in Pleasanton, 7 at Las Positas College in Livermore, and 7 at the Dublin Civic Center meeting. Twenty comments were received from these meetings. Of those, six specified a preference for one of the scenarios. And although not tied to any of the scenarios, about 20 letters were also submitted in favor of keeping Route 2 in the Wheels network.

These results described below are qualitative in nature because the quantitative results cannot be considered statistically significant because the survey was not a random sample. Residents of the Stonecreek Retirement Community made up a large number of responses for both the WheelsForward website and the online survey. In some instances people filled out comments at a public meeting and on the WheelsForward website, and there is no way of knowing whether some respondents also filled out a survey resulting in preferences being accounted for more than once.

MAJOR FINDINGS

Of those who specified a preference, Scenario 3 (Hybrid) was chosen by approximately 60% of the survey respondents, over 95 % of website comments, and all of the public meeting attendees. Approximately one-third of survey respondents preferred Scenario 1 (Coverage). Although there

was some overlap on the elements of each plan, there were only a few routes that received specific feedback. The main themes included:

- Support for service to Stoneridge Creek Retirement Community (Scenario 3 only)
- Support for increased service to Las Positas College (Scenario 2 and Scenario 3)
- Fear of Route 2 being eliminated (all scenarios)
- Concern that the consolidation of 70X and 70XV service would mean reduced service (Scenarios 1 and 3), and opposition to the elimination Route 70X/70XV (Scenario 2)

DETAILED QUALITATIVE RESULTS

Coverage Scenario 1 Comments:

- This was the second most popular choice among the public respondents.
- People who preferred this option supported offering the most Rapid service between Livermore and BART as possible. Others defended eliminating routes that had low ridership.
- Among those who preferred other alternatives, the most common comments revolved around the 70X and Route 2, even though the 70X was not proposed to be eliminated in this scenario, and Route 2 was proposed for elimination in all three scenarios.
- Interestingly, there were no comments on changes to routes 3 or 14.
- The elimination of Route 2 in this scenario was a concern for several people.
- People liked the service to the airport, which is lacking in the other two scenarios.

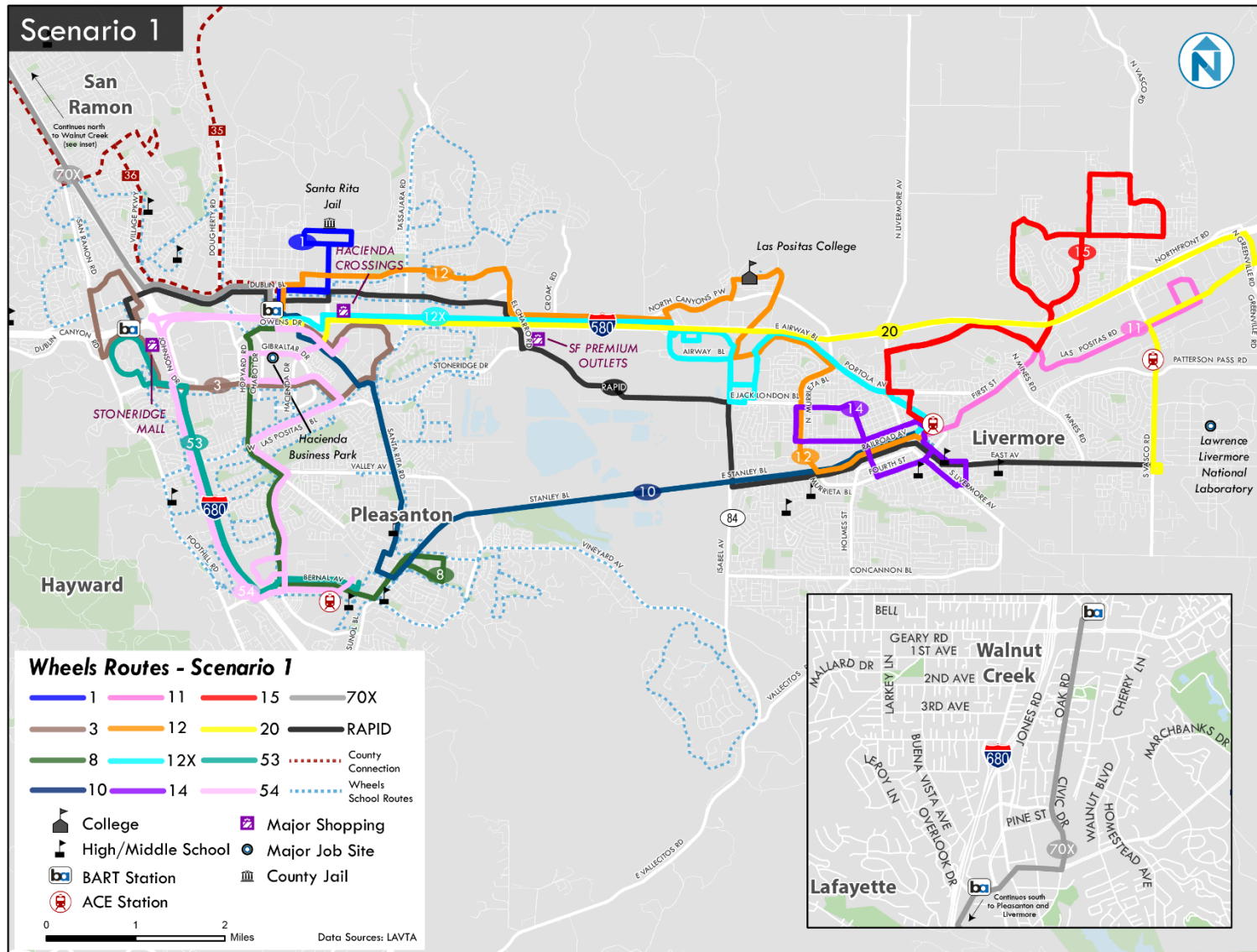
Core Scenario 2 Comments:

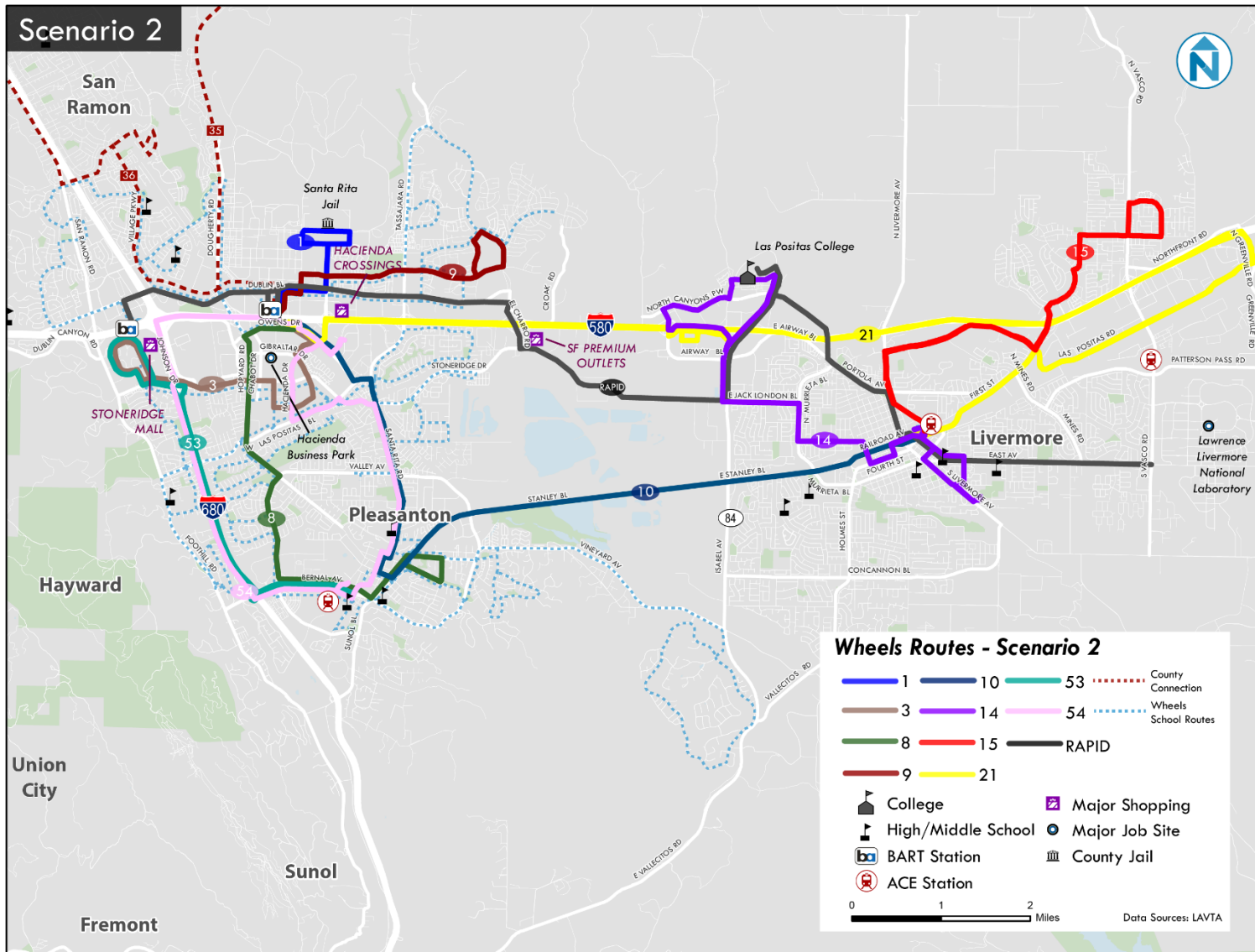
- This was the least favorable choice among respondents. Overall, comments stated that other scenarios were better options, and that this plan would cause people to incur much larger transportation costs.
- Among those that liked Scenario 2, the elements of the plan they commented on were also present in Scenario 3, such as weekend service, more service to Las Positas College, and consolidating Route 12.
- Of the respondents that did not like this scenario, the overwhelming concern was that Route 70X/XV was slated to be eliminated. Route 2 being eliminated was also brought up, although as mentioned before, this recommendation was true under all scenarios. People who work near the airport did not like the scenario because it would eliminate service to their workplace.

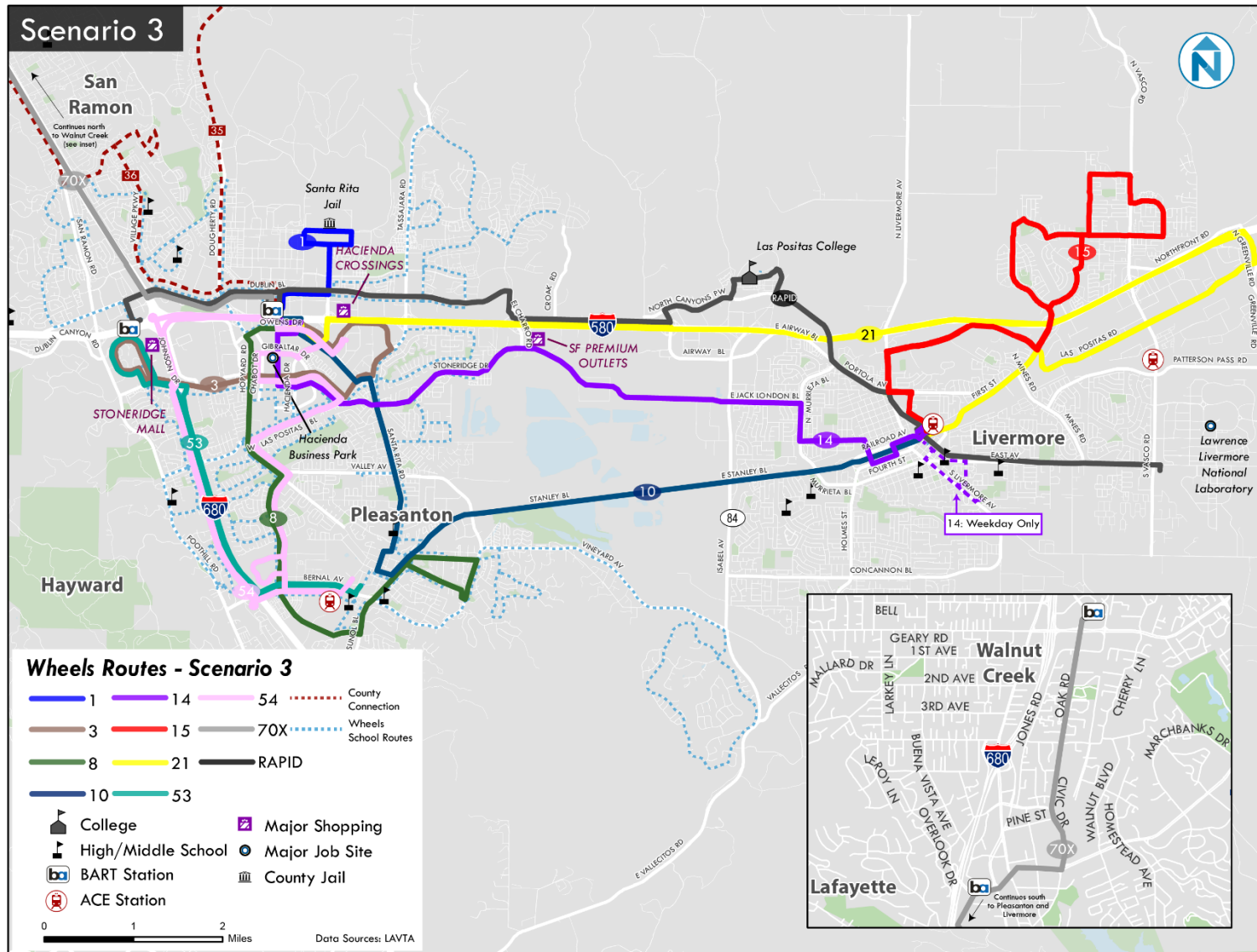
Hybrid Scenario 3 Comments:

- This alternative was the most popular choice, and was preferred by approximately 60% of online survey respondents.
- The Stoneridge Creek Retirement Community was well represented in the survey, which was clear in the comments. The new coverage to this facility was very well received.

- The proposed changes to Route 70X received a significant number of comments, with many people okay with the proposed changes as long as they could still get to work at the same times on the weekdays.
- People also favored additional service to Las Positas College, and the changes to Route 14 in Livermore.
- The elimination of Route 2 remained a common area of concern for respondents, as did the elimination of service near the airport.







Problem/Solution/Goals

Most areas within the City of Dublin, north of Dublin Blvd, do not have the density of housing or employment to support Wheels fixed route service. However, large numbers of single occupancy trips are taken daily in Dublin to repeat locations for work and other activity centers. With the transactional costs of ridesharing having been significantly reduced by technology and the existence of the sharing economy, Wheels proposes a discount program within two demonstration project areas as a financial incentive for Dublin residents to utilize the dynamic, real-time ride sharing capacities of the Transportation Network Companies (Uber, Lyft, Scoop, taxicabs, etc.).

The measurable goal of the Wheels discount will be to reduce the number of single occupancy vehicles and congestion in Dublin, and to reduce trip costs to those economically challenge.

How Customers Would Use the Discount Program

On the Wheels website (and near-future phone app) customers will be informed about discount program and will be able to easily obtain a discount code. After obtaining the discount code the customer will simply choose the transportation provider of his/her choice, provide their pick-up and drop-off data, click the ridesharing option (Lyft Line for example) and enter in the discount code. Because the customer is utilizing the ridesharing option, as opposed to the option of riding alone, the ride will receive multiple discounts—one from the rideshare company itself and the other through Wheels—thus creating a shared ride that on the average slightly more expensive than what one would pay on fixed route service, but with a far smaller public subsidy and the convenience of being on demand. The rideshare companies would assure Wheels that trips taken would both start and end within the project area so that the discount is not inappropriately applied.

Example: Joe lives in east Dublin 5 miles northeast of the East Dublin/Pleasanton BART station. Joe needs more travel options. Parking at BART stations is causing him delays and frustration. Joe learns about the Wheels discount, obtains the Wheels discount code and uses his smart phone to obtain a Lyft Line ride, which means Lyft will set up a dynamic, real-time route that will pick up multiple customers-including Joe-that are going in a similar direction. For Joe's effort in using Lyft Line he is rewarded by Lyft with a reduction in his fare from \$12 to \$8 (Lyft Line fares can be reduced up to 60% per Lyft). With the Wheels discount code automatically applied, Joe's fare is reduced another \$4, bringing his total one-way trip cost to \$4. Joe notes the \$3 parking fee he is currently paying at BART and the cost per mile of operating his vehicle and believes convenience of real-time, dynamic ride sharing now makes sense.

At the end of the month, Lyft sends an invoice to Wheels with information on rides that received the Wheels discount, including sufficient information needed by NTD to record the trip for Wheels.

Two Demonstration Areas

Staff are proposing to operate the Wheels-On-Demand demonstration project in two project areas. One area would encompass the neighborhoods served by the former Route 2 (East Dublin) and the other would include the neighborhoods served by the former area served by Route 3 north of I-580 (West Dublin). The demonstration project would be operated with two different subsidy models in each area: one area (West Dublin) would operate using a fixed cost to the passenger (i.e. \$4 per trip where Wheels covers the cost above \$4) and the other would operate using a fixed subsidy to the passenger (i.e. \$4 per trip where the customer pays the cost above \$4). Both models will be important to run and study in an effort to offer an optimal service for Dublin. Finally, both models offer a substantial savings over other LAVTA alternatives.

Initial Demonstration Project and Funding

The initial funding would be through a partnership of Wheels and Alameda County Transportation Commission. The funding would not include federal dollars. The demonstration project would be a 1-year duration, or until funding is exhausted, to evaluate the productivity and efficiencies of the programs.

Sample Questions/Answers

1. What about ADA requirements? In the Tri-Valley area at least one taxicab company has an accessible vehicles. Additionally, although not part of this program, Wheels para-taxi program and Wheels paratransit is available where applicable and for those who qualify.
2. What about Governance? Wheels would contract with providers who wish to be participants. Providers would agree to provide Wheels information needed to record a trip for NTD data.
3. What about Customers without a smart phone and credit card? Taxicabs have traditionally been available to schedule rides through a phone call. Taxicabs also traditionally take cash for payment. Additionally, TNCs are currently developing “concierge” services to allow accommodations.
4. Is supply for potential demand sufficient? Generally speaking taxicabs, Uber, Lyft and other companies are quick to add supply as demand warrants. Recent experience has shown that wait times in Dublin are less than 10 minutes on average.
5. What about other technology issues? Wheels website and phone app will have information on the discount program, including links and phone numbers to schedule rides with participating companies. Bus schedules and informational kiosks at transit centers will also have the information for ease of use.

AGENDA

ITEM 6



EXECUTIVE DIRECTOR'S REPORT

March 2016

1. **Statistics: Ridership Increases and Complaints/Preventable Accidents**

The month of January 2016 included a 4.6% ridership decrease on the fixed route system over January of the previous year. YTD this fiscal year, ridership is up 1.1% over last fiscal year. Additionally, ridership on the Paratransit system was up .6% in January over the previous year. Staff is working diligently with the paratransit contractor to improve efficiencies and put into place controls to ensure the public that only those appropriately qualified are using the paratransit system.

With complaints on the fixed route system, the industry standard is 1 per 10,000 boardings. The month of January the Wheels fixed route system incurred 1 complaint per 18,301 boardings and YTD Wheels is 1 per 12,536 boardings. In regard to preventable accidents, the industry standard is 1 per 100,000 miles. In the month of January the Wheels fixed route system had 1 preventable accident per 162,733 miles and YTD Wheels is at 1 preventable accident per 120,863.

2. **Altamont Regional Rail Working Group**

The Altamont Regional Rail Working Group met for their inaugural meeting on February 10th. The group selected Supervisor Scott Haggerty as Chair and Supervisor Moses Zapien from San Joaquin County as Vice-Chair. The Working Group received a report on the history of rail in the Tri-Valley and then discussed the importance of the Altamont Pass in the mega-region, as well as the importance of expediting the BART to ACE connection. The group will meet again in April.

3. **Comprehensive Operational Analysis**

Included in your LAVTA Board Packet for March is the latest draft of the Preferred Alternative for changes to the Wheels bus system. The Preferred Alternative has been updated to reflect comments made by the Board at the February meeting. Staff is asking the Board to review the Preferred Alternative, set the public hearing date and open the public comment period.

4. **Wheels Rebranding Study**

The Wheels Request for Proposals for rebranding have been received, with interviews of the most qualified firms taking place on March 9th. Staff will be reviewing and evaluating proposals and awarding the contract in mid-to-late March.

5. **2015 MTC TDA Triennial Performance Audit**

As the administrator of TDA funds in the San Francisco Bay Area, MTC is obligated by law to hire an independent auditor to conduct a performance audit of transit operators that are allocated these funds. The preliminary report was delivered to staff and discussed at a meeting with MTC's Audit contractor on March 2, 2016. Once the Audit is completed, the report will be brought to the Board for review.

Attachments

1. Management Action Plan w/updates
2. Board Statistics November FY16
3. 2nd Quarter FY2016 Operations Report
4. 2nd Quarter FY2016 Marketing Report
5. Midyear Budget Report
6. 2nd Quarter Grants Report
7. State Legislative Report
8. FY16 Upcoming Committee Items

FY2016 Goals, Strategies and Projects

Last Updated– March 1, 2016

MANAGEMENT ACTION PLAN (MAP)

Goal: Service Development						
Strategies (those highlighted in bold indicate highest Board priority)						
<ol style="list-style-type: none"> 1. Provide routes and services to meet current and future demand for timely/reliable transit service 2. Increase accessibility to community, services, senior centers, medical facilities and jobs 3. Optimize existing routes/services to increase productivity and response to MTC projects and studies 4. Improve connectivity with regional transit systems and participate in BART to Livermore project 5. Explore innovative fare policies and pricing options 6. Provide routes and services to promote mode shift from personal car to public transit 						
Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Comprehensive Operational Analysis (COA)	<ul style="list-style-type: none"> • Development of RFP/Selection of Contractor • Completion of scope of work • Approval of route improvements 	DP	Projects/ Services	Mar 2015 Feb 2016 Apr 2016	→ Project awarded to Nelson/Nygaard. → Service Design Guidelines approved by Board. First and second round of public workshops completed. Comments on 3 service alternatives received. <u>Draft preferred alternative created. P&S Committee has provided comment. Board to review for 2nd time in March. Draft timeline is to open public comment in March and conduct Public Hearing April 4th.</u>	X
Short Range Transit Plan (SRTP is a 10-year plan)	<ul style="list-style-type: none"> • Create preferred alternative • Create 10-year SRTP based on direction of planning efforts. 	DP	Projects/ Services	May 2016	→ Preferred alternative in draft form → Kickoff meeting held with consultant team on August. Consultant will rewrite COA to meet MTC SRTP specs. SRTP nearing completion in draft form. <u>Project schedule to be reviewed by P&S Committee in March of 2016 and by Board in May of 2016.</u>	
Long Range Transit Plan (LRTP is a 30 year plan)	<ul style="list-style-type: none"> • COA planning firm will conduct the LRTP 	DP	Projects/ Services	Sept 2016	→ LRTP to be completed after approval of preferred alternative of COA. Fall of 2016.	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Schedule Development	<ul style="list-style-type: none"> Develop timetables for each route, with time points, running times and schedules. 	DP	Projects/ Services	Apr 2016	→ This project will begin after preferred alternative is identified in COA.	
Fare Analysis	<ul style="list-style-type: none"> Evaluate fare analysis proposal of firm with best COA submittal Fare analysis conducted with COA/SRTP/LRTP project. Implement fare changes 	DP	Projects/ Services	Feb 2015 Apr 2016 Sept 2016	→ Fare analysis awarded to Nelson/Nygaard. → Draft fare analysis received by staff for comment. This project will coincide with the development of the Long Range Transit Plan in fall of 2016.	X
BART to Livermore	<ul style="list-style-type: none"> Provide guidance on bus routes in four alternatives being considered as part of the environmental study. Coordinate with LAVTA COA/Short & Long Range Planning. Establish Advisory Group to provide input on rail planning in region. 	DP	Projects/ Services	Jun 2016	→ Staff and Nelson/Nygaard providing ongoing feedback on bus routes within four alternatives. Feedback provided on street design in specific plan for development adjacent to BART station on Isabel. → Inaugural meeting of Altamont Regional Rail Working Group held. Legislation introduced in Sacramento for new authority plan and construct the project. Next working group meeting on April 13 th .	

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
MTC Plan Bay Area Update	<ul style="list-style-type: none"> • Provide technical expertise • Participate in public workshops to ensure Priority Development Areas and public transit in Tri-Valley area is adequately planned. 	DP	Projects/ Services	May 2015 Apr 2016	<p>→ MTC convened meeting with staff</p> <p>→ Project/budget spreadsheets submitted for business as usual model to 2040. Capital asset inventory and maintenance plan submitted. MTC working on performance standards for major projects.</p>	X
ACTC County Transit Study	<ul style="list-style-type: none"> • Serve on TAC and participate in public workshops. 	DP	Projects/ Services	Feb 2015	<p>→ Staff has attended TAC meetings and provided input on key activity centers in Tri-Valley and performance standards. Key activity center incorporated into LAVTA preferred alternative. <u>Working on draft performance measures.</u></p>	
ACTC Tri-Valley Integrated Park & Ride Study	<ul style="list-style-type: none"> • Serve on TAC. 	DP	Projects/ Services	Apr 2016	<p>→ Kickoff meeting with DKS and project TAC held. DKS working on potential park & ride locations/modeling.</p>	
CCTA: I-680 Express Bus Study/I- 680 Transit Investment & Transit Relief Study	<ul style="list-style-type: none"> • Serve on TAC and participate in public workshops. 	DP	Projects/ Services	Apr 2015	<p>→ Projects are ongoing. Geographic focus on Walnut Creek to Dublin. Existing conditions report completed. Main options being explored at this point include bus rapid transit in combination with ITS options. Bus on shoulder option being explored in combination with the abovementioned.</p>	

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Clipper Project	<ul style="list-style-type: none"> • Policy development • Site work • Installation • Implementation 	DP	Projects/ Services	Jul 2015	→ Day Pass Accumulator Approved. Amended MOU approved.	X
				Jul 2015	→ Site work has been finished. Equipment install completed on buses. Testing in progress. Employers in Tri-Valley being notified of Clipper progress.	X
				Sept 2015	Training of on-board and ticket-office terminal equipment done. Customer service and operator training done.	X
				Nov 2015	→Customer service training occurred in early October. Operator training done. Go-live successful on Nov 1, 2015.	X
Dublin Signalization improvements, queue jumps on Dublin Blvd	<ul style="list-style-type: none"> • Feasibility study for queue jumps on lanes • Secure final FTA approvals and transfer the FHWA funds to FTA to admin • Engineering of signalization improvements and queue jumps 	DP	Projects/ Services	Jan 2016	→ <u>Scope of Work completed. Feasibility study by Kimley Horn completed. 3 intersections identified for queue jumps.</u>	
				Mar 2016	→FTA moving to TRAMs from TEAM program. Launch delays slowing the application processing. Expect done in April.	
				Jun 2017	→Once FTA finished, staff will select consultants to design and build project.	
<p>Goal: Marketing and Public Awareness</p> <p>Strategies (those highlighted in bold indicate highest Board priority)</p> <ol style="list-style-type: none"> 1. Continue to build the Wheels brand image, identity and value for customers 2. Improve the public image and awareness of Wheels 3. Increase two-way communication between Wheels and its customers 4. Increase ridership, particularly on the Rapid, to fully attain benefits achieved through optimum utilization of our transit system 5. Promote Wheels to New Businesses and residents 						
Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done

Underlined text indicates changes since last report.

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Website Redesign	<ul style="list-style-type: none"> Develop/Advertise RFP/Evaluate proposals/execute contract New website goes live 	DP	Projects/ Services	Mar 2015	→RFP advertised. Planeteria awarded contract	X
				Dec 2015	→ <u>Draft final version of website reviewed by staff. Final graphics and design work being performed.</u> New website is live.	X
Social Media Engagement	<ul style="list-style-type: none"> Development of LAVTA goals with Facebook/Twitter 	DP	Projects/ Services	Jun 2016	→Regular sweepstakes initiated to engage Facebook/Twitter followers. Goal is 1,500 "likes" from customers and residents in service area (currently nearing 600). <u>Intern to assist with social media to improve starting in April.</u>	
Phone App w/Real Time Info	<ul style="list-style-type: none"> MTC reviewing funding availability on secured grant. Create scope of work/RFP Phone app live 	DP	Projects/ Services	Mar 2015 Mar 2016 Aug 2016	→ Funding has been allocated and staff is awaiting MTC clearance to begin project. Some issues with contract language. Expect release in April. Scope of work being created. Presentations made to staff from RideRite, Transloc, and Double Map. Goal is to have phone app in place for bus system changes.	
Google Transit Trip Planner	<ul style="list-style-type: none"> Submit data for review/approval to Google Go live with planner on new website 	DP	Projects/ Services	Sept 2015	→ Most trip planning in US is done through Google Trip Planner. Google Trip Planner available online. Will be on homepage of new website, which is scheduled to go live in December.	X
				Oct 2015		

Underlined text indicates changes since last report.

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Wayfinding at BART Stations	<ul style="list-style-type: none"> Plan new wayfinding signage Seek funding and install signage 	DP	Projects/ Services	Feb 2015 Jun 2016	<p>→ Staff has taken pictures and provided conceptual of wayfinding signage to BART.</p> <p>→ <u>Signage being budgeted in FY2017 budget for signage.</u></p>	X
High School Ambassador Project	<ul style="list-style-type: none"> Finalize program Appoint ambassadors and train Implementation of program 	DP	Projects/ Services	April 2015 Aug/Sept 2015 Oct 2015	<p>→ Applications for Ambassadors being developed for all high schools. No students signed up for program. Regrouping for sign-ups in September.</p> <p>→ Five applicants selected. Training of ambassadors performed in December. <u>8 students mentored on how to ride the bus thus far.</u></p>	X
LAVTA Rebranding Project	<ul style="list-style-type: none"> Create RFP Award consultant Finish project 	DP	Projects/ Services	Jan 2016 Mar 2016 Jun 2016	<p>→ Project to look at agency logo, naming and logos of services, and bus paint/graphics design. <u>RFP on street. Expect to hire consulting firm in Mar. Expect project completion in summer of 2016.</u></p>	X
Comprehensive Dial-A-Ride Rider Publication	<ul style="list-style-type: none"> Review dial-a-ride policies Publisher to design and create publication. 	DP	Projects/ Services	May 2016 Jun 2016	<p>→ Staff currently reviewing policies. Looking to insert policy regarding reasonable modification rules into document.</p>	

Underlined text indicates changes since last report.

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
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Dial-A-Ride Customer Service Survey	<ul style="list-style-type: none"> Hire consultant/Develop Survey/Conduct Survey Report to Board survey results 	DP	Projects/ Services	<p>Oct 2015</p> <p>Nov 2015</p>	→ Scope of work finalized. RFQ will be issued the week of 9/21. Awarded to Invictus. Survey completed and being presented in Nov committee meeting.	<p>X</p> <p>X</p>
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Goal: Community and Economic Development

Strategies (those highlighted in bold indicate highest Board priority)

1. Integrate transit into local economic development plans
2. Advocate for increased TOD from member agencies and MTC
- 3. Partner with employers in the use of transit to meet TDM goals & requirements**

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
ACTC: Measure BB Transit Student Pass Program	<ul style="list-style-type: none"> Attend ACTC meetings on student pass program development. Assist in the development of a timeline for policy and project implementation 	DP	Projects/ Services	<p>Jun 2016</p> <p>Sept 2016</p>	→ Staff assisted ACTC in interviewing/scoring the potential consultants. Contract awarded to Nelson/Nygaard. <u>Determining framework for site selection and evaluating program options. Looks for program to begin in fall of 2016.</u>	
Explore TOD Partnerships	<ul style="list-style-type: none"> Explore TOD partnership near Livermore TC 	Ex Dir/ GPM	Finance/ Admin	Jul 2016	→ Discussed Livermore TC TOD project with city staff. Mtgs held with TOD experts at BART. Grant submitted to Caltrans 12/31 to fund feasibility study for TOD project. <u>Grant did not succeed.</u>	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
City of Livermore Isabel Neighborhood Plan	<ul style="list-style-type: none"> Provide technical assistance and attend public meetings 	DP	Projects/ Services	Jun 2016	→ Providing ongoing input to City staff. Staff attended public workshop in November. <u>Attended February Planning Commission and City Council meetings.</u>	
Las Positas College Student, Faculty, Staff Pass Program	<ul style="list-style-type: none"> Discuss financing of pass program, including student fee and potential demonstration project Implementation of pass demonstration project to coincide with implementation of COA improvements. 	Exec Dir	Projects/ Services	Nov 2015 Dec 2015 Apr 2016	→ Researching appropriate cost of pass for pilot program with 8,000/year purchased. Chabot college vote failed. Made presentation to Student Senate in Sept and received positive feedback on developing college ridership/student pass. Met with administration in Dec to discuss Easy Pass 1-year pilot program that could coincide with implementation of improvements. Attempting to assemble \$100k for project through college/foundation/ACTC, etc. <u>Working to bring ACE into demonstration project Easy Pass.</u>	
<p><i>Goal: Regional Leadership</i></p> <p><i>Strategies (those highlighted in bold indicate highest Board priority)</i></p> <ol style="list-style-type: none"> 1. Advocate for local, regional, state, and federal policies that support mission of Wheels 2. Support staff involvement in leadership roles representing regional, state, and federal forums 3. Promote transit priority initiatives with member agencies 4. Support regional initiatives that support mobility convenience 						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Altamont Pass Regional Rail Working Group	<ul style="list-style-type: none"> Creation of Advocacy Group Establish goals and regular meeting schedule 	Exec Dir	Projects/ Services	Oct 2015 Jan 2016	→ Board approved the Working Group in October. Inaugural meeting held. Legislation introduced to create authority.	X

Underlined text indicates changes since last report.

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
2016 Legislative Plan	<ul style="list-style-type: none"> Research on common issues within regional planning agencies and transit agencies 	Exec Dir	Finance/ Admin	Dec 2015	→ Research being done on emerging priorities at state and federal level. 2016 Legislative Plan approved by Board in January. Staff monitoring new legislative cycle.	X
	<ul style="list-style-type: none"> Creation of 2016 Legislative Plan and review/approval by the Board 			Jan 2016		X

Goal: Organizational Effectiveness

Strategies (those highlighted in bold indicate highest Board priority)

- Promote system wide continuous quality improvement initiatives
- Continue to expand the partnership with contract staff to strengthen teamwork and morale and enhance the quality of service
- Establish performance based metrics with action plans for improvement; monitor, improve, and report on-time performance and productivity**
- HR development with focus on employee quality of life and strengthening of technical resources
- Enhance and improve organizational structures, processes and procedures to increase system effectiveness
- Develop policies that hold Board and staff accountable, providing clear direction through sound policy making decisions

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Trapeze Viewpoint Software	<ul style="list-style-type: none"> Work through custom software issues 	DP	Projects/ Services	Dec 2015	→ Software installed at LAVTA. Custom reports being created with assistance of Trapeze. Bugs identified and fixed. Staff actively using software to monitor OTP and for planning activities.	X
Performance Metrics Improvement	<ul style="list-style-type: none"> Staff setting up aggressive monitoring of key performance metrics. <u>Focus on actions to improve on time performance (OTP).</u> 	DP	Projects/ Services	July 2016	→ Changes made to routes 70X, 15, 53, 54, 3. Incentive program established with drivers. Tracking of OTP and operators leaving yard on-time happening on a daily basis.	X

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
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Goal: Financial Management

Strategies (those highlighted in bold indicate highest Board priority)

- 1. Develop budget in accordance with strategic Plan, integrating fiscal review processes into all decisions**
2. Explore and develop revenue generating opportunities
3. Maintain fiscally responsible long range capital and operating plans

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Leasing Opportunities at Atlantis	<ul style="list-style-type: none"> • Conduct outreach to private and non-profit organizations. • Work with agency attorney to bring good offers to the Board for consideration. 	Exec Dir	Finance/ Admin	Nov 2015	→ LAVTA and Google staff working on final version of lease agreement. Attorneys have approved agreement. Agreement signed in December. Google has begun to use the facility.	X
FY15 Comprehensive Annual Financial Report	<ul style="list-style-type: none"> • Complete financial audit and all required reporting to Board, local, regional and state agencies. 	DA	Finance/ Admin	Dec 2015	→ Audit completed Oct 2015. Final presentations to Board Dec 7, 2015.	X

Other:

Bus Shelter Rehab/Replacement Project	<ul style="list-style-type: none"> • Refinish Rapid bus shelter benches • Dozens of bus shelters throughout the system have reached their life expectancy and are in need of rehabilitation or replacement. 	DA	Projects/ Services	<p>Oct 2016</p> <p>Dec 2016</p>	<p>→ Glass/stripping repair of Rapid shelters completed. 43 benches to be rehabbed in Spring, Summer, Fall of 2016.</p> <p>→ Bus stop inventory of current conditions completed. Planning underway to phase rehabilitation of shelters. <u>Shelter maintenance specialist out on surgery. Project 2 months behind.</u></p>	
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Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Bus Shelters for Routes 501, 502, and 503 in City of Dublin	<ul style="list-style-type: none"> Plan financing mechanism for purchase and installation of bus shelters in residential areas, to include ADA upgrades. Construct improvement and install shelters. 	Exec Dir	Projects/ Services	Jun 2016 TBD	→ <u>Renewed discussions held with Dublin School District and City Manager. Awaiting bus system changes to confirm site locations.</u>	
Security Lighting at Transit Facilities (Bus Shelters)	<ul style="list-style-type: none"> Purchase security lighting in/at bus shelters in high priority areas Install lighting. Focusing on key corridors with a high level of evening service. 	DA	Projects/ Services	Mar 2016 Aug 2016	→ Funded through FY14 & FY15 CalOES Security Program ,(Total \$73,392). Funds released Jan '16. <u>Installation will focus on key corridors identified and programmed for night service in COA.</u>	
Replace Info Stations on Kiosks at Livermore Transit Center	<ul style="list-style-type: none"> Get quotes for repairs and complete project Replace Info Stations at Kiosks 	DA	Projects/ Services	Dec 2015	→ Info kiosks at Livermore Transit Center have been vandalized over several years. Staff replacing 12 custom info stations on kiosks. Info stations arrived and were installed in October.	X X
Historic Train Depot Relocation at Livermore Transit Center	<ul style="list-style-type: none"> Negotiate acceptable terms for rehab of Depot to be used for customer service. Create agreement 	Exec Dir / GPM	Projects/ Services	Sept 2015 Nov 2015	→LAVTA has been meeting regularly with City staff. Environmental work nearing completion. Final location set for passenger island. <u>Agreement signed in November. Working with A/E team on electrical, security, interior and circulation design issues.</u>	X X
Audio/Video Project in LAVTA Board room	<ul style="list-style-type: none"> Plan out project Contractor Award 	DA	Projects/ Services	July 2016 Aug 2016	→ This project is not funded in FY16 budget. Project to be funded in FY17.	

Underlined text indicates changes since last report.

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
2016 Gillig Bus Purchase (20 buses)	<ul style="list-style-type: none"> Board approval of purchase. Purchase order and notice to proceed to Gillig. Final details for buses performed with Gillig. 	DA	Projects/ Services	<p>Aug 2015</p> <p>Aug 2016</p>	<p>→ Approval granted in mid-2014. Purchase order and notice to proceed provided to Gillig.</p> <p>→ LAVTA met with Gillig in Dec to finalize details on buses. Buses scheduled for deliver in July/August of 2016.</p>	<p>X</p> <p>X</p>
2017 Gillig Bus Purchase (20 buses)	<ul style="list-style-type: none"> LAVTA releases RFP for minimum of 20 hybrid replacement buses Agreement and notice to proceed to manufacturer 	DA	Projects/ Services	<p>Jun 2016</p> <p>Nov 2017</p>	<p>→ <u>RFP has been advertised. Electric bus option within the RFP. RFP due in May of 2016.</u></p>	
Atlantis Phases I, II Fare Vault Project	<ul style="list-style-type: none"> Phases I and II completed with exception of \$134,000 in miscellaneous projects (funded). Select vendor for Fare Vault. Select engineer for design Bid and perform construction. Close grant. 	DA	Projects/ Services	<p>Feb 2015</p> <p>Oct 2015</p> <p>Oct 2015</p> <p>Mar 2016</p>	<p>→ \$134,000 left for future improvements. Fare vault is selected as project.</p> <p>→ Genfare GFI selected vendor. Working on contract.</p> <p>→ OLMM selected engineer. Working on a contract.</p> <p>→ Awaiting planning.</p>	X

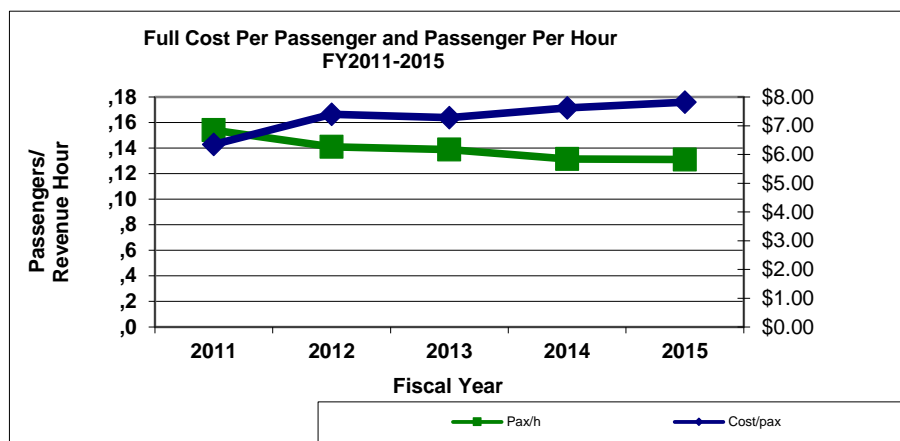
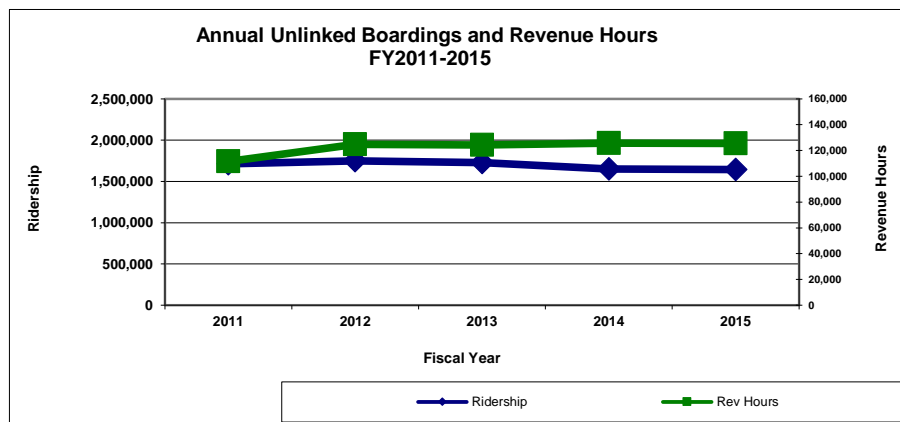
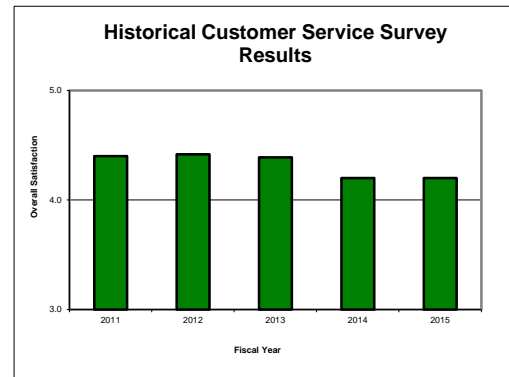
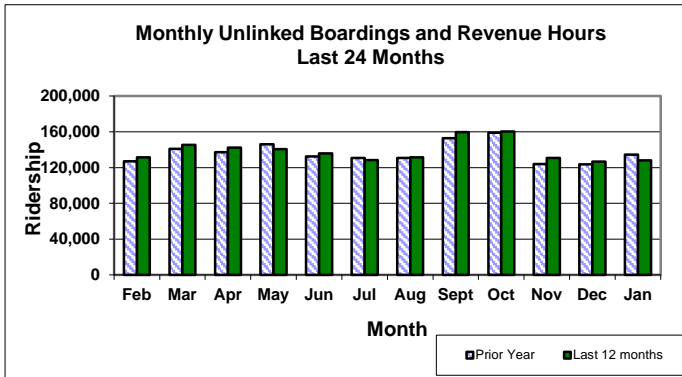
Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Atlantis Security Video Equipment Project	<ul style="list-style-type: none"> Identify and spec the type of security system desired at Atlantis. To include license plate camera. 	DA	Projects/ Services	Dec 2015 Jan 2016 Mar 2016	→ Cal OES transit security grant, funding by Prop 1B. - \$36,696. Project completed in first week of March.	X
Rutan Rehabilitation Projects (Shop Floor and Parking Lot Rehab/ADA Improvements).	<ul style="list-style-type: none"> \$537,000 grant awarded for shop floor replacement and for parking lot improvements. Initiate and execute procurement for Shop Floor Replacement. Initiate and execute procurement for parking lot slurry sealing and ADA upgrades 	DA DA	Projects/ Services	Dec 2015 May 2016 May 2016	<p>→ Grant funds available</p> <p>→ IFB issued and bids rejected due to non responsiveness. Reissuing the IFB.</p> <p>→Kimley Horn preparing scope of work and spec'ing the ADA upgrade requirements. <u>Shop floor project under contract. To be completed within the next 130 days.</u></p>	X
Rapid Projects	<ul style="list-style-type: none"> Identify remaining projects to fix productivity issues on Rapid. Also complete Rapid shelters. 	Exec Dir	Projects/ Services	Jun 2016	→ Approximately \$300,000 in federal funding remaining for Rapid project. Staff working with FTA to keep in abeyance until planning completed to fix the Rapid productivity. Conference calls with FTA in September and October included draft Rapid improvement plans and discussion on handling movement of bus stops. Shelter inventory provided list of incomplete Rapid shelters.	

Monthly Summary Statistics for Wheels

January 2016

FIXED ROUTE

	January 2016			% change from one year ago		
Total Ridership FY 2015 To Date	965,273			1.1%		
Total Ridership For Month	128,108			-4.6%		
Fully Allocated Cost per Passenger	\$8.09			4.8%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	5,741	1,935	1,235	-0.1%	-9.8%	-5.4%
Passengers Per Hour	13.2	10.3	10.8	0.7%	-9.8%	-5.4%
	January 2016			% change from last month		
On Time Performance	82.4%			2.5%		



Monthly Summary Statistics for Wheels

January 2016

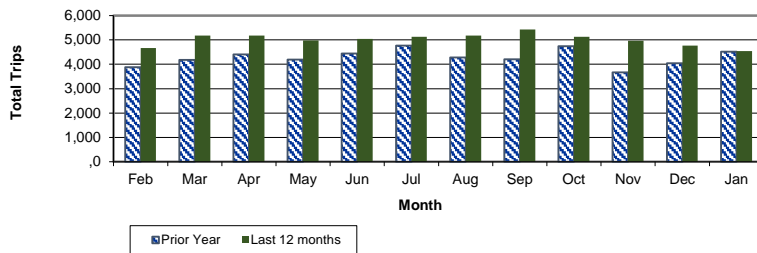
PARATRANSIT

General Statistics	January 2016	% Change from last year	Year to Date
Total Monthly Passengers	4,542	0.6%	34,755
Average Passengers Per Hour	1.60	-50.0%	
On Time Performance	97.8%	-1.5%	
Cost per Trip	\$32.51	2.0%	
Number of Paratransit Applications	29	16.0%	284
Calls Answered in <1 Minute	95.40%	1.7%	

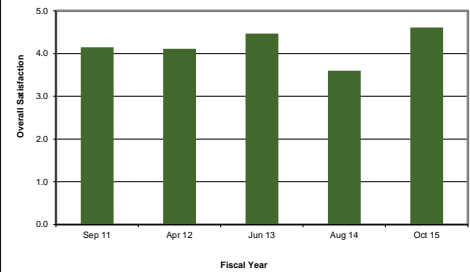
**37 applications out of 57 were from Pleasanton Nursing & Rehab*

Missed Services Summary	January 2016	Year to Date
1st Sanction - Phone Call	7	31
2nd Sanction - Written Letter	8	8
3rd Sanction - 15 Day Suspension	0	0
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

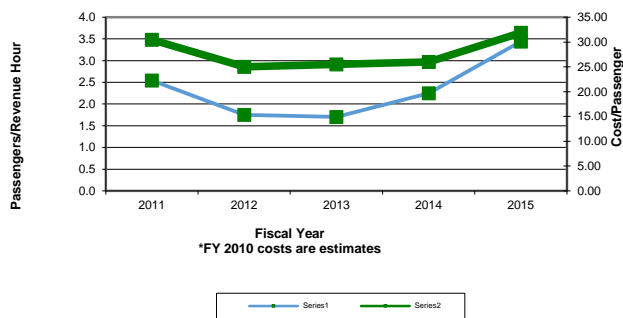
Paratransit Monthly Unlinked Boardings, Last 24 Months



Historical Customer Service Survey Results



**Paratransit Full Cost Per Passenger and Average Passengers Per Hour
FY2011-2015**



Monthly Summary Statistics for Wheels
January 2016

SAFETY							
ACCIDENT DATA	January 2016				Fiscal Year to Date		
	Fixed Route		Paratransit		Fixed Route		Paratransit
Total	0		0		27		1
Preventable	1		0		10		0
Non-Preventable	2		1		20		2
Physical Damage							
Major	0		0		1		0
Minor	3		0		27		0
Bodily Injury							
Yes	1		0		9		1
No	2		0		21		0

MONTHLY CLAIMS ACTIVITY	Totals
Amount Paid	
This Month	\$0.00
To Date This Fiscal Year	\$71,820.34
Budget	\$100,000.00
% Expended	72%

Due to CalTIP internal issues, billing amount not available at this time.

CUSTOMER SERVICE - ADMINISTRATION		
CATEGORY	Number of Requests	
	January 2016	Year To Date
Praise	0	0
Bus Stop	3	19
Incident	1	1
Trip Planning	0	3
Fares/Tickets/Passes	1	12
Route/Schedule Planning	8	47
Marketing/Website	4	15
ADA	0	6
TOTAL	17	103

CUSTOMER SERVICE - OPERATIONS								
CATEGORY	FIXED ROUTE				PARATRANSIT			
	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE
Praise	2	0	0	8	1	0	0	2
Safety	1	9	0	8	1	0	1	1
Driver/Dispatch Courtesy	1	1	0	6	0	0	0	2
Early	1	1	0	3	0	0	0	0
Late	3	2	1	24	0	0	0	2
No Show	0	1	0	17	0	0	1	1
Incident	0	0	0	0	0	0	0	0
Driver/Dispatch Training	1	0	0	11	0	4	0	3
Maintenance	0	0	0	1	0	0	0	0
Bypass	0	2	0	7	0	0	0	0
TOTAL	7	16	1	77	1	4	2	9
Valid Complaints								
Per 10,000 riders	0.55				0.22			
Per 1,000 riders								

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: FY 2016 2nd Quarter Report – Operations

FROM: Christy Wegener, Director of Planning & Communications

DATE: February 22, 2016

Action Requested

This is an informational item.

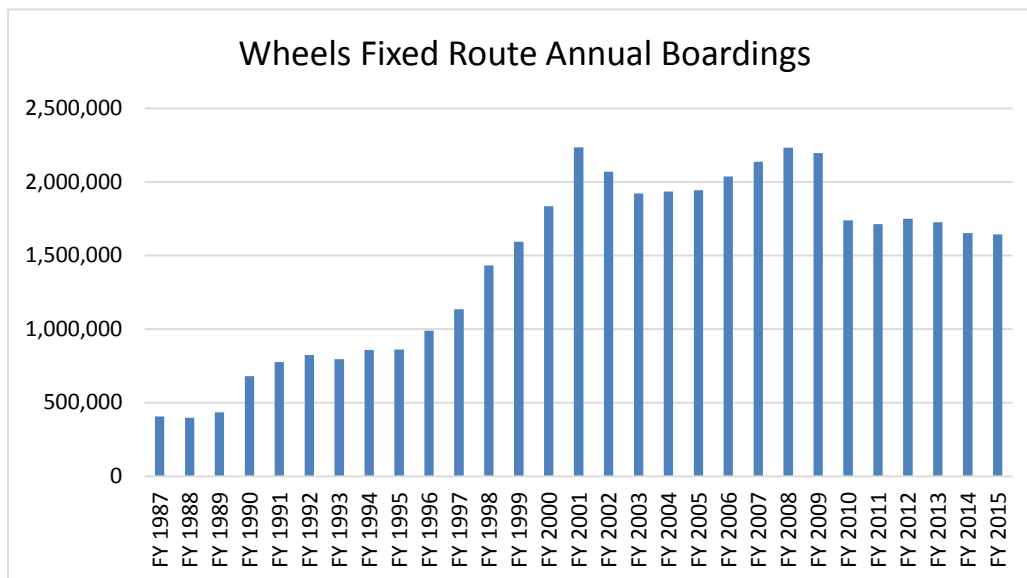
Background

This report is intended to provide the Committee with a summary and analysis of operations for the second quarter of FY2016 (October - December 2015), including fixed route, paratransit, and operational performance metrics.

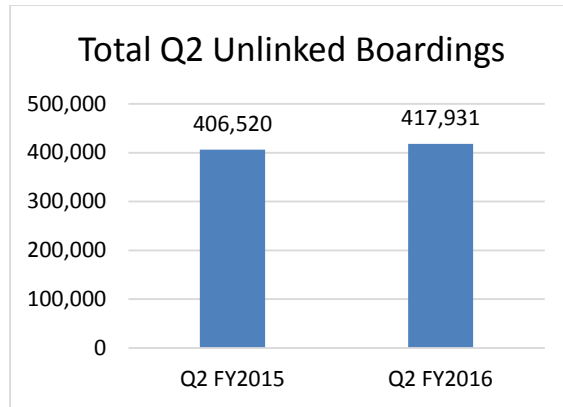
Discussion

Fixed Route

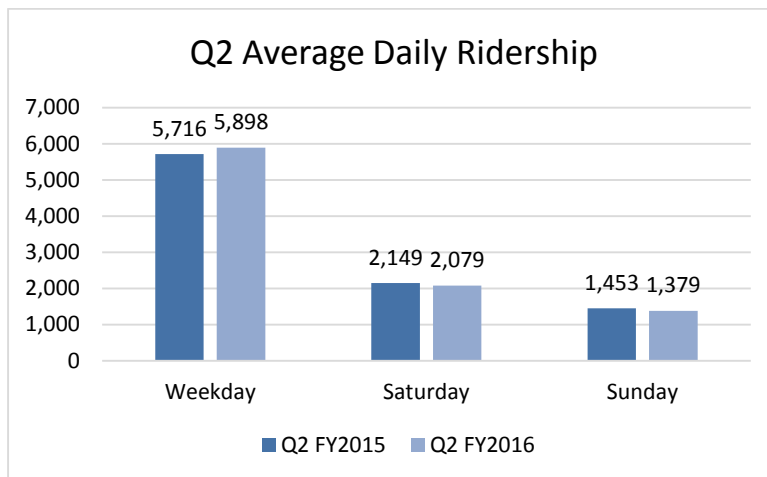
The graph below shows the long-term ridership trend for the Wheels service from the agency's inception thru FY2015.



Turning to the second quarter of FY2016, ridership was up compared to the same quarter of the previous year. The increase of 2.8% is a continuation of the trend from the three prior quarters, during each of which approximately a one-percent year-on-year increase was observed.

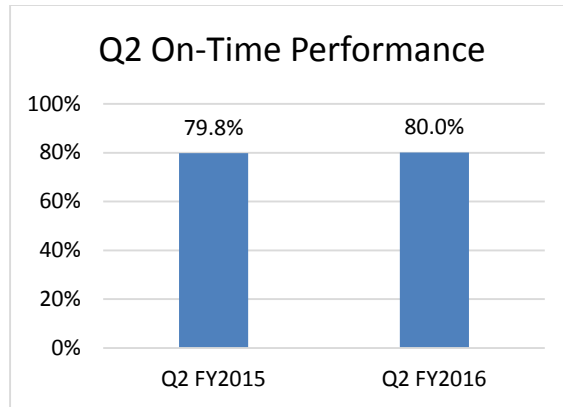


The next chart shows the ridership breakdown by average boardings per day during the quarter. It shows that the ridership gain was attributable to the weekday service, as both Saturday and Sunday ridership was down slightly compared to Q2 of FY15. This trend was also observed in the previous two quarters.



Ridership trends at the individual route level were also mainly positive, in particular on some of the local lines: Route 2 saw the largest increase in percentage terms (albeit from a low level), while routes 3 and 12 both saw smaller but still notable year-on-year percentage increases. Only one mainline route, 20X, showed a substantial negative trend. Similar to what was observed during the prior quarter, the important trunk lines 10 and 30 (*Rapid*) remained stable as they both trended within a $\pm 2\%$ range. For Saturdays and Sundays, Route 12 – which serves the S.F. Outlets on weekends – showed notable ridership gains, while other routes were mainly trending down.

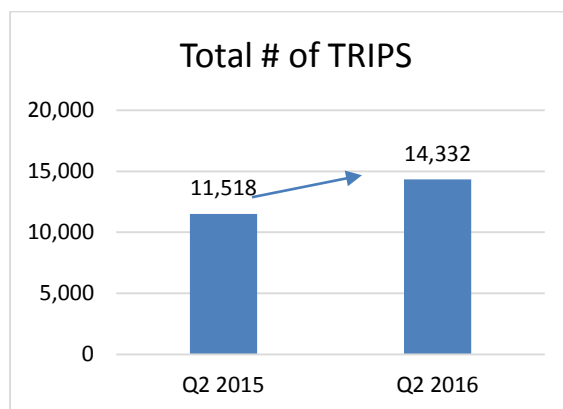
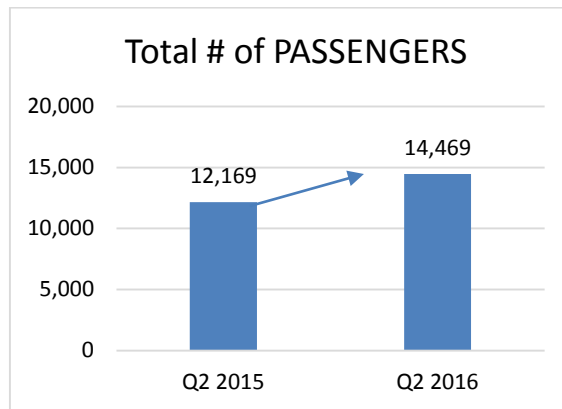
On-time performance (OTP) went up slightly compared with same quarter of the previous year, ending up at 80% even. Within the quarter, the highest OTP percentage was observed in December, with a reading of 80.4%.



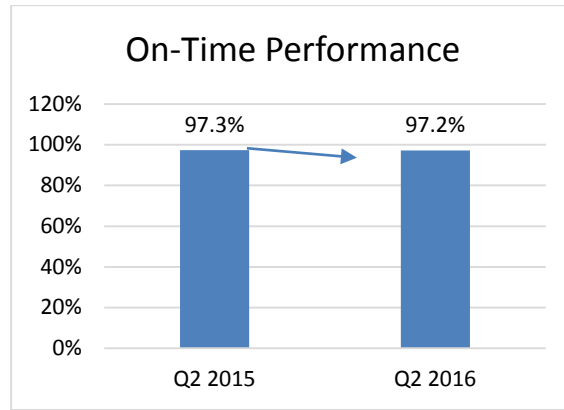
At the route-level, OTP showed a similar distribution from previous quarters, where several of the local neighborhood routes had percentages in the low 90s, the express routes 70X and 70XV had percentages in the mid-60s, and the local trunk routes had percentages close to system average at the 80s threshold.

Paratransit

The FY2016 Q2 total number of passengers served on paratransit, which includes personal care attendants (PCAs) and companions, has increased by 18.9% when compared to the same three months the year prior, and the number of trips during the same time period has increased by 24.4%, as the following two charts illustrate.

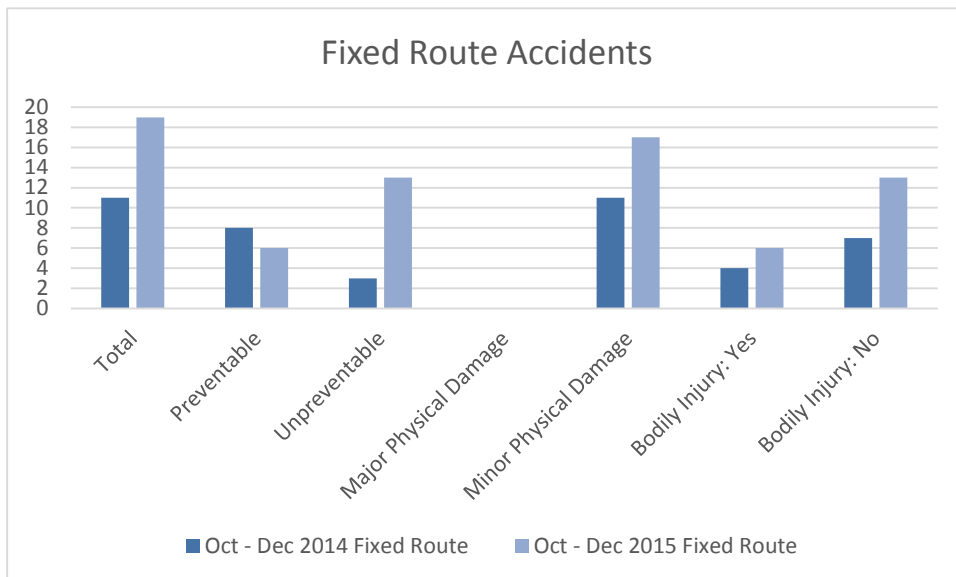


The on-time performance (OTP) for the FY 2016 Q2 is 97.2% compared to 97.3% for the same quarter during the previous fiscal year (-0.1% decrease) as shown in the chart below. The performance standard for OTP is 95%.

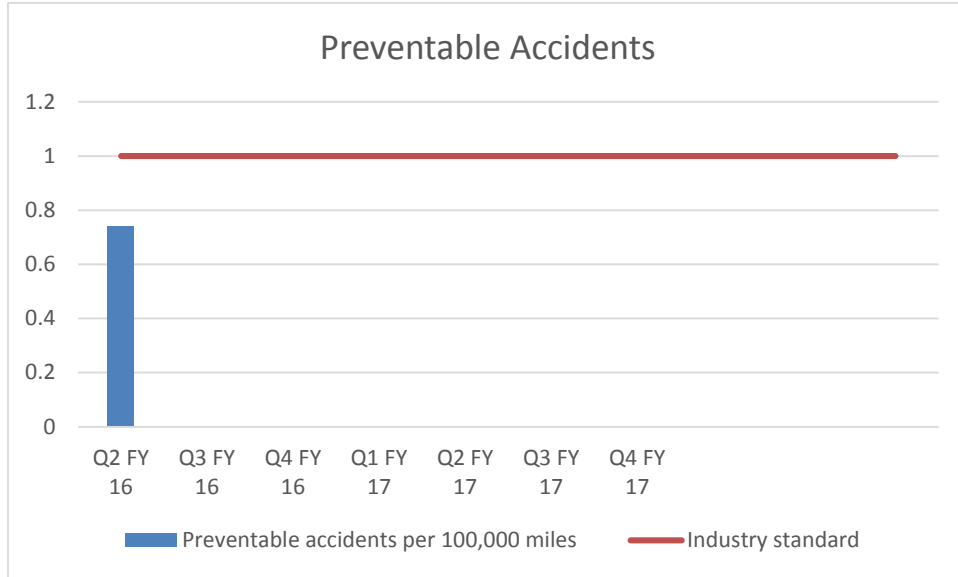


Accidents/Incidents

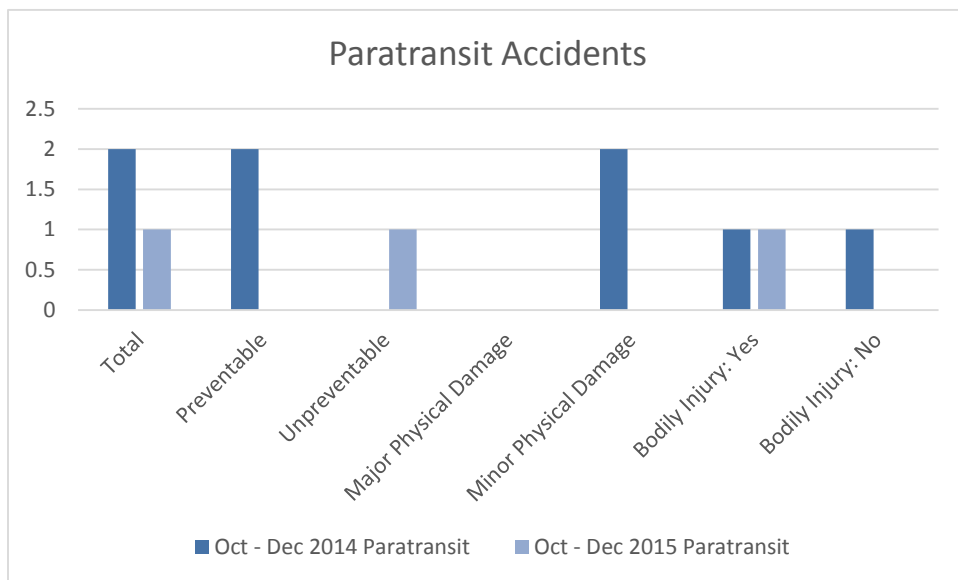
Noted in the figure below for Fixed Route Accidents, in the second quarter, there have been nineteen (19) reportable accidents/incidents on the fixed route system, six (6) of which were determined to be preventable, and thirteen (13) deemed non-preventable. None of the accidents resulted in major damage, and seventeen (17) resulted in minor and two (2) in no damage to the vehicles (only fixed route are LAVTA owned vehicles). Six (6) of the fixed route accidents resulted in bodily injury. The total number of accidents for the quarter has increased from this time last year; and the number of preventable accidents for the last quarter decreased slightly from this time last year. Staff continues to work with the operations contractor to identify trends in preventable accidents, and continues to work with CalTIP to ensure appropriate oversight and resources are available in this area.



Many contractor-operated transportation companies use 1 preventable accident per 100,000 total miles as a goal. Looking at preventable accidents per 100,000 total miles, MV comes in at 0.74 for a 12-month rolling period from January 1, 2015 – December 31, 2015. (This is a metric that was not previously included in this report and will be going forward.)



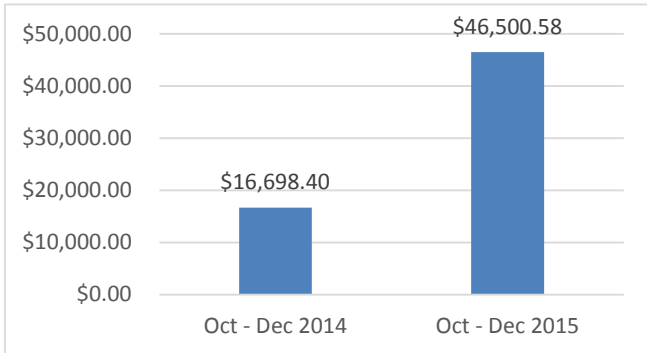
In the second quarter there was one (1) non-preventable paratransit accidents/incidents compared to two (2) preventable accidents/incidents last year. While the passenger requested the driver complete an injury report at the time, the passenger stated medical attention was not needed at that time and during a follow up call, the passenger stated all was well.



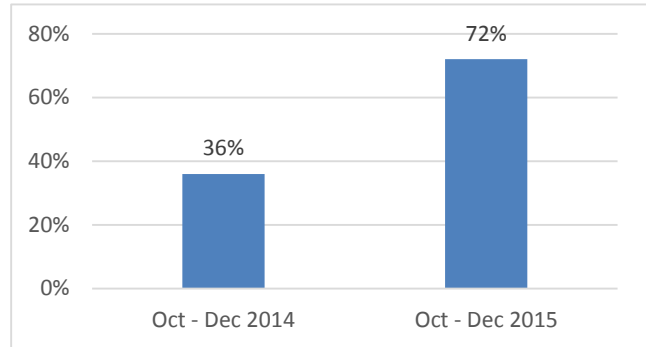
Claims Activity

With respect to the monthly accident claim activity, the charts below highlight claims **for fixed route only**. The dollar amount expended during Q2 was higher this year than last, and the percent of budget expended over the course of the year was higher, and higher than the 50% allowable at the half year mark. It should be noted that some of the FY16 expenditures are for the prior fiscal year, as adjudication of claims can take some time after the actual accident/incident. Even so, there is an increased focus on Safety with LAVTA's fixed route contractor in light of the preventable accidents/incidents and higher dollars being expended on claims.

Accident Claims: \$ Expended

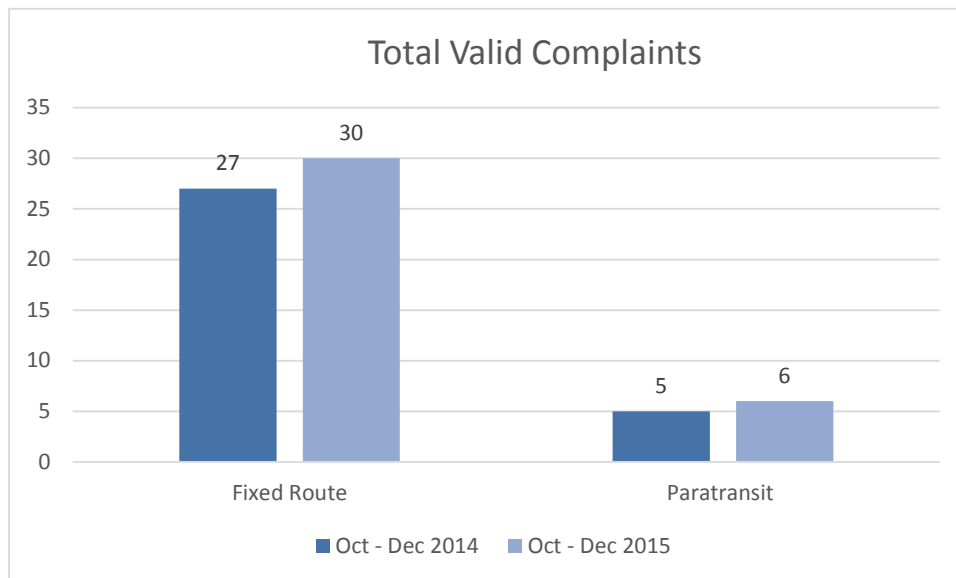


% Budget Expended

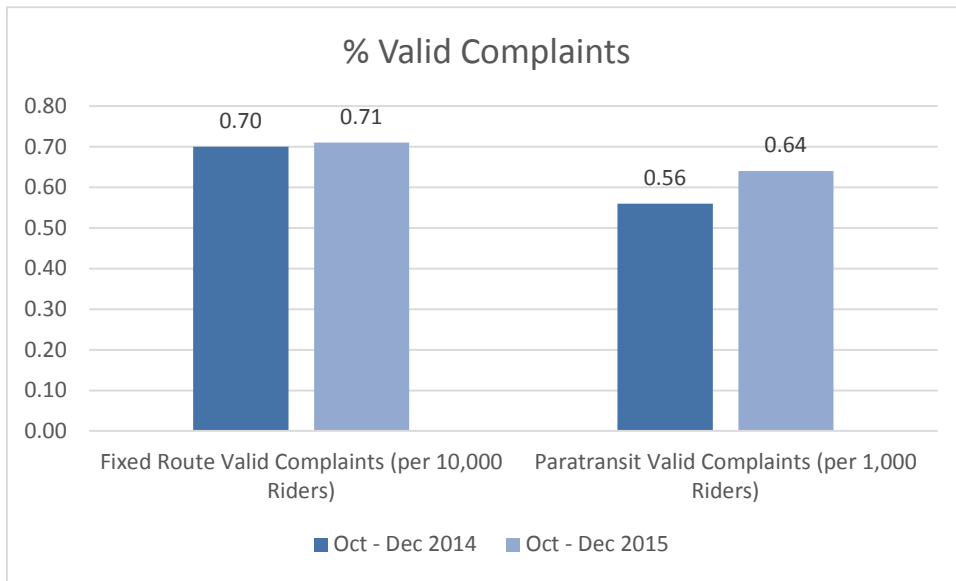


Customer Service

Customer Service staff processed a total of 109 customer requests for Q2 FY15 and a total of 165 for Q2 FY16; the increase however has more to do with the requests LAVTA staff deals with, i.e., route planning requests, rather than complaints regarding service being delivered. LAVTA's Service Quality Standards Index, a measurement of performance for fixed route and paratransit service providers, tracks the number of **valid** complaints for both fixed route and paratransit service, as noted for the quarter in the chart below.



The SQSI’s established a standard of excellence for complaints of less than 1 per 10,000 rides for fixed route and 1 per 1,000 rides for paratransit.



Comparing the total valid complaints from FY15 and FY16, the number for fixed route has increased slightly and staff continues to work with the fixed route contractor in the Fixed Route Task Force meetings held every other week, which allow for timely recognition of trends, and increased attention to the Customer Oversight Program which provides for assigning points to operators for valid complaints. The top valid complaints for fixed route for this quarter are in the areas of “late” (9 complaints), “no show” (6 complaints), and “driver training” (6 complaints).

The paratransit valid complaints increased by one complaint as compared to the quarter last year. Staff and the contractor continue to work together in the Paratransit Task Force meetings to ensure that the complaints are dealt with timely, with six (6) valid complaints (one in the area of “driver/dispatcher courtesy, one “late,” one “no show” and three in “driver/dispatch training”).

Next Steps

None

Recommendation

None – information only.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Second Quarter 2016 Marketing and Outreach Activities
FROM: Dennis Mochon, Senior Marketing and Communications Specialist
DATE: February 22, 2016

Action Requested

Informational item only. No action required.

Background

This report is intended to provide the Committee with a summary of the marketing and outreach activities for the second quarter of FY 2016.

Discussion

Activities completed in the second quarter:

Wheels Forward Public Meetings

LAVTA promoted customer input for Wheels Forward proposed alternatives and the second round of meetings (held in October) through extensive outreach, communications and marketing.

High School Ambassador Program

In October, Wheels solicited for applicants for the new High School Ambassador program. Five high school students were trained as Wheels Ambassadors helping other students learn to ride the bus and navigate the Wheels bus system. They are now continually training their peers and reporting driver and bus conditions back to LAVTA staff.

Clipper Card Introduction

Wheels worked with the other East Bay small operators, MTC and Cubic to successfully launch Clipper Card on each system. The system went live November 1 and is being promoted by Wheels through a news release, bus cards, flyers, posters and social media. More major marketing by MTC including radio, bus exteriors, BART station ads and numerous outreach events began in January and will run through March 2016.

Livermore and Pleasanton Holiday Parades

On December 5th, Wheels participated in two Holiday parades in Livermore and Pleasanton. The Livermore parade showcased the restored Rideo Bus. The Pleasanton parade showcased a Rapid Bus.

Stuff a Bus

On December 6th from 12pm to 4pm, the agency partnered with Safeway again to hold three Stuff-a-Bus events at Safeway stores in Dublin, Livermore, and Pleasanton. The event benefited two local food banks, Open Heart Kitchen and the Tri-Valley Haven. Safeway customers were extremely generous in donating 5,701 lbs of food. This year's collection was record-setting, with a 34% increase from last year's donations.

To promote the events, the agency ran advertising on KKIQ and had the station host a live radio remote broadcast at the Livermore Safeway from noon to 2pm. As part of the partnership with LAVTA, Safeway provided 20-\$25 gift cards as prizes as well as a food donation of 100 turkeys.

New Wheels Website

Wheels new website was launched in December 2015. It offers a variety of user-friendly services including real time bus arrival information, rider service alerts, Google trip planner and enhanced social media feeds.

Wheels in the News

Wheels produced five press releases during the second quarter. These included: Wheels Establishes Tri-Valley Regional Rail Advisory Group, Wheels Announces Second Round of Wheels Forward Meetings, Clipper Expands to Wheels, Wheels Announces 2015 Stuff a Bus Event and Wheels Receives Record Food Donations. Wheels received major local and national industry articles in The Independent, Pleasanton Weekly, The Patch and Mass Transit.

Outreach

Wheels participated in 20 outreach activities targeting schools, seniors and other community organizations as highlighted in Attachment 1.

The following activities are currently planned for the Third Quarter of FY 2016.

Wheels Forward Public Hearing and Comment Period

LAVTA will promote customer input on the preferred Wheels Forward service plan and the Public Hearing through extensive outreach, communications and marketing.

Wheelsbus.com Mobile Website

Wheels web design contractor, Planeteria, is developing a mobile website for Smartphones.

Wheels Timetables and Customer Information Brochures

The agency is developing an RFP which will be released in February to transition from the current bus book to producing individual route schedules and customer information brochures. The target date of the launch is August 2016 with school tripper service timetables.

Wheels Rebranding

Wheels has an RFP soliciting for a vendor to develop new naming concepts, a new logo, and establishment of branding strategies for the transit services that LAVTA provides. It is anticipated that the rollout of deliverables will coincide with implementation of the new service plan as part of the Wheels Forward initiative.

St. Patrick's Day Parade and Festival

The agency will be showcasing a Rapid bus for the parade on Saturday, March 12th donned in St. Patrick's decorations to celebrate the festivities. Wheels will also participate in the community festival having a booth to promote our services and inform the public about Wheels services on Saturday and Sunday, March 12th and 13th.

Livermore Wine Festival April 30th and May 1st

Wheels be sharing an information booth with the City of Livermore on Saturday and Sunday, April 30th and May 1st at the Wine Festival.

Budget

No budgetary impact.

Recommendation

None – information only.

Attachments:

1. 2nd Quarter FY 2016 Outreach Activities

2nd Quarter FY 2016 Wheels Outreach Activities

Organization/Location	Date	Purpose
Dublin Senior Center	10/1/2015	Presentation
Dublin Senior Center	10/3/2015	Outreach
Spare the Air Resource Team	10/6/2015	Networking/Planning
Pleasanton Senior Center	10/7/2015	Radd Transition Fair
Hispanic Business Council	10/8/2015	Networking
Dublin School District	10/18/2015	Outreach
Various Tri-Valley Locations	10/19/2015	Distribute Take Ones for COA
Las Positas College	10/27/2015	Table for COA
Amador High School	10/27/2015	COA Workshop
Livermore Transit Center	10/28/2015	Table for COA
Las Positas College	10/28/2015	COA Workshop
Dublin Civic Center	10/29/2015	COA Workshop
Livermore Needs Committee	11/3/2015	Networking
Pleasanton Chamber Tradeshow	11/4/2015	Outreach
Foothill High School	11/10/2015	Meet w/Safe Routes-Programs
Livermore Community Center	11/12/2015	EDD Job Fair
Dublin Senior Center	11/17/2015	Consultations for Seniors
LAVTA Administration Office	11/18/2015	Training of Ambassadors
LAVTA HS Ambassadors	11/25/2015	On Board Training of Ambassadors
LAVTA Stuff A Bus Holiday Food Drive	12/6/2015	Food Drive

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Mid-Year Budget Update

FROM: Tamara Edwards, Finance & Grants Manager

DATE: February 23, 2016

Action Requested

Review and forward to the Board of Directors, the FY16 Mid-Year Budget Update.

Discussion

The Board of Directors requested mid-year update of the budget, based on any significant changes for both revenues and expenses. This report will encompass any changes between the time the budget was approved and December 2015 with an analysis of the net effects to the projected reserve balance. Details regarding grants status are included in a separate section of this report.

Budget

	Amount from analysis in FY 16 budget	Updated numbers (sources for updates are from the FY 15 CAFR and MTC revenue forecast updates, and additional grant revenues approved)	Difference	
a	Projected Reserves at June 30, 2015	\$4,213,482	\$4,204,667	-\$8,815
b	FY 16 apportionment	\$8,899,101	\$9,028,814	\$129,713
c	TDA funds available for allocation (a+b)	\$13,112,583	\$13,233,481	\$120,898
d	FY 16 operating request	\$9,476,888	\$9,476,888	\$0
e	FY 16 capital request	\$0	\$0	\$0
f	TDA Request for allocation (d+e)	\$9,476,888	\$9,476,888	\$0

Projection for Reserve at June 30, 2016			
TDA Reserves			
g	Reserves at June 30, 2015 (c-f)	\$3,635,695	\$3,756,593 \$120,898
h	Expiring Capital Allocations	\$980,000	\$1,516,502 \$536,502
i	FY 16 Due to LTF*	\$0	\$165,500 \$165,500
j	FY 15 Due to LTF*	\$500,000	\$3,917,566 \$3,417,566
k	FY 14 Due to LTF	\$2,737,445	0 \$2,737,445
l	Total TDA Reserves (g+h+i+j)	\$7,853,140	\$9,356,161 \$1,503,021
STA Reserves			
m	Population based STA reserves at June 30,2015	\$884,220	\$910,297 \$26,077
n	FY 16 apportionment	\$876,211	\$674,709 -\$201,502
o	Request for allocation	\$884,220	\$884,220 \$0
p	Reserves at June 30, 2015 (m+n-o)	\$876,211	\$700,786 -\$175,425
q	Revenue based STA reserves at June 30, 2015	\$199,577	\$199,577 \$0
r	FY 16 apportionment	\$267,047	\$0 -\$267,047
s	Request for allocation	\$199,577	\$199,577 \$0
t	Reserves at June 30, 2016 (q+r-s)	\$267,047	\$0 -\$267,047
u			
v	Total STA reserves (p+t)	\$1,143,258	\$700,786 -\$442,472
w	Total Reserves at June 30,2016 (k+t)	\$8,996,398	\$10,056,947 \$1,060,549

i*	* FY 16 Due to LTF		
	Additional funding (revenue) approved after the FY 16 budget cycle		
	TFCA BRT	0	\$137,500 \$137,500
	FTA 5304 Intern Grant	0	\$25,000 \$25,000
	FTA 5310 Parataxi	0	\$3,000 \$3,000
	Total Revenue Increase (i)		\$165,500 \$165,500

The change in the anticipated reserve balance from the original number reported with the budget can be primarily attributed to three areas; the increase in the amount due to the Local Transportation Fund (LTF) (over the original projections), a larger than projected return of TDA from capital projects (that were paid for through other grant funds instead) and an increase in anticipated revenues from operating grants that have been approved after the FY 16 budget cycle- this amount has been included in the TDA reserve analysis as an anticipated due to LTF for FY 16. The increase in the amount due to LTF is made up of the difference between budgeted expenses and actual expenses (actuals were lower than budget for FY15),

and the difference between expected revenues and actual revenues (which were higher in FY15 due to additional grants received during the year). The decrease in the anticipated STA funds is due to the decrease in diesel fuel prices. STA revenues are based on sales tax and as the price of diesel fuel drops so does the STA revenues, however, with the price of diesel fuel decreasing staff expects the fuel expenses for FY 16 to come in well under budget. The decrease, or zeroing out of STA revenue based funds is due to a current issue with the Board of Equalization that MTC is working fervently at rectifying. Funds are anticipated to materialize, however with the current situation MTC is unable to project when that will be or what the amounts will be.

Recommendation

Information only.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Quarterly Grants Update

FROM: Angela Swanson, Senior Grants & Project Management Specialist

DATE: February 23, 2016

Action Requested

Accept the FY 2015-16 Second Quarter Grants Update.

Discussion

The Board of Directors receives a quarterly update of the budget and grants summarizing all new funding activity. The attached report details activity for the second quarter, September – December 2015. Approved and pending grants are included; no applications were denied or ‘not awarded.’

Future Outlook:

Sources of grant funding are evolving with some programs drawing to a close and others expanding. Meanwhile fundamental financial shifts such as gas tax and federal funding make the forecast very dynamic.

- Cap & Trade. Two years into operation, the Cap&Trade program is proving a lucrative source of funding for California’s infrastructure. Staff is pursuing funding in the LCTOP and TIRCP programs.
- FAST ACT. The FAST ACT transportation bill was passed however, few details are known as of yet. Staff will update the committee as information becomes available.
- Prop 1B. Wrapping up. Will mean end of the PTMISEA and Security Grants.
- Measure BB promises new funding opportunities.
- Regional and County funding opportunities are increasingly being released with cooperative requirements, between multiple modes of travel and local jurisdictions. We can expect to see more PDA (Priority Development Area) focused, OBAG (One Bay Area Grant Program) type of funding in the future.

Future funding eligibility, in general, may be negatively impacted, due to Performance Measures requirements that are becoming more commonly tied to Greenhouse Gas emissions measures and cars taken off roadways.

The FTA is expected to issue several funding calls in 2016, a situation improved with the recent adoption of the FAST Act which funds federal transportation programs for FY16 and the next two years.

Recommendation

NA – information only.

Active/Not at Risk				
Project Name	Funding Type	Funding Source	Grant Award	Notes
Parataxi Voucher – Livermore UZ	5310	FTA	\$80,000	2 year grant providing reimbursement to riders
BRT Route	TFCA	ACTC	\$278,000	2 year operating grant
Security Lighting for Bus Shelters	Prop 1B Security	CalOES	\$36,696	FY 15. Funds released in January
Security Lighting for Transit Locations	Prop 1B Security	Cal OES	\$36,696	FY14. Funds released in January
Trapeze upgrade (viewpoint)	RM2	MTC	\$74,535	
Bus Stop Repair/Replacement	Prop 1B PTMISEA	MTC / Caltrans	\$240,910	Phase I is complete. Phase II commences upon adoption of final COA
LAVTA Facility Upgrade and Improvements	Prop 1B / PTMISEA	Caltrans	\$357,966	Funding received in April 2015. Using for Rutan facility incl. shop floors, parking lot ADA upgrades and repaving parking lots.
LAVTA Facility FY'08		FTA	\$326,879	Remaining \$134,000 will be used for vault
Rapid Operation	RM2	MTC	\$580,836	Funds reserved pending 20% Farebox Recovery threshold. Reapply 2016
BRT	Small Starts	FTA	\$559,35	Construction funds remaining. Used for installing vault at Atlantis facility
Parataxi, Dublin/Pleasanton	New Freedom	MTC/CalTrans	\$10,000	Parataxi rider reimbursement
Fleet DVR's	1B Security	CalOES	\$36,696	FY11. Security DVRs for buses arriving in 2016
Introduction to Transit Experience	5304	FTA/Caltrans	\$56,600	Eight months into a two year program. Two interns working 16-20 hrs weekly support planning and grant departments
The Tri-Valley Multi-Modal Access and PDA Connectivity Study	SC-TAP	ACTC	\$1,385,000	ACTC leads the project which is progressing to schedule
Local TFCA; Routes 8, 12, 15	Local TFCA	ACTC	\$278,000	Entering second and final year
Rural Route Operating Assistance	FTA 5311	Caltrans	\$43,683	Operating support supplementing lines 8, 12, 20
Bus Purchase (2016)	Prop 1B / PTMISEA	Caltrans	\$572,778	Funding offsets local match for four Gillig buses set for delivery in 2016
Electric/Diesel Hybrid Bus (2016)	LCTOP	Caltrans	\$107,192	Funds to be paid upon receipt of the buses

Inactive or At Risk				
Project Name	Funding Type	Funding Source	Amount Requested	Expected Notification
N/A	N/A			
Pending/Not yet Awarded				
Project Name	Funding Type	Funding Source	Amount Requested	Expected Notification
NEW!! 2 Replacement Buses FY16	LCTOP/ Cap & Trade	Caltrans	\$253,350	May 2016.
NEW! 5311 Rural Routes FY16/FY7	5311	FTA	\$31,444	April 2016
NEW!!! WiFi Security Networks on Buses	Prop 1B Security Grants	CalOES	\$36,696	April 2016
NEW!! AQIP Grant for All Electric Bus Route Project	Air Quality Investment Program (AQIP)	CARB	\$4,577,048	March 2016
LoNo All-Electric Bus Route Project	FTA LoNo Program	FTA	\$2,297,400	June 2016
Transit Center TOD Feasibility Study	Sustainable Communities	Caltrans	\$148,000	May 2016
Tri-Valley Paratransit Assessment	Sustainable Communities	Caltrans	\$200,000	May 2016
TPI Dublin Boulevard Project (LAVTA Sponsor, Dublin and MTC Co-Sponsors)	TPI via FHWA	MTC	\$1,570,000	CalTrans has moved to federal FY16. Must submit updated application in February 2016..
Transit Center upgrades and improvements	PTMISEA/Lifeline	MTC	\$125,625	Pending approval

Agency Acronyms:

ACE: Altamont Corridor Express
 ACTC: Alameda County Transportation Commission
 BAAQMD: Bay Area Air Quality Management District
CalTrans: California Department of Transportation
CalOES: California Office of Emergency Services
FHWA: Federal Highway Administration
FTA: Federal Transportation Agency
MTC: Metropolitan Transportation Commission

Program Acronyms

1B: *California State Proposition 1B, bond act passed by voters in 2006*
 Measure B: *½ cent sales tax for transportation passed 2000 in Alameda County*
 JARC: *Job Access Reverse Commute, a federal fund to improve mobility for low-income*
Lifeline: *Transportation Program funds projects that result in improved mobility for low-income residents*
Measure BB: *½ cent sales tax for transportation passed 2014 in Alameda County*
PTMISEA: *Public Transportation Modernization, Improvement, & Service Enhancement Account. Part of Prop 1B bond act of 2006*
RM2: *Regional Measure 2, passed in 2004 by Bay Area voters, increases bridge tolls for infrastructure \$\$*
SC-TAP: *Sustainable Communities Technical Assistance Program*
TFCA: *Transportation Fund for Clean Air*

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: State Legislative Update
FROM: Michael Tree, Executive Director
DATE: February 23, 2016

Action Requested

Review and forward to the LAVTA Board of Directors.

Background

LAVTA staff tracks legislative activities each session that may impact the transit agency. This report identifies pending bills of particular interest that the agency may choose to take a position on during the course of the session.

Discussion

The Legislature opened the second year of the 2015-16 session on January 4th and moved quickly to work on legislation lingering from the odd year of the session that had to move to second house by February 1 or die. The next major deadline, the introduction of bills, occurred on February 20th creating the usual flurry of last minute activity with hundreds of bills coming forward in those final days and hours. Bills of interest to LAVTA are listed in Attachment 1.

Special Session on Transportation.

The Extraordinary Special Session on Transportation remains in session and many new bills have been introduced. However, little action has been forthcoming. There are no changes on the key measures introduced by the Governor and his proxies last summer. Despite intense deal-brokering behind the scenes, no major financing or programmatic changes were realized although the introduced legislation remains actionable.

The four key bills introduced by Democrats focusing on distribution of Cap & Trade funding and Fuel taxes remain active. With essentially no headway, the future is highly uncertain for these bills. The LAVTA Board of Directors has taken a support position for these bills. These measures are:

ABX1 7, SBX1 8 (Cap and Trade) – Nazarian, Hill

The ultimate goal of the Cap and Trade Program is to reduce greenhouse gas emissions through mechanisms that allow for clean technology investments. Within its allocation

plan, the program currently appropriates 10% of funding proceeds to the transit and Intercity Rail Capital Program and 5% to the Low Carbon Transit Operations Program. Instead, this bill would increase funding allocations from 10% to 20% in the Transit and Intercity Rail Capital Program. Similarly, it would increase funding allocations from 5% to 10% in the Low Carbon Transit Operation Program.

An identical bill, SBX1 8, has been introduced and provides for the same increases in annual proceeds through the Cap and Trade Program. Both bills would benefit LAVTA by doubling the level of operating assistance received through the Cal and Trade Program. Additionally, it would provide an increase in the opportunities available which LAVTA can compete for through capital programs.

ABX1 8, SBX1 7 (Sales and Use Tax) – Chiu & Bloom, Allen

Current law, which has established general sales and use tax, also enforces an additional tax on diesel fuel. The existing rate of additional diesel sales and use tax is 1.75%, which becomes available through formula allocation for public transportation use. ABX1 8 proposes to increase the diesel sales and use tax from 1.75% to 5.25%, effective July 1, 2016. An identical bill, SBX1 7, was introduced by Senator Allen in support of the increase.

2016 Regular Session.

Relatively few new bills are on the radar. We highlight here two bills of significant interest to LAVTA.

SB 824 (Beall) Would amend the Low Carbon Transit Operations Program (LCTOP) to essentially allow an operator to bank or loan its share of these funds. Specifically, SB 824 would allow a recipient that does not submit a project for funding to do the following:

- Accumulate and utilize its funding share at a later date.
- Loan or transfer its funding share to another operator.
- Pool its funding share with other operators for an identified project.
- Reassign any savings allocated to an operator from one project to another eligible project
- The bill would also require an operator for capital projects to specify the phases of work for which the funds will be used for, identify the sources and timing if all moneys required to complete the phase, and describe the intended sources and timing of funds to complete any subsequent phase of the project.

In addition, SB 824 would allow an operator to apply to Caltrans for a “letter of no prejudice” that would allow an operator to proceed with an eligible project using its own funds and then use LCTOP funds to reimburse the operator.

Suggested LAVTA Position: Watch.

Staff recommends watching this bill closely. The agency received \$107k from the program in FY 14-15 and is slated to receive \$253K in FY 15-16. MTC estimates LAVTA will

receive \$3 million over the next 25 years. The program modifications supported in this bill present interesting options for bundling those funds to accomplish strategic goals.

AB 1591 (Frazier). The Assembly Transportation Committee Chair has authored a major transportation funding package that would raise over \$7 Billion in annual state transportation funding, more than doubling current state revenue dedicated to transportation infrastructure. AB 1591 is the most aggressive proposal to date addressing the need for making a meaningful inroads on the \$137 Billion of need to improve road conditions. The proposal emphasizes “Fix It First” priorities, dedicating the vast majority of the funds to roadway repairs. It also creates a new ongoing funding streams for: goods movement (\$1.2 billion) and public transit (\$200 million). Also proposed is a state-local partnership program (\$228 million) designed to incentivize more counties to adopt a sales taxes for transportation.

Suggested LAVTA Position: Watch.

Fellow agencies such as MTC are taking Support with Amendment positions on AB 1591. LAVTA proposes waiting to see how the transit specific components develop before adopting a position.

Policy Issues

Transit Capital Program: CalSTA has completed its workshops on the guidelines for the next round of funding for the Transit & Intercity Rail Capital Program. As part of the changes implemented in SB 9, CalSTA will be holding individual pre-application meetings with prospective applicants across the state. LAVTA is evaluating opportunities to seek funding for electric buses through this funding source.

The next round of funding will be programmed over 2 years, covering the 2016-17 & 2017-18 fiscal years. The funding available ranges from a minimum of \$440 million up to \$1.3 billion. The actual amount will depend on if the Legislature adopts the Governor’s transportation funding proposal, which appropriates an additional \$400 million annually in cap & trade funds to the transit capital program. The first 5 year programming cycle will cover fiscal years 2018-19 through 2022-23. The call for projects for this cycle will be released in late summer or early fall of 2017

Gas Tax: While the governor’s transportation proposal would end the BOE’s annual requirement to “true-up” the revenue neutrality of the price-based excise tax, that requirement is still on the books. The BOE is required to adopt, by March 1st, a new rate for the price-based excise tax that will take effect on July 1st. With gas prices being lower than forecast, the BOE is expected to reduce the price-based excise tax again this year. The BOE’s estimates have not been released, but the governor’s budget assumes the price-based excise tax will need to be reduced by 2.2 cents, pushing the price-based excise tax down to 9.8 cents per gallon. This will reduce gas tax revenue by \$300 million. The BOE’s proposed adjustment could be larger than the 2.2 cent adjustment estimated by the Department of Finance. The BOE’s estimates should be release sometime in early February.

CTC’s Reaction: The California Transportation Commission (CTC) is in the throes of calculating an updated fund estimate for the 2016 STIP. With the inevitability of the price

based excise tax being further reduced, the CTC's earlier revenue forecasts no longer hold true. The CTC was put in the painful position of adopting a new fund estimate that reduced available funding by \$754 million by the Commission voting to adopt the staff's recommendation that relies on the price based excise tax being reduced to 10 cents next year and then increasing by 2 cents each year.

State Budget

Governor Jerry Brown unveiled his proposed spending plan for 2016-17. The budget proposal outlines a \$122 billion General Fund spending plan, along with \$48 billion in special funds, to total \$170 billion. The Governor forecasts the 2015-16 fiscal year ending with a \$5.2 billion surplus – about \$1.6 billion of the surplus is placed in the Rainy Day Fund. While capital gains revenue is coming in at an all-time high, the governor points out that we are 7 years into an economic expansion – two years longer than average. He warns that a recession is imminent and we must prepare now for those leaner times. He underscores that an “average” recession would reduce revenues by \$55 billion over three years. Accordingly, Governor Brown's budget limits spending for on-going programs and focuses on using extra funds for onetime investments while beefing up the Rainy Day Fund.

Transportation Budget: The governor's budget reiterates the transportation funding proposal he released last August. However, the spending plan in the Budget assumes it will be adopted. To recap, the governor's transportation funding plan would generate \$3.6 billion annually through the following:

- Road Improvement Charge — \$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics.
- Stabilize Gasoline Excise Tax — \$500 million by setting the price based gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual BOE adjustments. The base excise tax and the price-based excise tax would then be adjusted annually for inflation to maintain purchasing power.
- Diesel Excise Tax — \$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. The entire diesel excise tax would also be adjusted annually for inflation to maintain purchasing power.
- Cap and Trade — \$500 million in additional Cap and Trade proceeds dedicated to transit capital projects and complete streets projects.
- Caltrans Efficiencies — \$100 million in cost-saving reforms.
- State and Local Partnership — \$250 million annually to provide matching grants for locally imposed transportation tax revenue.
- Loan Repayment — In addition, the budget proposes to accelerate the repayment of \$879 million in outstanding loans made from transportation accounts over the next four fiscal years.

This funding proposal would generate \$36 billion for transportation projects over the next ten years. Assuming the reality of a 2/3 vote is achieved; the budget proposal would allocate \$1.7 billion in new funds in 2016-17 as follows:

- \$342 million for local streets and roads that would be allocated to cities and counties for local road maintenance according to existing statutory formulas.

- \$148 million from loan repayments to reimburse cities and counties for funds already spent on Traffic Congestion Relief Program projects.
- \$100 million in Cap and Trade funds for the Low Carbon Road Program
- \$409 million in Cap and Trade funds for the Transit and Intercity Rail Capital Program (TIRCP) with at least 50% of the funds directed to benefit disadvantaged communities.
- \$200 million in continuously appropriated Cap and Trade funds allocated to TIRCP. Total funding for the Transit and Intercity Rail Program would be \$600 million annually.
- \$515 million (\$5 million from loan repayments) for Caltrans to fund repairs and maintenance on the state highway system.
- \$211 million for the Trade Corridor Improvement Fund for improvement projects along the State's major trade corridors.

State Transit Assistance: The budget estimates that State Transit Assistance (STA) revenue will climb a little to \$315 million for 2016-17. This is about \$15 million higher than the current year amount of \$299 million. The 2015-16 fiscal year estimate for STA was \$351 million, but low fuel prices have resulted in the Department of Finance adjusting this amount downward by \$52 million. This is a funding area that staff will monitor closely while the oil market remains volatile.

Recommendation
Information only.

LAVTA Legislative Update
February 2016

Bill	Author	Title	Legislative Principle	Suggested Position	Status
Special Session On Transportation 2015					
ABX1 1	Alejo	Transportation funding.	1		From printer.
ABX1 7	Nazarian	Public transit: funding.	2	Support	From printer.
ABX1 8	Chiu	Diesel sales and use tax.	2	Support	From printer.
ABX1 10	Levine	Public works: contracts: extra compensation.	3		From printer.
ABX1 13	Grove	Greenhouse Gas Reduction Fund: streets and highways.	4		From printer.
ABX1 14	Waldron	State Highway Operation and Protection Program: local streets and roads:	2		From printer.
ABX1 15	Patterson	State Highway Operation and Protection Program: local streets and roads: appropriation.	2		From printer.
ABX1 17	Achadjian	Greenhouse Gas Reduction Fund: state highway operation and protection program.	4		From printer.
ABX1 18	Linder	Vehicle weight fees: transportation bond debt service.	1		From printer.
ABX1 19	Linder	California Transportation Commission.	5		From printer.
ABX1 23	Garcia, Eduard	Transportation.	1		From printer.
ABX1 25	Allen, Travis	Shuttle services: loading and unloading of passengers.	3		From printer.
SBX1 1	Beall	Greenhouse Gas Reduction Fund.	1		From committee with author's amendments. Read second time and amended. Re-referred to Com. On APPR.
SBX1 2	Huff	Greenhouse Gas Reduction Fund.	1		September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.

Principles:

1. Protection of Existing Transportation Funding Sources
2. Enhancement of Future Transportation Funding Investments
3. Operating Conditions Advocacy

**LAVTA Legislative Update
February 2016**

SBX1 3	Vidak	Transportation bonds: highway, street, and road projects.	1		Returned to Secretary of Senate pursuant to Joint Rule 62(a).
SBX1 4	Beall	Transportation funding.	1		Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.
SBX1 6	Runner	Greenhouse Gas Reduction Fund (GGRF) and Cap & Trade	2		Returned to Secretary of Senate pursuant to Joint Rule 62(a).
SBX1 7	Allen	Diesel sales and use tax.	2	Support	Read second time and amended. Re-referred to Com. on APPR.
SBX1 8	Hill	Public transit: funding.	2	Support	From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57) (September 1). Re-referred to Com. on APPR.
SBX1 10	Bates	Regional transportation capital improvement funds	2		September 8 hearing: Testimony taken. Hearing postponed by committee.
SBX1 11	Berryhill	Environmental quality: transportation infrastructure.	3		From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.
SBX1 12	Runner	California Transportation Commission. Outside oversight of CalSTA	3		Read second time and amended. Re-referred to Com. on APPR.
SBX1 13	Vidak	Office of the Transportation Inspector General.	3		From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (August 19). Re-referred to Com. on APPR.
SCAX1 1	Huff	Motor vehicle fees and taxes: restriction on expenditures.	1		From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (September 8). Re-referred to Com. on APPR.

Legislative Session, 2015-2016

AB 397	Mathis	Bonds: transportation: water projects	1	Support	From committee: Without further action pursuant to Joint Rule 62(a)
AB 779	Garcia, C	Transportation: Congestion Management Program	3	Watch	In committee: Set, first hearing. Hearing canceled at the request of author
AB 1550	Gomez	Greenhouse Gases: investment plan: disadvantaged communities	4		Referred to Com. on NAT. RES.

Principles:

1. Protection of Existing Transportation Funding Sources
2. Enhancement of Future Transportation Funding Investments
3. Operating Conditions Advocacy

**LAVTA Legislative Update
February 2016**

AB 1552	Allen, Travis	Public contracts: state and local agencies: businesses engaged in boycott.	1		From printer. May be heard in committee February 4
AB 1555	Gomez	Greenhouse Gas Reduction Fund.	4		From printer. May be heard in committee February 4
AB 1569	Steinorth	California Environmental Quality Act: exemption: existing transportation infrastructure.	4		Referred to Coms. on NAT. RES. and TRANS.
AB 1572	Campos	School transportation.	3		Referred to Com. on ED.
AB 1591	Frazier	Transportation funding.	2	Watch	Referred to Coms, on TRANS. And REV. and TAX.
AB 1595	Campos	Employment: human trafficking training: mass transportation employers.	3		Referred to Com. on L. & E.
AB 1641	Allen, Travis	Shuttle services: loading and unloading of passengers.	3		Referred to Com. on TRANS.
AB 1665	Bonilla	Transactions and use taxes: County of Alameda, County of Contra Costa, and Contra Costa Transportation Authority.	2		Introduced measure version corrected.
AB 1717	Hadley	California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007.	1		From printer. May be heard in committee February 27.
AB 1746	Stone, Mark	Transit buses.	3		From printer. May be heard in committee March 4.
AB 1833	Linder	Transportation projects: environmental mitigation.	4		From printer. May be heard in committee March 11.
AB 1840	Gipson	California Transportation Financing Authority.	5		From printer. May be heard in committee March 11.
AB 1851	Gray	Air Quality Improvement Program.	4		From printer. May be heard in committee March 12.
AB 1886	McCarty	California Environmental Quality Act: transit priority projects.	4		From printer. May be heard in committee March 13.
AB 2030	Mullin	Transportation districts: contracts.	1		Read first time. To print.

Principles:

1. Protection of Existing Transportation Funding Sources
2. Enhancement of Future Transportation Funding Investments
3. Operating Conditions Advocacy

**LAVTA Legislative Update
February 2016**

ACA 4	Frazier	Local government transportation projects: special taxes: voter approval.	2	Support	In committee: Hearing postponed by committee.
SB 91	Committee on E	Greenhouse Gas Reduction Fund: investment plan.	4		Read third time and amended. Ordered to third reading. Re-referred to Com. on BUDGET pursuant to Assembly Rule 77.2.
SB 824	Beall	Low Carbon Transit Operations Program.	1	Watch	Referred to Com. on T. & H.
SB 882	Hertzberg	Crimes: public transportation: minors.	3		Referred to Coms. on PUB. S. and APPR.
SB 998	Wieckowski	Vehicles: mass transit guideways.	3		From printer. May be acted upon on or after March 12.
SB 1043	Allen	Renewable gas: biogas and biomethane.	4		From printer. May be acted upon on or after March 17.
Total Measures: 64					

Principles:

1. Protection of Existing Transportation Funding Sources
2. Enhancement of Future Transportation Funding Investments
3. Operating Conditions Advocacy

LAVTA COMMITTEE ITEMS - MARCH 2016 - JULY 2016

Finance & Administration Committee

March	Action	Info
Minutes	X	
Treasurers Report	X	
April	Action	Info
Minutes	X	
Treasurers Report	X	
Funding Resolutions - TDA, STA, RM2, Measure B	X	
Preliminary Budget	X	
10 Year Projections		X
Annual Org Review	X	
May	Action	Info
Minutes	X	
Treasurers Report	X	
LAIF	X	
Final Budget	X	X
Quarterly Budget & Grants Report		
June	Action	Info
Minutes	X	
Treasurers Report	X	
July	Action	Info
Minutes	X	
Treasurers Report	X	
*Typically July committee meetings are cancelled		

LAVTA COMMITTEE ITEMS - MARCH 2016 - JULY 2016

Projects & Services Committee

March

	Action	Info
Minutes	X	
Draft Short Range Transit Plan		X
Alameda County Fair and Fourth of July Service	X	
Summer School Service	X	

April

	Action	Info
Minutes	X	
Final COA Recommendations	X	
Relocation of Livermore Historic Train Depot		X
Fare Study Recommendations	X	
Final Short Range Transit Plan	X	

May

	Action	Info
Minutes	X	
WAAC Appointments	X	
FY2017 Marketing Work Plan	X	
Quarterly Operations Report		X
Quarterly Marketing Report		X

June

	Action	Info
Minutes	X	
DAR Policy Modification	X	
DAR Ridership Increase Analysis		X
Interim Schedule Adjustments to Improve OTP		X
COA Update		X

July

	Action	Info
Minutes	X	

*Typically July committee meetings are cancelled

**COMMITTEE
MINUTES**



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

**FINANCE and ADMINISTRATION COMMITTEE MEETING / COMMITTEE OF THE
WHOLE**

COMMITTEE MEMBERS

JERRY PENTIN – CHAIR **DON BIDDLE**
LAUREEN TURNER - VICE CHAIR

DATE: Tuesday, February 23, 2016
PLACE: Diana Lauterbach Room LAVTA Offices
 1362 Rutan Court, Suite 100, Livermore
TIME: 4:00 p.m.

MINUTES

1. Call to Order and Pledge of Allegiance

Committee Alternate Karla Brown called the meeting to order at 4:00pm.

2. Roll Call of Members

Members Present

Don Biddle, Councilmember, City of Dublin
Karla Brown, Councilmember, City of Pleasanton
Lauren Turner, Councilmember, City of Livermore

Members Absent

Jerry Pentin, Councilmember, City of Pleasanton

3. Meeting Open to Public

- No comments.

4. Minutes of the November 24, 2015 Meeting of the F&A Committee

Approved: Biddle/Turner
Aye: Biddle, Turner, Brown
No: None
Abstain: None
Absent: Pentin

5. Treasurer's Report for January 2016

Laureen Turner, Councilmember from City of Livermore, arrived during the staff report. After the approval was given for the Treasurer's Report the Committee went back to agenda item 4 and approved the minutes.

The Finance & Administration Committee recommend submitting the January 2016 Treasurer's Report to the Board for approval.

Approved: Biddle/Brown

Aye: Biddle, Turner, Brown

No: None

Abstain: None

Absent: Pentin

6. Mid-Year Budget Update

Staff provided a mid-year budget projection update that is focused on additional revenues received from grants approved for FY16 after the budget was completed, and updates on current tax based revenue amounts. Additionally, the update included the actual amount due to the LTF (Local Transit Fund) after the completion of the annual CAFR. The TDA funds came in as expected. Additional grants received for this fiscal year amount to \$165,500. MTC does not currently have a projected amount for STA revenue based funds funding this fiscal year or next fiscal year and this shows as \$0 on the projected report. The zeroing out of STA revenue is due to a current issue with the Board of Equalization that is being worked on. At this time, MTC is unable to project the fund amounts or when they will become available. This is currently not an issue for LAVTA in terms of FY16 funds because we budget STA funding on a year lag. On the population based side of STA the projected amounts are decreasing as these funds come from diesel fuel taxes and correlate to the decrease in fuel prices. The additional amount anticipated to be added to LAVTA's reserves based on new grants, actual TDA and STA revenues and the difference between anticipated due to LTF amounts is \$1,060,549. Karla Brown wanted to know if LAVTA has used the funds in reserve to pay down our PERS requirements now that GASB is requiring full reporting of the PERS liability. Staff explained that PERS retirement is part of a pooled plan, and when needed, LAVTA pays an annual contribution for "unfunded obligation." For PERS health we are funding ahead of the actuarial schedule to meet that obligation, so we have not needed to use reserve funds to pay down PERS. This was an information only item.

7. Quarterly Grants Update

Staff presented to the Committee a report on 2nd Quarter Grants status. This was an information only item.

8. Resolution of the Board of Directors of the Livermore Amador Valley Transit Authority Appointing Director and Alternate to the California Transit Indemnity Pool (CalTIP)

The Finance & Administration Committee recommends the Board of Directors approve Resolution 06-2016 revising the positions appointed to CalTIP Director and Alternate.

Approved: Turner/Biddle
Aye: Biddle, Turner, Brown
No: None
Abstain: None
Absent: Pentin

9. State Legislative Update

This was an informational item and the Committee recommended forwarding this information to the Board for review.

10. Preview of Upcoming F&A Committee Agenda Items

11. Matters Initiated by Committee Members

None.

12. Next Meeting Date is Scheduled for: March 22, 2016

13. Adjourn

Meeting adjourned 4:39pm.

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

PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE
WHOLE

COMMITTEE MEMBERS

SCOTT HAGGERTY – CHAIR	KARLA BROWN
DAVID HAUBERT – VICE CHAIR	STEVEN SPEDOWFSKI

DATE: Monday, February 22, 2016

PLACE: Diana Lauterbach Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore

TIME: 4:00p.m.

MINUTES

1. Call to Order and Pledge of Allegiance

Committee Vice Chair David Haubert called the meeting to order at 4:02pm.

2. Roll Call of Members

Members Present

Karla Brown, Councilmember, City of Pleasanton
David Haubert, Mayor, City of Dublin
Steven Spedowski, Councilmember, City of Livermore

Members Absent

Scott Haggerty, Supervisor, Alameda County

3. Meeting Open to Public

Robert Allen

Robert Allen provided the P&S Committee with an aerial photo of a Park-N-Ride (vacant lot BART owns). Robert Allen is requesting that a direct shuttle bus between this Park-N-Ride and Dublin/Pleasanton BART Station with a possible stop in front of the Livermore airport. The schedule he proposed requires three buses running approximately 19 round trips each per day.

Julie Hopkins

Julie Hopkins, Coordinator for LARPD Smith Extended Student Services (ESS) is requesting LAVTA bus service for Livermore area summer field trips from June

20, 2016 to August 17, 2016. Ms. Hopkins provided the P&S Committee a list of venues and dollar amount for bus tickets purchased last year for summer field trips. She hopes to continue using our bus system in the future for summer field trips and would like to ensure this with LAVTA. Christy Wegener responded that we will be bringing our plan for summer schools service to the Committee in March and in April 4th the Board will review the plans.

4. Minutes of the January 25, 2016 Meeting of the P&S Committee.

Approved: Spedowfski/Brown
Aye: Brown, Spedowfski, Haubert
No: None
Abstain: None
Absent: Haggerty

5. Comprehensive Operations Analysis – Preferred Alternative

Staff presented the revised Comprehensive Operational Analysis (COA) preferred alternative to the Project and Services Committee (P&S Committee) based on feedback provided in January and February. The P&S Committee was provided a map of the existing service, preferred alternative, and peak frequency.

Thomas Wittmann from Nelson Nygaard presented a PowerPoint regarding the revised COA preferred alternative and answered Committee questions. Mr. Wittmann introduced 580X a new route operating bi-directional peak-only non-stop service weekdays between Livermore Transit Center and BART. Route 580X will operate every 30 minutes during the peak periods on Weekdays and will be timed to meet BART trains, utilizing the HOT lanes on I-580. The P&S Committee has concerns regarding parking and LAVTA staff explained that studies are being conducted by the City of Livermore and Tri-Valley Park-N-Ride. Staff proposed one bus stop on the corner of N. Livermore Avenue to pick up ridership from the neighborhood. The P&S Committee said that they are not opposed to a stop on N. Livermore Avenue, but would like it to understand whether adding a residential stop would add time to the schedule. Resources from Route 70XV were reallocated to the new Route 580X.

The peak service levels were adjusted on Route 3 from 20 minutes to 45 minutes in Pleasanton to reflect ridership potential. Route 3 will provide service to Stoneridge Mall, medical facilities, BART, and connect with the Rapid at E. Dublin/Pleasanton BART to allow access to Los Positas College. Staff did advise the WAAC Committee that the bridge at BART will need to be utilized to access the Stoneridge Mall from the W. Dublin/Pleasanton BART Station with the proposed Rapid service changes. WAAC members informed LAVTA staff they already utilize the BART bridge, so it will not be a major change for them.

Additional trips were added from East Dublin to Dublin High by adding a 3rd route. Michael Tree met with Steve Hanke from the school district to review the concept of a 3rd route and Mr. Hanke is in favor of the additional route.

LAVTA looked into a FLEX Service (agency operated zone service) where a phone application is used to reserve trips. The service would pick-up/drop-off at an existing bus stop to improve efficiency. LAVTA would assign two vehicles to reduce passenger wait times for this service option. FLEX service is slightly more productive than a fixed-route bus, but has nearly the same operating costs as fixed-route. Another option is a Transportation Network Company (TNC) Service that is a partnership with private companies that will utilize real-time, dynamic ridesharing in two project areas (West Dublin and East Dublin). LAVTA has been in discussion with ACTC regarding grants for this project. Karla Brown asked how the agency plans to address private company driver liability. Michael Tree has initiated discussions with both legal counsel and CalTIP on the topic of liability. It can be mitigated by a formalized agreement that would set minimum background check and drug testing standards, as well as minimum insurance levels.

A motion was made to forward to the Board of Directors to open the public comment period from March 7 – April 8, 2016, and set the public hearing date for April 4, 2016 for the COA Preferred Alternative.

Approved: Brown/ Spedowfski
Aye: Brown, Spedowfski, Haubert
No: None
Abstain: None
Absent: Haggerty

6. FY 2016 2nd Quarter Report – Operations

Staff provided information on the 2nd Quarter FY2016 (October – December) Operation statistics. Discussed was the fixed route, paratransit, and operational performance metrics. LAVTA had a 2.8% increase of ridership in the second quarter. On-time performance increased slightly to 80%. Paratransit increased by 18.9% for passengers and increased 24.4% for number of trips. LAVTA's fixed route contractor recorded 19 accidents in the 2nd quarter, six were determined preventable, and thirteen deemed non-preventable. Complaints were higher in the 2nd quarter, largely due to planning requests, rather complaints regarding service being delivered.

This item was informational only.

7. Second Quarter 2016 Marketing and Outreach Activities

Staff provided an update on Marketing and Outreach activities implemented during the second quarter of fiscal year 2016. Upcoming activities and events include: Wheels Forward public hearing and comment period, wheelsbus.com mobile website, Wheels timetables and customer information brochures, Wheels rebranding, St. Patrick's Day parade and festival, and Livermore Wine Festival. Steven Spedowfski asked if we can have people ride buses during parades. Staff responded that LAVTA can have people ride buses during parade events. During

rebranding LAVTA plans to incorporate the Rapid differently into our branding, so customers know Rapid and Wheels are both part of LAVTA's bus system.

This item was informational only

8. Preview of Upcoming P&S Committee Agenda Items

9. Matters Initiated by Committee Members

None

10. Next Meeting Date is Scheduled for: March 28, 2016

11. Adjourn

Meeting adjourned 5:30pm.

DRAFT